



Columbus Area Aviators

EAA Chapter 729 Newsletter
Columbus Municipal Airport (BAK)
Columbus, Indiana
July, 2019 Volume 24, Issue 7

July Meeting

The July meeting will be a visit to Oshkosh for those members lucky enough to be able to attend AirVenture 2019! See you in August.



June Meeting

The June meeting was a fly out to Grimes Field in Urbana, Ohio.



We only had three aircraft participating (one each from Columbus, Seymour and Chicago!) due to a combination of weather forecasts and conflicts. Those participating said that it is well worth a visit to the museum there (B-17 under restoration) and though they had some brief stormy weather during their time there, they had a very enjoyable visit. We may plan another visit there in the future.

Notes from the President's Desk

Chapter 729 Members and Aviation Friends,

Summer heat has arrived with a vengeance, meaning only one thing...it's time for Oshkosh!!

"A half-century ago, EAA founder Paul Poberezny saw Oshkosh as the perfect place to bring together aviation enthusiasts," said Rick Larsen, EAA's vice president of communities and member programs, who coordinates AirVenture features and attractions. "Oshkosh has become synonymous with the World's Greatest Aviation Celebration so it's a natural that we commemorate 50 consecutive years here with events that involve those who attend and those who have made the city such a welcoming place for aviators."

Everyone knows the meaning and importance of this annual gathering for the industry and to each individual. Last year was a record-breaking year in many ways, but particular attendance. One would think being the 50th anniversary too would be a record-breaking year, which is what everyone wants!! Let's hope so!

A shout-out to Ivy Tech flight students going for their very first Oshkosh! A group of 8 students are doing it right by camping and experiencing the event hour by hour. Do you remember your first trip and experience of Oshkosh? Enjoy!

Our Stolp V-Star assembly is progressing well with wings being attached and

currently working through flight control installation. As a member of Chapter 729, you have 24/7 access to hangar and should stop in to see V-Star project and hangar. Better yet, stop by on Monday and Wednesday 4-6pm sessions to provide technical, muscle and/or moral support. Expecting to be finished by end of August, we'll have rollout and first start of engine announcement to make soon!

A continued effort has been occurring on finding a project and establishing "Aviation Youth Center". Initial hope was to find a project with ties to Columbus area, but has not been fruitful, so a wider search is ongoing. If you want to assist in this effort and/or have leads to a project (both members and non-members), please contact any BOD member. We have "many" youth expressing interest and need this one last piece to move forward.

Back to earlier comment on 24/7 access. Our goal is to establish a hangar that provides a place for members to gather, volunteer, build, work, educate, etc. To support this initiative, we are establishing a "Hangar Committee" to provide oversight, leadership and recommendations to BOD on building a safe, positive and capable atmosphere. A great means for members to be involved, we're looking for members to serve on this committee. If interested, please reach out to a BOD member.

In August, we're expecting to join the Louisville Soaring Club located in Seymour (KSER) to learn about soaring and experiencing a flight! Partnering with Freeman Field Flying Association (FFFA), we expect this to be an evening during the week when thermals are peaking and more LSC members are available. FFFA will be providing food and drink (picnic style – meaning plenty of napkins), so we can focus on soaring. As soon as details are solidified, we will get out notification and invitations. If any thoughts on how to enhance this experience, please let me know.

In September, we're looking at a fly-out to Tullahoma, TN (KTHA) (<https://www.aopa.org/community/events/aopa-fly-ins/2019-aopa-fly-ins/tullahoma>) to

experience an AOPA Fly-In providing many activities – educational, demonstrations, competitions, local interest, etc. Scheduled for Friday, September 13 and Saturday, September 14, this promises to be another great means in participating in aviation and building memories. Set time aside and mark your calendar now!

Hope to see you in Oshkosh and other events!

