



Columbus Area Aviators

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

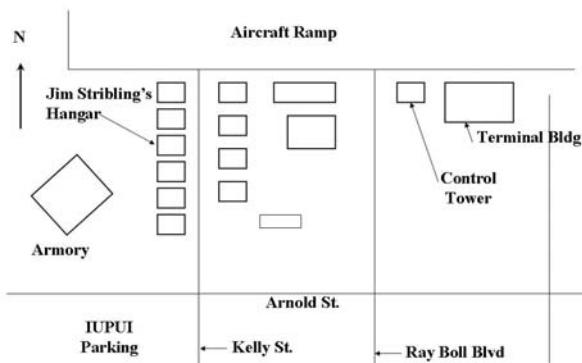
The November meeting (**NOTE: Special Date - Thursday, November 9th**) will be a visit to Jim Stribling's hangar at Columbus Municipal Airport (BAK) to see his RV-10 project (prototype shown below).



In addition to Jim's project, Paul Pocock's recently completed RV-7 aircraft is scheduled to be there for review as well.



We will assemble at 6:30 PM for refreshments with the meeting starting at 7:00 PM. Jim's hangar is on the Southwest side of the airport (see map below).



October Meeting

The October meeting was hosted by Jerry Brown at his hangar at Franklin Flying Field. Jerry discussed the work involved in restoring WACO aircraft. The plane below is Jerry's personal WACO.



Jerry has restored a number of WACO's over the years including the one below which was finished in military style and is awaiting delivery once the new owner is checked out. In addition to restoring aircraft, Jerry is a Vintage Aircraft Judge at Oshkosh and other major fly-ins.



Notes From The "Prez"

Since we are in the midst of the election season, our Prez Dick G decided to follow the lead of George W and do a little flying around the country (fortunately without creating a lot of TFR's in the process). Here are his notes from the trip.

How lucky can you get? I picked what would seem to have been the last three beautiful weather days to fly the "River Tour" I've wanted to do since getting the Skylark. October 6-7-8 were showing as "very nice" across the whole Midwest and South as of the beginning of that week.

When I found out Dan Villiger was heading south to the Sonex convention on that Friday (Oct. 6th) I thought it would be a good opportunity to fly along with someone for the first leg of my trip. Dan planned a stop at Bardstown, KY then on to Crossville TN for the Sonex event. I planned "Westerly" from Bardstown and that was just about the limit of the hard planning.

Friday the 6th dawned clear and unlimited. Dan and I launched for North Vernon (top up with a little of that home state gas before heading on South) and from there had wonderful weather to Bardstown.

I'll let Dan fill you in on his adventure.

From Bardstown I decided to head to Falls of Rough River State Park (Mike's recommendation) for lunch. Climbing a bit higher for this leg (2800 msl) I had some moderate turbulence from the difference between ground winds and winds aloft (ground was 6~10 @ 020, 3000' was shown as 36~40 @320 for most of that leg). It was too nice watching all the ground scenery to fly higher.

Rough River has a nice runway and GREAT food. We need to get a couple airplane seats filled and go there as a group.

On to Metropolis IL (had to stop to see Superman). Unfortunately that is the loneliest airport I have ever been to - not a soul around. After 30 minutes or so, I headed on to Sikestown MO. The fuel prices had come

down almost a dollar a gallon according to the line-guy. So I paid only \$4.25 a gallon! Whew, I feel sorry for the guys who bought fuel there the previous week at \$5.15 a gallon.

I had to fly around smoke from burning off the rice stubble, but other than that the visibility from Southern IL through Arkansas and TN was truly unlimited. I could see a hundred miles from 3000 feet msl.

Overnight at Paragould AR then to Fayette County TN the next morning. Really nice FBO and pleasant people to spend an hour chatting...and, the first BUSY airport I had seen.

From Fayette to Corinth MS, then to Lawrence Co. AL. Lawrence is just west of Huntsville, so I planned to finally talk to someone from the air on the next leg. Huntsville is class C and I called approach to fly through and asked for flight following to continue on to the Atlanta area (Cobb County - RYY) just outside of Marietta GA where our daughter lives with her family.

After Huntsville turned me over to Atlanta Center it got very busy on the radio. Atlanta has to keep track of all the VERY fast traffic coming off of Dobbins to the north and therefore intersecting with the 2 or 3 major GA airports ... he called 5 potential collisions while I was in contact with the Center.

Cobb County is one of the busiest GA airports around. I used to rent a Maule there to take my grandsons flying and it has gotten even busier in the last two years.

Overnight in Marietta to celebrate a birthday with Matthew and his brother Kevin. And, the day dawned clear and unlimited again coming out of RYY on Sunday morning.

I went Northwest (almost to Rome GA) then turned more Northerly to head for home. A stop at Upper Cumberland to get some gas and see a hangar full of neat planes, then to Lebanon (obligatory potty stop) and home to BAK.

A great trip - 1128 nm total distance and three days of beautiful weather.

We'll do a slide show at an upcoming meeting. I have dozens of pictures looking straight down at green trees.

See you at the next meeting.

Dick G

Time To Pay 2007 Dues

It's almost time to collect the 2007 Chapter dues. The last page of this newsletter is the member information sheet - please update this information (or fill it out if you are a new member) and send your dues payment to Treasurer – Larry Morlock.

Aviation/Member News

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.	Toby Orme
Young Eagles	Brett Herrick
Historian	Dave Timbers
Director III	Toby Orme

At the October meeting, John Walter was elected as a Class II Director (previously open and the only office up for election in an even year). The offices above will be up for election in late 2007 (odd year).

