



Columbus Area Aviators

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

The September meeting (Thursday evening September 6th) will be hosted by Jerry Brown in his hangar at Franklin Flying Field (3FK). Jerry is a nationally known restorer of WACO's (such as the one in the photo below) as well as a vintage aircraft judge at Oshkosh.



Jerry's shop is currently working on two UPF-7 projects as well as "recuperative therapy" on a WACO Classic that suffered a very hard landing. We will gather at his hangar (south end of the airport) at 6:30 PM for refreshments.

For those driving to the meeting, Franklin Flying Field is located at 3477 S 200 E in Johnson County – from US-31 go West on 252 (just South of Amity) to S 200 E. Turn right on to S 200 E and go North to 3477. Franklin Flying Field will be on the right side of the road (gravel driveway).

August Meeting

The August meeting was a recap of AirVenture 2007 by those who attended. Chapter 729 was well represented this year.



There were "confirmed sightings" of the following folks from Southern Indiana plus several Canadian friends.

Dick Gaynor
Rebekah Spalding
Larry Morlock
Dave Timbers
Mike & Jeff Foushee
Tom Dollmeyer
Barty Moffett
Dan Villiger & Family
Karl Schilling
Bill Reeves
Brett Herrick
Joe Cartwright
Jerry Brown

Fern Villeneuve
Charlie Laird
Amy Laird
Chuck Laird
Bob Revell
Tom Dietrich
Jim Schafstall

The weather at Oshkosh was actually pretty good this year with the exception of some steady rain showers on Thursday night. Tom Dollmeyer flew his Glasair up and Charley Laird brought his 1927 Laird Swallow to Oshkosh again this year.

October Meeting – Special Date

The October meeting will be a presentation on Aviation Weather by Sally Palow from the NOAA office in Indianapolis. In order to accommodate her schedule, the October meeting will be held on Thursday evening **October 18th**. If this change of schedule creates problems please contact Dick Gaynor or Mike Foushee right away.

An Editorial

I generally try to resist getting into the editorial business, so if you don't want to listen, just jump down to the next section.

Just about everyone has read something about the sad state of the FSS system as managed by Lockheed Martin – long waits on the phone, unfamiliar with the area, etc. Since these are well covered elsewhere, I'd simply like to focus on what I refer to as "Knowing Your Industry".

Some friends from Canada (both highly experienced) needed to close their VFR flight plan once they landed in the US. After finally reaching FSS, they gave the name and identifier of the field (in Ohio) where they landed. The FSS guy (in California) then asked what state it was in – so much for geographical familiarity.

Their next leg took them to Oshkosh and when they landed and called FSS they said they were on the ground in Oshkosh and gave him the identifier – "OSH". This FSS guy (in New York) then asked – "where's that?".

Now even if geography wasn't your best class in school, anyone who works in a field even remotely related to aviation must surely have become aware of OSHKOSH, WISCONSIN! For one week each year it becomes the "center of the aviation universe".

I doubt that these two Canadians were the only pilots wanting to close a flight plan that week with OSH as the destination!

Enough said – I'm done. Opposing viewpoints will be considered for publication in a future edition of the newsletter.

Notes From The "Prez"

Welcome to Summer! In case you've been flying around on another planet, it has really been hot here the last couple weeks. I picked the three hottest days of the year (IN ORDER YET) to do oil change, complete washing and annual on '81E'. Even though I'm still recovering, the Skylark is happy and sitting contented in the hangar waiting for a cooler day to fly.

Saturday morning we flew to North Vernon for fuel and just to get in the air. It was still smooth and not too hot thru mid-morning and felt good to be flying. North Vernon's airport awareness day was also last Saturday, and while we couldn't stay with so much to catch up on here, it looked like another fine event. Ryan Curry and all the folks who put on that celebration are to be congratulated on the results of their efforts. Lots of nice airplanes parked all over as we flew in and out.

