



# Columbus Area Aviators

EAA Chapter 729 Newsletter  
Columbus Municipal Airport (BAK)  
Columbus, Indiana

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## March Meeting

The March meeting will be a trip up to Indy to attend an AOPA Air Safety Foundation seminar titled: **“Say It Right! – Radio Comm in Today’s Airspace”**.

The seminar will cover common pitfalls for VFR and IFR operations, communicating in an emergency, and communications for both towered and non-towered airports. A local air traffic controller will conduct a Q&A session as well. This seminar qualifies for the safety seminar portion of the FAA Wings Program.

The seminar will be held on **Thursday** evening, **March 1<sup>st</sup>** from 7:00 – 9:00 PM at

Indianapolis Marriott East  
Salon 5  
7202 East 21<sup>st</sup> Street  
Indianapolis, IN

We will meet at the Columbus Municipal Airport Terminal Building parking lot at 5:45 PM to organize a car pool to the seminar. We will depart BAK at **6:00 PM**.

## February Meeting

The February meeting featured a number of “there I was when all of a sudden” stories by several members recalling loss of engines while in flight. In some cases it was total engine failure (single engine aircraft) resulting in either off airport or “barely on” airport landings; while others involved partial engine failures which were just as exciting (both left side engines on a B-17 for example). All of these episodes were without injury to the participants.

The members of the **“Low Power & Dead Stick Club”** who discussed their escapades were Dan McElroy, Toby Orme, John Walter, Dick Shaffer, Karl Schilling, and Dan Villiger.

The key messages from all of the stories were – **“first fly the airplane”** and “remember you are **PILOT IN COMMAND**”. For example, when John Walter had to make a missed approach due to low level fog with both left engines out on his B-17, the French tower controller reminded him that the airport used a left traffic pattern. John’s response was “you fly your tower and I’ll fly this airplane”. Needless to say, he used a right pattern to set up for his next approach which resulted in a “greased landing”.

## Notes From The “Prez”

Now that President Bush has submitted his budget to Congress, you might have noted that it only took five (count'em 5) days for the FAA to issue their "Funding Rework Proposal for 2007". Amazing how quickly a government organization can respond when they have all the 'secret' details before the rest of the world.

Anyway, we will really need to fight this one as the FAA says they are looking at the current European funding process as the ultimate model for the United States. Wonder why no one in Washington is clever enough to come up with their own funding model? There are numerous undefined points in the FAA's proposal in terms of actual fees and where they would be assessed. However, one segment of the proposed fee structure is to increase the avgas (ours and those smelly

planes as well) to nearly four times what it is now.

This increase alone will add between \$5 and \$6 per hour to my flight cost. Interesting in that the original thoughts about the refunding were based on the assumption the gas taxes (which now fund the whole system) would go down with the new funding method. Oh well!

So far, I have not seen the EAA comments on the FAA proposed budget. Copied here are a few comments from Congress regarding the proposal which was just given to committee for review and presented to aircraft industry and organization leaders this week prior to release to the general public.

"This proposal is dead on arrival," Rep. Vernon J. Ehlers (R-Mich.) told FAA Administrator Marion Blakey Wednesday afternoon as she tried to defend the FAA refinancing proposal before the House aviation subcommittee. "There is no way that I can come to the conclusion that this user fee proposal is fair, equitable, or that it will work," said Rep. Robin Hayes (R-N.C.). Subcommittee Chairman Jerry Costello (D-Ill.) called the proposal unwise because it would raise less money for air traffic control modernization than the current tax system. And Rep. Sam Graves (R-Iowa) said, "This proposal will make the skies safe because nobody will fly anymore."

...and... a comment from AOPA...

"The FAA has proposed some 13 new or increased fees that would impact pilots, aircraft owners, and mechanics at various times through their aviation lives. Registering an aircraft would cost \$130, plus a recurrent renewal fee. Issuing any pilot certificate would cost \$50; replacing a certificate would be \$25. Many other fees haven't been set yet, but if the FAA follows the European model (and they say they think that's the way to do things), they'll be exorbitant" (Phil Boyer)

As I said earlier, we'll need to do serious battle over this one.

One last thought for now related to the FAA need to "make the system safer"...

Someone (airline pilot I believe) told me that at any one time 80 to 90 percent of the aircraft flying in THE WHOLE WORLD were flying in the United States, AND if you put all of them in the skies over the state of Arizona they STILL wouldn't see each other. Maybe a bit of an exaggeration; but food for thought in debating the FAA funding proposal.

How about a letter from the chapter to the government? If you're interested, let me know and we'll have a discussion group at the April meeting to outline the letter and come up with some suggestions. I'll download as much info on the FAA Funding Proposal as I can get and we'll spread that around as discussion guide.

