



November 2016

Chapter 732

THANK YOU FOR YOUR SUBMISSIONS!

Send yours to:

Chapter732newsletter@gmail.com

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NEXT MEETING; November 20, 2016

2:00 p.m.

Arkansas Air Museum

Bring a snack or dessert to share and the Chapter will provide Drinks!

A Note from Randy



I can't believe that we are in the middle of November with leaves still on the trees. Hope everyone has been enjoying the fantastic weather and still able to get some good flying time in. At this month's meeting we will be discussing an upcoming work day at the museum as well as what we will be doing for our Christmas gathering in December. I look forward to seeing everyone on Sunday!

Thanks,
Randy Resh



Hello from Southeastern Oklahoma State University! I hope you all are enjoying the fall flying weather as much as the flight students here are. Everybody is taking advantage of the weather and getting in some great flight hours. I personally am working towards my last check before December so I can begin working on my Commercial license in January under the Part 141 criteria. So far I have passed one with high praise for my flying abilities and knowledge, much of which I learned from many of you. There are about 30 new aviation freshman this semester and four of them are females. That makes the female aviation count go to 7! So far a couple of people have dropped out of aviation but most of them have not a very good sign.

The school's Women In Aviation chapter is working towards raising money for us to go to the conference in March. We are all excited to have a place to come together and talk about aviation and classes. I am doing well in school so far and am enrolled for next semester already. It is hard for me to believe that it is so close to finals week already. I can't wait to come home after that week and enjoy time with my family and attend the December EAA meeting.

I hope all of you enjoy the upcoming holiday season and will see you in December!

**Mail is always welcome at the address below:
425 W. University Blvd.
PMB 2084
Durant, OK 74701**

Elizabeth Resh

Smiling Faces!



**November 12th
several of Chapter 732 Lovely 99's
hosted the 1st Louise Thaden Day on what
would have been her 111th birthday at
KVBT. Chapter 732 made the day a hit
with the youngsters by holding a Young
Eagle Event. Chapter 732 made a
difference in the lives of 14 youngsters
at the event!**

**A special thanks from the Arkansas
Ninety-Nines to all who participated!**





The Carmel Pine Cone

TRUSTED BY LOCALS AND LOVED BY VISITORS SINCE 1915

How'd they make the plane crash seem so real?

Director's near-death experience lends verisimilitude to hit movie

By Paul Miller

Published: September 16, 2016



Pvt. Clint Eastwood in 1951 and a Douglas AD just like the one that almost carried him to the bottom of the Pacific Ocean off the California coast after a crash-landing.

CLINT EASTWOOD'S latest film, "Sully," which opened last week, is turning out to be a mega-hit, not only with the audiences who have already spent almost \$60 million to see it, but with critics who have praised its "powerful realism" and "unshakeable authenticity."

But how was such a realistic portrayal of the crash landing of a passenger jet into an icy river pulled off?

The latest computer graphics were involved, of course — especially during the scenes when US Air 1549 collides with a flock of birds, loses power, and heads for New York's Hudson River.

So is the fact that the producers of the film bought a retired airliner and partially submerged it in a lake on the back lot of Universal Studios in Hollywood to recreate the scenes of passengers scrambling for safety and being rescued before they froze to death or drowned.

But another very important factor was that the director himself once survived a wintry crash landing into water.

Eastwood has played all types of tough guys in the movies, but was just a 21-year-old wet-behind-the-ears private in the U.S. Army when he had the near-death experience in 1951.

"I was in basic training at Fort Ord and had a weekend pass to visit my folks in Seattle," Eastwood told The Pine Cone this week after returning to his Carmel home from the premiere of "Sully" in New York. "I didn't have any problem getting a ride up on a plane out of Monterey, but when the weekend was over, I needed to get back."

In those days, Eastwood explained, anybody in uniform could claim a vacant seat on a military flight going their way.

"But when I called Sand Point Naval Air Station [just outside Seattle], the guy said they didn't have anything," Eastwood recalled. "And then he said, 'How claustrophobic are you?'"

Not exactly first class

It turned out the only spot available to get 6-foot-4-inch Eastwood home in time not to be AWOL was a tiny crew seat in the tail of a Douglas AD — a one-engine fighter-bomber that carried a single pilot.

"He was headed to Alameda, and I figured I'd just hitch a ride from there down to Monterey," Eastwood recalled. "So I climbed in the back compartment, which was very small, and had this tiny circle window."

The flight was uneventful until the plane reached the coast of California, when things started to go wrong — lots of things.

"The intercom stopped working, so I couldn't talk to the pilot, and then the oxygen went out," Eastwood said. "I started getting drowsy when we went up high, but I figured the pilot — his name was Anderson — had to be OK. But he didn't have oxygen in his compartment either."

