



Columbus Area Aviators

EAA Chapter 729 Newsletter
Columbus Municipal Airport (BAK)
Columbus, Indiana
November, 2009 Volume 14, Issue 11

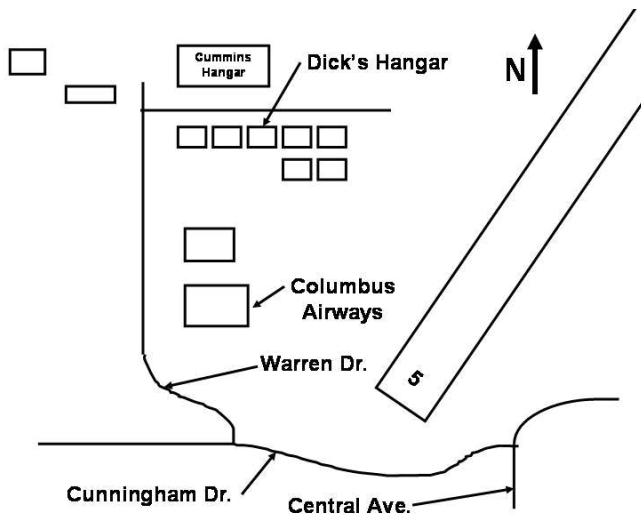
November Meeting

Note: Special Date & Time

The November meeting (**Saturday morning – November 7th**) will be a “Last Chance Hangar Gathering” featuring airplane rides (weather permitting), a burger & hot dog cookout, and the requisite hangar flying for chapter members and their guests.

We will start at **10:00 AM** with lunch around noon and flying as long as passengers and planes are available.

The meeting/gathering will take place in Dick Gaynor’s hangar at BAK. Dick’s hangar is located on the west side of the field and can be reached via Warren Drive (see the map below).



Members who have aircraft and can “hop rides” are requested to let Dick Gaynor know (rgaynor@aol.com) so he can plan aircraft parking on the ramp in front of his hangar.

October Meeting

“It was a dark and rainy night” but several chapter members nevertheless made the trek to Indianapolis to participate in the AOPA Safety Seminar titled “What Went Wrong”. The seminar reviewed aircraft accidents from the perspective of accident investigators.



By participating in the seminar, the members received “points” towards the FAA “Wings” program.

Notes From The “Prez”

We are getting ready for the Winter flying season. This year that season seems to be arriving earlier than usual. It has already been just downright chilly a couple mornings rolling 81E out of the hangar. And since the weather has been so cooperative so far, we’re looking forward to the next meeting at the hangar.

Mike will have all the details elsewhere in the newsletter. We're planning a "Thank You" day of flying for the Chapter members and guests for the November meeting on Saturday the 7th. Noreen has volunteered to cook some hot dogs and burgers... nothing fancy, just a casual, flying, get together. Hope to see you there.

We also need to spend a few minutes talking about the Christmas party ... yes! it is that time already. If you have some ideas for a special theme, or some awards (serious or otherwise), please bring those ideas to the November Flying Meeting and we'll finalize plans for the party.

Our plans at the airport still include the complete rebuilding of the runways, with the 05/23 project ready to start in the spring. We had a number of considerations for the method of construction in order to meet FAA bidding requirements, but are now ready to proceed.

Next month we'll have more details on how long the airport may be closed, and when we can expect each runway to be under construction.

The only full closure of the airport will be when the intersection of the two runways is under construction. Otherwise we'll down to one runway while the other is being rebuilt.

Our BOAC (Board of Aviation Commissioners) meeting will be held before the next Chapter meeting, so I'll try to have more construction times and details for the newsletter next month.

Come and join us on November 7th. If you can fly that day, contact Mike or me to let us know.

Dick Gaynor – President

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.

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.	Larry Morlock
Newsletter	Mike Foushee

EAA SportAir Workshops In Indy

The EAA SportAir workshops are coming to Indianapolis on November 7-8, 2009. These workshops cover the basics of each type of aircraft construction. The following workshops are scheduled:

Fabric Covering
Composite Construction
Sheet Metal Basics
Electrical Systems, Wiring, and Avionics
Gas Welding
"What's Involved In Kit Building?"

The seminars will be held at the following location:

Vincennes University
Aviation Technology Center
2175 South Hoffman Road
Indianapolis, IN 46241

Reservations are required and can be made online at www.sportair.com or by phone at 800-967-5746.