Speaking of special events; we have been invited to meet with several other mid-Indiana EAA Chapters to discuss the idea of a coordinated calendar of events for next year. As I get more info on the meeting (probably at Greenwood) and the time and dates, I'll let you know and we can recruit a group to attend and get our ideas into the list. Alan Gluff is the VP of the Greenwood Chapter and the coordinator of this effort.

The NOAA/NWS Indianapolis Office Manager has asked if we would like to have their office present a weather session at one of our meetings. We are talking with them to coordinate the best date. They also invited us to tour their facility in Indy, and we are looking at that opportunity for a meeting as well. In addition to the tour, they have a large meeting room we could use for a regular presentation/meeting so we may be able to combine some video presentation and the meeting with the tour. I have a couple new videos (we saw a few previews at the Aug. meeting) which we could show... and possibly combine with a "weather training" session with the NOAA/NWS people. More on this as we get closer to a working plan.

The EAA Mid-Eastern Regional Fly-In in Marion, OH (MFD) is coming up on Aug 25 and 26. If you are interested in a fly-out to see the Ohio event, let me know. Maybe we can pull together a couple plane loads.

Lastly, take a look at the preliminary rework of the Young Eagles page on our website. There are now descriptions and pictures showing some of the excellent work Brett Herrick, John Walter and others have done for the FFY Young Eagles classes. Go to the airport site: www.bakalar.org and click on the Young Eagles button. There, you'll have a choice to select Young Eagles classes.

See you at the September meeting.

Dick G

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.	Rebekah Spalding
Young Eagles	Brett Herrick
Historian	Dave Timbers
Director II	John Walter
Director III	Toby Orme

EAA B-17 Visit to Bloomington (BMG)

The EAA B-17 "Aluminum Overcast" will make a visit to Bloomington airport (BMG) on Tuesday Sept. 11th and Wednesday Sept. 12th. Flights in the aircraft will be available (\$359 in advance for EAA members). For more information go to www.b-17.org

Interesting Websites

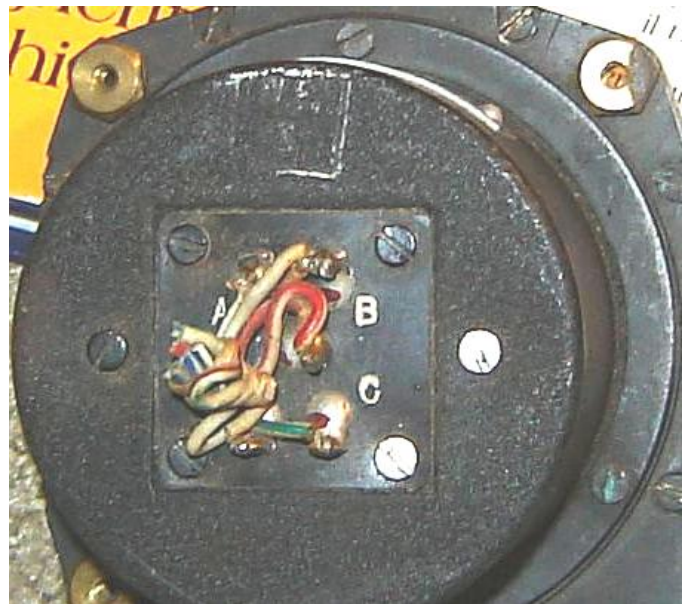
www.strongware.com/dragon/
www.dauntless-soft.com

Mystery Instrument

The owner of the instrument in the following photo has asked the guys at the Atterbury-Bakalar Air Museum for information about it.



They are stumped as are the rest of us. Take a look and see if you recognize it. The "Wind Indicator" is rather curious since it covers only East and West directions and wind speed up to 200 knots – quite a breeze!



As shown in the second photo, the device is an electric unit rather than pneumatic.

Send your thoughts on this instrument of me (mike.j.foushee@cummins.com) and I'll relay them to the museum guys to pass along to the owner. If you are the first person to identify the origin and use of the wind indicator, you'll win a free subscription to this newsletter!

