



Columbus Area Aviators

EAA Chapter 729 Newsletter
Columbus Municipal Airport (BAK)
Columbus, Indiana
May, 2009 Volume 14, Issue 5

May Meeting

NOTE: Special Date and Location

The May meeting will be held **Tuesday evening May 5th at Freeman Field in Seymour, IN.** The Freeman Field Flying Association has invited Chapter 729 to join them for their May meeting and we have decided to make this our May Chapter Meeting subject. Thanks to the FFFA guys for the invitation.

Colonel George Robbins (USAF, Ret.) will speak about his experiences flying B-52's during the Cold War. This promises to be an interesting and informative meeting.



The location for this event is the old airport offices, located across the street from the new terminal building at Freeman Municipal Airport on the west side of Seymour. The official street address of the old airport offices is 1040 "A" Ave., Seymour, IN 47274.

Contact for the event is Larry Bothe (lbothe@comcast.net or 812-521-7400).

April Meeting

The April meeting featured a visit to Gerry Clayton's hangar at BAK to see his Glastar project.



Gerry recently moved back to Columbus after retiring and building the plane over a nine year period. The powerplant is a water cooled Subaru conversion with gear reduction unit.



Gerry's well equipped panel is evidence of his electrical engineering background.



I had the opportunity to fly with Gerry when he brought the plane up to BAK from Louisville and I was quite impressed with the overall performance and ride characteristics.

Notes From The "Prez"

For those of us who believe strongly in nice weather for flying, we are getting into the serious flying season. Unless, of course, you looked at the mid-day sky today (Sunday, April 26th). The cumulus were starting to build by 10:30 to the northwest and by noon, as we were deciding if an afternoon of flying would be fun, those same fluffy-looking clouds began to drift into the Columbus sky and were growing even higher.

And, the bottoms of them were low enough to minimize the flying space, as a friend asked if we could still go flying. Since all of us had just consumed a hearty, although late, breakfast we decided to stay on the ground.

Still, the bottom line and great part of the day was the ability to make that decision. Just having the ability to decide whether or not to go flying on any given day is an exciting proposition. If not in the air, the hangar always (believe me ALWAYS) needs a touch of cleaning or some detail on the plane requires a closer look. These other aspects of flight are nearly as big a part of the enjoyment of the airplane as the actually flight. Almost.

If you have the chance, an early flight... I've been fortunate to get two early-in-the-day flights in the last week... is a great way to welcome the day. If you'd like to join me on one of those, just leave me a note on my email; RGaynor@aol.com and I'll give you a holler if that dawn flight looks likely.

One thing we've discussed for some time is to hold an upcoming meeting at one of the hangars and doing some hangar flying in addition to some real flying. If you'd like to use your plane for this for an upcoming meeting, please let us know. The real flight part would be dependent on the weather, but I can "hangar fly" with some of the best even in the midst of a thunderstorm.

Enjoy and fly safely.

Dick Gaynor

Aviation/Member News

Officers For 2009

President	Dick Gaynor
Vice President	John Walter
Vice President	Dave Timbers
Treasurer	Larry Morlock
Secretary	Mike Foushee
Director	Toby Orme
Director	Glenn Leonhart
Y.E. Coord.	Rebekah Spaulding
Newsletter	Mike Foushee

Dick Belush's Bellanca Restoration

After a multi-decade (with numerous lengthy interruptions) restoration effort, Dick Belush recently had a successful first flight.



Congratulations on completing beautiful restoration of a super cross country aircraft. Now go fly it to somewhere interesting!

2009 Young Eagle Flights

The Young Eagle Flight events for 2009 will be held on the following Sat. mornings.

Jun 6th Jul 11th Aug 8th Sep 12th

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.

Interesting Websites

<http://www.skygod.com/quotes/>

Calendar of Events

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| May 2-3 | Terre Haute Air Fair
Hulman Field (HUF) |
| May 9-10 | Branson Airshow (T-Birds)
Branson, MO |
| June 5-7 | Indy Air Show (Blue Angels)
Mt Comfort Airport (MQJ) |
| June 12-13 | Frasca Field Fly-In
Urbana, IL (C16) |
| June 13-14 | Thunder Over Owensboro
Owensboro, KY (OWB) |
| June 14 | "Sinful Sundae" Event
Lee Bottom – Hanover, IN (64I) |
| June 20-21 | Grissom Air Reserve Air Show
Peru, IN (GUS) |
| June 27 | Midwest Taildragger Fly-In
Indianapolis – Post Air (7L8) |
| July 3-5 | Freedom Fest Air Show
Goshen, IN (GSH) |
| July 12 | "Sinful Sundae" Event
Lee Bottom – Hanover, IN (64I) |
| July 18-19 | Dayton Air Show - Thunderbirds
Dayton Int'l Airport (DAY) |
| July 25 | Grissom Fly-In
Grissom AFB (GUS) |

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| July 27 -
Aug 2 | AirVenture Fly-In
Oshkosh, WI (OSH) |
| Aug 9 | "Sinful Sundae" Event
Lee Bottom – Hanover, IN (64I) |
| Sept 5 | Fly-In / Cruise-In
Marion, IN (MZZ) |
| Sept 26 | Wood, Fabric & Tailwheel Fly-In
Lee Bottom – Hanover, IN (64I) |
| Oct 10 | Freeman Field Airport Awareness
Seymour, IN (SER) |

2009 Chapter Meetings

Chapter meetings are scheduled for the first Thursday of each month with the following **exceptions** –

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|---------------------|---------------------------|---------------------------|----------------------------|
| Jun 4 th | Jul 9th | Aug 6 th | Sep 10th |
| Oct 1 st | Nov 5 th | Dec 5th | |

Chapter meetings are a good way to meet others in the local area who share your interest in aviation – homebuilding, restoration, aviation history, military aviation, hangar flying, etc. It is also a way to become involved in activities such as Young Eagle events, visits to member projects, "fly-outs", etc.

