



Columbus Area Aviators

EAA Chapter 729 Newsletter
Columbus Municipal Airport (BAK)
Columbus, Indiana
October, 2009 Volume 14, Issue 10

October Meeting

The October meeting (**Thursday evening October 8th**) will be attendance at an AOPA Safety Seminar in Indianapolis.

The program is titled "What Went Wrong" and discusses several aircraft accidents from the perspective of an accident investigator.



Sometimes the cause of an aircraft accident is obvious. Other times, it takes everything from CSI-style forensics to old-fashioned sleuthing to figure out where things went awry. The Air Safety Foundation's latest seminar looks at general aviation accidents through the eyes of the investigator--starting at the scene and working backward to reconnect the shattered links of the accident chain.

The seminar will be held at the Sheraton Hotel & Suites at 8787 Keystone Crossing starting at 7:00 PM. Participation in the seminar qualifies toward the FAA "Wings" program. We will carpool from the Columbus Municipal Airport Terminal Building parking lot. **We will depart for Indianapolis at 5:30 PM.**

September Meeting

The September meeting was a visit to the Cummins Aviation Department hangar located at BAK.



Cummins flies three Hawker 800 series jets as well as the Dornier jet (above) used for scheduled shuttle service to various remote plant sites.

The Hawker aircraft are used for travel to points anywhere in the U.S. Cummins used to fly the aircraft internationally but are currently limiting them to domestic trips due to security concerns when operating outside of the U.S.

Minor maintenance is performed at BAK while major work, component rebuilds, and major inspection work is sent out to service centers specializing in servicing these aircraft.

They are currently working with the Airport management and Purdue University to develop techniques for reducing the bird hazard at BAK. So far this year they have experienced 15 bird strikes (without major damage). The measures include revised mowing heights, alternative crop selection, etc.

Thanks to Brad Stinebring and Joe Ping for hosting an informative and enjoyable visit.

Notes From The "Prez"

On Friday we learned that the "Lee Bottom - Wood, Fabric and Tailwheel Fly-In" was canceled for this year. This is the first time in 13 years of this great event. The rain that has been prevalent here over the last week has been even steadier down by the Ohio River, and the ground is too wet for landings.

We'd like to express our thanks to Ginger and Rich Davidson who have sponsored and implemented this event for so many years and we know they will recover from this one disappointment and have an even better fly-in next year. (Note to Rich & Ginger: I wanted to use the "Phoenix rising from the ashes analogy here, but couldn't make that work with WATER being the issue. - -- We'll see you next year.)

This year, 81E is down for annual, so Noreen and I would have driven to the river anyway (or hitched a ride with someone else). Annual again has gone great, with a few comments to the design engineers who worked for Cessna in the 50's. For legal reasons, I can't repeat those comments here but if you were building a car would you make the steering wheel too big to get out the door? ...and hide it below the dashboard? ...and design it so you needed to remove it regularly to see if it were still round? Oh well.

If you've been paying attention around the airport lately, you have probably seen the Ospreys in and out. The V-22 took several years to get off the ground (pun intended) and now holds a premier position in USMC troop transport and cargo movement in and out of areas with limited access.

The Osprey is quite a sight in a high performance take-off and in transition from vertical to horizontal flight. The tilt-rotor aircraft has a cruise speed of 240 knots and a max take-off weight of 60,000 lbs. It is powered by a pair of Rolls-Royce Turbo-shaft engines of 6,150 horsepower each. The rotor are 38 feet in diameter.

The Marines are operating here and around the area on a special mission over the

next few days. Hope you get a chance to see these planes in action.

I'm looking forward to the ASF program for our meeting this month and hope to see many of you there.

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

2009 Young Eagle Flights

The final Young Eagle Flight event for 2009 was held on the Saturday morning September 12th. Dick Gaynor and Larry Morlock flew a total of 26 Young Eagles. Thanks to all of the pilots and ground support personnel (as well as "Mother Nature") who made the 2009 events a success.

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

www.asf.org/seminars
www.sportair.com

Calendar of Events

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** –

Nov 5th **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.

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
milmatt0619@hotmail.com



Aviation Cliches

Some pilots will make an emergency out of a bad magneto check. Others, upon losing a wing, will ask for a lower altitude.

What's the difference between a first officer and a duck?

The duck can fly.

Definition of a complex airplane: landing a taildragger on pavement with a 20 knot quartering crosswind.

