



Columbus Area Aviators

EAA Chapter 729 Newsletter
Columbus Municipal Airport (BAK)
Columbus, Indiana
January, 2017 Volume 22, Issue 1

January Meeting

The January meeting will be held **Thursday** evening, **January 19th** at the **Atterbury-Bakalar Air Museum** starting at **6:30 PM**.

The meeting will be a discussion of the 2017 schedule of events, and viewing the January Chapter Video from Oshkosh (featuring plans for AirVenture 2017 – think bombers).

December Meeting

The December meeting was the annual Christmas Dinner Party held at the Hangar 5 restaurant at the airport. We had 45 members and guests in attendance.

Notes from the President's Desk

Chapter 729 Members:

Welcome to 2017 and I trust all had an enjoyable holiday and easy travels if so! January has brought its normal gray, cold and windy conditions, curtailing some flying.....but not all! Earlier this week, we experienced thunderstorms, heavy rains and high winds. I always find it thrilling when we have lightening and thunder in January and marvel at how large weather/temperature changes produce so much power and energy.....if we could only capture it!!

As previously mentioned, Chapter 729 BOD has hit the ground running and is building a great calendar for 2017. We encourage you to join us at January's membership meeting to hear/see the calendar and submit your own

suggestions/comments. We need your help enhancing our local aviation community!!

As the year goes forward, we will start with the goals below and adopt more. This is where members can really help the chapter and BOD to succeed.

- ? Supporting and engaging with our local youth to bring aviation awareness to all.
- ? Membership growth of 10% to our existing 44 members - which matches 2016 growth. We're fortunate to be growing and want to keep the momentum going!

(FYI - Chapter 900 of Post Air in Indy will be voting in January to either continue or disband their chapter).

- ? Search for fund raising opportunities.
- ? Improve/enhance our website and usage.
- ? Sponsor a youth to AirVenture Oshkosh camp.
- ? Build/produce an Indiana calendar of events pertaining to central Indiana airshows and airport awareness days.

There's a good deal to be digested and accomplished.....please come join us on our path for "Spirit of Aviation"!!

Safe travels,
Brad

The 2017 Chapter Meetings/Events

The tentative 2016 meeting and event schedule is tabulated below:

Jan 19	Membership Mtg.
Feb 18 (Sat.)	AF Museum – Dayton
Mar 16	Membership Mtg
Apr 20	Fly Out
May 6 (Sat.)	Mike Williams Fly In
May 18	Membership Mtg.
Jun 15	Membership Mtg.
Jun 24 (Sat.)	Fly Out
Jul 20	Cook Out
Aug 17	Fly Out
Sep 16 (Sat.)	Fly Out
Sep 21	Cook Out
Oct 19	Membership Mtg.
Nov 16	Membership Mtg.
Dec 9	Christmas Party

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.

“Dues Are Due”

It is time to collect dues for 2017. Dues are \$15.00 per year (\$10.00 for family members). Send your check to Larry at:

Larry Morlock
3407 Woodland Place
Columbus, IN 47203

2015 Young Eagle Events

The Young Eagle Flight events for 2016 will be held on the following Sat. mornings (July 17 is a Sunday as part of the Cessna 170 Fly-In).

May 13th June 10th July 8th Aug.12th

These events are a great way to introduce kids to the wonders of aviation (not to mention a good reason to go flying). To make these events a success, we will need pilots, planes, and ground crew volunteers.

Calendar of Events

Apr 4 - 9	Sun & Fun Fly-IN Lakeland, FL ((LAL)
June 10	Airport Day Columbus, IN (BAK)
Jul 24 - 30	EAA AirVenture Oshkosh, WI (OSH)

Aviation/Member News

Officers For 2016

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

FAA Issues New GA Medical Rule

(from AvWeb.com)

The FAA third-class medical, which GA advocates have long lobbied against as a nuisance to pilots that does little to advance safety, has been replaced with a new option called BasicMed, FAA Administrator Michael Huerta announced on Tuesday. “The BasicMed rule will keep our pilots safe but will simplify our regulations and keep general aviation flying affordable,” Huerta said. Starting on May 1, pilots will have the option to maintain their 3rd class medical, or opt to use the BasicMed rule. Under BasicMed, a pilot will be required to complete an online medical education course every two years, undergo a medical exam every four years, and comply with aircraft and operating restrictions. The medical exam will include a four-page FAA form to be completed by your doctor and kept available by the pilot for FAA inspection. Your regular doctor can complete the form, and they don’t need to deal with the FAA at all.

The aircraft and operating restrictions under [BasicMed](#) include: pilots cannot operate an aircraft weighing more than 6,000 pounds

and cannot have more than six people on board. IFR operations are allowed, but pilots must fly at less than 18,000 MSL and no faster than 250 knots. Pilots using BasicMed also cannot fly for compensation or hire. To qualify for BasicMed, pilots also must have held a medical that was valid any time after July 15, 2006. New student pilots must obtain a medical certificate, but then they can operate under BasicMed to keep it current. Pilots using BasicMed also must "make certain health attestations," the FAA said, and agree to a National Driver Register check. General aviation advocacy groups are taking a close look at the FAA announcement, but so far reaction is upbeat.

