



Columbus Area Aviators

EAA Chapter 729 Newsletter
Columbus Municipal Airport (BAK)
Columbus, Indiana
October, 2018 Volume 23, Issue 11

November Meeting

The November meeting was a tour of the FedEx maintenance facility on the north side of Indianapolis International Airport. The visit was held on November 8th rather than our usual meeting date due to FedEx's schedule.



The Indianapolis facility conducts "C Checks" on line aircraft as well as preparing new aircraft for line service. The night we were there the hangar held a Boeing 767 and a McDonnell-Douglas MD-11. There was also space in the middle for a 727 but those have been retired from service.

Besides the hangar area, there are separate shop areas for avionics, composites, structural fabrication, and machining.

A special thanks goes to Bob Butterfield for setting up this visit as well as to the tour guides who did an excellent job of giving the tour and fielding our many questions.

October Meeting

The October meeting was a presentation by Brad Stinebring on the progress made towards reregistering Chapter 729 as a 501c3 organization (no for profit / tax deductible).

Notes from the President's Desk

EAA Chapter 729 Members & Aviation Friends,

As we close in on year-end, we all start thinking of how to escape the cold and set goals for the winter months. Safe/enjoyable travels to those who escape and speedy results to those with goals and projects! Anyone looking for a project.....give me a call, Chapter 729 can help!

Our visit to FedEx Maintenance Facility was a great event and should be done again. It was particularly enjoyable with the (12) Ivy Tech students joining us - watching them experience what the future holds. My takeaway was Chapter 729 needs to connect more with our youth and next generation of aviators....and will!

In October, we briefed everyone on initiative of becoming a Charitable Organization (501c3). We have completed steps required and submitted for approval. Goal is to have approval by year-end, but other organizations say it could take 3-4 months. Will keep everyone abreast of status and any changes. Please reach out with questions, I'd enjoy meeting 1-1 and hearing your input.

I believe all EAA members have recently received an email asking to complete a survey on EAA and Chapter 729. I have asked Newsletter editor (Mike Foushee) to re-distribute to members and broader audience outside of Chapter 729. There is no better way of giving back than filling out this survey. PLEASE, PLEASE - complete this

survey and help us grow! If help needed, I will come to you to assist in whatever way needed.

This time of year also brings time to celebrate, honor and renew our efforts with our annual Christmas Dinner. Please make plans on attending this years dinner being held at **OTTER CREEK GOLF COURSE** (11522 E. 50 N.) on **Sunday, December 09**. Cocktails will start at **6:00 PM** with dinner (\$25/person) at **7:00 PM**. An Evite invitation will arrive shortly with more details and a means to RSVP for an accurate headcount. If an Evite is not received, please reach out to me directly. Family, friends and neighbors are all welcome...don't be shy!

In December, I'll touch on 2019 goals and would enjoy feedback you want to share. Already have some excellent suggestions and looking for more.

As Thanksgiving Holiday begins - your BOD members say "Thank You" for your support and commitment to Chapter 729! We all have reasons to be thankful for the many freedoms, experiences and blessings experienced.

Again, thank you!!

Brad

Aviation/Member News

Officers For 2018

| | |
|--------------------|-----------------|
| President | Brad Stinebring |
| Vice President | Dave Lynch |
| Secretary | Bill Batten |
| Treasurer | Larry Morlock |
| Director | Bob Graves |
| Director | Bob Butterfield |
| Y.E. Coord. | Larry Morlock |
| Chief Photographer | Nick Firestone |
| Newsletter | Mike Foushee |
| Tech Counselor | Mike Foushee |

Interesting Websites

<https://www.facebook.com/aeroflowperformance/videos/2612908695416701/>

Newsletter Input

The newsletter editor is always looking for input. If you have input please contact Mike by the second Friday of each month at:

michael.foushee@yahoo.com

Calendar of Events

Apr 2 - 7 Sun & Fun Fly-IN
Lakeland, FL ((LAL))

Jul 22 - 28 EAA AirVenture
Oshkosh, WI (OSH)

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.

Brantly Helicopter



1959 Brantly B2A N5950X

TT: 897.5 hrs.

35 hours since chrome top overhaul

\$37,500

Contact: Karl Schilling

kschilling@embarqmail.com

317-796-4997

Electronic Tachometer



UMA 2-1/4 tach for use with Slick Magnetos (does not work with CMI or Bendix Magnetos).

