



Columbus Area Aviators

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

The March meeting will feature a program by Dan McElroy on getting his Type Rating in the Eclipse 500 Very Light Jet.



Most of us will never be required to obtain a Type Rating in order to fly our planes, so this is a chance to learn more about the Eclipse Jet itself and to also learn what is involved in earning a Type Rating. As many of you know, Dan is a retired Delta 777 pilot and while this experience is quite helpful he still had to go through the ground school, and check ride process. It should be an interesting and informative program.

The meeting will be held Thursday evening March 6th in the lower conference room at the Columbus Municipal Airport Terminal Building. We'll have refreshments at 6:30 PM with the program starting about 7:00.

February Meeting

The February meeting featured a presentation by Rusty Richards on his experiences as a B-52 pilot in the Air Force.



Included in his presentation were several historical items such as video of the first flight of the aircraft and development of the B-52 through several iterations in the post WWII era.

The B-52 includes a number of unique features such as the "centerline" arrangement of the landing gear complete with "crosswind" capability which allows the plane to do a rather unusual "elephant walk" taxi. The B-52 has served as a major weapon system in the US arsenal for over half a century!

In keeping with the historical approach to the presentation, Rusty finished up with the final scene from the iconic movie "Dr. Strangelove".

Notes From The "Prez"

Thanks to Rusty Richards for his excellent presentation on his experiences flying the B-52. Meeting turnout was great and everyone appeared to enjoy the presentation.

Dan McElroy will give a presentation on his Eclipse Type Rating and the current state of Eclipse aircraft. Remember, the Eclipse is just like a homebuilt except they have a bigger "home" in which to build them.

Mike has sent the "what would we like to have at a meeting" forms to everyone. If you can, please give us some ideas of what you would like to see at meeting presentations. Here are some ideas I have come up with or which have been floating around a while:

- Oil change on 81E
- Phil Krueger on his FINISHED SE-5 replica
- Will Matthews - Reno racer - (to be scheduled when Will is in town)
- Re-visit the PeaShooter project at Seymour

Please come up with more and we'll pass them all along to our meeting planning folks. Bring your ideas to the March meeting. If we all get together on this in a brainstorm session, we can certainly gather enough meeting programs to fill the year.

It has been very quiet around the airport the last few weeks. The gloomy weather has not helped at all. Piper (hangar cat) just looks out the door and goes back in to his bed or food. We did get in a bit of flying each of the last two Saturdays. With so little time in the air over the last couple months, North Vernon for gas felt like a cross country. Noreen & I went to Hangar 5 for breakfast Sunday (Feb 24) and the visibility was so bad we didn't expect to see any planes except the local 'tie-downs'. To our surprise, shortly after we sat down, three folks walked out to a 172 and took off into the snow and fog. He was almost invisible before he was in the air.

Did I mention a hangar cleanup party as a potential meeting topic?

Dick G

Aviation/Member News

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Interesting Websites

<http://www.grayeagles.org/video.htm>
<http://spluch.blogspot.com/2008/01/landing-at-courchevel-airport.html>
www.eaa.org/calendar
<http://www.fighterfactory.com/>
<http://www.alexisparkinn.com/photogallery/Videos/2008-2-9-II76-in-Australia.wmv>
www.gillesvidal.com/blogpano/cockpit1.htm
www.largescaleplanes.com/articles/WW2/DanFarnham/wreckdiving2/wreckdiving2.html

Calendar of Events

Apr 8-13	Sun & Fun Fly-In Lakeland, FL (LAL)
April 12	Thunder Over Louisville Louisville, KY
July 19-20	Dayton Air Show Dayton, OH (DAY)
July 28 - Aug 3	AirVenture Fly-In Oshkosh, WI (OSH)
Aug 23-24	Indy Air Show (Blue Angels) Mt Comfort Airport (MQJ)
Aug 25-26	EAA Mid-Eastern Fly-In Marion, OH (MNN)
Aug 30	Fly-In / Cruise-In Marion, IN (MZZ)
Sept 27	Wood, Fabric & Tailwheel Fly-In Lee Bottom – Hanover, IN (64I)
Oct 3-5	"Victory Days" Encampment Columbus, IN (BAK)

Future Chapter Meetings

The 2008 chapter meetings are tentatively scheduled for the first Thursday of each month except as **noted** below.

