



THE OZARK FLYER

The Newsletter of EAA Chapter 732 - Northwest Arkansas

4th Quarter 2007

Letter from the President

Inside this issue:

Newsletter Editor EAA dues Upcoming meet-	2
Anderson- Greenwood AG- 14	3-4
Heathco Mustangs &	5-6
Watermelon Picnic	7
Bob Axiom RV-6 NYC	8-10
Young Eagles	11
Awards	12
Wyatt Christmas Celebration	13- 14
2007 in Review	15
Calendar	16

We'll it's December 26th and another year in the book. I made it through my 1st year as 732 president, and hopefully will do a better job in 2008. One of the BOD member's pointed out that the 2nd year is always easier, since you made all your mistakes the 1st year. That assumes that you are smart enough to learn from your mistakes!



I would like to take a few minutes to thank a **few** of those who keep the chapter running. Barry West, Dave Bowman, and Paul Corlett always pull off the Young Eagle events without a hitch. Last year we had three YE events, and we are uping the ante to 5 events for 2008.

From a chapter management perspective, our website has been an invaluable chapter tool. Chip has done an outstanding job setting up and maintaining the site, which makes a president's job a lot easier. The BOD uses the member list and project information, to plan the next years meeting schedule. Please take a few minutes to update your profile, and make sure we have your current e-mail, contact information and project information. Every month I send out a meeting notice, and always get several undeliverable e-mails back. I always wonder if those people wonder why they never hear from the chapter.

If there is a true asset to the chapter, it 's those members that volunteer to host the monthly meeting. When you're building a plane, it's a huge deal to stop building, and let a group of people come review your work. Then there are the Coger's, Wyatt's, Harris's, Wedington Wood and Berryville folks that make a all out effort to host the annual events. I just want to remind everyone that you don't have to make a huge effort to host a meeting. Anyone that's ever built a plane understands that a when you build, you make a mess.

The BOD always lends its wisdom, to which I'm grateful. I think we've got a good 2008 schedule, and I look forward to seeing everyone at the meetings.

Scott

Newsletter Editor 2008— Doug Stone



One of the things I didn't get right in 2007, was not having a newsletter editor. The most time consuming job in the chapter, is newsletter editor. Sometime, it's a real challenge to get information together. Well for 2008, Doug Stone has volunteered to be newsletter editor. Please forward any article, to Doug, as they are always appreciated. Good luck Doug!

dlystone@cox.net

EAA732 Dues

Well, the bad news is that it's time to pay your chapter 732 2008 dues. The good news is that even though everything else has gone up, your dues are still \$15.00. Please try to pay your dues as soon as possible. Last date to pay 2008 dues is end of March. If you have not paid your 2008 dues, please mail them to:

Chip Gibbons – EAA 732
15480 See Street
Rogers, AR 72756

Upcoming meetings

January 20th – Review Shayne and Phyllis McDaniel's Sonex project. If you will remember, we looked at this project in April. We put this project 1st, because if we don't they will complete it by March. Shayne and Phyllis have made great progress, and I look forward to giving out a 1st flight award early next year. We will meet at the Neosho airport (EOS), at Al and Brenda Smith's hanger.

February 17th – Jim Younkin will show off his latest works from the TruTrak "skunk works". I visited with Jim in December, and he showed me his latest "auto approach" technology. Jim always puts on a good program, and we will meet at TruTrak hanger in Springdale (ASG).

March 16th – Cris Ferguson will talk about winning the biplane class at Reno. Cris also just completed an allover restoration of a rare Meyers 145. Cris will be in his new hanger in Rogers (ROG).

Anderson Greenwood AG-14 EAA AirAdventure Today July 2007

Being egg-shaped means being rare

By Randy Dufault

If Dave Powell has one complaint about flying his Anderson-Greenwood AG-14, it is that it doesn't have much of a front reference point to line up his landings with.

