



# Columbus Area Aviators

EAA Chapter 729 Newsletter  
Columbus Municipal Airport (BAK)  
Columbus, Indiana  
November, 2008 Volume 13, Issue 11

## November Meeting

The November meeting (**Thursday evening November 6<sup>th</sup>**) will be a visit to Phil Krueger's home shop to see the progress that he has made in repairing his SE-5A replica. You may recall that he encountered difficulty on one of his early flights and the plane was damaged but Phil is OK.



Directions to Phil's place are as follows. Go west from Columbus on highway 46 to State Road 135. Follow 135 South to Story (location of the Story Inn) which is 9.7 miles from US-46. Continue on 135 an additional 4.4 miles past Story. At this point, (SW corner of the Cherry Hill airport property) 135 takes a 90 deg. left turn; while straight ahead is the start of Houston Road. Phil's house (you'll see the shop first) is the second one on the right (**8662 Houston Road**) about ¼ mile from the start of Houston Road. If you want to carpool, meet at the west end of the Holiday Inn Parking lot for a 6:00 PM departure.

## October Meeting

The October meeting featured a visit to Bill Reeves' spotless (see below) hangar to see his North American T-6.



The plane is in excellent condition both inside and outside.



Bill has accumulated about 160 hours so far and is enjoying every minute of it.

## **Notes From The "Prez"**

As a friend of ours recently asked; "So, do you put your plane away for the winter so it doesn't freeze?"

My initial answer was the over-technical one of; "No! And actually, since the air is more dense when it is colder..." oops an interruption here... "No it's not!" she said. "Everyone knows the air is thinner in the winter and heavy in the summer."

Well, fortunately, she doesn't read this newsletter so we can talk freely about her, very common, misconception.

I hear this question about the winter air almost any time I mention flying in cold weather to someone who is not a pilot. You would at least think that basic physical principles would be covered in the first high-school science class.

Another typical question is; "Doesn't your airplane freeze if you fly in the winter?" or "Isn't it too cold to go outside and fly?" (The subtle variation on these questions is; "Doesn't the airplane get covered with ice flying in the winter?" Fortunately, for my sanity, not as often as the "first two questions.")

I usually answer with another question. "Why would it freeze?" or "What is the difference between going out to fly my airplane or you going OUT to drive your car."

By this time in the conversation I know I have lost because I see this blank stare which, entirely without words, says; "But, a car is different from an airplane."

I'm not sure why someone of presumed normal mental capacities could assume that an airplane flying on a CLEAR cold day would accumulate ice when the car, under the same conditions, would not. Or, why being OUT driving the car is any different from being OUT flying the airplane. I do regularly get surprised looks from people when I tell them the airplane has a heater with enough power to make toast near your knee caps if you don't keep them moving.

The bottom line is; Don't miss this great fall flying weather, even if your friends and neighbors think you are alien to this planet for doing so.

At an impromptu board meeting a few weeks ago, we voted to have a Christmas Party again this year. Again, we will need good feedback from all of you regarding your intentions to attend the event. We'll talk more about it at the November meeting and get a special mailing out ASAP.

See you next week at Phil Krueger's shop.

Dick Gaynor

## **Aviation/Member News**

### **Class II Director Election**

The Class II Director position is up for election this year (even year) and Toby Orme who currently holds that position has indicated that he is willing to continue.

We will take nominations for other candidates for this office and hold the election as part of the November meeting.

### **Officers For 2008**

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

## **Interesting Websites**

[www.ezellaviation.com](http://www.ezellaviation.com)  
[www.airshowbuzz.com/video/view.php?v=a0f13bc3](http://www.airshowbuzz.com/video/view.php?v=a0f13bc3)  
[www.avitop.com](http://www.avitop.com)  
[www.sportair.com/schedule.html](http://www.sportair.com/schedule.html)  
[www.chilloutzone.de/files/081102703.html](http://www.chilloutzone.de/files/081102703.html)

## **Calendar of Events**

There's not much happening at this time of year; particularly in the local area. However, the EAA Sportair Workshops will be in

Indianapolis this coming weekend (Nov. 1-2) so if you are interested in attending one of the classes listed below, check their website – [www.sportair.com/schedule.html](http://www.sportair.com/schedule.html) for details.

Sheet Metal  
Composite Construction  
Fabric Covering  
Gas Welding  
Kit Building

Now is also a good time to catch up on “discretionary maintenance” without missing a fly-in.

### **Eclipse 500 “Fly-In” at BAK**

On Wednesday, Oct. 15<sup>th</sup> Dan and Elli McElroy hosted a little Eclipse Fly-In at Columbus Municipal Airport (BAK).



The three Eclipse jets were N555EJ owned by Dan and Elli, N112EJ owned by Mike Dora of Indianapolis, and N168TT owned by James Teng of Singapore.

The Tengs plan to fly their plane back home to Singapore (eastbound) following an extended tour of the US. Both Mr Teng and his son are type rated in the Eclipse.

Mike Dora is the owner of the local Holiday Inn. Dan originally flew the aircraft for Mike till he was able to hire a pilot.

This “unusual” gathering of Eclipse jets even caught the eye of the airport manager who came out to take pictures of the event.