Dick G

## Aviation/Member News

### Update on FFY Programs –

For several years, Brett Herrick with assistance from other chapter members has conducted aviation oriented classes at the Foundation For Youth in Columbus. He has funded this program himself with some financial assistance from the Columbus Airport and Chapter 729. The programs were initiated as a compliment to the Young Eagle Flight Program. The following is Brett's update on the FFY programs.

At the FFY, the Young Eagle classes continue to use the "Flight Site" that was at Parkside School. But, I have expanded these classes to include the following projects:

- Fantastic Flyer balsa glider
- FFY Flyer balsa glider
- Delta Dart balsa/tissue rubberband airplane
- "Bottle Rockets"
- Sled Kites
- Making Wooden Airplane Ribs
- Fly a remote control model airplane
- Flying Microsoft Flight Simulator
- Participating in a Young Eagle Flight Rally

There are two different ways to look at what the students gain by participating in these Young Eagle classes. Both are equally valid. First and most obvious, these classes are a chance to learn about aviation. The students

learn about aviation by learning some affordable/age appropriate ways to be involved in aviation, some basic model making skills and they have fun. To do this, I have a series of projects that the students build and fly. Beyond this, they can fly a flight simulator or get to go flying in an airplane. The second way to view these classes is that it chance to learn basic skills that can be applied in many different ways. The skills learned can include basic math and science, weather, how to make things, goal setting and working in a group. The FFY calls this "stealth learning". I use aviation to make the classes interesting but we are teaching skills that can be applied elsewhere.

One of the things that I have found is that these classes need to be adapted to where ever they are offered. An example of this is that the Parkside Elementary School library, where we previously offered classes, has a great balcony for launching gliders. Whereas, the classes at the airport offered a nice outside area for flying models (i.e. outside the fence) and the ability to take the kids out on to the airport ramp when the models are drying. The classes at the Foundation For Youth have the ability to reserve the gym for flying models. But, these FFY classes need to be more flexible as attendance varies depending if the students are able to attend each week (i.e. may depend on which parent they are staying with that week or when they are getting picked up).

For these classes each student has their own set of tools that they use. This allows each student to focus on their own project. Students do not have to spend time figuring out where the needed tools went or if someone is making their project faster then them. Further, every attempt is made to use tools that are low cost and can be purchased locally (i.e. this gives examples of what they could use if they want to be making models at home). The cost of the contents of these kits is approximately \$30/each.

In making the model airplanes we want the students to learn how to build the models correctly and safely. The tools that the students use have been selected to be as safe

as possible. Rather than use single edge razor blades we use razor blade holders to keep fingers further away from the shape edge. The modeling knife that we use can not roll off the table. Students are directed to keep knives retracted or covered when not in use. The glues that the students are washable (i.e. when CA glue is used it is used by one of the adults). Also, the students are told early in the first session that horseplay will not be tolerated.

Because I want to make sure each student has a chance to see their project fly and fly well, we don't let them take their projects home until they have flown it with us. This way we can show them how to adjust their projects to make them fly well. It also ensures that they leave with a sense of accomplishment about their projects rather than frustration. Further, with stories like "When I took it home, my cat jumped on it" "it got broken in my backpack" or "my little brother broke it" we want to make sure that they have seen their projects fly well. Having an indoor location at the FFY to fly the models in is a big advantage (i.e. the weather is dependable; the models can't fly away and it helps with keeping the kids together).

In offering these classes I try to make sure each group gets to see the EAA video tape "Young Eagle". This tape is ten years old but it has an excellent message. Namely, that one needs to have goals and the only way to achieve ones goals is to work toward achieving them. It uses a boy and his chance to fly in Curtiss Jenny to demonstrate this. I view this as a very important message independent of where each of the student's interests may lead.

Another goal of these classes is to keep the cost of offering these classes as low as possible. An example of this is that the raw materials for projects are purchased in bulk and I can use my band saw to cut the wood to the needed sizes. The students then need to round off the ends and make some measurements to apply some reference marks. By the doing this, the cost of the raw materials for all of the projects except one can be kept to less than \$1.00/each. Another example is that 35 Delta Dart kits can be purchased for \$43.00. By keeping the cost low it isn't a big issue

when something needs to be replaced due to errors in making the project or when repairing a broken project. Cost also is kept down by making my own jigs. Rather having to purchase the \$10.00 jigs for setting the dihedral of Delta Dart wings I made jigs from some scrap material. Also, for winding up the Delta Darts simple fixtures were made to hold them and a hand drill makes a good winder rather than purchasing these.

Part of why I offer these classes is seeing the joy that the students have in taking these classes and part is knowing these students wouldn't be learning/exposed to these things if these classes weren't being offered. The students clearly want to be in these classes as shown by the disappointment of the students that can not be fit into a particular session. Or the joy when they get to see the projects that they made fly well and the surprise in finding out they get to take their projects home with them.