"When you are landing you have no visual clue of which way you ought to be pointed because you don't see any nose in front," Powell said. "You see a little bit of the pitot tube and that's about it."

The AG-14 is a twin tail boom, pusher configuration single with the cabin—Powell calls it a pod, not a fuselage—placed well in front of the wing. The result is almost unrestricted visibility, up, down, and all around. And with the engine in the back, the cabin is exceptionally quiet.

Powell's 1953 plane is the fifth and last AG-14 produced. Four of them still exist, though only one other is in flying condition.



Dave Powell with his Anderson-Greenwood AG-14.

His interest in finding and restoring the plane came from a very personal connection. Powell's father, Walter, worked for Anderson-Greenwood, though not directly on the AG-14 program. But through that connection Dave Powell met both principals for whom the company and the airplane are named, Ben Anderson and Marvin Greenwood.

"My brother and I started looking around to see what happened to [the AG-14s]," Powell said. "We found this one in a warehouse in Texas in parts and pieces. Actually, it was scattered among many different locations.

"When I first bought this I asked the person selling it how I could find parts. He said, parts?—no problem. In the mid 60s, they tried to build new ones again, not Anderson-Greenwood, but a person out in California. They had geared up to make 25. When I tried to track the guy down and it turned out he was in his 90s and in a nursing home, his son was dead and supposedly his grandson had the parts somewhere in Oregon. I tracked [the grandson] down and he had sold the parts to somebody else, who sold them to somebody else and to somebody else."

Powell finally found the vagabond cache and came to an agreement to buy the entire lot.

"I flew out [to Oregon] with my 9-year old-son," Powell said. "I rented the largest Ryder truck I could, spent 12 hours loading it up and drove back. That's been very helpful [with the project] and I've been able to help a couple of the other owners as well."

Anderson, Greenwood, and Lomis Slaughter, all engineers for Boeing during WWII, took on the project as an exercise in creating the perfect light plane. In their eyes, "perfect" included making the plane as much like an automobile as possible, an attempt to ease the transition from driver to pilot. So unusual features like nosewheel steering connected to the control yoke, a bench seat, a single brake pedal and a starter pedal are part of the de-

been able to help a couple of the other owners as well."

Anderson, Greenwood, and Lomis Slaughter, all engineers for Boeing during WWII, took on the project as an exercise in creating the perfect light plane. In their eyes, "perfect" included making the plane as much like an automobile as possible, an attempt to ease the transition from driver to pilot. So unusual features like nosewheel steering connected to the control yoke, a bench seat, a single brake pedal and a starter pedal are part of the design.

Power comes from a 90-hp Continental engine mounted on the back of the pod. The engine, with its ground-adjustable prop, gets the little plane off the ground in about 700 feet. Typical cruise is 115 mph, so Powell's trip from his home in Rogers, Arkansas, to EAA AirVenture Oshkosh 2007, took about seven hours.

Powell's restoration includes all of the original instruments. The only addition is a cylinder head temperature gauge he added after hearing that the rear-mounted engine installations were known to have some engine cooling problems. To date he has not seen any unusual temperatures.

One difference from the original Powell did opt for is the paint. AG-14s left the factory in mostly polished aluminum with a painted nose. He chose to paint the entire plane and trim it in a custom design created specially for him by Craig Barnett of Scheme Designers.

One special experience for Powell was a visit he made to Anderson shortly before the restoration was complete.

"I brought some pictures of the plane as it was coming together," Powell said. "He's pretty much confined to a wheel chair now and it was exciting to be able to share this with him. He actually had a model of the plane sitting on his credenza."

Ultimately, Anderson-Greenwood found success as a defense contractor and in manufacturing pressure relief valves for the oil industry. Financing for manufacturing airplanes was difficult to come by and AG-14 production ceased. They did re-enter the airplane business in the 1970s with the development of a model known as the Aries T250. Although it was a good performer, only two of examples of the plane were built.