2007 Young Eagle Flights

On Saturday morning August 4th, we flew approximately 40 kids on a day with excellent weather. Pilots were Larry Morlock, Dick Gaynor, and Mike Foushee; with ground support from the Spaldings, Dave Timbers, and John Walter.

The final Young Eagle Flight event for 2007 will be held on Sat. September 8th.

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.

Calendar of Events

- Aug 25-26 Indy Air Show (Blue Angels)
Mt Comfort Airport (MQJ)
- Aug 25-26 EAA Mid-Eastern Fly-In
Marion, OH (MNN)
- Sept 1 Fly-In / Cruise-In
Marion, IN (MZZ)
- Sept 7-9 Sport Aviation Weekend
Rough River State Park (2I3)
- Sept 11-12 EAA B-17 Flights
Bloomington, IN (BMG)
- Sept 14-16 Terre Haute Air Fair
Terre Haute, IN (HUF)
- Sept 21-23 Dawn Patrol WWI Fly-In
Wright-Patterson – Dayton, OH
- Sept 22-23 Blue Ash Airport Days
Cincinnati, OH (ISZ)
- Sept 27-30 Gathering of Mustangs/Legends
Columbus, OH (LCK)
- Sept 29 Wood, Fabric & Tailwheel Fly-In
Lee Bottom – Hanover, IN (64I)

Future Meetings

Oct 18th Nov 1st Dec 6th

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. Come join us – you’ll find that it is another way to stay involved in aviation.

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.

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

Airline Captains

This is the fifth in a series of caricatures of airline captains as seen from different perspectives –



Some Definitions

Airfoil: Reynolds Wrap for manufacturing aircraft wings.

Airspeed: Speed of an airplane. Deduct 25% when listening to a Navy pilot.

Angle of Attack: Pick-up lines that pilots use.

Arresting Gear: A Policeman's equipment.

Bank: The folks who hold the lien on most pilots' cars.

Barrel Roll: Sport enjoyed at squadron picnics, usually after the barrels are empty.

Carburetor Icing: A phenomenon happening to Aero club pilots at exactly the same time they run out of gas.

Cone of Confusion: An area about the size of New Jersey located near the final. approach beacon at an airport

Crab: The squadron Operations Officer.

Dead Reckoning: You reckon correctly, or you are.

Engine Failure: A condition which occurs when all fuel tanks become filled with air.

Firewall: Section of the aircraft specially designed to let heat and smoke enter the cockpit.

Glide Distance: Half the distance from an airplane to the nearest emergency landing field.

GPS stands for going perfectly straight.

Hydroplane: An airplane designed to land on a wet runway, 20,000 feet long.

IFR: A method of flying by needle and ripcord.

Lean Mixture: Non-alcoholic beer.

Motor: Word used by student pilots and Yankees when referring to the engine.

Nanosecond: Time delay built into the stall warning system.

Parasitic Drag: A pilot who bums a ride back and complains about the service.

Range: Usually about 30 miles beyond the point where all fuel tanks fill with air.

Rich Mixture: What you order at the other guy's promotion party.

Roger: Used when you're not sure what else to say.

Roll: The first design priority for a fully loaded KC-135A.

Service Ceiling: Altitude at which cabin crews can serve drinks.

Spoilers: The Federal Aviation Administration.

Stall: Technique used to explain to the bank why your car payment is late.

Steep Bank: Banks that charge pilots more than 10% interest.

Tactics: What a clock sounds like when it needs fixing.

Tail Wind: Results from eating beans, often causing Oxygen deficiency in the immediate vicinity.

Turn & Bank Indicator: An instrument highly ignored by pilots.

Useful Load: Volumetric capacity of the aircraft, disregarding weight of cargo.

VOR: Radio navigation aid, named after the VORtex effect of pilots trying to home in on it.

Windsocks: Socks that need darning.

Yankee: Any pilot that asks Houston tower to "Say again".

Zero: Style and artistry points earned for a gear-up landing.

AIDS=Aviation Induced Divorce Syndrome