Newsletter Input

The newsletter editor is always looking for member input. If you have input please contact Mike at michael.foushee@yahoo.com by the third Friday of each month.

Items For Sale or Needed

As long as 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.

4 NEW AUTOLITE URHM40E Spark Plugs

4 - URHM40E plugs (3/4 shield thread) are brand new – never run – needed UREM40E's (5/8 shield thread) instead. Can't return since package has been opened – will sell for half price - \$31.90 (\$7.98 each)
Contact Tom Dollmeyer tom@dollmeyer.com

NEW AEIO-540 CHRISTEN EAGLE II

\$93,000 31 Hours A&E Total Time!
Hoffmann composite propeller.
Super Stinker wings - all the trick stuff.
Location: Mount Comfort Airport (MQJ)
Contact Boyd Birchler, Indianapolis, IN
Cell (317) 418-6556,



1985 Bonanza F33A

\$179,000 1,750 Hrs. AF Total Time
790 SFRM 570 STOH
Millennium cylinders, Gami injectors,
RAM cam, Garmin 530W, Northstar M3 backup
GPS, full King Nav/Com, HSI, DME, KFC200
coupled FD/AP, EDM-700 Analyzer, Standby
Vac and Elec. Details: www.indyflyers.com
Hangared @ KEYE.
Rob Kirkpatrick 317-402-2562
rob@kirkpatrick.net



Aviation Humor

My first wife didn't like to fly, either.

— *Gordon Baxter*

That's not flying, that's just falling with style.

— *Woody, from the 1996 movie 'Toy Story,'
regarding Buzz Lightyear.*

There is an art . . . to flying. The knack lies in learning how to throw yourself at the ground and miss.

— *Douglas Adams, 'The Hitchhikers Guide to the Galaxy.'*

Every time I fly and am forced to remove my shoes, I'm grateful Richard Reid is not known as the Underwear Bomber.

— *Douglas Manuel, aerospace executive regards airport security. Reported in USA Today, 13 March 2003.*

Landing on the ship during the daytime is like sex, it's either good or it's great. Landing on the ship at night is like a trip to the dentist, you may get away with no pain, but you just don't feel comfortable.

— *LCDR Thomas Quinn, USN.*

Flying a plane is no different from riding a bicycle. It's just a lot harder to put baseball cards in the spokes.

— *Captain Rex Kramer, in the movie 'Airplane.'*

We have clearance, Clarence. Roger, Roger. What's our vector, Victor?

— *Cockpit crew in the movie 'Airplane.'*

The odds against there being a bomb on a plane are a million to one, and against two bombs a million times a million to one. Next time you fly, cut the odds and take a bomb.

— *Benny Hill*

The strength of the turbulence is directly proportional to the temperature of your coffee.

— *Gunter's Second Law of Air Travel*

When the weight of the paper equals the weight of the airplane, only then you can go flying.

— *attributed to Donald Douglas (Mr. DC-n).*

The bulk of mankind is as well equipped for flying as thinking.

— *Jonathon Swift*

Which is now a more hopeful statement than Swift intended it to be.

— *Will Durant*

If Beethoven had been killed in a plane crash at the age of 22, it would have changed the history of music... and of aviation.

— *Tom Stoppard*

The three worst things to hear in the cockpit:
The second officer says, "Oh shit!"
The first officer says, "I have an idea!"
The captain say, "Hey, watch this!"

— *anon.*

My definition of an optimist has to be the Luftwaffe F-104 pilot who gave up smoking!

— *John Wiley*

In response to how he checked the weather, "I just whip out my blue card with a hole in it and read what it says: 'When color of card matches color of sky, FLY!'"

— *Gordon Baxter*

Instrument flying is an unnatural act probably punishable by God.

— *Gordon Baxter*

Nothing said I had to crash.

— *R.A. Bob Hoover, after hitting a telephone wire and losing two feet of wing in his P-51.*

You know the part in 'High Flight' where it talks about putting out your hand to touch the face of God? Well, when we're at speed and altitude in the SR, we have to slow down and descend in order to do that.

— *USAF Lt. Col. Gil Bertelson, SR-71 pilot, in 'SR-71 Blackbird: Stories, Tales and Legends,' 2002.*

Newton's Law states that what goes up, must come down. Our Company Commander's Law states that what goes up and comes down had damn well better be able to go back up again.

— *sign in the Operations Office of the 187th Assault Helicopter Company, Tay Ninh, Viet Nam, 1971.*

I never liked riding in helicopters because there's a fair probability that the bottom part will get going around as fast as the top part.

— *Lt. Col. John Wittenborn, USAFR.*

A military aircraft had gear problems on landing, and as the plane was skidding down the tarmac the tower controller asked if they needed assistance. From the plane came a laconic southern voice:

Dunno - we ain't done crashin' yet.

The most dangerous thing about flying is the risk of starving to death.

— *Dick Depew*

When asked by someone how much money flying takes:
Why, all of it!

— *Gordon Baxter*

Death is just nature's way of telling you to watch your airspeed.

— *Anon.*

When it comes to testing new aircraft or determining maximum performance, pilots like to talk about "pushing the envelope." They're talking about a two dimensional model: the bottom is zero altitude, the ground; the left is zero speed; the top is max altitude; and the right, maximum velocity, of course. So, the pilots are pushing that upper-right-hand corner of the envelope. What everybody tries not to dwell on is that that's where the postage gets canceled, too.

— *Admiral Rick Hunter, U.S. Navy.*