Even though Powell is a frequent visitor to EAA AirVenture, this was his first time here with a show airplane.

"I normally come up for the weekend and camp in the North 40," he said. "This time I kind of felt like an orphan. I couldn't bring another person with all the camping gear, but as soon as I touched down I felt like I was adopted by the Vintage folks. I've been volunteering with them all week and I've just had a ball."

Article obtained from EAA AirAdventure Today Online July 29, 2007

Charlie Heathco

Gathering of Mustangs and Legends



The show was scheduled Sept 28-30 and I finally decided to go mid morning, Thursday, of the 27th. I hadn't thought about the problems I was to encounter with leaving on such short notice. First I found the airport that we were to fly into near the airshow at Rickenbacker Intn, had no space left. I found space available at an airport 45 miles west and was told I could probably get a car from Enterprise. I was not able to contact the rental guy and later that evening I called the national line and was told that no cars were available in the Columbus area. By 9pm I had found a room, still no car. I gathered information on every airport within 70 miles of Columbus off Airnav and planned to go Friday morning on faith that at one of these places I could find a car. I was at Drake getting ready to go when I got a call back from the Enterprise car guy and he said yes they were officially out of cars but that he would have one waiting for me at my ETA, and it was. Yaaa! It was too late to go out, so I went to Dayton to the Museum. I had to rush through as it was 1 hour to close. Saturday a.m. I got to the show early, only to find a huge crowd waiting to get in. (I hate crowds and waiting in line). It turns out there was an estimated 200,000 visitors. I got in line to buy a program and then toured the area looking for the "Legends", none to be found. I then looked over the Warbirds, which included a Brit Lancaster 4 engine bomber, only one flying in the world.

I got a few shots of Mustangs, but things were difficult as they were moving the planes and the crowd was a mess. I staked out a spot on the fence to take in the show, but it was pretty

far from the runway and there was the speaker stand to my left and the “gallery” folks in front, not an Ideal spot, but about the best available .Air show was good, and I enjoyed seeing Patty Wagstaff putting the Stallion 51 Mustang thru some maxed out flying along with some pretty cool formation flying with the other Stallion 51 mustangs. My number one reason for going was to see the 51 mustang formation flight that was hyped so much. Well I was at my spot from 9a.m till 430 p.m before they started the formation takeoffs on the far runway. (Managed to save my spot and get a sandwich and a potty break midday) Turned out to be not 51, but 17 planes in very loose formation., and they came over so high and scattered that I couldn't get much of a pix. Soon as I got that pix, I headed for the car, got out without much of a delay. Only legends I saw were the Tuskegee Airmen, about 42 of them riding on a stand on a wagon at a distance. Sunday morning I found Tweetybird covered with a heavy coat of dew, first time she has ever been tied out overnight. Stopped for gas at same place as on the way up, short runway and coming in Friday I was barley over the cornfield that came nearly up to end of runway, then Sunday other end with a steep downhill approach over the highway right at end of runway, Yeaha! Headwinds much stronger than forcast and I had to come down 70 miles out or go higher to get over clouds, had it to do over I would have stayed high longer as turbulence and gusts were really bad down low under clouds. I got down without bending any sheetmetal, but no way I would have started a flight in that kind of wind and turb. I must say, It was quite a trip with no plans to ever do it again. Fellow 732 Groupie, Charlie Heathco

Watermelon Party Harris Hanger



Our fabulous hosts
Floyd and Madeline



Serious discussion



That looks like trouble!



Smashing couple

Flying Trip to NYC in the RV-6

Bob Axsom



In 1968 one year after we were married Jeanine and I drove to New York to sample the excitement of this famous city. In 1972 I was assigned as a resident representative for McDonnell Douglas Astronautics Company – East to cover the development of elements of the Harpoon anti-ship missile (think of a 600 mph torpedo). The most critical development was the control fin actuator by Nash Controls in West Caldwell, NJ but I also covered Sperry's development of the shipboard command and launch system on Long Island and Westinghouse's development of the data processor in Baltimore. As a result, I developed fairly good driving knowledge of the main arteries. For our 40th Anniversary this year, we decided to return to that great city in our RV-6A, which we had built in our garage in California.

