



# EAA CHAPTER 284

## *Grass Roots*

*Dedicated to the spirit of aviation past, devoted to the future.*

**EAA Chapter 284 Meeting**  
**Sunday December 12th 2:00 PM**  
**Red Stewart Airport, Waynseville Ohio**

### **2005 Officers Elected**

Officers for the 2005 year were elected at the November 14th chapter meeting. Officers for 2005 are:

President: Bob Luken  
Treasurer: Chris Palmer  
Newsletter Editor: Mark Keener

Vice-President: Rich Corbertt  
Secretary: Jim Johnson

Rich Corbertt has agreed to be the Webmaster. In addition to these officers we have a need for a Membership Chair, a Programs Chair and a Young Eagles Coordinator

It is my hope that officers elected for 2005 can work together to revitalize the chapter by bringing new members and having programs that will meet the needs of all chapter members and other members of the Red Stewart Airport family of aviation enthusiasts.

### **2005 Dues Are Due**

Now is the time to pay your chapter dues for the year 2005. Dues for an individual are \$20.00 and for a family they are \$25.00. Payment can be made at any meeting or mailed to Chris Palmer 4925 North State Route 42, Waynseville OH 45068.

### **December Program - Warren County Aerospace Academy**

Terry West of the Warren County Aerospace Academy will give a presentation on the Academy's programs.

### **Light Sport Aircraft Rule:**

Volume XII Number XII

December 2004

EAA 284 Meets the 2nd Sunday of each month at Red Stewart Field at 2:00 PM

Visit us on the Web at – <http://www.eaa284.org>

The Light Sport Aircraft rules are now in effect. The new rules will permit a valid driver's license to be used as a medical certificate. Pilots will also be given the ability to inspect their own aircraft after receiving additional training. In the near future we hope to have Martha Lunken provide us with a presentation of this rule. This may be scheduled for January. Although we normally don't meet in January we will hold a meeting if Martha is available. In the meantime you can learn more about the LSA rule by visiting the EAA and FAA web sites.

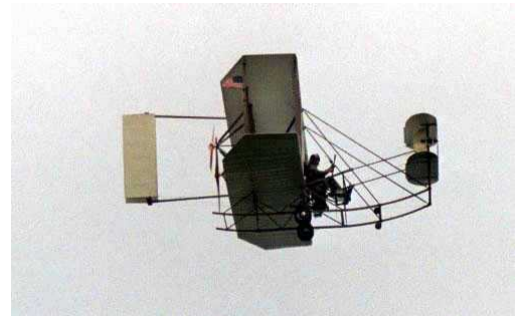
## **USU 1905 Wright Flyer Arrives at Warren County Airport**

In celebration of the 100th Anniversary of powered flight, Utah State University's (USU) Aeronautics Laboratory and the Space Dynamics Laboratory (SDL) constructed a modified replica of the 1905 Wright Flyer using state-of-the-art composite materials in a unique blending of the historic and the present. The 1905 plane was chosen because it was the first practical airplane. Rather than take off and land in a straight line the 1905 Flyer was able to turn, maneuver and land where it had taken off.



The look alike replica now has a permanent home at the Warren County Airport. The grand unveiling took place on December 2, 2004. Dave Widauf, Project Director, described the design, building and first flights of the plane. Astronaut Neil Armstrong described the early experiments of the Wright brother and the first flight of the 1903 Flyer. Neil was introduced by Martha Lunken portraying Katherine Wright.

USU Wright Flyer of Ohio has been formed as a non-profit corporation to use the USU Flyer as an educational and demonstration project. For additional information on the design and construction of the USU project go to:  
<http://www.asme.org/mechanicaladvantage/november2003/wright.html>



**USU Wright Flyer over Huffman Prairie, July 2003**

## **"The Aviator" Opens Christmas Day**



The Aviator, a new movie telling the story of Howard Hughes will open nation wide in theatres on Christmas Day. "The Aviator" tells the story of aviation pioneer Howard Hughes, the eccentric billionaire industrialist and Hollywood film mogul famous for romancing some of the world's most beautiful women. The drama recounts the years of his life from the late 1920s through the 1940s, an epoch when Hughes was directing movies and test flying innovative aircraft he designed and created. It also chronicles Hughes' struggle with his physical disabilities and phobias, and his increasingly erratic, obsessive-compulsive behavior that led him ultimately to isolate himself from his associates and withdraw from the world. The Aviator is directed by Martin Scorsese, and stars Leonardo DiCaprio as

Howard Hughes, Cate Blanchett as Katherine Hepburn and Kate Beckinsale as Ava Gardner. For additional information on this film and to see the theatrical trailer go to <http://www.miramax.com/aviator/>

## **Zen And The Art Of Pumpkin Bombing**

In honor of the fall harvest festivals, AVweb presents a first-hand account of an event that happened after Halloween, when some bored Midwesterners decided to 'properly dispose' extra pumpkins. If you won't tell the FAA, we won't.

