



Columbus Area Aviators

EAA Chapter 729 Newsletter
Columbus Municipal Airport (BAK)
Columbus, Indiana
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July Meeting

NOTE: Due to the July 4th holiday, the July meeting will be held on **Thursday evening, July 12th**.

The July meeting will feature a presentation by Jim Stark on his experiences as a Navy flier. Those of you who live in Columbus may remember Jim when he lived here and was a member of the local flying club "Aviation Unlimited" as well as the original EAA Chapter 729.



Jim, who now lives in Bloomington, flew Lockheed P2V7 Neptune patrol aircraft. He has written a book which has just been published - **"Two Turning, Two Burning, Memoir of a Naval Aviator"**. The book covers a number of humorous incidents as well as some less than humorous incidents such as being jumped by MiG-21's right after the Cuban Missile Crisis and other challenging experiences. Jim presentation includes a number of photos from his book. This promises to be a very interesting meeting topic.

The meeting will be held in the lower conference room at the Columbus Municipal Airport Terminal Building. We will gather at 6:30 PM for refreshments with the program starting around 7:00 PM.

June Meeting / Event

The June meeting was a preparation for the Ford Tri-Motor visit. As Dick Gaynor mentions in his notes below, the visit was a resounding success.



While there were a number of individuals who contributed to the success of this visit, Dick Gaynor deserves special mention for his "around the clock" efforts in getting sponsors, publicizing the event, and generally "making it happen".

The following businesses helped via sponsorship, services, or other assistance:

R W Armstrong, Inc.
Columbus Municipal Airport
Johnson Ventures, Inc.
Holiday Inn – Columbus
Blackerby's Hangar 5 Restaurant
Rhodes Aviation – Texaco
Texaco – Hiller Group
Cummins Inc.
White River Broadcasting – WCSI
Reising Radio Partners – WRZQ
The Republic Newspaper
Texas Roadhouse – Columbus
Insight Media

Notes From The "Prez"

The Ford Tri-Motor visit was a resounding success. We even surprised the flight crew with the number of rides given. By Wednesday evening we had completed 45 flights with an average of just over 8 passengers per trip.

Thanks to everyone who came out to help with all the line tasks and support work during the Tri-Motor tour stop. We'll have more details at the next meeting.

In the meantime you can check out a summary and see LOTS of pictures at www.flightsmith.com/fordtrimotor or from the EAA 729 site at www.bakalar.org/ea

Here are a few tidbits from upcoming AirVenture which we get in the form of press releases:

Located just south of AeroShell Square, **EAA's LSA Mall** introduces current and prospective pilots to economical personal flight with a wide variety of new, low-cost, light sport aircraft including categories of factory-built, amateur-built and experimental.

The LSA Mall has been a favorite of AirVenture guests since the emergence of the sport pilot rule in 2004. After considerable efforts headed by the EAA, the sport pilot rule was established by the Federal Aviation Association (FAA). The sport pilot movement has helped enthusiasts learn to fly and gain access to aircraft for half the cost and in half the time of previous alternatives.

The Perlan Glider, which less than a year ago lifted Steve Fossett and Einar Enevoldson into the world record books, will be on display this year during EAA AirVenture Oshkosh 2007. Both pilots and the record-setting aircraft will be present throughout the week at the 55th edition of the EAA fly-in convention, held July 23-29 at Wittman Regional Airport in Oshkosh.

The listing of EAA AirVenture Oshkosh **presentations and workshops**, among the most popular features at the annual EAA fly-in convention at Wittman Regional Airport in

Oshkosh, is now available at the event's website at www.airventure.org.

We hope to see you there. A number of us will be camping in a group. If you are interested in joining, please contact Mike Foushee or me and we'll try to let you know where we have set up camp. Last year, the campground staff would not allow us to "hold" locations, however, there were plenty of sites available until Sunday afternoon (June 22 this year). We'll have the EAA 729 Banner and the Ford Tri-Motor banner (bragging rights, you know) on display at the campsite. Look for them if you're just visiting, or stop by for some dinner.

Dick Gaynor

Aviation/Member News

Officers For 2006

| | |
|--------------------|------------------|
| President | Dick Gaynor |
| Vice President | Dave Timbers |
| Vice President | Karl Schilling |
| Sec./Treasurer | Larry Morlock |
| Newsletter Editor | Mike Foushee |
| Young Eagle Coord. | Rebekah Spalding |
| Young Eagles | Brett Herrick |
| Historian | Dave Timbers |
| Director II | John Walter |
| Director III | Toby Orme |

Interesting Websites

www.seeandavoid.org
www.steehouwer.com
www.sky-flash.com
www.protito.com
www.thelostsquadron.com
www.flightexplorer.com
www.wingspeedcorp.com

2007 Young Eagle Flights

The Young Eagle Flight events for 2007 will be held on the following Sat. mornings.

July 14th Aug 4th Sept 8th

These events are a great way to introduce kids to the wonders of aviation (not to mention a good reason to go flying on a Saturday morning).

We'll obviously need pilots with planes to volunteer; but it is equally important to have volunteers for ground operations. Please mark these dates on your calendars.

