



Columbus Area Aviators

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

The September meeting will be a visit to see Larry Morlock's Pietenpohl project similar to the photo below take at their Fly-In in Brodhead, WI. We will also do the "Annual Oshkosh Download" of photos, stories, and lies.



Larry's project is a **GENUINE** Pietenpohl like the one in the photo – meaning that it has a Model A Ford engine for power.

The meeting will be **Thursday** evening **September 4th**. Larry's project is located in a pole barn at **7641 E 800 S** near Azalia. We'll meet around 6:30 PM for refreshments and start the program at 7:00 PM. Since there is "limited seating" in the barn, be sure to bring a chair unless you want to stand the whole time.

To get to Larry's project, go south on US-31 from Columbus then left on E 800 S. There is a house on the SE corner of this intersection with a large and varied "collection" (not to be confused with junk). Proceed east to the first farm house on the south (right) side of the road at 7641 E800 S. The pole barn is the last building behind the house.

August Meeting

The August meeting featured a presentation by Capt. J C Gorman on the U-2 high altitude reconnaissance aircraft.



He is based at Beale AFB in northern California and has been deployed several times to the Middle East flying missions over both Iraq and Afghanistan.

He covered the development of the U-2 from its origins in the 1950's to the current models with upgraded avionics as well as a large array of sensors that can both look and listen to what's going on down below and relay the information to Command Centers and the troops on the ground. Several examples of "before and after" target photos illustrated the accuracy of modern day weapon systems.

For anyone who missed the answer to the most popular question – the U-2 flies at 70,000 feet plus!

Notes From The "Prez"

So, let's take a quick look at some of those reported "Highlights" for AirVenture 2008 in Oshkosh. In case you missed the August meeting, here is a brief summary. On the trip home, Larry Morlock & I created a list of the show components which we thought were of special interest. Since memory is sometimes fleeting, we thought it was a good idea to make the list before we totally forgot everything we had seen. (Well, maybe Larry wasn't worried about that, but I occasionally need a memory jogger.)

Larry, Mike and I drove to Beloit, WI on Friday evening and spent Saturday morning at the Pietenpohl and Hatz Fly-in at Brodhead (WI) airport. There were many fine examples of the Pietenpohl to see as well as lots of other airplanes in a similar category. Just to wander around the hangars (almost all of them open for visitors) at Brodhead was like a journey to that imaginary airport of Gordon Baxter's from an old "Flying" magazine article (I have copies if you'd like to see the article). A few of the Pietenpohls even had Model A engines... color Larry smiling. Brodhead pix as well as OSH pix will be on the FlightSmith.com website in a few days.

A quick afternoon's drive and Oshkosh... there we were.

Attendance for spectators, exhibitors and aircraft were all new record numbers or very close. We had figured that fuel prices would keep many folks home. Not so! The media folks from EAA (Dick Knapinski in particular) felt that many enthusiasts had saved their time and money for this convention and had forgone attending some others. In any case, it was already crowded in the campground when we arrived on Saturday evening.

And, there was plenty for everyone to see.

Brodhead Airport - a great friendly place to watch airplanes.

The Lincoln LS2 Sport Plane - didn't make big production (Brodhead)

OSH Tower - we need one of these in Columbus

The Dreamlifter - a Boeing 747 modified for HUGE cargo capacity.

Liberty XL2 - especially the exhibit staff trying to get the demo plane on its pads.

The Seaplane Base - always a relaxing place... totally different from the OSH environment.

Wag Aero Clipped Wing Cub - nice enough to have been the 2002 Champion.

Duggy - The (DC-3) Smile In The Sky.

The F-22 Raptor - you really have to see it in action to believe it.

Dan & Ellie McElroy's Hangar - on the NE side of the field FACING the flight line. Great view!

Lots of F-15 fly-bys - and these guys are getting paid.

Sean Tucker and The Collaborators - one of the most precise akro flight shows I've ever seen.

The U-2 airplane - like the one we heard about at the meeting.

Osprey V-22 - those are BIG props rotating just outside the windows.

Patty Wagstaff - always a delight to watch performing in the air.

Boeing's 40C - the oldest airliner and the oldest Boeing plane still flying.

...and, Last But NOT Least - nearly perfect weather for 8 days in central Wisconsin in the summertime.

On the other hand, the Rocket Racing League preview was a highlight only due to the noise the rocket engine made ... when it was fired up... which is only a few seconds per lap. And, it wasn't exactly racing, since there is only one plane so equipped at this time.

Well, those are only a few of the highlights from this year. Don't forget to check

www.flightsmith.com for pictures of many of the sights during the week. (You might also note that I have fewer pictures of lamp posts, wires and PA speakers than in years past.) Thanks to Mike Foushee for his great pix which you can also see on the FlightSmith website.

We're discussing a "fly out" soon, possibly to some place like Rough River... Mike will have ideas elsewhere in the newsletter. See you at the meeting (Sept 4th) and for our next Young Eagles outing on Sept 6th.

Dick Gaynor

Aviation/Member News

First Solo Flight

Jeff Foushee who wasn't able to make it to Oshkosh this year (airfare from Houston went up \$400 overnight) made the best of the situation by successfully completing his first solo flight on Saturday, July 26th.

Congratulations Jeff!