Source: <http://www.avweb.com/news/skywrite/188626-1.html>

By Paul Berge

Ah, autumn -- birds on the wing, a crisp snap to the air, and pumpkins falling from Cabs. For those seeking the true meaning of flight you need only look to southern Iowa, where at an undisclosed location, close to the Maharishi TM University, unfettered by TFRs, the Annual Great Pumpkin Bombing and Chili Shootout went off without so much as a major reportable catastrophe.

First the boilerplate disclaimer: Under FAR 91.15, titled, "Dropping objects," pilots in civil aircraft may not allow objects to be dropped in-flight if the droppings create a hazard to persons or property. It's worth noting that 91.15 precedes 91.17, which prohibits doing this while drunk. Sharp legal minds have long noted that despite its negative tone, 91.15 specifically encourages (in this legal mind's opinion) dropping of objects. It states, "However!" (exclamation point added for emphasis), "This section does not prohibit the dropping of *any* object ..." And then there's some fine print about taking "reasonable precautions" to avoid injury.

So, armed with reason and FARs, a dozen mostly civil antique airplanes rendezvoused at a secret airfield in the hills along the Missouri border where federal statutes have always been seen more as obstacles than mandates. Pilot names and aircraft registration numbers have been sanitized in the interest of taking "reasonable precautions." Suffice it to say that the average airplane was 50 years old, and the pilots about the same age. Most were armed with shotguns for the morning's skeet contest in which free-range skeeters were released before a line of near-sighted shooters who mostly tossed a lot of lead shot into nearby trees. After that, a light lunch of chili, Doritos, and crème soda was served, followed by a military-style pre-mission briefing.

Nervous anticipation hung over the assembled crews like an unclaimed bean fart as Commander Sparky (not his real name) sketched the bombing mission. "Gentlemen," he called. "Try not to hit my car again this year." Then with a steely glance at the flight crews, knowing that some would not be coming back because the chili was gone, he said, "I gotta take a leak." Most of us took that as the code for, "Pick yer pumpkins and Godspeed."

The object of the bombing was to recycle 332 pumpkins gleaned from area grocery stores and front porches after Halloween. As youngsters, we would've simply smashed them on street corners by tossing them out the back of a '57 Dodge; but as aviators, someone discovered that surplus pumpkins could best be disposed of from 500 feet AGL. But, as Curtis LeMay -- godfather of the Strategic Air Command -- knew, that's not as simple as it first appears. To bomb anything back into the Stone Age takes advanced math.

My bombardier must've paid more attention in high school than I did, because he calculated that at 500 feet AGL, a 30-pound pumpkin dropped at a sighting point 45-degrees from the bulls eye while traveling at a 60-knot groundspeed might hit the target, which in this case was a large sailboat parked in a pasture earlier used as the skeet range. The bombing run final-approach course was over a wooded area, making the target difficult to spot until almost upon it. In keeping with the "reasonable precautions" spirit of the FARs, the skeet range was closed during bombing runs, so ground fire was expected to be minimal -- and given the skeet shooters' marksmanship, would've been ineffective anyhow.

The weight of the dropped object, as 16th-century physicist Sir Walter Raleigh discovered by dropping pumpkins from the then-vertical Pisa tower, is irrelevant. An object falls at nine-point-eight meters-per-second (squared ... *mas o menos*), but since none of us were adept at the metric system, and muscling a 20-inch diameter, semi-rotted pumpkin out of an Aeronca Champ's side window is difficult to time, accuracy became an unintended byproduct of our efforts.

Each bomber departed at max gross weight, loaded with fuel, two crewmembers, and usually two bombs per aircraft. One Aeronca Chief staggered off the 2500-foot grass runway with four bombs. When dropped simultaneously over the target, you could see the Chief lurch higher at the sudden release of weight as the bomb load cascaded downward to stitch a row of orange pulp several hundred feet from the boat.

Our bomb runs were flown with the accuracy of Doolittle over Tokyo -- meaning I believe I could've hit a target the size of that city. Instead, the tiny boat from 500 feet looked like a beer can. In fact, as we released our first bomb, we discovered that we indeed had aimed for a beer can and the boat was at least 50 feet west of that. Missed both.

Throughout the afternoon, wave after wave of Champs, Cubs, Taylorcrafts, and Cessna 140s droned overhead unleashing orange hell on the target with a few projectiles even getting close. And then, as I climbed from the cockpit to re-arm after a run, I heard radial engines in the distance. Several other bomber pilots picking through the diminishing ordnance pile also looked skyward, where we saw a World War II B-25 bomber enter the pattern, make a pass as though sizing up the target, and then return for a long final approach with its landing gear tucked in the wells.

Quickly the Cubs and Champs scattered from the bomb pattern as the B-25 banked over the distant hills and lined up on final, its Wright R-2600 engines growling through the leafless hickory trees.