Which meant the pilot had to descend to avoid losing consciousness. Unfortunately, the lower altitudes were full of storm clouds.

"It was very stormy, and we were bouncing around, and I couldn't figure out why we kept changing altitude," Eastwood said. "The plane headed south, and then it turned west. I didn't know what was going on."

Not only was the pilot unable to communicate, he was lost, and running short of fuel.

"We finally got near San Francisco, and there was a little blue spot in the sky, and a place where you could see the water, and we went toward that," Eastwood said. "When we got below the clouds, we could see the Farallon Islands and the coast, and you could see the bridge, and I thought, 'This is going to be great ... we're going to make it.'"

But all of sudden, the pilot turned northwest, paralleling the coast, and when he got near Pt. Reyes, the engine just stopped.

"That gets your heart racing," Eastwood said. "Everything was quiet. He tried starting it again, and the engine ran for a little bit, and then it stopped again, and we were just gliding."

At first, Eastwood thought the pilot would bail out, which would leave him helpless and alone in a plane about to crash, but there wasn't enough altitude for that, so the pilot decided to attempt a water landing.

"I tightened my seatbelt and my shoulder straps to the point of cutting off my circulation, and when the plane started to hit, things were pretty good for a while. It was like being in a high-speed boat," Eastwood said.

But when the front-heavy plane came to a stop, it suddenly went nose down, with Eastwood hanging face down in his straps.

The pilot climbed from the cockpit to see if he was OK, but the future Hollywood superstar and mayor of Carmel was already heading out the door. Splashing into the cold Pacific just behind the wing flaps, Eastwood tried to inflate a life jacket, but couldn't get it to work enough to do any good, so he just started swimming.

"It was getting dark very fast, but I could see a few lights way off, so I knew that had to be land," Eastwood said. An accomplished swimmer, he was pretty sure he could make it, though he had no idea how far he had to go — and it turned out to be 4 miles through waters he later learned were full of sharks.

"Along the way, I felt big things bump into me a few times, but I just decided they were seals," Eastwood said. "There were jellyfish everywhere, and a lot of phosphorescence in the water — it was a surreal experience."

He lost sight of the pilot (who also survived after swimming for his life) and struggled against a current toward land, fearing that once he got there, he might be smashed by heavy surf on the on rocks. Finally reaching dry land, he clambered over some boulders, crossed a lagoon and climbed a chain link fence before reaching a small shed where a radio operator was calmly manning a relay station.

"He was sitting in this chair, and he looked up and said, 'What the hell happened to you?'" Eastwood recalled.

Staying calm under pressure

Almost 60 years later, Sully Sullenberger, the captain of US Air flight 1549, who is played in the movie by Tom Hanks, and his first officer, Jeffrey Skiles, who's portrayed by Aaron Eckhart, faced a similar dilemma when their A-320 lost power in both engines because of a bird strike, and they had no place to put down the heavy aircraft and its 155 passengers except the wintry Hudson River. Their landing may have been a bit easier, because the river had no waves, and the rescue certainly was, because help was only as far away as the shores of New Jersey and Manhattan. But the feelings of fear and helplessness had to be the same, Eastwood said — feelings that he knew very well.

And while he's staying out of politics during this hotly contested presidential election year, Eastwood says there's a lesson in "Sully" that's relevant — a lesson of resourcefulness, staying calm under pressure, and solving problems on your own.

"Our political system is such a mess right now — everything is so out of kilter," Eastwood said. "This country should be glad that sometimes people like Sully Sullenberger are in charge, and I wish we had people in government who had his efficiency and knowledge, and could be relied on to make good decisions."

Are You As Smart As An Airline Pilot?

1. The maximum speed during takeoff that the pilot may abort the takeoff and stop the airplane within the accelerate-stop distance is

A) V_{EF} . B) V_1 . C) V_2 .

2. What is the name of an area beyond the end of a runway which does not contain obstructions and can be considered when calculating takeoff performance of turbine-powered aircraft?

A) Stopway. B) Obstruction clearance plane. C) Clearway.

3. What action is required prior to takeoff if snow is adhering to the wings of an air carrier airplane?

A) Add 15 knots to the normal V_R speed as the snow will blow off.

B) Sweep off as much snow as possible and the residue must be polished smooth.

C) Assure that the snow is removed from the airplane.

Answers found on last page.



