



EAA Chapter 729 Newsletter

February, 2001

Volume 5, Issue 2

February Program

EAA Chapter 729 will be hosting a FAA Wings safety seminar in the basement conference room of the Columbus Airport. Lew Owens of the Indianapolis FSDO will be mailing invitations to all local pilots. This will be a good opportunity to talk to others about all the benefits of joining EAA and our Chapter. The topic for the seminar will be "Maintenance for Pilots."

Membership Renewal

It's past that time of the year again - time for chapter membership renewal. Dues are \$15.00. Only ten members have renewed for 2001. In order to continue to be a chapter member, you will need to renew soon. If we haven't received your renewal yet, a copy of the renewal form has been included with your newsletter. Please fill out the renewal form and the membership pledge.

January Program

The January program was hosted by Glenn and Joe Grube of Possum Works. The discussion led by the Grube brothers was very interesting. Items on display at the Possum Works facility included paper models, balsa models, solid wood models, plastic models, large scale RC models and even a diorama depicting a C-47 performing a glider pick-up. One wall

of the workshop displayed pictures of all six Grube brothers in their military uniforms (that family served our country well). The Possum works also has an aviation library containing books and videos the brothers have collected over the years. The Grube's interest in aviation started early with model building, u-control flying and RC flying. According to the Grubes, the models take from 70 to 120 hours to build depending on the type and complexity of the model. Other activities at the Possum Works include Saturday morning "hangar flying" with all sorts of aviation enthusiasts.

Many thanks to Joe and Glenn for hosting the January meeting at their impressive shop.

March Program

Tim LeBaron (Vincennes University A&P program instructor, EAA Chapter 67 member) will be leading a presentation on aircraft fabric covering. Mike Williams has offered the use of his hangar for the program (thanks Mike!). The meeting will be there Thursday, March 15 at 7:00 PM.

Member News

Dick Schaffer brought a couple of friends to the January meeting (Glenn Leonhart and Jack Ellison). Glenn is now the newest member of Chapter 729. Let's all welcome Glenn to our club.

Mike Williams has been actively buying and selling aircraft on the web. His latest activity includes selling his Cassutt and buying a nearly complete RV-8 project.

He has plans to make the RV-8 an impressive high performance machine.

Dan Patton is hoping for warmer weather so he can get his Bonanza back into flying condition.

Mike Foushee has about 4% of his Mustang II project completed.

Nancy Warren now has web access!

Chapter Website

Tom Dollmeyer is still in need of information related to member projects to post on our web site. Tom and Barty Moffett have made arrangements to have a scanner available at the March chapter meeting. If you have any photos you would like to post, please bring them to the meeting or forward them to Tom. A small descriptive caption should accompany the photo(s).

Previous newsletters included the current ID and Password for the member section of our web site. In order to make sure that this section remains a member only section we have decided to e-mail this information to members (since the newsletter will be posted in a public section of the web site). If you do not have an e-mail account or you need to know the current ID and password please contact Barty or Tom.

Young Eagles – Toby Orme

Over 660,000 Young Eagles have been flown to date! We are well along to our goal of 1,000,000 Young Eagles nationally by 2003. Congratulations to Chapter 729 members Dick Belush, Eric Bradley, Jerry Brown, Ron Huddleston and Larry Morlock for flying ten or more Young Eagles each in 2000.

We will continue our Saturday Morning At The Airport theme for Young Eagles in 2001. Planned dates are May 19, June 23, July 21, August 18 and September 22 (note that these dates are

the Saturdays after our monthly chapter meetings).

In addition to the normally scheduled Saturday morning flight rallies, we will have a second rally in June during the week of the 18th for local girl scouts – details to be announced. This activity for Girl Scouts has only recently been approved nationally, and our lady pilots are most welcome for this premier event!

Martha Risk of Conway Tours has offered to pay for the extension of the Sport Aviation subscriptions at Columbus North, Columbus East and Hauser high schools in honor of Tom Hoover through 2002.