We worked out a flight plan together; I figure and Jeanine records. With our extra fuel capacity, I determined we could make the trip with one en route fuel stop in London, Kentucky. From there we continued to our destination, the Essex County Airport in Caldwell, New Jersey. I filed and flew IFR but in better weather conditions we could have made the trip with ATC communication with the control towers at Drake field and Essex County only.

I anticipated some testy communication with the controllers of New York Center and New York Approach. Nothing could have been further from the truth. There is no reason to avoid the trip because of apprehension about that communication. The tower and ground control communication at Essex County is not as high quality as Center and Approach but by the time you get to that point you have been flying for a long time and you can deal with it easily. There are two FBOs on the field Caldwell Air Service and Mac Dan Aviation.

Flying Trip to NYC in the RV-6

Mac Dan Aviation is a more flush operation with Enterprise Car Rental on site and ramp fees to match. Caldwell Air Service charges \$10 per night. I reserved a car ahead, parked the plane at Caldwell Air Service and walked next door to the Enterprise office in Mac Dan's building and everyone was happy.

I reserved a room in the Holiday Inn in Parsippany, New Jersey because when I reported for my assignment 35 years ago that is the place I stayed until I got an apartment in East Orange. They didn't remember me but I remembered the area.

We thought we would see a couple of Broadway Shows and eat at some nice restaurants, take a Grayline tour of the city and visit Ellis Island. I tried to get tickets for "Jersey Boys" but the first availability was early next year. I was able to get tickets to Oprah Winfrey's presentation of "The Color Purple" at the Broadway Theater on Broadway and "Curtains" starring David Hyde Pierce at the Al Hirschfeld Theater on 45th Street. I made dinner reservations on the internet from home at the Rainbow Grill on the 65th floor at Rockefeller Center and at Tavern on the Green in Central Park. We figured that we would want to improvise some after we got there so the rest was left open.

I drove us to New York each day and we usually parked in a garage on the right side of 44th Street, which is one way (most of the streets and avenues are) eastbound between 8th and 9th Avenues. If you cross under the Hudson River through the Lincoln Tunnel it is just a couple of blocks north of where you enter Manhattan.

Both shows were great. The Rainbow Grill was a great disappointment because of our experience there in 1968. It was a nightclub with great food, a dance floor and star quality entertainment. When we were there Helen O'Connell was appearing. She sang beautifully in the intimate setting and two of the songs from Camelot still move me today when I think of the time we were there and heard her sing them. Well, you can imagine the disappointment in a dinner with a view no matter how spectacular and nothing else. \$248 was a bit much for that I thought but you enjoy, go with the flow and don't go back.

Our dinner at The Tavern on The Green was just the opposite. Valet parking by the restaurant in the park at 67th Street. We had a wonderful dinner in a beautiful setting on our anniversary evening.

Grayline has a comprehensive tour of Manhattan and we enjoyed that quite a bit. Especially interesting was the tour of the United Nations assembly building. This was the 50th anniversary of the Russian launch of the first manmade satellite on Earth and a full size replica was hanging in the entrance hall where we had seen it 39 years ago. Since the General Assembly and the Security Council rooms were not in use we were allowed to go in and sit in the gallery. We felt that this was special. We had visited the UN before but we had never entered these rooms.

We took a tour of the NBC Studios in Rockefeller Center but this was not very significant. We took the tour of observation deck at the “Top of the Rock” and that was fun. Just walking the streets and seeing things like the CBS Studio where David Letterman’s show is produced is kind of exciting to us.