Potential Fly Out Events

Several of us have been discussing potential destinations for chapter "fly-outs" to get more folks to "commit aviation". The ones in the list below are all easily visited in one day. We'd like your feedback on these candidates as well as any suggestions for other destinations.

Rough River State Park – nice buffet at the lodge within easy walking distance from the airport (213) 103 nm

Keeneland Race Course – thoroughbred horse racing – right across the street from Blue Grass Field (LEX) 95 nm

Kalamazoo Air Zoo – neat aircraft museum right on the airport (AZO) 179 nm

Octave Chanute Aerospace Museum - on the field at Rantoul, IL (TIP) 121 nm

Academy of Model Aeronautics Museum – may be able to arrange ground transport from airport - Muncie (MIE) 63 nm

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.americanhuey369.com
www.vintageflying.com/page2.html
www.bassfiles.net/parachute.swf
www.funstufftosee.com/airlineempires.html

Calendar of Events

North Vernon Fly-In

The North Vernon Airport (OVO) is hosting a fly-in all day Saturday, September 6th - Breakfast at 7:30am, Lunch 11:00am to 3:00pm, pilots who bring their planes eat free. Static display of aircraft and cars. Avgas will be sold at cost; so should be under \$5.00. "OVO Aviators" will be selling rides, plenty of hangar flying. No air show, so airport will remain open all day.

Aug 30	Fly-In / Cruise-In Marion, IN (MZZ)
Sept 6	OVO Fly-In North Vernon, IN (OVO)
Sept 27	Wood, Fabric & Tailwheel Fly-In Lee Bottom – Hanover, IN (64I)
Oct 4	Madison Air Show (free) Madison, IN (IMS)
Oct 11	Seymour Airport Awareness Day Seymour, IN (SER)

Future Chapter Meetings

The 2008 chapter meetings are tentatively scheduled for the first Thursday of each month.

Oct 2nd Nov 6th Dec 4th

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.

2008 Young Eagle Flights

The final Young Eagle Flight event for 2008 will be held on Saturday morning – **September 6th.**

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.

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 25 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



1946 Taylorcraft BC-12D

\$22,950 2,117 Hrs. Total Time, 190 SMOH
Continental A-65-9 (has starter)
For more details see:
www.flightsmith.com/tcraft/index.htm

Contact Dan McElroy, Columbus, IN (BAK)
812-371-0008 (C), 812-376-6161 (H)
danmcelroy555ej@comcast.net

or contact Rich Davidson – Lee Bottom (64I)
812-866-3211 (H), 502-500-5025 (C)
ifitsoldillflyit@msn.com



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.

Aviation Humor

The story goes that Air Force One (AFO) was over the UK a few years ago and called up a USAF base "Requesting Radar".

"What is your position?" asked ATC

"You got radar you find us" AFO replied.

After a few minutes ATC announced "AFO we're changing frequency"

"What frequency are you changing to?" asked AFO

"You've got 720 channels - you find us!" ATC replied.

Cows might fly..

Crew members of a Russian cargo plane steal a cow to supplement their wages. They put the cow in their freighter and fly off home over the Sea of Japan. The cow objects to lack of bovine class on Vodkaprop Airways and lashes out. The quick-thinking crew sensing danger to the aircraft open the rear door and kick the cow out. Down at sea-level, Japanese authorities imprison rescued crew of a sunken fishing trawler, unable to believe story that boat has been bombed out of the water by a flying cow...

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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  
N1234 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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A young and foolish hotshot pilot wanted to sound cool and show who was boss on the aviation radio frequencies. So, this was his first time approaching an airfield during the nighttime.

Instead of making an official landing request to the tower, he said: "Guess Who?"

The tower controller switched the field lights off and replied: "Guess Where!"

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Airline123: Airline 123, request a 360 to parking.

Ground: 360 approved, 180 recommended.

[pause]

Airline123: You've been saving that one for while, haven't you?

Actual radio conversation released by the Chief of Naval Operations 10-10-95:

**No. 1:** Please divert your course 15 degrees to the North to avoid a collision.

**No. 2:** Recommend you divert YOUR course 15 degrees to the south to avoid a collision.

**No. 1:** This is the Captain of a US Navy ship, I say again, divert YOUR course.

**No. 2:** No, I say again, you divert YOUR course.

**No. 1:** THIS IS THE AIRCRAFT CARRIER USS ENTERPRISE, WE ARE A LARGE WARSHIP OF THE US NAVY, DIVERT YOUR COURSE NOW!

**no. 2:** This is a lighthouse, Your Call.

**no. 1:** .....

There's a story about a C-124 and an F-4 on intersecting taxiways at Rhein-Main long ago. The F-4 driver asked Ground what the Globe-master's intentions were.

It is said that the C-124 pilot opened the clamshell doors in the nose and announced, "I'm going to eat you."

You know you are a pilot when...

1. You turn on your car radio and expect to hear the ATIS.
2. Before you start your car, you reach for your checklist.
3. When you start going downhill in your car, you check the dash for the Attitude Indicator.
4. When the road is long and straight, you are tempted to drive the centerline.
5. When your normal talking voice starts sounding like an air traffic controller.
6. When you start looking for the lean knob on your car's instrument panel.

**Have a Safe Labor Day Holiday!**