"Who is it?" someone asked.

"Don't know," we all answered, knowing that what we were about to see could prove interesting in a FSDO meeting.

The B-25 descended slightly and, just before the target zone, opened its bomb bay doors and from its belly countless orbs dropped, arcing toward the target, and quickly decelerating behind the bomber.

A single pumpkin impact sounds like a distant mortar round. First, there's the sight of the explosion and then the sound hits you with a "Fwump!" I'm told that a watermelon comes close, and a bushful of zucchini can make you take notice. But the pumpkin is surprisingly concussive when it smacks dirt. Now, imagine a whole bellyload of pumpkins tumbling from a

bomber and raining upon the target, striking within microseconds of each other: "*Fwump, fwump... Fwump! Fwump-whump...!*"

Pulp flew in the swirling blast, mingling, twisting, and colliding like chunky napalm. The target disappeared in a maelstrom of goo, seeds, and contorted rind. The horror ... the horror ... and oh, the humanity of 50 middle-aged pilots cheering from the sidelines as the mysterious B-25 pulled up and banked away, never to be seen again.

We didn't learn who it was. Perhaps, it was just a ghost ship from our collective imaginations, the winged embodiment of what the rest of us ersatz bomber pilots really wanted to be. We'll never know. Or at least, we'll never tell. But as we stood on the grassy ramp watching the bomber disappear over the horizon, each of us wondered, "How the hell are we gonna top that next year?" But this is Iowa, where idle minds are never truly at rest.

---

*[Editor's note: No actual skeets were harmed making this story. Don't try these stunts at your home airport; consult your local FSDO, and if irrational exuberance breaks out, discontinue use. All pumpkins used in the making of this story now provide winter fodder for endangered field mice.]*

## **Yahoo Groups**

Prior to the pancake breakfast Rich Corbertt pioneered the use of Yahoo groups for communication and discussion of chapter related information. For the few people who did the test run this looks like a viable means of information interchange. To sign up for this service go to join the group you must subscribe (free).

To subscribe go to [eea284-subscribe@yahogroups.com](mailto:eea284-subscribe@yahogroups.com) Please include you name and phone number in the request to subscribe. By being a member of the group you will be able to see chapter related photos. Rich hopes to post the monthly newsletters in the members section.

## **Membership Benefit**

The Experimental Aircraft Association and the Ford Motor Company have a partner recognition program. This program gives EAA members the ability to purchase or lease eligible vehicles at Ford's X-Plan or Mazda S-Plan pricing. This can mean a savings of hundreds to possible thousands of dollars on the purchase or lease of a new vehicle. Savings will depend upon the vehicle chosen. Vehicle families included in the X-Plan or S-Plan include Ford, Volvo, Mazda, Mercury, Jaguar and Land Rover. There will be brochures available at the October meeting.

## **2005 Meeting Dates**

Normally the Chapter meets on the second Sunday of each month. However, there will be some exceptions to this guide. Programs for each meeting will be announced as they are confirmed.

<b>January - TBA</b>	As usual this will be our annual awards dinner. In addition to the awards dinner we may schedule a meeting for a presentation on the Light Sport Aircraft Rule.
<b>February 13, 2005</b>	Brent Hunter will speak on aerobatics
<b>March 13, 2005</b>	Program TBA
<b>April 10, 2005</b>	Program TBA
<b>May 15, 2005</b>	Program TBA Please note that this is the 3 <sup>rd</sup> Sunday, as Mother's Day falls on the second Sunday.
<b>June,12, 2005</b>	Program TBA
<b>July 10, 2005</b>	Program TBA
<b>August 14, 2005</b>	Program TBA
<b>September 4, 2005</b>	Tail Dragger Fly In. This is the first Sunday
<b>October 9, 2005</b>	Nomination of Officers for 2006, Program TBA
<b>November 13, 2005</b>	Election of Officers, Program TBA
<b>December 11, 2005</b>	Program TBA

## **Save A Life - Learn CPR**

Chapter 284 is an American Red Cross Authorized Provider for CRP instruction. This course will include instruction in both adult XPR and use of an Automatic External Defibrillator (AED). Completion of the course will result in American Red Cross certification. Dates have not yet been set, but we are working with the airport to set dates. The course lasts 4.5 hours and will cost \$20.00. Because equipment must be rented advance reservations will be required. The course will be open to all members of EAA Chapter 284, their families and anyone associated with Red Stewart Airfield.



AED training is particularly important. If a person suffering sudden cardiac arrest has cardiac electrical activity that will respond to the AED shock every minute that use of the AED is delayed reduces survival chances by 10%. AED's are becoming more and more common. They can be found in all commercial airports, interstate buses, and increasingly in hotels, restaurants and retail establishments.

## **Invitation to Join**

This newsletter is being sent to Chapter 284 members and interested non-members and lapsed members. If you are not currently a chapter member you are invited to join us at our monthly meetings.