The thing that really stands out above the rest was the visit to Ellis Island. You can go there by boat from New York or New Jersey but New Jersey is easiest. Liberty Park by Jersey City is where the tour boats dock. Jeanine’s Parents came though there so it really was a significant visit for her. We rented the self-guided tour equipment, walked through all the halls and rooms. We looked at the personal photographs that showed the immigrants, told their names, situation and their country of origin. It was impossible to not get a sense of what they went through and what they hoped for. The nearby Statue of Liberty is a moving symbol but this is where people’s future hung in the balance and lives changed forever. A very worthwhile visit for any American but especially so for those who can trace their roots through the very facility we were standing in.

On Columbus Day we headed home. I planned and filed for the reverse route home. I could have flown it VFR on my own but there were clouds along the route home and I chose to go IFR. When I picked up the clearance only the last leg was cleared as filed and many amendments were issued as we flew along. We arrived back in London, Kentucky only to find that we probably weren’t going to get home that night because of thunderstorms. We got to Paducah and had to put down for the night. After a good night’s sleep we flew home in clear skies the next morning.



Young Eagles



*Share
the
spirit
of
flight*



Awards



Christmas Celebration 732 Style



Thank you to Ruth and Tom Wyatt for another fantastic Christmas party. The tables were beautiful and each place setting was adorned with a flying themed chocolate bar created by Catherine Wyatt, Tom and Ruth's daughter in Garland, TX. Ruth and Tom's daughter, Brenda Knox was present at the meeting and helped with the festivities. It was an afternoon of good food, good friends and good times.



Marvin Haught led the group in some Christmas carols.

Who knew we EAA732 had so many accomplished vocalists.

Christmas Cheer



Each member shared a story from the past year. Some stories were exciting: spiraling out of valleys to gain altitude to go over the mountains, winning air races, and making a safe emergency landing when your airplane decides it would rather be a glider (missing propellers). There were stories of completions and triumphs:



finished aircraft projects, young eagle flights, and ??
Some were funny like the Young Eagle who when she asked if all landings were that scary was told "Only when you keep your eyes open!"

Wishing everyone a fabulous 2008.



2007 in Review



Dr. Dennis Deakins MD AME
gave important information on Airmen
Medicals.

63800 E. 300 Road
Grove, OK 74344
(918) 299-1045



2008 Calendar

January 20	2:00 p.m	Sonex Review	Neosho Airport (EOS)	Shayne & Phyllis McDaniel
February 17	2:00 p.m	Tru-Trak Skunk Works	Springdale (ASG) Tru-Trak hanger	Jim Younkin
March 16	2:00 p.m	Meyers 145 Reno Racer Projects	Rogers (ROG) Cris Ferguson hanger	Cris Ferguson
April 20	2:00 p.m	HX-1 Review	Fayetteville (FYV) Bob Harlan hanger	Bob Harlan
May 18	2:00 p.m	Huntsville Spring Picnic	Huntsville (H34)	
June 22	2:00 p.m	Berryville Fly-In	Berryville (4M1)	
July 20	2:00 p.m	RV-6 Jack Bowyer Flying Wing	Neosho (EOS) Al and Brenda Smith Hanger	Al and Brenda Smith Jack Bowyer
July 28- August 3		Airventure 2008	Oshkosh	
August 17	2:00 p.m	Harris Watermelon Party	Sitton Field/Harris Hanger 15768 Cowface Rd-Lowell	Floyd and Madeline Harris
September 21	2:00 p.m	Wedington Fly-In	Wedington Air Park	
October 19	2:00 p.m	RV-10 Review	Bentonville (VBT) Doug Stone hanger	Doug Stone
November 16	2:00 p.m	Rans Review	Wedington Air Park	Jim Halbert
December 7	2:00 p.m	Christmas Party	Huntsville (H34)	Tom and Ruth Wyatt

2008 EAA 732 Young Eagle Schedule

May 17	Springdale
June 21	Fayetteville
July 12	Huntsville
August 16	Rogers
September 17	Siloam Springs