Calendar of Events

- July 8 "Sinful Sunday"
Lee Bottom – Hanover, IN (64I)
- July 23-29 AirVenture Fly-In
Oshkosh, WI (OSH)
- July 28-29 Dayton Airshow
Dayton Int'l Airport (DAY)
- Aug 11 North Vernon Airport Day
North Vernon, IN (OVO)
- Aug 11-12 Chanute Air Museum Air Fest
Rantoul, IL (TIP)
- Aug 12 "Sinful Sunday"
Lee Bottom – Hanover, IN (64I)
- Aug 25-26 Indy Air Show (Blue Angels)
Mt Comfort Airport (MQJ)
- Aug 25-26 EAA Mid-Eastern Fly-In
Marion, OH (MNN)
- Sept 1 Fly-In / Cruise-In
Marion, IN (MZZ)
- Sept 14-16 Terre Haute Air Fair
Terre Haute, IN (HUF)
- Sept 21-23 Dawn Patrol WWI Fly-In
Wright-Patterson – Dayton, OH
- Sept 22-23 Blue Ash Airport Days
Cincinnati, OH (ISZ)
- Sept 27-30 Gathering of Mustangs/Legends
Columbus, OH (LCK)
- Sept 29 Wood, Fabric & Tailwheel Fly-In
Lee Bottom – Hanover, IN (64I)

Future Meetings

The 2007 chapter meetings are tentatively scheduled for the first Thursday of each month.

Aug 2nd Sep 6th Oct 4th Nov 1st
Dec 6th

Chapter meetings are a good way to meet others in the local area who share your interest in aviation – homebuilding, restoration, aviation history, military aviation, hangar flying, etc. It is also a way to become involved in activities such as Young Eagle events, visits to member projects, "fly-outs", etc.

Come join us – you'll find that it is another way to stay involved in aviation.

Newsletter Input

The newsletter editor is always looking for member input. If you have input please contact Mike by phone at 812-342-3032 or E-mail at mike.j.foushee@cummins.com by the third Friday of each month.

Items For Sale or Needed

As long a space is available, I'll list items either wanted or for sale that are AVIATION related. If you will provide me with a brief description and contact information, I will include your items.

Don't "Take Your Tent" To Oshkosh -



1975 Revcon motorhome
One owner (and it knows the way to OSH)
All aircraft aluminum construction
Olds 455 drivetrain - 15 mpg
Very clean inside and out
\$6000.00
Can be seen at Best Muffler – 25th St & Central
Contact Mike Williams 812-375-1954

Aviation Humor

Airline Captains

This is the third in a series of caricatures of airline captains as seen from different perspectives –



Great 747 Story

Back in the 60's we used to fly 747's. Well one of the airlines came up with a fuel savings procedure that shuts down various systems and engines during taxi into the gate. Just so happened it was a Chief Pilot that was the first to try out this new procedure...his name was John Chenault and he was the Chief at LAX.

As John was approaching the ramp and turning into the gate after a long flight, the flight engineer was running the "new" taxi checklist and shutting down engines and switches. Shut down #3 and #4. Hydraulic System 2 "B" pump ---off. Pneumatic System---set...etc etc.. Then as he finishes shutting down these systems, the Flight Engineer says..."What f ... ing knucklehead thought this up"!

Just about that time Captain Chenault applied the brakes to stop the 747. No brakes. Caught on voice recorder: "we haven't got any brakes...s ..t!"

The 747 entered Terminal Two at LAX through the glass and penetrated about 25 feet.

At the FAA hearing all were sitting around the table listening to the voice recorder

(CVR). At about the time the recording aired the FE saying: "who the f... thought this one up?" all eyes trained on the person sitting there who DID think it up....laughter broke out.

FAA does not like laughter. In an effort to bring some decorum back to the hearing an FAA inspector said : "Captain Chenault...um...at what point did you realize you had a problem?"

His (no s .. t answer) was"I think it was when I passed the cigarette machine in the terminal".

Meeting adjourned.

How Standards Are Created Historically

Does the statement, "We've always done it that way" ring any bells?

The U.S. standard railroad gauge (distance between rails) is 4 feet, 8.5 inches. That's an exceedingly odd number.

Why was that gauge used? Because that's the way they built them in England, and English expatriates built the US Railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Okay! Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So, who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (and England) for their legions. The roads have been used ever since.

What about the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing.

The United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. And bureaucracies live forever.

So the next time you are handed a specification and told we have always done it that way and wonder what horse's ass came up with that, you may be exactly right. The Imperial Roman war chariots were made just wide enough to accommodate the back ends of two war horses.

Now the twist to the story... When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. Thiokol makes the SRBs at their factory in Utah.

The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains. The SRBs had to fit through that tunnel.

The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass.

And you thought being a horse's ass wasn't important?

The Amazing World of Technology

This next item may not fall into the category of humor or aviation (at least there is a plane in the picture), but I found it interesting.

Now... is amazing!!!! And to think I loose my 2 Gigabyte USB thumb drive all time and don't think a thing about it knowing I can buy another one for \$24.95

Who remembers the "Bryant" disk?

CAN YOU GUESS WHAT THIS IS?



This is a 5 Meg Hard Disk in 1956.

In September 1956 IBM launched the 305 RAMAC, the first computer with a hard disk drive (HDD). The HDD weighed over a ton and stored 5MB of data.