Chapter Hangar - Larry Morlock

We are scheduled to meet with representatives of the Columbus Learning Center, Ivy Tech, Workforce Development (C4) and the Center for Lifelong Learning to see if there is any possibility for a cooperative effort that would involve utilization of our hangar for some of their educational activities. The Columbus Learning Center (CLC) will be in a new building between Ivy Tech and IUPUI, very close to our proposed hangar location. The CLC is being funded partially by a \$5.5 million grant from the Lilly Foundation, who also contributed \$1.1 million for development of the Science-Math-Technology Leadership program that is being beta tested at Parkside Elementary School. At this point, the talks are purely exploratory, but one of the goals of CLC is to continuously expose kids to career opportunities from grade school to middle school, high school, and right up to Ivy Tech. CLC is interested in aviation as one of the career paths.

Our Hangar Committee will meet on February 7 and 21 this month. Both meetings will be at 7:00pm in the small conference room upstairs at the Columbus Airport Terminal Building. Everyone is invited to attend and participate.

Board of Directors Meeting

As a reminder, the Board of Directors meeting for March will be held on Thursday, March 1 at 4:30 PM in the small conference room upstairs at the Columbus Airport Terminal Building.

Aviation News

The Soaring Society of America is having its annual convention (Air Sports Expo 2001, An Aviation Odyssey) in Indianapolis February 7th – 10th, 2001. Go to www.airsportexpo2001.com or www.ssa.org for more information.

The Indianapolis Aero Club is sponsoring trips to the Norfolk Naval Air Station and to Oshkosh this year. There are only 100 seats available to Oshkosh this year. Contact Toby Orme if you need more information.

EAA is now offering the Kidventure field kits (the ones that we saw during our December meeting) for sale. See the article in February's Sport Aviation for more details.

Chapter Name

A proposal has been made that we "name" our chapter. Two suggestions have been made so far: Columbus Indiana Aviators (CIA) and Columbus Indiana Area Aviators (CIAA). Please bring your ideas to the next chapter meeting (or e-mail them to the newsletter editor).

Business Cards

To support greater chapter visibility and membership, we have ordered a small quantity of business cards for chapter members. These will be handed out to members at an upcoming meeting. Based on the response to these cards we will decide how to proceed when more cards are needed.

Interesting Web Sites

www.eaa1000.av.org EAA Chapter 1000
www.ssa.org Soaring Society of America
www.flyer-online.com The Flyer

Newsletter Input

The newsletter editor is always looking for member input. If you have input please contact Dan by phone at 378-8865 or e-mail at villiger@hsonline.net by the first Friday of each month.

The newsletter is being e-mailed to members who have supplied us with e-mail addresses on their membership renewal form. If you have any comments or concerns about this, please contact the editor.

Calendar of Events

February 7-10
Air Sports Expo in Indy
Wednesday, February 7, 7:00 PM
Hangar Committee Meeting
Upstairs meeting room at BAK
Thursday, February 15, 7:00 PM
Membership Meeting
FAA Wings Program
Basement meeting room at BAK
Wednesday, February 21, 7:00 PM
Hangar Committee Meeting
Upstairs meeting room at BAK
Thursday, March 1, 4:30 PM
Board of Directors Meeting
Upstairs meeting room at BAK
March 10 – All Day
Indiana Ultralight Safety Seminar
Hamilton Co. 4H Fairgrounds
Noblesville, IN
See INDY FSDO FLIGHTWATCH
for more info
April 8-14
EAA Sun-N-Fun Fly-In
Lakeland, Florida
April 27-29
T-6s in Seymour

Rules of the Air

“Always try to keep the number of landings you make equal to the number of take-offs you’ve made.”

“It’s always better to be down here wishing you were up there than up there wishing you were down here.”

Hey, is that a Sonex wing??

Who let that guy get so close to it with a drill.