Interesting Websites

www.aopa.org/path/path.html
www.mikegoulian.com/videos/berlin/goulian%20berlin_CrashAbuWEB_player.htm
www.ruudleeuw.com/off-airport.htm
www.ultraflightradio.com

Calendar of Events

The Summer & Fall Fly-In season has just about ended. There will still be a few "pancake fly-ins" from time to time.

Apr 17-23 Sun & Fun Fly-In
Lakeland, FL (LAL)

July 23-29 AirVenture Fly-In
Oshkosh, WI (OSH)

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 by the third Friday of each month.

Future Meetings

The final meeting of 2006 will be Thursday, December 7th.

Items For Sale or Needed

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.

Aviation Humor

Overheard from Chicago Center:
Center: N1234A, Climb like your life depends on it -- because it does.

Pilot: "...Tower, please call me a fuel truck."
Tower: "Roger. You are a fuel truck."

Controller: "Delta Zulu Romeo, turn right now and report your heading."
Pilot: "Wilco. 341, 342, 343, 344, 345..."

Controller: "Delta Oscar Mike, squawk 0476."
Pilot: "Say again."
Controller: "Squawk 0476."
Pilot: "Four, zero...? "
Controller: "You want a more **easy one** ?"

Actual ATC Transmission:
Hurry up and slow down, turn left right now and enter a left base from the right.

Delta 171, maintain visual separation from that cloud, there's an airplane in it!

Controller sitting next to me is trying to change Mooney 45Q to my freq, but gets no response. Thinking that the Mooney may have already switched to my freq accidentally, since he's a local pilot who knew it was coming, he asks me to check.

Me: "Mooney 45Q, are you on this frequency?"
45Q: "Negative. But I should be any time now."

A decade ago or so I was in the back seat of a motor-glider being flown to a local airport for some repair work on a noisy muffler.

Control: You're unreadable, say again.

Us: I've turned off the engine, is that better?

Control: L..o..n..g pause.

Dead reckoning still has its place. We once had a pilot call in and say "Help, I'm hopelessly lost over Gravette, Ark."

We all looked at each other, and after a chuckle, the controller for that area asked the pilot "If you are hopelessly lost, how do you know you are over Gravette, Ark.?"

The pilot said "*Because I'm circling the water tank and it says Gravette, Ark.*"!! (The town was too small to be on his sectionals).

British Airways flight asks for push back clearance from terminal.

Control Tower replies: "And where is the world's most experienced airline going today without filing a flight plan?"

TOWER: 95 Delta, do you read the tower?

95D: 675, sir

TOWER: 95 Delta, Say Again

95D: I think it is 675.

TOWER: 95 Delta, What do you mean by 675?

95D: I mean I think I read "Elevation 675 feet" on the tower as I taxied by for takeoff, but I am too far away to read it now.

TOWER: 95 Delta, you are cleared to land.

Please give the tower a call ON THE TELEPHONE after you have tied down.

Southend ATC: National 676 - Cleared for takeoff; report passing 2000ft.

NAA676: Cleared for takeoff; call you passing 2000.

NAA676: Southend, 676 is passing 2000, climbing

Southend: 676 call London 128.6

NAA676: To London 128.6 - see you on the way home.

(in the process of changing freq. 676 loses the door - yes the DOOR on a BE90)

NAA676: Mayday, Mayday, Mayday London Control this is National 676, 4 miles west of Southend, 2500 ft - I've lost the door and am returning climbing to 4000 ft and returning to Southend.

London ATC: NAA 676, roger. Are you in

control of the Aircraft?

NAA676: *No more than usual !!!!*

"A human being is the best computer available to place in a spacecraft. ... It is also the only one that can be mass produced with unskilled labor." -- Werner Von Braun .

A thunderstorm is nature's way of saying, "Up yours."

Old pilots never die, they just go to a higher plane.

Here's one for all the freight pilots.

YOU MIGHT BE A **FREIGHT DOG** IF:

1. Your airplane was getting old when you were born.
2. You have not done a daylight landing in the past six months.
3. ATC advises you of smoother air at a different altitude, and you don't care.
4. When you taxi up to an FBO they roll out the red carpet, but quickly take it back when they recognize you.
5. You call the hotel van to pick you up and they don't understand where you are on the airport.

Experience is something you don't get until just after you need it.

**Columbus Area Aviators
EAA Chapter 729**

Membership Application/Renewal

Items in bold are required. See bottom of form for info.

Today's Date: _____ **Membership Year:** _____ **Dues Paid:** _____

Name: _____

Spouse's Name: _____

Children (names & ages): _____

Address (street): _____

Address (city, state, & zipcode): _____

Phone Number (home): _____

E-Mail Address: _____

OK to E-Mail Newsletter?: _____ (Saves the chapter postage & printing costs)

EAA Membership Number & Expiration Date: _____

Pilot rating(s): _____

Aircraft (flying, restoring or building): _____

Other Aviation Interests?: _____

What Chapter Programs Would Interest You?: _____

What Programs Could You Present Or Arrange?: _____

Columbus Area EAA Chapter 729 is a chapter of the national EAA organization. For the first year of chapter membership you are not required to be a member of the EAA. Starting the second year you are required to be member of the EAA to be a member of the chapter. **If you are joining the EAA for the first time, please request an application form from the Chapter**, as we receive a partial rebate of new member dues. Chapter membership includes your immediate family.

Chapter dues are \$15 per year, from January to December. **New member dues are prorated** as follows: January through April, \$15; May through August, \$10; September through December, \$5.

Checks should be made payable to **Columbus Area EAA Chapter 729 Inc.** Dues can be paid to any chapter officer at a monthly meeting or mailed to the chapter treasurer:

**Larry Morlock
3407 Woodland Place
Columbus, IN 47203**