Apr 3 rd	May 1 st	Jun 5 th
Jul 10th	Aug 7 th	Sep 4 th
Oct 2 nd	Nov 6 th	Dec 4 th

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.

2008 Young Eagle Flights

The Young Eagle Flight events for 2008 will be held on the following Saturday mornings.

June 7 th	July 12 th	Aug 9 th	Sept 6 th
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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.

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.

Aviation Humor

Pilot's Letter to the FAA

Gentlemen:

I was asked to make a written statement concerning certain events that occurred yesterday. First of all, I would like to thank that very nice FAA man who took my student pilot's

license and told me I wouldn't need it any more. I guess that means that you're giving me my full-fledged pilot's license. You should watch that fellow though, after I told him all of this he seemed quite nervous and his hand was shaking. Anyway, here is what happened.

The weather had been kind of bad since last week, when I soloed. But on the day in question I was not about to let low ceilings and visibility, and a slight freezing drizzle, deter me from another exciting experience at the controls of an airplane. I was pretty proud of my accomplishment, and I had invited my neighbor to go with me since I planned to fly to a town about two hundred miles away where I knew of an excellent restaurant that served absolutely wonderful charcoaled steaks and the greatest martinis.

On the way to the airport my neighbor was a little concerned about the weather, but I assured him once again about the steaks and martinis that we would soon be enjoying and he seemed much happier.

When we arrived at the airport the freezing drizzle had stopped, as I already knew from my ground school meteorology it would. There were only a few snow flakes. I checked the weather and I was assured that it was solid IFR. I was delighted. But when I talked to the local operator I found out that my regular airplane, a Piper J-4 Cub, was down for repairs. You could imagine my disappointment. Just then a friendly, intelligent line boy suggested that I take another airplane, which I immediately saw was very sleek and looked much easier to fly.

I think that he called it an Aztec C, also made by Piper. It didn't have a tail wheel, but I didn't say anything because I was in a hurry. Oh yes, it had a spare engine for some reason.

We climbed in and I began looking for an ignition switch. Now, I don't want to get anyone in trouble, but it shouldn't be necessary to get the airplane manual just to find out how to start an airplane. That's ridiculous. I never saw so many dials and needles and knobs, handles and switches. As we both know, confidentially, they have simplified this in the J-

4 Cub. I forgot to mention that I did file a flight plan, and those people were so nice. When I told them I was flying an Aztec they said it was all right to go direct via Victor-435, a local superhighway, all the way. These fellows deserve a lot of credit. They told me a lot of other things too, but everybody has problems with red tape.

The take-off was one of my best and I carefully left the pattern just the way the book style says it should be done. The tower operator told me to contact Departure Control Radar, but that seemed kind of silly since I knew where I was going. There must have been some kind of emergency because, all of a sudden, a lot of airline pilots began yelling at the same time and made such a racket that I just turned off the radio.

You'd think that those professionals would be better trained. Anyway, I climbed up into a few little flat clouds, cumulus type, at three hundred feet, but Highway 435 was right under me and, since I knew it was straight east to the town where we were going to have drinks and dinner, I just went on up into the solid overcast. After all, it was snowing so hard by now that it was a waste of time to watch the ground. This was a bad thing to do, I realized. My neighbor undoubtedly wanted to see the scenery, especially the mountains all around us, but everybody has to be disappointed sometime and we pilots have to make the best of it, now don't we?