**Officers For 2006**

President	Dick Gaynor
Vice President	Dave Timbers
Vice President	Karl Schilling
Sec./Treasurer	Larry Morlock
Newsletter Editor	Mike Foushee
Young Eagle Coord.	Rebekah Spalding
Young Eagles	Brett Herrick
Historian	Dave Timbers
Director II	John Walter
Director III	Toby Orme

**Interesting Websites**

- [www.oldbluejacket.com/SeaPower.htm](http://www.oldbluejacket.com/SeaPower.htm)
- [www.history.com/minisites/dogfights/](http://www.history.com/minisites/dogfights/)
- [www.personalblimp.com](http://www.personalblimp.com)
- [www.photografik.net/reno/](http://www.photografik.net/reno/)
- [www.c141heaven.com](http://www.c141heaven.com)
- [www.b-29doc.com](http://www.b-29doc.com)
- [www.rwebs.net/avhistory/fifi/](http://www.rwebs.net/avhistory/fifi/)
- [www.stormbirds.com](http://www.stormbirds.com)

**2007 Young Eagle Flights**

The Young Eagle Flight events for 2007 will be held on the following Sat. mornings.

June 9th      July 14<sup>th</sup>      Aug 4<sup>th</sup>      Sept 8<sup>th</sup>

These events are a great way to introduce kids to the wonders of aviation (not to mention a good reason to go flying on a Saturday morning).

We'll obviously need pilots with planes to volunteer; but it is equally important to have volunteers for ground operations. Please mark these dates on your calendars.

**Calendar of Events**

- Apr 17-23 Sun & Fun Fly-In  
Lakeland, FL (LAL)
- Apr 21 Thunder Over Louisville  
Louisville, KY
- June 15-17 Summer Heat Air Festival  
Muncie, IN (MIE)
- July 23-29 AirVenture Fly-In  
Oshkosh, WI (OSH)
- July 28-29 Dayton Airshow  
Dayton Int'l Airport (DAY)
- Aug 25-26 Indy Air Show (Blue Angels)  
Mt Comfort Airport (MQJ)
- Aug 25-26 EAA Mid-Eastern Fly-In  
Marion, OH (MNN)
- Sept 1 Fly-In / Cruise-In  
Marion, IN (MZZ)
- Sept 14-16 Terre Haute Air Fair  
Terre Haute, IN (HUF)
- Sept 22-23 Blue Ash Airport Days  
Cincinnati, OH (ISZ)
- Sept 27-30 Gathering of Mustangs/Legends  
Columbus, OH (LCK)
- Sept 29 Wood, Fabric & Tailwheel Fly-In  
Lee Bottom – Hanover, IN (64I)

**Future Meetings**

The 2007 chapter meetings are tentatively scheduled for the first Thursday of each month.

Apr 5 <sup>th</sup>	May 3 <sup>rd</sup>	Jun 7 <sup>th</sup>	Jul 12 <sup>th</sup>
Aug 2 <sup>nd</sup>	Sep 6 <sup>th</sup>	Oct 4 <sup>th</sup>	Nov 1 <sup>st</sup>
Dec 6 <sup>th</sup>			

## Items For Sale or Needed

### **1973 180 HP C-172 -**

1973 172M, 180HP, good paint, 4500-TT, 440 since engine conversion, hangared, KX-155 w/GS, MX-300 w/VOR, 4-place panel intercom, transponder with encoder, wing-tip strobes & beacons, wheel fairings, bubble side windows, new Bendix/King KLN94 GPS 08/05

Price reduced to \$62,300  
Located in Bardstown, KY (BRY)  
(502) 348-5055  
(502) 348-7689  
(502) 460-1351

*Editor' Note – I can confirm that this is a very nice and good performing 172 since I have flown in it. It belongs to a high school classmate who recently passed away.*

### **Hangar For Sale –**



Large aircraft hangar located at Columbus Municipal Airport (BAK). \$85,000 Firm  
48' wide by 136' long  
Heated & air conditioned  
Excellent lighting  
Includes office, full bath, & kitchen  
208 volt 3 – phase service  
14' by 46' door in front  
14' by 25' overhead door in rear  
Overhead storage area  
New concrete apron in front

For additional details, contact Mike Williams at [mike@mikeshangar.com](mailto:mike@mikeshangar.com)

As long a space is available, I'll list items either wanted or for sale that are AVIATION related. If you will provide me with a brief description and contact information, I will include your items.

## Newsletter Input

The newsletter editor is always looking for member input. If you have input please contact Mike by phone at 812-342-3032 or E-mail at [mike.j.foushee@cummins.com](mailto:mike.j.foushee@cummins.com) by the third Friday of each month.

## Aviation Humor

The new Airbus A380 will be shipped on time but will be subject to some minor re-design issues.

*Jacque Le Strap  
Marketing A380 Programme  
Airbus Industrie*



### **Some Signs Say It All!**

