



# Columbus Area Aviators

EAA Chapter 729 Newsletter

Columbus Municipal Airport (BAK)

Columbus, Indiana

January, 2022      Volume 27, Issue 1

## Chapter 729 Members & Aviation Friends:

Welcome to 2022 and hope all had an enjoyable and safe holiday!

In December, Chapter 729 held annual Christmas dinner gathering at Hangar 5 restaurant with 31 participants. It was great to see all and pleased with the new faces. We missed a few others due to travel/pandemic. Let's hope 2022 holiday season doesn't have so much impact on gathering.

Also in December, annual elections were held with 3 new board members being elected. Brett Herrick, Larry Kelly, and Matthew Brown were newly elected while Brad Moore and Brad Stinebring were re-elected. All will be serving a 2-year term. Additionally, Bob Butterfield was appointed to fill vacancy of David Lynch, who stepped down at year end. Larry Morlock stepped off board, as well, after decades of involvement. THANK YOU to both David and Larry for your passion, wisdom and unrelenting commitment to Chapter 729 board and members..... you will be missed!

During the January BoD meeting (Zoom) 2022 officers were elected. Please see roles and positions held shown here in the newsletter by Mike Foushee. When you see any of these 8 board members, pause to let them know how much they're appreciated!

Regrettably, we have started off the year by sliding backwards with pandemic.... what a disappointment. We will keep you informed of membership meetings, but near term (60 days) it appears not much will occur. Again, this is so disappointing.....

During this unwanted quiet time, BoD will be working on building a calendar for 2022 to provide opportunity so all can see and plan on participation. Our focus is to find home projects and provide informative meetings on skill sets needed for aviators. Please send your suggestions, feedback, and request for membership meetings to the chapter email account: [eaachapter729@gmail.com](mailto:eaachapter729@gmail.com). Expect this calendar to be out in February.

Another accomplishment is the establishment of a Google Drive, where all the important documents for EAA Chapter 729 can be electronically stored. This allows the chapter to be much more efficient, effective, and up to date in technology. Thank you, David Lynch and Bill Batten for loading the Board minutes and Financial records and to Brad Moore for setting up the chapter Google Drive!

The hangar shop continues to grow with useful tools after recent donation by Caleb Tennis. A static wheel balancer, prop RPM monitor, and wire crimping tool were added and ready for use to all members. Thank you, Caleb!

A couple of updates on airport.... first is the opening of a new maintenance storage facility allowing all snow removal equipment to be warm, prepped, and ready for immediate use. This undoubtedly will make snow removal task much better, at least, as far as preparation goes. Also, new single engine condos are nearing completion with an expected move-in date of March.

FYI – if you haven't heard, Franklin Airport (3FK) is in process of being sold, with the transfer to occur shortly. A racing performance company from Martinsville is acquiring airport for testing purposes. They've stated the airport will continue to be open but basing of aircraft will not be available. Many aircraft and businesses have already moved or closed. A regrettable move in aviation and to our local aviation community.

In closing, I must mention 2022 dues are now due. Please visit ([eaa729.org](http://eaa729.org)) where it's rather easy to pay and/or donate!

Be safe,

Brad

***EAA – the Spirit of Aviation!***

### **Aviation/Member News**

#### **Officers For 2022**

President	Brad Stinebring
Vice President	Brad Moore
Secretary	Larry Kelly
Treasurer	Bill Batten
Director II	Bob Graves
Director III	Matt Brown
Director II	Bob Butterfield
Director III	Brett Herrick
Y.E. Coord.	Brad Moore
Tech Counselor	Mike Foushee

### **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](mailto:michael.foushee@yahoo.com)

### **Interesting Websites**

[https://www.youtube.com/watch?v=G1WzJl\\_PhVU](https://www.youtube.com/watch?v=G1WzJl_PhVU)

<https://www.youtube.com/watch?v=ZaJn7IB5HiU>

<https://www.youtube.com/watch?v=yEdZOiFmMol>

<https://www.youtube.com/watch?v=AppCMhUsa6o>

### **EAA Chapter 729 Hangar Needs**

As we expand the use of the chapter hangar, we have developed a list of items that would be useful in pursuing some of the chapter's projects. So, if you have any of the following items cluttering up your life, your garage, or your hangar please consider donating them to Chapter 729 (a 501c3 organization).

