

# The Prop Wash

A Monthly Publication of the Indianapolis Aero Club

Volume 9 ● Issue 3 ● March 2020

## From the President

# Sixteen Hours

I married a school teacher. For those of you who have not met Jennifer, she is a Hoosier through and through to include her Indiana University Education, although we have put two of our four children through Purdue, which is best left for another day. But with that said, Jennifer did her student teaching in Australia and has a lifelong friend with whom she has corresponded with for 34 years. Last month I had the privilege of traveling to Australia not only to visit our dear friends in Melbourne but also to visit Sydney. What does this have to do with the Indy Aero Club, you might ask?

In 1903 at Kitty Hawk, the Wrights flew 852 feet. With one man on

board, the Wright Flyer flew for about a minute and set a path for powered flight.

In 1927, Charles Lindbergh piloted the Spirit of St. Louis for about 33 ½ hours, and 3600 miles over the Atlantic landing in Paris. He was solo, had four sandwiches, 451 gallons of fuel, and two canteens of water. His aircraft was the Ryan NYP, tail number NX211. The Ryan was at altitudes of 10 feet above the waves to as high as 10,000. He connected two continents without a stop in the middle and arguably made people think about travel.

When I traveled to Australia, Jennifer and I boarded a Boeing 787 Dreamliner in San Francisco.



With about 240 of our closest friends, and I mean close because I could not justify the \$5000 per person upgrade to Premium. We sat in the back. Even though we had less room than Lindbergh, we were comfortable. And we covered about 7800 miles in 16 hours. We varied between 35000 and 39000 feet, and if you want to do the math, we were hauling ..... traveling very fast. Our seats reclined, sort of. We each had a private screen with hundreds of selections and could walk around, let alone visit the restroom as needed. We were fed two meals and a sandwich. We had the option to drink whatever we wanted, wine, beer, soft drinks, water, coffee, juice. The temperature was quite comfortable, and the windows were dimmed so that we could all sleep if we wanted to. I didn't, too many movies, so little time. The flight home, although nearly three hours shorter, was pretty much the same.





We were on a 777 with much the same amenities as the 787 minus the dimming windows. Upgrades to the front were still economically priced at over five thousand dollars per person, and yes, we still sat in the economy.

We have come a long way, baby. From the Wright Flyer to the Dreamliner, from one man a few feet off of the ground to several hundred passengers traveling almost 8 miles in the air at nearly the speed of sound, engineers, designers, scientists, and visionaries have taken commercial aviation to levels that were unimaginable in 1983 let alone 1903. What would Orville and Wilbur think as they boarded the Dreamliner? Would they automatically upgrade them to a pod upfront? I think they would look at each other and smile. If it were not the Wrights, it would have been some other visionary to succeed with powered flight.

For those of you who have followed aviation technology over the years, you have witnessed a blur of technology and change. Speed, altitude, information, design,

and materials have changed and advanced beyond imagination. I urge you to take a minute and look at what you have seen. If you do, I have to think you will sit back and be amazed.

So let's keep marveling at the science and art of the world of aviation. That is why we have our club. Let's talk about airplanes and flight. Let's talk about experiences, and if we aren't pilots, let's ask those who are to fuel our curiosity for aviation. Most of all, let's bring a guest to a club function and let them feel how much we love aviation.

I am not in a hurry to fly 16 hours again, but I am privileged to live in a world where vision, ingenuity, and innovation gave me the option to visit my wife's pen pal of 35 years halfway around the world in only 16 hours.

Respectfully,

*Jeff Ucchino*

President

## AIR RACE CLASSIC



If a picture is worth a thousand words, then we find it hard to believe that nobody from the IAC has volunteered to help with this worthy pursuit. "No one is so old as the one who has outlived enthusiasm." We don't know about you, but rare airplanes like shown in this photo kindle a real pilot's enthusiasm.

## IN MEMORIAM

Long-time IAC member Gloria Ann Tasseaux passed away on 17 March in Phoenix, AZ. She was born on 23 February 1930, and she was the first female president of the Indianapolis Aero Club (1989-1990). Don Born was her vice-president.

She raced several times in what became the Air Race Classic (Woman's Air Race) and twice received the Nicholas Pilot Trophy for Women in 1963 and again in 1986.

Gloria moved to Phoenix many years ago, but she continued to maintain her IAC membership until only last year. Her husband survives. You may leave a memory or send flowers via the Sunland Memorial Park, Mortuary & Cremation Center, Sun City, AZ.

