



# EAA Chapter 732

The Northwest Arkansas Chapter

## October 2015 Newsletter

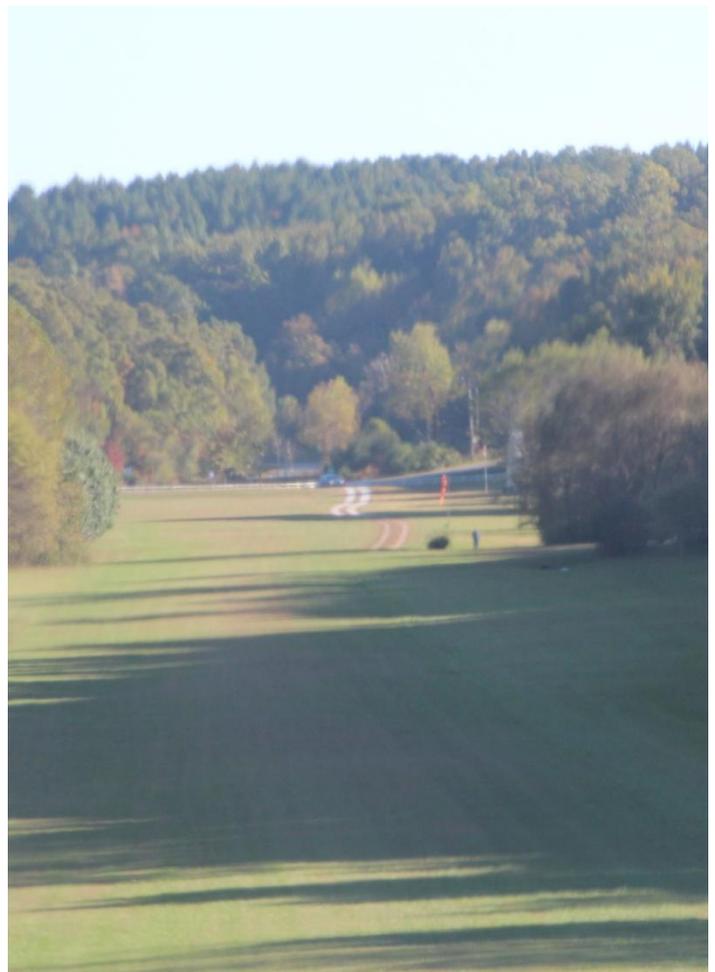
### October Monthly Meeting

The October meeting will be held at the Wedington Woods Airport (67AR). Address is 15939 Windsock Lane Fayetteville, AR.

Brisket and drinks will be provided by the chapter. Please bring a side dish or dessert to share.

We will show the EAA monthly video and we cannot wait to hear about the progress of everyone's project.

To anyone who isn't familiar with flying in or out of Wedington Woods, normal landings are to the south with a left-hand traffic pattern and take-off is to the north with a turn out to the west down the valley. Monitor 122.9 for communication.



A look down the south runway at Wedington Woods.

# EAA 732 Movie Fly-In

EAA Chapter 732 hosted a Fly-In/Drive-In movie matinee on Sunday, October 4 at 2 p.m. at Wedington Woods. The movies shown were a short film, *Barnstorming*, about a few guys that get together every year to fly to a family's hay field and put on an afternoon air show and eat food. The other film is *Those Magnificent Men and Their Flying Machines*, about a wealthy newspaper owner that put up money for an air race from London to Paris in 1910.

Both movies were excellent and well received. Chili dogs were served during intermission between the two featured films and "the best chili I had in a long time", was heard from many in attendance.

Thank you Carolyn Halbert for the use of the hangar and delicious popcorn!



Fellow EAA Chapter 732 members enjoying each other's company at the Fly-In movie.

# Last Weekend Flying

Submitted by Charlie Heathco

So my flying group had a meeting at Wedington Woods Airport, a grass strip. We had a northerly wind, but due to topography, we always land to the south and take off to the north. Couldn't get Tweety slowed down like I wanted to, so I put her in a steep slip and made it in ok, not my best landing but you could continue using the plane. Was rougher than I remembered taxing up. On take off she didn't want to get her wheels out of the grass, but when we crossed the shallow ditch she bounced into the air and we were off, turned and did a high speed low pass, a real fun thing, with a hard pull over the hill at the end. It had been quite a while since I had done any rolls, so I climbed to about 2000' agl, and rolled left, then immediately right, then I said to myself, "why don't you try a loop again?". Without taking time to talk myself out of it, I pulled the stick against the stops and up we went, although I didn't start as fast as I should have, we made it. She shuddered at the top, but kept going. I had wanted to do that for some time, but the last time I tried it I didn't pull as hard as I should have and she stalled upside down, fell backwards a few hundred feet then she jerked around pointing straight down from which it took about a 5+g pull to recover. That sort of put the pucker factor pretty high. Fun day all around, glad to be able to get back up again. May I say, I may try another loop next time up.

# September Monthly Meeting

Thank you to Doc Pruitt for the wonderful review of his  $\frac{3}{4}$  scale P-51 project. He seems to be making great strides towards getting it finished.



Doc Pruitt giving his presentation on his P-51 project.

# A Saturday Above the Mountains

On Saturday, October 10, a few of the Wedington pilots took off for what promised to be a great day of flying. Mark Occhipinti, David Moore, Gerald Resh, Elizabeth Resh, and Randy Resh. Mark was in his Maule, David was in his J-3 Cub, Gerald and Elizabeth were in their 1940 Aeronca Defender, and Randy in his CGS Hawk.

The first leg on the trip the trip was from Wedington Woods to Tenkiller Airpark near Cookson, Oklahoma for their fly-in lunch. From there, Randy went to Cherokee Strip and on back to Wedington Woods to complete his solo cross country for his Sport Pilot endorsement. Mark, David, Gerald, and Elizabeth went on to Byrd's Adventure Center near Ozark, Arkansas.

The trip from Tenkiller to Byrd's was an interesting trip. At one point Gerald and Elizabeth were at 4,200 feet and could see the tops of some of the Ozarks in the distance that were at the same level. Some of the trees on the mountains were already starting to change colors making the trip a wonderful sight-seeing tour of the Ozarks. Once at Byrd's, a test of their restaurant was in order and we found their pie was extremely delicious.

After the delicious pie, they departed back to Wedington Woods and called it a day of good flying.

The day warranted for great memories and lots of laughs. It is day that will live in the minds of all those who went on that trip for a long time to come.





How many people does it take to refuel a Piper Cub?



EAA Chapter 732 President, Randy Resh with his daughter, Elizabeth Resh, and son, Gerald Resh at Tenkiller Airpark.



Newsletter Editor, Elizabeth Resh, posing for a picture with David Moore's J-3 Cub.



Gerald Resh in his 1940 Aeronca Defender above a mountain near Ozark, Arkansas.



David Moore in his J-3 Cub



Coming home after a great day of flying

## **EAA Chapter 732**

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If you have  
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