When a forecaster talks about yesterday's weather, he's an historian; when he talks about tomorrow's, he's reading tea leaves.

The main thing is to take care of the main thing.

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it.

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

Learning a little about flying is like leading a tiger by the tail — the end does not justify his means.

In the aviation business, you can't get something for nothing. But if you aren't careful, you'll get nothing for something.

The last thing every pilot does before leaving the aircraft after making a gear up landing is to put the gear selection lever in the 'down' position.

Remember, you're always a student in an airplane.

Keep looking around; there's always something you've missed.

Fuel in the tanks is limited. Gravity is forever.

Never trust a fuel gauge.

Try to keep the number of your landings equal to the number of your takeoffs.

Takeoff's are optional. Landings are mandatory.

Son, if you're trying to impress me with your flying, relax. Most of the time I can't even impress myself.

~~~~~

An airliner was having engine trouble, and the pilot instructed the cabin crew to have the passengers take their seats and get prepared for an emergency landing.

A few minutes later, the pilot asked the flight attendants if everyone was buckled in and ready.

"All set back here, Captain," came the reply, "except the lawyers are still going around passing out business cards."

~~~~~

Early this year, some Boeing employees on the airfield decided to steal a life raft from one of the 747s. They were successful in getting it out of the plane and home.

Shortly after they took it for a float on the river, they noticed a Coast Guard helicopter coming toward them. It turned out that the chopper was

homing in on the emergency locator beacon that was activated when the raft was inflated.

They are no longer employed at Boeing.

As the crowded airliner is about to take off, the peace is shattered by a five-year-old boy who picks that moment to throw a wild temper tantrum. No matter what his frustrated, embarrassed mother does to try to calm him down, the boy continues to scream furiously and kick the seats around him.

Suddenly, from the rear of the plane, an elderly man in a Marine uniform is seen slowly walking forward up the aisle. Stopping the flustered mother with an upraised hand, the white-haired, courtly, soft-spoken Marine leans down and, motioning toward his chest, whispers something into the boy's ear.

Instantly, the boy calms down, gently takes his mother's hand, and quietly fastens his seat belt. All the other passengers burst into spontaneous applause.

As the Marine slowly makes his way back to his seat, one of the cabin attendants touches his sleeve. "Excuse me, sir," she asks quietly, "but could I ask you what magic words you used on that little boy?"

The Marine smiles serenely and gently confides, "I showed him my pilot's wings, service stars, and battle ribbons, and explained that they entitle me to throw one passenger out the plane door on any flight I choose."

Worse Punishment?

An Air Force cargo plane was preparing for departure from Thule Air Base in Greenland. They were waiting for the truck to arrive to pump out the aircraft's sewage holding tank.

The Aircraft Commander was in a hurry, the truck was late in arriving, and the Airman performing the job was extremely slow in getting the tank pumped out.

When the commander berated the Airman for his slowness and promised punishment, the Airman responded: "Sir, I have no stripes, it is 20 below zero, I'm stationed in Greenland, and

I am pumping sewage out of airplanes. Just what are you going to do to punish me?"

Another enemy decoy, built in occupied Holland during WW II, led to a tale that has been told and retold ever since by veteran Allied pilots. The German "airfield", constructed with meticulous care, was made almost entirely of wood.

There were wooden hangars, oil tanks, gun emplacements, trucks, and aircraft.

The day finally came when the decoy was finished, down to the last wooden plank. And early the following morning, a lone RAF plane crossed the Channel, came in low, circled the field once, and dropped a large wooden bomb.

Paul Harvey's radio newscast told of an airline pilot in Arizona who rear-ended a car in front of him while driving home from work one night.

He told the traffic court judge that it was late, he was tired, and when he saw the car ahead and realized he couldn't stop in time, he slammed on the gas and pulled back on the steering wheel, fully expecting to go up and over.

Verdict: unknown.

Q.: How do you know when your date with a pilot is half over?

A.: He says, "but enough about me - wanna hear about my plane?"

Three old pilots were walking across the ramp to their airplanes.

First one says, "Windy, isn't it?"

Second one says, "No, its Thursday."

Third one says, "Yeah, so am I. Lets go get a beer instead."

A man walks up to the counter at the airport. "Can I help you?" asks the agent. "I want a round trip ticket," says the man. "Where to?" asks the agent. "Why right back here."