Rick Wantz and Joe Ross flew to Byrd's for lunch October 21st. Great flight and lunch! It was



October 27 Frank Klimek and Rick Wantz had a wonderful flight over to Byrd's Adventure Center. Had a nice visit with Zen, the owner of Byrd's. Byrd's is a very cool place to fly



November 11 at Ketchum, OK – Frank Klimek and Rick Wantz flew to South Grand Lake Regional Airport (1K8) and attended the “WINGGATE 2016” R C Jet Rally. These R/C were equipped with real jet engines that flew on JetA fuel with top speeds over 200 mph. We had a wonderful time and a great lunch. We met some great guys and they hope to make this an annual event. 150 student from the local school came out to learn about the model jets and see them perform. What a cool air show!

RAF opens new airstrip in Arkansas

OCTOBER 23, 2016 BY GENERAL AVIATION NEWS STAFF

The Recreational Aviation Foundation (RAF) has opened Trigger Gap, a new recreational airstrip in the Ozark Mountains of northwest Arkansas.

The new airstrip lies on lands owned and managed by The Nature Conservancy (TNC) above the Kings River. The RAF developed this new turf airstrip through grants, donations and volunteer efforts. Its future is ensured by a long-term lease with TNC and local RAF volunteers have committed to its ongoing maintenance, RAF officials noted.

“Our success is the result of having developed a great partnership with this international conservation organization,” said RAF Arkansas Liaison Dave Powell. “This new destination will help us broaden the community of recreational flyers.” He added the new 3,000-foot airstrip has “good approaches.”



“Trigger Gap is ready for the public to enjoy now,” said RAF Director Tim Clifford.

Runways are 10/28 and lined with cones on 200-foot spacing. Windsocks are located on the southwest and northeast corners. An Application has been submitted for FAA charting and a three-letter identifier, RAF officials added. There are two fire rings and wood on site. A vault toilet is planned for next spring, and currently you need to provide your own water. Campers will enjoy a great view over the Kings River, famous for small mouth bass fishing. As a special treat, nearby Kings River Outfitters offers pickup and return service to the airstrip. Clifford visualized the opportunities surrounding this location on Pension Mountain, and said the RAF is looking at similar projects throughout the Ozarks.

“This recreational destination is close to the large metropolitan area around Bentonville,” Powell said, “and it offers a beautiful recreational flying destination for both experienced pilots and those new to this kind of flying.”

Why “Trigger Gap”? The nearby bend in the river resembles a trigger, according to locals.

Why “Pension Mountain”? According to local historian M.D. Anglin, the name comes from the fact Civil War veterans settled there. “Yankees drew a federal pension, a pretty good wad for those times,” Anglin wrote. Some of their descendants still live there. Trigger Gap is just 3.2 nm south of Carroll County Airport (4M1) where there are courtesy cars and services. Within an hour’s drive is Ridgefield, Missouri, and Big Cedar Lodge Resort, built by John Morris, founder and CEO of the famous Bass Pro Shops. It features a world-class golf course, wine and dining options, horseback riding, and folks can even rent a golf cart to enjoy miles of paths through Dogwood Canyon Nature Park and Lost Canyon Caves. “The Native American Heritage Museum is there, which rivals the famous Buffalo Bill Center in Cody, Wyoming,” Clifford said.

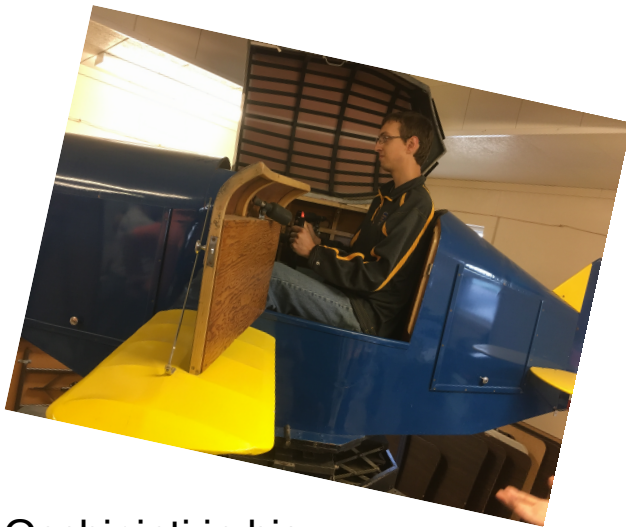




Movie night at the museum.



David and Junelle Moore's Cessna 182 with passenger Gerald Resh on way to the breakfast at Ponca City, OK



Gerald Resh flying an operating World War II Link trainer at the Ponca City, OK airport.

Mark Occhipinti in his RV-7A on the ramp at Ponca City, OK.



David and Junelle Moore, Randy Resh, Gerald Resh and Mark Occhipinti at Ponca City, OK breakfast

Answers:

1. B

2. C

3. C