Swaging Tool                      Prop Balancer  
Wheel Balancer                      Aircraft Scales  
Flammable Material Storage Cabinet

### **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.

#### **Dakota Hawk Aircraft**



Fisher Dakota Hawk N60VK (Experimental)  
Sport Pilot Eligible, 2-place, side by side  
Folding wings, conventional gear, dual sticks  
Hydraulic toe brakes – both sides  
Lap and shoulder belts  
Built in 2011, TTAF - 203 HRS  
Annual good through November, 2022  
Fuel Cap.–27 gal (15 in wings, 10 in header)  
Continental O-200 engine, 70 hrs. SMOH  
4 New Millennium Cylinders, 1 new magneto  
GRT EIS engine monitor, Tempest oil filter  
Warp Drive 3 blade ground adjustable prop  
Yaesu FTA 250L Radio & I Fly 740B GPS  
Not ADS-B equipped  
Hangared in North Vernon (OVO)  
\$30,000

John Smith  
812-372-4306 or 812-603-0206

## LS-1 Engine

Engine donated to Chapter 729

Asking \$1,000 obo

Contact: [eaachapter729@gmail.com](mailto:eaachapter729@gmail.com)

## Brantly Helicopter



1959 Brantly B2A N5950X TT: 897.5 hrs.  
35 hours since chrome top overhaul

\$37,500

Contact: Karl Schilling 317-796-4997  
[kschilling@embarqmail.com](mailto:kschilling@embarqmail.com)

## Aircraft Winch



Hangar floor mount, GE 120v ac motor,  
90ft steel winch cable, 75 ft control cable,  
\$125

Dick Belush 812 343-4910

## Aviation Humor

“High Flight”, (with FAA Supplement)

Oh, I have slipped the surly bonds of earth(1),  
And danced(2) the skies on laughter silvered wings;  
Sunward I've climbed(3) and joined the tumbling mirth(4)  
Of sun-split clouds(5) and done a hundred things(6)  
You have not dreamed of-Wheeled and soared and swung(7)

High in the sunlit silence(8). Hov'ring there(9)  
I've chased the shouting wind(10) along and flung(11)  
My eager craft through footless halls of air.  
Up, up the long delirious(12), burning blue  
I've topped the wind-swept heights(13) with easy grace,  
Where never lark, or even eagle(14) flew;  
And, while with silent, lifting mind I've trod  
The high untrespassed sanctity of space(15),  
Put out my hand(16), and touched the face of God.

## NOTE:

1. Pilots must insure that all surly bonds have been slipped entirely before aircraft taxi or flight is attempted.
2. During periods of severe sky dancing, crew and passengers must keep seatbelts fastened. Crew should wear shoulderbelts as provided.
3. Sunward climbs must not exceed the maximum permitted aircraft ceiling.
4. Passenger aircraft are prohibited from joining the tumbling mirth.
5. Pilots flying through sun-split clouds under VFR conditions must comply with all applicable minimum clearances.
6. Do not perform these hundred things in front of FAA inspectors.
7. Wheeling, soaring, and swinging will not be attempted except in aircraft rated for such activities and within utility class weight limits.
8. Be advised that sunlit silence will occur only when an engine malfunction has occurred.
9. “Hov'ring there” will constitute a highly reliable signal that a flight emergency is imminent.
10. Forecasts of shouting winds are available from the local FSS. Encounters with unexpected shouting winds should be reported by pilots.
11. Pilots flinging eager craft through footless halls of air are reminded that they alone are responsible for maintaining separation from other eager craft.
12. Should any crewmember or passenger experience delirium while in the burning blue, submit an irregularity report upon flight termination.
13. Windswept heights will be topped by a minimum of 1,000 feet to maintain VFR minimum separations.
14. Aircraft engine ingestion of, or impact with, larks or eagles should be reported to the FAA and the appropriate aircraft maintenance facility.
15. Aircraft operating in the high untrespassed sanctity of space must remain in IFR flight regardless of meteorological conditions and visibility.
16. Pilots and passengers are reminded that opening doors or windows in order to touch the face of God may result in loss of cabin pressure.