

# “Doc” Leaving Fayetteville

November 2020

Chapter  
732



November 15th  
Meeting  
Drake field  
&  
Zoom Meeting



Send newsletter items to:  
[ea732newsletter@gmail.com](mailto:ea732newsletter@gmail.com)

## EAA Chapter 732 November 2020 Gathering

Hello folks,

EAA Chapter 732 will be once again holding an in-person/virtual gathering this Sunday, November 15 2020 at 2PM at the Drake terminal building. If you wish to join on-line, the link is below. If you wish to attend in-person, please wear a mask, hand sanitizer will be provided, and remain socially distant in seating.

Please give consideration to volunteering to run for one of the chapter officer positions for 2021.

All members and visitors are encouraged to participate either in-person or online. The last gathering had a roughly equal mix, and there was still plenty of additional space in the room at Drake to be safely distant.

Topic: EAA 732 November 2020 Gathering

Time: Nov 15, 2020 01:30 PM Central Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/85677174648?pwd=RUIOL3YrbEFLNGdTcEhhWmdmK3VIUT09>

Meeting ID: 856 7717 4648

Passcode: 062646

# EAA Chapter 732 Meeting 10/18/2020 by Fred Fallis

- Meeting location – Drake Field Terminal Building
- Members and visitors – 8 members and 0 visitors present in room with 7 members on Zoom call.
- Lunch – None allowed because of COVID restrictions
- Treasure report by Randy Doughty – There is \$2,069 in the bank.
- Young Eagles by Rick McKinney – the next scheduled Young Eagle flights will be June 2021. Rick has been working with EAA's Sport Aviation magazine who is doing an article on Elizabeth Resh and Abby Hutton, Young Eagles and Chapter 732 members who are adults now with aviation careers and are giving back by flying Young Eagles.
- Project updates – Justin Tisdale gave a project update on his Zenith Super Duty 750 ; he is making good progress. Randy Doughty, Gerald Resh, and Fred Fallis gave updates on their projects. Steve Bray has flown off his phase 1 forty hours and his plane is at Mena being painted.
- Chapter video – None
- Safety – Discussed Covid impacts on general aviation.
- Jason McMullen – Har Ber Aviation Club has 31 members presently and are needing funds to help pay for field trips. The RV-12 project has been moved to a hangar and they are working on installing avionics.
- Next meeting will be held Sunday Nov. 15 at the Drake Field Terminal Building.

# Project Update by Steve Bray

I took N750SB to Mena, AR for painting at Crider Aircraft Painting. I'll start out with the photos that everybody is most interested in, the before and after shots below.



**Yes, I am a Trekkie.**

The pinstripes and design on the front are based on the original markings of the starship Enterprise. The blue on the tail and the insignia reflect the Science Division of Starfleet since I have always been a science geek. The blue wingtips with gold bars pay homage to the most famous science officer, Commander Spock. There are a couple of additional “Easter Eggs” for anyone looking closely at the passenger side cowl and the rear of the plane on the pilots’ side.

I started out with a general concept of what I wanted, rather than a design in mind. Once I started talking with Cynthia Crider, I quickly discovered that both owners were also big Trek fans. She offered to help design a Trek theme at no additional cost for custom design. On August 17th I flew down to Mena and turned it over to the paint shop. A pilot buddy flew me home in his Cardinal.



Using masking tape on the bare metal, we worked towards a final concept. Due to scheduling, the primer and white base were applied before the final design was determined.



The design process continued with masking tape on the base coat with pictures being emailed back and forth. As we got closer to having things finalized, I would use a paint program to color in the tape lines, make tweaks, and ensure we were on the same page. While all this was going on, my rather crude cowl fiberglass work was being repaired into a much smoother and even surface. In addition, my even more crudely fabricated wing root fairings were replaced with new much more skillfully crafted versions, at no extra charge.



Finally, the design was solidified, and the corresponding paint was applied

On October 21, my buddy shuttled me back to Mena to pick up the plane. When I got there, they were doing some final touch-up work, so it took a little while before it was ready. The plane was pulled out of the shop into the sunlight and I started final inspection. A few minor defects in the paint were quickly taken care of. I performed an extra careful preflight inspection. During the painting process, none of the control surfaces were removed, so it went pretty quickly. I paid the bill, got my touch-up kit, and said goodbye to Rodger and Cynthia Crider, the owners. The flight back to Rogers was uneventful and I got home before a couple weeks of really crappy weather set in.

There were a couple of things I needed to take care of when I got home. They did not have an appropriate fueling decal for my 91+ octane Viking engine. I used a label maker until I get the caps engraved. I also applied silicone caulk around the new wing Root fairings. I'll also be doing a new weight and balance.

