



Columbus Area Aviators

EAA Chapter 729 Newsletter
Columbus Municipal Airport
Columbus, Indiana

September, 2003 Volume 7, Issue 9

September Meeting

The September meeting (Thursday 9/4) will be hosted by Dick Whelen at his private airstrip near Waldron, IN. We'll meet at 6:30 PM, and the program will start at 7:00 PM.

Dick is building a Stewart S-51 project (a scaled replica of the P-51 powered by a V-8 engine). He is well along on the construction of the fuselage and wing assemblies. This is a spectacular homebuilt project that you will certainly find interesting.

Dick's son also has an RV project underway.

Whelen Field (6IN2) is located 20 miles northeast of Columbus Municipal Airport at latitude of 39 degrees 29 minutes and longitude 85 degrees and 39 minutes on the St. Louis sectional map.

The turf runway is 2700' x 75'. **NOTE** – There are power lines 800 ft west of and parallel to the north-south runway. Landing rolls can go over the two driveways that cross the strip near the south end. Comm. on 122.75. Questions – 765-525-5152.

The driving directions are as follows: Drive to I-74 and then take the first exit east of Shelbyville (exit 119). Then drive 2.5 miles east on State Road 244 to 700 East.

For those wishing to car pool to the meeting, we will depart from the Columbus Municipal Airport Terminal parking lot at 5:30 PM.

August Meeting

The August meeting was hosted by John Marshall at his private strip near Greenwood.



John is in the process of repairing his "Super 8" that was "rear-ended" by another RV in a taxi accident. John has completed the sheet metal repairs and the plane is now ready to be painted again – including the unique Dragon which "erupts from several spots along the length of the fuselage. He is also assisting another RV builder with his project in John's shop/hangar. Meeting discussion involved who saw/did what at Oshkosh.

Future Meetings

The chapter meetings in 2003 will be held on the dates listed below (first Thursday of the month except as noted):

September 4th (Labor Day week)
(Dick Whelen's – see note above)

October 2nd
(Franklin–Richard Money–Jump School)

November 6th (TBD)

December 17th
(Wed. – the 100th Anniv. of First Flight
see suggestion below)

Need Your Input For Dec. Meeting

A suggestion has been made regarding the December meeting; and we need your feedback to see if it is feasible.

Since it is the 100th anniversary of the Wright brother's first flight, we thought a visit to Dayton would be an appropriate way to mark the occasion. Here's where we need your input – **How about taking a day of vacation (if necessary) and car pooling to Dayton to see the Wright Brother's memorial at Carillon Park as well as the Air Force Museum at WPAFB?**

If this is an event that you would be interested in, please let us know so we can make plans accordingly. Send your feedback to –

mike.j.foushee@cummins.com

Aviation/Member News

Officers For 2004

It is time to nominate candidates for next years officers. We will elect the following positions – President, Vice President, Secretary/Treasurer, Newsletter Editor, Young Eagles Coordinator, and two Directors. A slate will be sent out in the October newsletter with elections held at the November meeting.

To nominate a candidate, submit the name (and office) to any of the current officers.

Young Eagles - 2003

The remaining date for the 2003 Young Eagle Flights is Saturday, September 6th. Since the August Flight Rally was "weathered out", we may have a large number of kids for this final event. Therefore, we will need a good turnout of pilots/planes and ground crew.

Interesting Web Sites

www.avweb.com

www.airnav.com

www.tcmlink.com

www.aerovents.com

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 Barty Moffett 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

August 30 Marion, IN Fly-In

September 8 South Bend, National
Air Tour

September 13-14 Cincinnati Airshow

September 12-14 Indy Airshow

(featuring the Blue Angels)