"BasicMed is the best thing to happen to general aviation in decades," said AOPA President Mark Baker. "By putting medical decisions in the hands of pilots and their doctors, instead of the FAA, these reforms will improve safety while reducing burdensome and ineffective bureaucracy that has thwarted participation in general aviation." AOPA staffers are working to carefully analyze the rule and provide free online courses that will meet the FAA education requirement. EAA also welcomed the announcement. "This is the moment we've been waiting for, as the provisions of aeromedical reform become something that pilots can now use," said Jack Pelton, EAA chairman. "EAA and AOPA worked to make this a reality in July, and since then the most popular question from our members has been, 'When will the rule come out?' We now have the text and will work to educate members, pilots, and physicians about the specifics in the regulation."

Interesting Websites

<https://www.youtube.com/embed/SE71NJI-naY?autoplay=1>

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

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.

Aviation Humor



Pilot (after a long time in a holding pattern): Tower, could we get an EFC? (Translation: how much longer?)

Tower: Indefinite.

Pilot: I'm pretty sure we don't have fuel for that.

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**Pilot:** O'Hare Tower, Bonanza X, request landing. I can land on any runway and hold short of any other runway.

**Tower (with an over-full load):** Roger, we request you land at Chicago Executive and hold short of O'Hare.

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Tower: Airliner X, it looks like you have a baggage door open.

Airliner: Thank you for the report, but that must be our APU door that's open for cooling.

Tower: Airliner X, you have luggage falling out of your APU door.

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**Tower:** Airliner 757 vectored 310 at 145 knots behind traffic.

**Pilot:** Roger that, 310 at 145 to clean out the stall horn.

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Approach: Airliner Heavy, report your airspeed for spacing.
Pilot: Approach, we're really hauling ass.
Approach: Airliner Heavy, I couldn't care less about your cargo, I need to know your airspeed.

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**Kids on a tour of the Tower:** Have you ever had a real emergency?  
**Controller:** There was that one time when we ran out of coffee.

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Controller: Flight XYZ, can you climb to FL390?
XYZ: Standby (A few seconds pass)
XYZ: We can make it, but we'll have to throw out a few passengers
Controller: That's approved.

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**Tower:** "Hotel Papa Oscar climb four thousand to six thousand and maintain."  
**Pilot:** "Hotel Papa Oscar, climbing flight level 100."  
**Tower:** "Hotel Papa Oscar, climb to flight level 60 and maintain."  
**Pilot:** "But 4 and 6 is 10, isn't it?"  
**Tower:** "You're supposed to climb, not add."

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Tower: "Delta Fox Alpha, hold position, Marshall will park you."
Pilot: "Roger. Looking out for John Wayne."

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**Tower:** Cessna 310, that taxiway is approved for single engine use only.  
**Pilot:** Roger, shutting down one engine.

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Pilot: Logan Ground, Radio Check.
Tower: You sound like you are calling from inside a tin can.
Pilot: Roger. It feels like it, too.

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**Pilot:** Airliner X, request a 360 to parking.  
**Tower:** 360 approved, 180 recommended.

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Pilot: Tower, give me a rough time check
Tower: It's Thursday, Sir.

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**Tower:** Hawk 20, is this the same aircraft declaring emergency about two hours ago ?  
**Pilot:** Negativ, Sir. It's only the same pilot.

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Pilot: Tower, there's a runway light burning.
Tower: I m sure there must be dozens of lights burning.
Pilot: Sorry, I mean it's smoking.

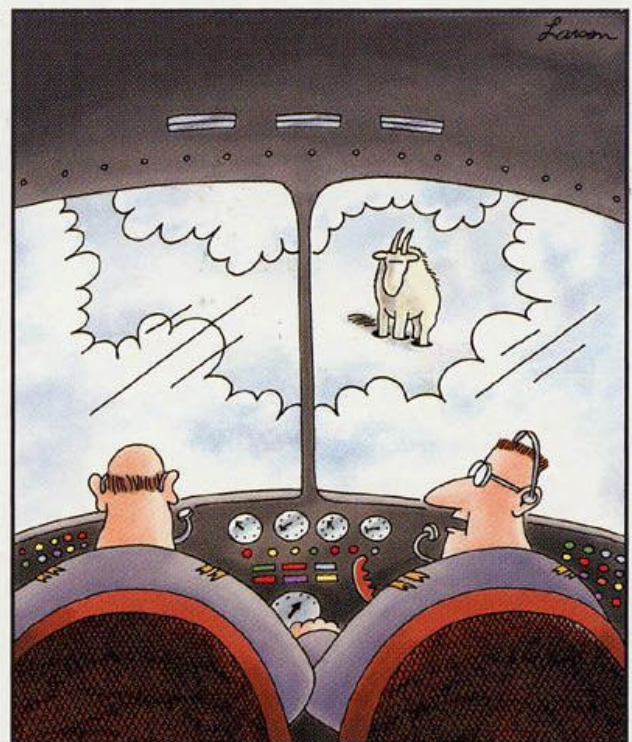
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 About Rules:

- a) The rules are a good place to hide if you don't have a better idea and the talent to execute it.
- b) If you deviate from a rule, it must be a flawless performance. (e.g., if you fly under a bridge, don't hit the bridge.)

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 The medical profession is the natural enemy of the aviation profession.

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 Ever notice that the only experts who decree "the age of the pilot is over" are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over, try getting these "experts" to fly in a non-piloted aircraft.

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 If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs. -- President, DELTA Airlines.



"Say ... what's a mountain goat doing way up here in a cloud bank?"