## **Future Chapter Meetings**

Chapter meetings are scheduled for the first Thursday of each month. The last meeting for 2008 will be December 4<sup>th</sup>.

Chapter meetings are a good way to meet others in the local area that 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 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.

## **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.

### **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, Telephone: 317-418-6556



### **1985 Bonanza F33A**

\$179,000 1,750 Hrs. AF Total Time

790 SFRM 570 STO

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](http://www.indyflyers.com)

Hangared @ KEYE.

Rob Kirkpatrick 317-402-2562

[rob@kirkpatrick.net](mailto:rob@kirkpatrick.net)



### **1946 Piper J3 Cub**

\$46,000 OBO 3,711 TT, C-90-8 280 SMOH

Slick Mags, Oil Filter, SS Exhaust

Sealed Struts, Metal Spars, Grove Brakes

Original Cub Instruments, May Annual

Light Sport Ready

For more info, contact Sam Lyons

770-928-3138, Cell: 404-863-9311

[sam@lyonsstudio.com](mailto:sam@lyonsstudio.com)



## **Aviation Humor**

### **“Phone Weatherman”**

I know there is going to come a day when will I grab one of these things out of a passenger's hand, throw it on the floor and stomp on it. A pilot from Alaska posted this:

Oh joy! I can't wait for the next ground delay, or long taxi due to weather somewhere, to get a smart ass with a freakin I-phone

shoving it in my face saying "It's NOT raining there... SEE !"

Too late...already happened to me. We push back, get advised of a ground stop in MEM due to storms in the area. Go to the penalty box and wait.

My Captain does the lecture over the PA... not one minute later, we get a call from the Flight Attendant saying that "some guy with an I-Phone says the weather is good, and wants to know what the real reason is for the delay. Is something wrong with the plane?"

I want to tell this clown what he can do with his I-diot Phone -- but the Captain does it even better.

He gets on the PA and makes the following announcement :

"If the passenger with the iPhone would be kind enough to use it to check the weather at our alternate, calculate our fuel burn due to being rerouted around the storms, call the dispatcher to arrange our release, and then make a phone call to the nearest Air Traffic Control center to arrange our timely departure amongst the other aircraft carrying passengers with iPhones, then we will be more than happy to depart. Please ring your call button to advise the Flight Attendant and your fellow passengers when you deem it ready and responsible for this multi-million dollar aircraft and its 84 passengers to safely leave."

Needless to say, the passenger was pretty embarrassed. The F/A later told us the rest of the plane was outright laughing at this dude. What a clown.

### **LUTRAN AIR**

This is pretty cute whether you're Lutran, Catolik or nun of dem!

### **ANNOUNCEMENT:**

VE ARE PLEASED TO ANNOUNCE LUTRAN AIR IS NOW OPERATING FROM DULUT AIRPORT. YA SHURE, YA BETCHA! DIS IS DA LATEST AIR SERVICE TO SPROUT UP IN MINNYSOTA. ; ALSO

## SERVING WISCONSIN, NORTH AND SOUTH DAKOTA.

If you are traveling soon, consider Lutran Air, the no-frills airline. You're all in the same boat on Lutran Air, where flying is an uplifting experience. There is no first class on any Lutran Air flight.

Meals are potluck.  
Rows 1-6, bring rolls;  
7-15, bring a salad;  
16-21, hot dish, and  
22-30, a dessert.

Basses and tenors please sit in the rear of the aircraft. Everyone is responsible for his or her own baggage.

All fares are by free will-offering and the plane will not land 'til the budget is met.

Pay attention now to your flight attendant, who will acquaint you with the safety system aboard this Lutran Air 599.

"Okay then, listen up you guys. I'm only gonna say this once. In the event of a sudden loss of cabin pressure, I am frankly going to be real surprised and so will Captain Olson, because we fly right around two thousand feet, so loss of cabin pressure would probably mean the Second Coming or something of that nature, and I wouldn't bother with those little masks on the rubber tubes. You're gonna have bigger things to worry about then that.

Just stuff those back up in their little holes. Probably the masks fell out because of turbulence which, to be honest with you, we're going to have quite a bit of at two thousand feet, sort of like driving across a plowed field, but after a while you get used to it.

In the event of a water landing, I'd say forget it. Start saying the Lord's Prayer and just hope you get to the part about forgive us our sins as we forgive those who sin against us, which some people say "trespass against us," which isn't right, but what can you do?

The use of cell phones on the plane is strictly forbidden, not because they may confuse the plane's navigation system, which is seat of the pants all the way. No, it's because

cell phones are a pain in the wazoo, and if God meant you to use a cell phone, He would have put your mouth on the side of your head. We start lunch right about noon and it's buffet style with the coffee pot up front. Then we'll have a hymn sing; hymnals are in the seat pocket in front of you. Don't take yours with you when you go or I am going to be real upset and I am not kidding!

Right now I'll say Grace:

Come, Lord Jesus, be our guest and let these gifts to us be blessed. Father, Son, and Holy Ghost, may we land in Duluth or pretty close.

Amen!"

## Some days it doesn't pay to get out of bed!

Student: "So do I get my license now?"

Examiner: "No – you were a little slow with your flare on that last landing!"