Interesting Websites

<http://alt.coxnewsweb.com/ajc/swf/blueangels/blueangels.swf>

http://www.youtube.com/watch?v=nKU0uQki5Dc&feature=player_detailpage

<http://rareaircraf1.greyfalcon.us/UNITED%20STATES.htm>

2009 Chapter Meetings

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

Dec 5th

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.

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.

Ultralight Partner Needed

Looking for a winter project?

Seeking a third partner to assemble and fly a Quicksilver Sport - 2 place Ultralight to be based at BAK.

Partner should hold a minimum of Sport Pilot Certificate, but may be able to work around that.

For further info contact Paul Pocock, 812-371-7346.

Garmin 196

GARMIN GPS MAP 196 with all mounting accessories, update cables, instruction video, cigarette lighter adapter, remote antenna, etc. The data base was recently updated.

Sporty's price: 595.00 Asking \$295.00.

Reason for selling: Upgraded to a color GPS

Contact: Gerald Clayton

ghclayton@bellsouth.net

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

2002 Starduster II



Beautiful Airplane! Fun to fly! 90 TTAF, 180 hp, Lycoming O-360A1D, 80 TTSMOH, fully electric, airframe mods include: Cessna 170 spring gear with Cleveland wheels, new brakes and master cylinders, fully enclosed bubble canopy (removable), like new blue vinyl seats with grey carpet, interior (10), good heater, Garmin 250XL GPS/Comm, 2 way intercom, G-meter, Scott 3200 tail wheel landing lights in both lower wings, strobes and position lights, engine compartment includes pressure cooling Plenum, new carburetor and Stainless Steel exhaust, the exterior is blue with white stripes and yellow accents.(10)



This is a very clean airplane, it has always been in a hangar, never seen rain or snow! You won't be disappointed! The aircraft is rated +/- 6G. Stability is good and the light wing loading makes slow landing speed and short-field operation outstanding. The Starduster Too can be flown by any tail wheel pilot. It is easy and fun to fly, and the plane handles as well in the air as on the ground •

located Columbus, IN \$40,500

Contact Matt Miller -Telephone: 812 350-7565
milmat0619@hotmail.com

Aviation Humor

Approach: Beech 998, you're showing two thousand feet and intermittent Mode C. Say altitude.

Beech 998: Beech 998 is intermittently at two thousand feet.

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A veteran airline captain, apparently checking in with ATC on the wrong frequency, was asked:

"Say your position?" to which he replied, "Captain".

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Pilot coming in with his buddy who had never flown before:

Pilot: This is 1234 Delta five miles north for landing with Mike.

The tower clears him and he lands.

When they shut down, the passenger, whose name is Mike, says, "Why'd you have to tell them that I was with you?"

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Where am I?

Charles A. Lindbergh, upon arrival in Paris

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Do not spin this aircraft. If the aircraft does enter a spin it will return to earth without further attention on the part of the aeronaut.

From first handbook issued with the Curtis-Wright flyer.

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ATC: Pan Am 1, descend to 3,000 ft on QNH 1019.

Pan AM 1: Could you give that to me in inches?

ATC: Pan Am 1, descend to 36,000 inches on QNH 1019

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Cessna 152: "Flight Level Three Thousand, Seven Hundred"

Controller: "Roger, contact Houston Space Center"

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Student Pilot: "I'm lost; I'm over a lake and heading toward the big E."

Controller: "Make several 90 degree turns so I can identify you on radar."  
(short pause)...

Controller: "Okay then. That lake is the Atlantic Ocean. Suggest you turn to the big W immediately ..."

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Tower: "...and for your information, you were slightly to the left of the centerline on that approach."

Speedbird: "That's correct; and, my First Officer was slightly to the right"



Sometimes when we are stressed we forget to think before we key the mike. This actually happened after the oil line blew.

N1234: Manchester (N.H.) tower Cherokee N12324 is five miles northwest with a total engine failure.

MHT (Using that standard FAA terminology):
What are your intentions?

N1234: I intend to land!

MHT (that standard terminology again): Roger, how many souls on board?

N1234: No souls, four heathens.

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Pilot - Outer marker, inbound.

Tower - Roger, cleared to land runway 36, winds 270 at 21, gusting 29, heavy rain, severe turbulence below 300, RVR 2,000 feet.

Pilot - Roger--cleared to land--and oh, let us know if it gets any worse.

Tower - WORSE?!!!