September 27 Lee Bottom Fly-In

Wood, Fabric, & Tailwheel

October 18 Seymour Air Fair

December 13-17 First Flight Centennial
Celebration – Kill Devil Hills, NC

Officers for 2003

President – Toby Orme

Vice President – Doug Burgham

Treasurer – Barty Moffett

Newsletter Editor – Mike Foushee

Class I Director - **OPEN**

Class III Director – Larry Morlock

Young Eagles Coord. – Rauf Khalid

Webmaster - Tom Dollmeyer

Historian - Dave Timbers

Technical Counselors: Jerry Brown, Karl Schilling, Jim Shaffstall, Mike Williams

Aviation History

Milestones From The Century of Flight

As part of the “Centennial of Flight” celebrations this year, the Air Force Association’s web site has an extensive listing of aviation events/achievements since 1903. Each month this year I will include selected items for each of the months leading up to December 17th. The ones for September are listed below –

9/17/08 – Lt. Thomas Selfridge becomes the first person killed in a powered aircraft accident when a Wright Flyer crashes at Ft. Myer, VA. Orville Wright, at the controls, suffers a broken hip.

9/2/10 – Blanche Scott becomes the first woman to solo, flying a Curtiss pusher at the Curtiss company field on Hammondsport, NY. She is not granted a pilot’s license, however.

9/17-12/10/11 – Calbraith Perry Rodgers, in the Wright EX biplane *Vin Fiz* makes the first transcontinental flight, from Sheepshead, NY to Long Beach, CA. He makes 76 stops and crashes 20 times.

9/26/21 – Sadi Lecointe pushes the recognized absolute speed record past 200 MPH, as he hits 205.223 MPH in the Nieuport-Delage Sesquiplane at Ville-sauvage, France.

9/22/28 – The number of people whose lives have been saved by parachutes exceeds 100 when Lt. Roger V Williams bails out over San Diego.

9/24/29 – AAC Lt. James H Doolittle makes the first blind all-instrument flight at Mitchell Field, NY in a completely covered cockpit (accompanied by check pilot). He takes off, flies a short distance, and lands.

9/29/31 – Flying in the same aircraft that won the last Schneider Cup seaplane race, RAF Flt. Lt. George Stainforth pushes the recognized absolute speed

record past 400 MPH as he hits 407.001 MPH in the Supermarine S.6b at Lee-on-Solent, England.

9/21/42 – Company test pilot Eddie Allen and crew make the first flight of the Boeing XB-29 Superfortress in Seattle, WA. Designed as a replacement for the B-17 and B-24, the B-29 is considered the ultimate World War II bomber.

9/25/45 – At Church Broughton, England, company test pilot Eric Greenwood makes the first flight of an aircraft powered by turboprop engines. A Gloster Meteor F.1 pure jet powered fighter modified to accommodate two Rolls Royce Trent turboprops serves as the test bed.

9/15/48 – AF Major Richard L Johnson, flying a North American F-86A, recaptures the world speed record for the US, streaking over a three-kilometer course at Muroc AFB, CA at 670.981 MPH.

9/27/56 – Capt. Milburn Apt reaches Mach 3.196 in the Bell X2, becoming the first pilot to fly three times the speed of sound. Apt is killed, however, when the aircraft tumbles out of control.

9/17/59 – Company pilot Scott Crossfield makes the first flight of the North American X-15 rocket powered research aircraft at Edwards AFB, CA. He reaches a speed of Mach 2.11 and an altitude of 52,341 feet.

9/1/74 – Maj. James V Sullivan and Maj. Noel Widdifield set a New York to London speed record of 1,806.964 MPH in a Lockheed SR-71A. The trip takes one hour, 54 minutes, 55 seconds.

Aviation Humor

Air rules

Every takeoff is optional. Every landing is mandatory.

If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.

Flying isn't dangerous. Crashing is dangerous.

It's always better to be down here wishing you were up there than up there wishing you were down here.

The ONLY time you have too much fuel is when you're on fire.

The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.

When in doubt, hold on to your altitude. No one has ever collided with the sky.

A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

You know you've landed with the wheels up if it takes full power to taxi to the ramp.

The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.

Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.

Always try to keep the number of landings you make equal to the number of take offs you've made.

There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.

You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.

Helicopters can't fly; they're just so ugly the earth repels them.

If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.

In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.

Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.

It's always a good idea to keep the pointy end going forward as much as possible.

Remember, gravity is not just a good idea. It's the law.