Correction/Additions to Membership List

<u>Name</u>	<u>E-Mail Address</u>
Jim Shaffstall	shaffstl@yahoo.com
Nancy Warren	nancyw@iquest.net



Chapter Officers for 2001

President: Larry Morlock, 372-6475
Vice President: Toby Orme, 376-3820
Treasurer: Barty Moffett, (812) 523-6752
Newsletter: Dan Villiger, 378-8865
Technical Counselors:
Jerry Brown, Karl Schilling, Jim Shaffstall
Mike Williams
Program Chairmen: Mike Williams, Toby Orme
Young Eagles Coordinator: Toby Orme
Webmaster: Tom Dollmeyer
Historian: Dave Timbers
Director (ex officio): Brett Herrick

Article from The Flyer (12/22/00)

Shorty Graves, 42 years an FBO, auctions off his stock

Midwest Report

Bill Wilson

LEBANON, Indiana — It's said a man is measured by the opinion of him held by his friends. If that's true, Shorty Graves is a giant, despite his 5-foot-3 frame.

Thousands of Central Indiana pilots and aviation enthusiasts watched sadly as Dorel E. "Shorty" Graves hung it up after 42 years and 33,000 hours of logged time as an FBO. Saturday, Dec. 2, saw the auctioneers and bargain hunters descend upon little Boone County Airport in Lebanon to gather up the remains of Shorty's days. They helped themselves to his entire stock of aircraft, engines, parts and tools.

"This is my retirement fund," Shorty said as his watched his inventory being sold off. At 74 he might just be in need of one. There was plenty to choose from. Shorty sold 20 aircraft, flying and not; nine cars and trucks, and thousands of aircraft parts from entire wings to tiny screws.

It was a banner day for the salvage yards. They carted off trailer loads. Shorty even sold the pinball and soft drink machines out of the airport office. Prized was a wonderful collection of original-issue aircraft manufacturer's brochures that extolled the virtues of shiny new 1971 Piper Cherokees and 1974 Cessna Skymasters, among others. You can't even get those from the factory anymore.

Shorty began his aviation career after he gave up over-the-road trucking. He first opened up shop in Mooresville, Indiana, in 1958, then three years later moved to Brownsburg. He became a fixture at Brownsburg, staying 27 years, until the airport became too valuable for such "low-density use" and was gobbled up by housing developers.

Brownsburg was lovingly described by many of us who learned to fly there as "Brownsburg International" because we felt if you could land on and take off from its 1,700-foot sod strip in the fall and spring, when about a third of it was under water, you could probably handle any airport.

Shorty moved to Boone County Airport 12 years ago and quickly made it the new home for pilots whose vintage taildraggers needed a friendly place to live and an experienced hand when repairs were necessary. Shorty kept his fleet of 1960s and '70s aircraft

available at bargain rates for many a new aviator whose budget wasn't quite as big as his or her ambition. His operations were the opposite of tightly organized commercial flight schools. You learned just fine, but your primary flight training was more likely to be in a

J-3 Cub than a slick new 172. As a result, short fields or puffy crosswinds never intimidated graduates of the D. Graves Flying School.

His students experienced spins first hand and found the center of gravity because we were sitting on it. We learned to fly by stick and rudder, and we knew the value of staying with the controls all the way through taxi. Tailwheel endorsements came with the territory.

The last few years were tough on Shorty's health. First he went through a quadruple heart bypass operation, then, in short order, a gall bladder removal. "That last one really took the wind out of me," Shorty said.

So now he plans a quiet retired life away from aviation. "My motorhome is ready, the sunshine is ready and I'm ready," he said.

Certainly, after being a career fixed base operator, living and raising a family on the airport, responding to pilot "emergencies" with understanding and patience, helping keep old flying machines airworthy through inventiveness, he deserves his rest. But that airport life has left a legacy. His son, Dorel E. "Sluggo" Graves Jr., and his grandson, Robert Graves, are both professional A&P-rated pilots for a large Indianapolis-area corporation.

Shorty knows that his friends are ready for him to take it easy after a lifetime of rescuing us and our airplanes from fates only imagined. But we wonder if he can really leave the profession to which he contributed so much. No matter how Shorty chooses, we, who share his love of planes and flying, will always treasure his guidance, help and friendship.