



Columbus Area Aviators

EAA Chapter 729 Newsletter
Columbus Municipal Airport
Columbus, Indiana

March, 2004

Volume 8, Issue 3

March Meeting

The March meeting will be held on Thursday evening March 4th at the Columbus Municipal Airport Terminal Building conference room on the lower level. We will convene at 6:30 PM with the program starting at 7:00 PM.

Toby Orme will present a program on his recent visit to the new Udvar-Hazy wing of the Smithsonian Air & Space Museum which opened to the public in December. This spectacular addition to the museum features many new displays including the B-29 "Enola Gay", an SR-71, a Concorde, and many others in one facility. This should be an interesting and informative presentation.

February Meeting

The February meeting featured a Safety Seminar presentation on Spatial Disorientation by Lew Owens from the Indianapolis FAA office and Mike Rielage of Embry-Riddle Aeronautical University.

They presented some thought provoking statistics on accidents caused by spatial disorientation in terms of pilot ratings, day vs. night, IFR vs. VFR, etc. They also discussed the physiology of disorientation including a demonstration using the "Spin Chair"



Pilot Questionnaire

As part of his study of spatial disorientation, Mike Rielage is surveying pilots who have experienced episodes of disorientation to varying degrees. He has asked pilots to fill out a simple questionnaire to learn how they became disoriented and how they were able to recover. To obtain a copy of the questionnaire, E-Mail Mike at:

MRIELAGE@aol.com

All information is collected anonymously.



Spring Burger Burn & Fly-In

On Saturday April 24th, Mike Williams will be hosting a "Spring Burger Burn" and Fly-In at his hangar in Columbus. The day starts with breakfast at 6:00 AM, followed by airplane rides, "Concours d'Elegance", Lunch, etc. There should be quite a few Swift's, Tiger Moth's, Waco's, Pitts, and RV's as well as other antique and classic aircraft. This will be an excellent opportunity to see some unique aircraft and enjoy good food and camaraderie. The rain date will be Sunday, April 25th.

If you are planning to attend, please RSVP to Mike so the food can be planned. His E-Mail address is:

mike@mikeshangar.com

More details will be in next month's newsletter.

Future Meetings

April 1 st	Wat Zit Project Jesse James
May 6 th	IAC Aerobatics Dick Gaynor
June 3 rd	TBD
July 8 th	TBD
Aug 5 th	Oshkosh Review Group
Sept 9 th	TBD
Oct 7 th	TBD
Nov 4 th	Hangar Flying! Toby Orme
Dec 2 nd	TBD

2004 Young Eagle Dates

The scheduled dates (all Saturdays) for 2004 are as follows –

June 5th
July 10th
August 7th
September 11th

Interesting Web Sites

www.vought.com/heritage
www.aviationtoolbox.org/old/nearby_airports
www.aviationtoolbox.org/members/kyler/tools/map_explorer

The "heritage" site contains lots of historical info on the planes made by Vought over the years including many photos as well as line drawings of planes such as the Corsair.

The "nearby airports" site lets you search for airports and gives a view of the airport on a Sectional Chart as well as a photo from space of the airport.

The "map explorer" site has all sorts of links such as satellite photos, car rental links, and lots more. These sites can be very helpful in planning flights to new destinations.

Aviation/Member News

Officers For 2004

President	Doug Burgham
Vice President	Dick Gaynor
Sec./Treasurer	Larry Morlock
Newsletter Editor	Mike Foushee
Young Eagle Coord.	Toby Orme
Historian	Dave Timbers
Director	Toby Orme
Director	Karl Schilling

2004 Dues Reminder

This is a reminder that it is time to pay your chapter dues for 2004 if you haven't already done so. The annual dues are \$15. Please send your check for \$15 to Treasurer Larry Morlock. If you have already paid you 2004 dues, we thank you.

Nametags

Nametags with our EAA logo, your name, and one line stating your interests (Aircraft, N-Number, etc.) will be made available free of charge to those members who have not yet received one. Replacement nametags can be obtained for \$6.00. Contact Larry Morlock if you are interested in getting a nametag.

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.

Calendar of Events

- April 13 – 19 Sun & Fun Fly-In
Lakeland, FL
- April 24 Spring “Burger-Burn”
Mike Williams Hangar
Columbus, IN
- July 27 – Aug 2 EAA Airventure
Oshkosh, WI
- July 31 – Aug 1 Mt Comfort Airshow
Air Force Thunderbirds
- Sept 4 Fly-In Cruise-In
Marion, IN

Aviation Humor

In his book, “Sled Driver” SR-71 Blackbird pilot Brian Shul writes:

“I’ll always remember a certain radio exchange that occurred one day as Walt (my back-seater) and I were screaming across Southern California 13 miles high. We were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace. Though they didn’t really control us, they did monitor our movement across their scope.”

“I heard a Cessna ask for a readout of its ground speed. “90 knots” Center replied.”

“Moments later, a Twin Beech required the same. “120 knots,” Center answered. We weren’t the only ones proud of our groundspeed that day as almost instantly an F-18 smugly transmitted, ‘Ah, Center, Dusty 52 requests ground speed readout.’ There was a slight pause, then the response, “525 knots on the ground, Dusty.”

“Another silent pause. As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my back-seater. It was at that precise

moment I realized Walt and I had become a real crew, for we were both thinking in unison.”

“Center, Aspen 20, you got a ground speed readout for us?”

There was a longer than normal pause“Aspen, show 1,742 knots”.

No further inquiries were heard on that frequency.

~~~~~

In another famous SR-71 story, Los Angeles Center reported receiving a request for clearance to FL 60 (60,000ft). The incredulous controller, with some disdain in his voice, asked, “How do you plan to get up to 60,000 feet?”

The pilot (obviously a sled driver), responded, “We don’t plan to go up to it, we plan to go down to it.”

He was cleared.

~~~~~