Price: \$95.00

Contact: Dick Belush 812-343-4910

richard_belush@comcast.net

Aircraft Tug



Gasoline aircraft tug - \$300

Contact: Steve Fushelberger
317-407-5227

1983 M20J 201



N5685C SN 24-2401 TTAF 4133,
Always hangared now @ BAK
SMOH 1883, SPOH 1756 w/ 3 blade
ADS-B IN/OUT, S-TEC 55X AP w/ Auto Trim
Garmin G5 Attitude Indicator,
GMA 340 Audio, GTN 650 GPS w/ GS,
KX 155 w/GS, EAC-1 EGT/CHT/OAT,
Standby Vac Sys, GDL-88,
Pneumatic door sea, 1 pc Belly pan,
Low profile gear doors,

Laser nose gear upgrade, Engine pre-heater,
Gas Power Tow,

'98 Gear up landing @ 1252 hrs,
Repaired & doc. by Mod Works,
Int/Ext; Good condition. \$110K

Contact: Thomas C. Morone

H: 812-376-6329

C: 812-343-2859

tommorone@comcast.net

1966 Beech Debonair



Total Time: 3,345 hrs.,. SPOH: 111 hrs.
IO-470-K engine (225 HP), SMOH: 1,260 hrs
KX-155 with Glideslope, MK-12D with GS
Northstar GPS, KR-87 ADF, AT-150 & Encoder
Standby Vacuum, Nov. '18 Annual \$54,450

https://www.trade-a-plane.com/search?category_level1=Single+Engine+Piston&make=BEECHCRAFT&model=C33+DEBONAIR&listing_id=2267343&s-type=aircraft

Contact: Steve Fushelberger
317-407-5227 or
812-379-4255

Aircraft Tug



Gasoline powered tug. If interested contact:
Nick Firestone
nbfirestone@yahoo.com
812-371-0369

Aviation Humor

Every time I fly and am forced to remove my shoes, I'm grateful Richard Reid is not known as the Underwear Bomber.

— *Douglas Manuel, aerospace executive regards airport security. Reported in USA Today, 13 March 2003.*

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Landing on the ship during the daytime is like sex, it's either good or it's great. Landing on the ship at night is like a trip to the dentist, you may get away with no pain, but you just don't feel comfortable.

— *LCDR Thomas Quinn, USN.*

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Flying a plane is no different from riding a bicycle. It's just a lot harder to put baseball cards in the spokes.

— *Captain Rex Kramer, in the movie Airplane*

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The strength of the turbulence is directly proportional to the temperature of your coffee.

— *Gunter's Second Law of Air Travel*

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When the weight of the paper equals the weight of the airplane, only then you can go flying.

attributed to Donald Douglas (Mr. DC-n).

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My definition of an optimist has to be the F-104 pilot who gave up smoking!

— *John Wiley*

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Instrument flying is an unnatural act probably punishable by God.

— *Gordon Baxter*

~~~~~ WHY I WANT TO BE A PILOT

When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days.

Pilots don't need much school. They just have to learn to read numbers so they can read their instruments.

I guess they should be able to read a road map, too.

Pilots should be brave to they won't get scared it it's foggy and they can't see, or if a wing or motor falls off.

Pilots have to have good eyes to see through the clouds, and they can't be afraid of thunder or lightning because they are much closer to them than we are.

The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that flying a plane is dangerous, except pilots don't because they know how easy it is.

I hope I don't get airsick because I get carsick and if I get airsick, I couldn't be a pilot and then I would have to go to work.

— *purported to have been written by a fifth grade student at Jefferson School, Beaufort, SC. It was first published in the South Carolina Aviation News.*

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You know the part in 'High Flight' where it talks about putting out your hand to touch the face of God? Well, when we're at speed and altitude in the SR, we have to slow down and descend in order to do that.

— *USAF Lt. Col. Gil Bertelson, SR-71 pilot, in 'SR-71 Blackbird: Stories, Tales and Legends,' 2002.*

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Newton's Law states that what goes up, must come down. Our Company Commander's Law states that what goes up and comes down had damn well better be able to go back up again.

— *sign in the Operations Office of the 187th Assault Helicopter Company, Tay Ninh, Viet Nam, 1971.*

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When asked by someone how much money flying takes:  
Why, all of it!

— *Gordon Baxter*