Although the process took longer than I thought, I'm pleased with the final result. I had a new puppy (see the "after" photo) to keep me occupied. The best thing though, is that my wife now considers the plane "finished", although I don't think any experimental aircraft is ever truly completed.



arkansas living  
NOVEMBER 2020

Golden Goodness

Classic, comforting Arkansas cornbread

Page 8

A publication for members of Ozarks Electric Cooperative

worth the drive

## Arkansas Air & Military Museum a top-flight Fayetteville attraction

BY JACK SCHNEDLER

**B**ig as a whale, the C-130 Hercules buses and dazzles visitors to the Arkansas Air & Military Museum at Fayetteville's Drake Field. They can walk up the plane's rear ramp into the yawning cargo bay, spacious enough to carry 92 soldiers or a tank and other hardware.

The museum also tells personal stories as captivating as the array of military and civilian aircraft, vehicles, engines and memorabilia. These reflections bring to life famous and less known Arkansians who flew and were otherwise connected with the exhibits — in peace and in war.

One legendary figure is Sam Walton, The Natural State icon who created the world's largest retail enterprise. On display is Walton's first airplane, a two-seat Ecoupe 415-C that the budding businessman piloted from 1954 to 1956.

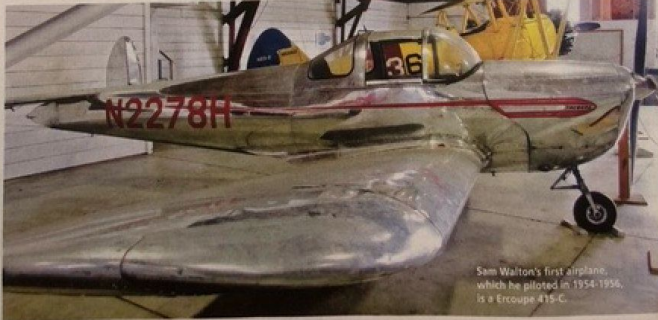
"He flew this used plane to see prospective vendors and plan out new locations for his early stores," explains Laci Shuffield, who became the museum's director earlier this year.



The C-130 Hercules cargo plane is the most popular exhibit at Arkansas Air & Military Museum.

Operating Ben Franklin discount outlets before he opened the first Walmart, Walton figured it was better to survey possible new locations by flying in a straight line at 100 miles per hour than winding along sinuous Ozarks roads at much lower speeds. He continued to fly for decades, upgrading to bigger and better aircraft.

Far less known but amazing as well is Louise McPhetridge Thaden, a Bentonville native described as "the second most famous American female pilot of the golden age of aviation."



Sam Walton's first airplane, which he piloted in 1954-1956, is a Ecoupe 415-C.

The most famous, of course, was Amelia Earhart.

A museum photograph shows Thaden being cheered after winning the first National Women's Air Derby in 1929, having defeated Earhart and other fliers. Thaden said years later, "In an age when some men didn't think a woman should drive a horse and buggy, much less an automobile, it was a job to prove that females could fly."

Shuffield observes, with a smile, "The only reason she's not famous is that she didn't disappear over the Pacific Ocean," as Earhart did.

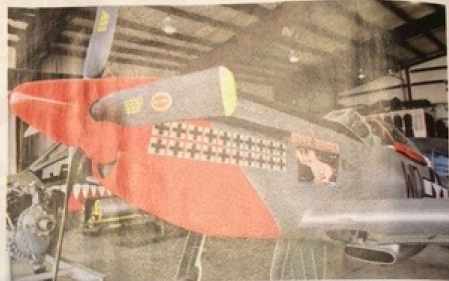
The museum's P-51 Mustang is only a 7/8th-scale replica of World War II's premier U.S. fighter. But it echoes with patriotic resonance. Built by Lawrence Skelton of Springdale, the model honors Clarksville native Maj. Pierce McKennon, a decorated World War II ace credited with shooting down 20 German aircraft.

McKennon joined the Canadian Royal Air Force before the United States entered the war in 1941, then transferred to the U.S. Army Air Corps after Pearl Harbor. When his 335th Fighter Squadron got its first Mustangs in Europe in 1944, McKennon named his new plane "Ridge Runner" and painted a razorback on its fuselage.

"He survived being shot down twice," Shuffield says. "But he was killed in a training accident after the war ended in 1945. He was

A Douglas A-4 Skyhawk is displayed on the tarmac at the Arkansas Air & Military Museum.

AIR continued on page 24



A 7/8th-scale Mustang fighter honors World War II ace Maj. Pierce McKennon, born in Clarksville.



Arkansas Louise McPhetridge Thaden celebrates winning the 1929 Women's National Air Derby.

"In an age when some men didn't think a woman should drive a horse and buggy, much less an automobile, it was a job to prove that females could fly."