It was pretty smooth flying and, except for the ice that seemed to be forming here and there, especially on the windshield, there wasn't much to see. I will say that I handled the controls quite easily for a pilot with only six hours. My computer and pencils fell out of my shirt pocket once in a while but these phenomenon sometime occur I am told. I don't expect you to believe this, but my pocket watch was standing straight up on its chain. That was pretty funny and asked my neighbor to look but he just kept staring ahead with sort of a glassy look in his eyes and I figured that he was afraid of heights like all non-pilots are. By the way, something was wrong with the altimeter, it kept winding and unwinding all the time.

Finally, I decided we had flown about long enough to be where we were going, since I had worked it out on the computer. I am a whiz at that computer, but something must have gone wrong with it since when I came down to look for the airport there wasn't anything there except mountains. These weather people sure had been wrong, too. It was real marginal conditions with a ceiling of about one hundred feet. You just can't trust anybody in this business except yourself, right? Why, there were even thunderstorms going on with occasional bolts of lightning. I decided that my neighbor should see how beautiful it was and the way it seemed to turn that fog all yellow, but I guess he was asleep, having gotten over his fear of height, and I didn't want to wake him up.

Anyway, just then an emergency occurred because the engine quit. It really didn't worry me since I had just read the manual and I knew right where the other ignition switch was. I just fired up the other engine and we kept right on going. This silliness of having two engines is really a safety factor. If one quits the other is right there ready to go. Maybe all airplanes should have two engines. You might look into this.

As pilot in command, I take my responsibilities very seriously. It was apparent that I would have to go down lower and keep a sharp eye in such bad weather. I was glad my neighbor was asleep because it was pretty dark under the clouds and if it hadn't been for the lightning flashes it would have been hard to navigate. Also, it was hard to read road signs through the ice on the windshield. Several cars ran off the road when we passed and you can sure see what they mean about flying being a lot safer than driving.

To make a long story short, I finally spotted an airport that I knew right away was pretty close to town and, since we were already late for cocktails and dinner, I decided to land there. It was an Air Force Base so I knew it had plenty of runway and I could already see a lot of colored lights flashing in the control tower so I knew that we were welcome. Somebody had told me that you

could always talk to these military people on the international emergency frequency so I tried it but you wouldn't believe the language that I heard. These people ought to be straightened out by somebody and I would like to complain, as a taxpayer.

Evidently there were expecting somebody to come in and land because they kept talking about some damn stupid son-of-a-**** up in that fog. I wanted to be helpful, so I landed on the ramp to be out of the way in case that other fellow needed the runway. A lot of people came running out waving at us. It was pretty evident that they had never seen an Aztec C before. One fellow, some General with a pretty nasty temper, was real mad about something. I tried to explain to him in a reasonable manner that I didn't think the tower operator should be swearing at that guy up there, but his face was so red that I think he must have a drinking problem.

Well, that's about all. I caught a bus back home because the weather really got bad, but my neighbor stayed at the hospital there. He can't make a statement yet because he's still not awake. Poor fellow, he must have the flu, or something. Let me know if you need anything else, and please send my new license airmail, special delivery.

Very, truly yours, SD

This is the picture of the America's first Jet airplane. It was first flown in Oct. 1942.



Fran and the gang have spent the last 10 years restoring this plane, and they just got the wings on last weekend; just in time for the airshow this weekend. It isn't flying, yet, but will be on display there.

Here is the funny story about the P-59 (and explains the funny hats the guys are wearing).



In 1942, this was a Top Secret airplane. It was at Edwards AFB, and when they had to transport it, (when the dry lake got flooded) they disguised it with a phony wood propeller on the front—and covered it in a shroud.



One time, on a test flight out of Edwards, it was spotted by pilots getting checked out in P-38s out of Van Nuys Airport. When they reported seeing an airplane with no propeller, no one would believe it. The story kept circulating, so the test pilot of the P-59 decided on a great plan. He dressed up in a gorilla mask, put on a derby hat and a cigar. Then he made a point to fly next to the P-38 pilots and waved at them. When they got back to the base, they told everyone they had seen a plane with no propeller, flown by a gorilla, wearing a derby and smoking a cigar. Naturally, NO ONE would believe that one, so it stayed a secret until after the war.