# FROM THE EDITOR



The March 2020 Kick-off dinner was an unexpected success. First, several more members came to dinner than we expected. That's a good thing, of course, but it left everyone scrambling to get extra rations, so all had enough.

Second, our dinner speaker, Lift Academy student Ryan Goodwin turned out to be informative, passionate, and eloquent. Ryan's public speaking skills and subject mastery enthralled everyone.

Ironically, the bright aviation future that so many like Ryan were expecting doesn't look so bright at the moment. However, this too shall pass, and if we all stay the course, we'll come out on the other side of this just fine. After all, we're the great and great-great-grandchildren of the 1919 flu pandemic survivors. They made it, which is why we are here.

**Prop Wash**, we thought, was an essential part of the Indianapolis Aero Club. Hence, for the last year, we've labored hard to make it the best it could be. We've gone through several changes: a new editor-in-chief last May, the transition from limited print production to the limitless possibilities of digital formatting, and we added new features like **The Unknown Pilot** and **Crew Like You**.

As your editor-in-chief-without-pay, **Prop Wash** is a labor of love, but significant work, nonetheless. We weren't aiming at the Pulitzer Prize for literature; instead, we endeavored to present a newsy newsletter that was both entertaining and informative. Our goal was to produce a useful tool to inform, motivate, and unify the membership. We wanted it to be something the club viewed with the pride of knowing it was the best. Something worthy of your attention and sharing.

We selected Mail Chimp to disseminate Prop Wash because it was free and because it gave recipients the option of dropping out, as required by law--we take your privacy seriously. Mail Chimp also tells us how many subscribers open our emails, and it tells us how many open Prop Wash. Last month, fewer than a third of the members bothered to open the email containing Prop Wash, and of that, fewer than a third of those bothered to click the link to read Prop Wash.

Electrons are free, but formatting costs are not. Volunteers create Prop Wash content, but our professional graphic designer works for a living, thus, the more work (pages) we ask of her, the more it costs. You'll notice in this issue that we've returned to the return to the original Prop Wash three-page content.

For the Staff,

Col. (Ret.) Roscoe E. Filtcher, ATP,  
Editor-In-Chief

## UPCOMING ATTRACTIONS

Well...for the duration of the contingency, there don't appear to be any upcoming attractions. Our next dinner/seminar is 12 May, but we'll have to wait and see. Updates in April's Prop Wash, and keep looking at our website: [www.indyaeroclub.org](http://www.indyaeroclub.org) for details.

## DON BORN



If retiring Board Chairman Don Born thought he was fading away without an expression of our appreciation, he was wrong (a first). This limited edition framed print of the Lockheed EC-121 Constellation to us, but Warning Star to Don was signed by everyone at the dinner. Thanks Don for all you do.

## SOMEONE WHO CANNOT DECIDE BETWEEN GILLETTE OR HARRY'S



# INDIANAPOLIS AERO CLUB MEMBERSHIP APPLICATION

Annual Dues Due October 31st

New Membership \$65

Renewal \$65

25 years & under \$25

## PLEASE PRINT

Date: \_\_\_\_\_

First Name: \_\_\_\_\_

Last Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip: \_\_\_\_\_

Email: \_\_\_\_\_

Cell Phone: \_\_\_\_\_

Home Phone: \_\_\_\_\_

Work Phone: \_\_\_\_\_

Spouse First Name: \_\_\_\_\_

Spouse First Name: \_\_\_\_\_

Ratings: \_\_\_\_\_

Willing to be part of a Committee

Make Check Payable to: **Indianapolis Aero Club**

**Mail to: Don & Judy Born**  
6917 Royal Oakland Way  
Indianapolis, IN 46236  
(317) 823-6917



## Are you receiving our emails?

Every month the Indianapolis Aero Club sends out emails to inform members on monthly dinners, last minute changes, club events, and general aviation information we think you might find timely, informative, interesting, or funny. If you are not receiving these emails, please sign up to get them by doing this:

To receive future emails from the Indianapolis Aero Club go to this website (Mail Chimp). <http://eepurl.com/bnWAI1>

You will be asked to enter **your name** and **email address**, then you will receive an email that will ask you to confirm by clicking on another button. These steps are necessary to keep compliant with new email laws and protect us from spammers.



### Officers

Jeff Ucchino, *President*

Rodney Davis, *Vice President*

Lenora King, *Secretary*

Ken Yale, *Treasurer*

### Board of Directors

Paul King, *Chairman*

Rodney Davis

Jeff Ucchino

Martin Weaver

Ken Yale

Chuck Poland

Fred Fritz