— Louise McPhetridge Thaden



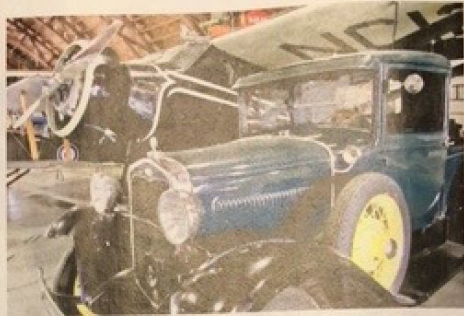


truly an Arkansas hero, but not a lot of people know about him."

A less edifying story lies behind the museum's Stinson S Junior plane, displayed next to an antique pickup truck. As Shuffield explains, "This aircraft was actually used to bootleg liquor to Kansas during World War II."

Kansas had remained dry after the end of federal Prohibition in 1933. So the plane's original owner would load it up with liquor in Arkansas and fly it to Kansas. Trucks like this one would haul it to that state's military bases.

The Arkansas Air & Military Museum has such a large and varied collection in part because it is a hybrid. The Arkansas Air Museum was founded in 1986 at Drake Field. It merged



The museum's Stinson S Junior flew bootleg liquor during World War II. Trucks like the one pictured transported the whiskey to buyers.

in 2012 with the Ozark Military Museum housed next door.

**The wooden hangar that is the oldest part of the complex initially served as headquarters for a World War II aviation training site. It is notable as one of a relatively few wooden structures from the war era still standing in Arkansas.**

Shuffield is one of the three paid employees at the museum, which relies a good deal on volunteers, some of them Air Force veterans. One of their valuable roles is restoring derelict equipment for display.

In normal times, school classes form a substantial part of the



PHOTO: KYLE WATSON



The Boeing Stearman B-17 yellow biplane served as a military trainer during World War II, then later was often used as a crop duster.

**The wooden hangar that is the oldest part of the complex initially served as headquarters for a World War II aviation training site. It is notable as one of a relatively few wooden structures from the war era still standing in Arkansas.**



Laci Shuffield, director of the Arkansas Air & Military Museum, demonstrates a radial engine cutaway to show how it works.

"During these challenging times, we encourage people to bring their lunch and have a picnic," Shuffield says. "On the weekends, we like to set up tables under the wings of the Arkansas Air National Guard's C-130, our most popular attraction. That way, people can relax and enjoy the views after they've gone through the museum. It's a special setting."

Admission is \$10 for adults, \$9 for visitors 65 and older as well as military veterans, \$5 for children 6-12. A family ticket for two adults plus children 16 and younger is \$25.

### The Arkansas Air & Military Museum

**Where**  
Drake Field, 4290 S. School Ave., Fayetteville

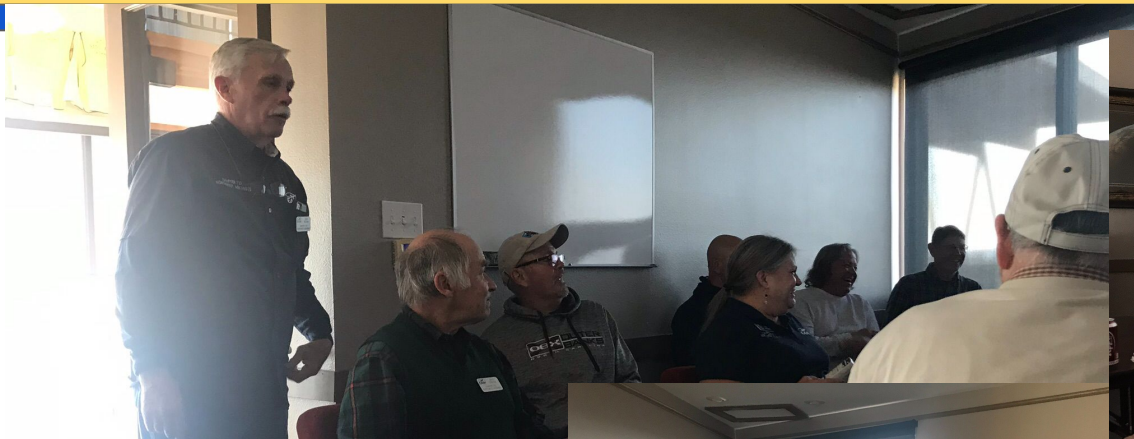
**When**  
Tuesday-Saturday  
11 a.m.-3 p.m.

**Contact**  
479-521-4947  
arkansasairandmilitary.com





# Last November When Things were not UPSIDEDOWN!



A special thanks to all who contributed to the newsletter !

**Send your newsletter items to:  
eaa732newsletter@gmail.com**