Safe travels, Brad

Aviation/Member News

Officers For 2019

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

Calendar of Events

Jul 22 - 28	EAA AirVenture Oshkosh, WI (OSH)
Aug 17-18	MERFI Fly-In Urbana, OH (I74)
Aug 31	Fly-In / Cruise-In Marion, IN (MZZ)
Aug 31- 9/1	Airport Day Lunken Field (LUK)
Sept 18	Columbus Aviation Day Columbus, IN (BAK)
Sept 21	Airport Awareness Day North Vernon (OVO)
Sept 28	Madison Air Show Madison (IMS)

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

Interesting Websites

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

2019 Young Eagle Events

The remaining Young Eagle Flight events for 2019 will be held on the following Sat. mornings from **9:00 AM to 1:00 PM**.

Sept 21st Oct 19th

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.

Reminder: everyone helping out with these events should have completed the EAA Youth Protection Background Checks (no cost).

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 317-796-4997
kschilling@embarqmail.com

1971 Turbo Cardinal RG



1/3 Partnership For Sale: N8025G

1971 Turbo Cardinal RG, Located at BAK

Asking Price: \$37,500

AFTT: 6980 hrs

140 KTAS on 9.5 GPH

500 fpm Climb to Flight Levels

ADSB Out Garmin 330 EX Transponder

Garmin GTN 650, KX155 w/ GS

Stec 30 Autopilot with Altitude Hold

EMD 900 Engine Monitor

TSMOH: 1983 hrs, TAT Turbo Conversion

2014, 400 hrs since conversion

Monthly cost of \$150, Per hour fee of \$40

Contact: John Lane, (812) 350-5839,

John.D.Lane@cummins.com

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 seal, 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

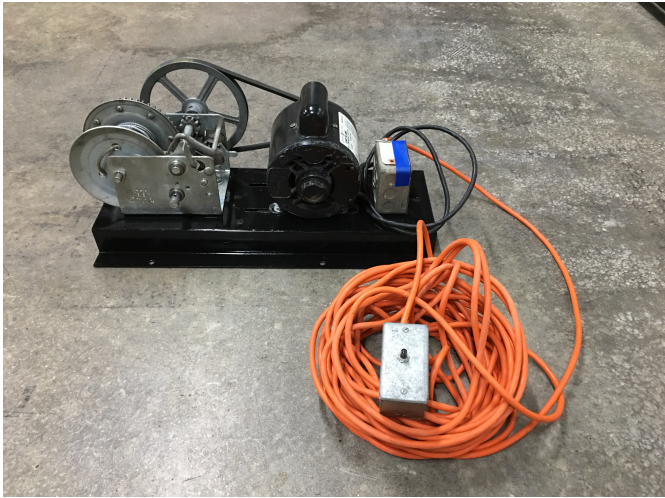
Contact: Thomas C. Morone

H: 812-376-6329

C: 812-343-2859

tommorone@comcast.net

Aircraft Winch



Hangar floor mount,
GE 120v ac motor,
90ft steel winch cable,
75 ft control cable,
\$125
Dick Belush 812 343-4910

Tailwheel Aircraft Tug



Gasoline tailwheel aircraft tug - \$1,100 OBO
Contact: Steve Ogle
812-603-4216

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
Standby Vacuum, Nov. '18 Annual \$52,450
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

A pilot has engine trouble and lands in a field. As he walks around the plane to check out the problem, he hears a voice behind him say, "You have a clogged fuel line." Looking around, he sees no one, except a cow. Startled out of his wits, he runs across the field to the

farmer's house and pounds on the door. When the farmer appears at the door, the out-of-breath pilot stammers that his cow has just talked--and even tried to explain what was wrong with the airplane.

The farmer drawled, "Was it a brown cow?" "Yes." "Did it have a white patch on its forehead?" "Yes, yes, that's the one." "OK, that's Flossie. Don't pay no attention to her. She doesn't know nothin' about aeroplanes!

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**Cessna 152:** "Flight Level Three Thousand, Seven Hundred"

**Controller:** "Roger, contact Houston Space Center!"

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A student was having difficulty with his landings. Seems like he would bounce it in every time. However, on the first night lesson, the student greased in all of his landings.

Puzzled, the instructor asked, "How are you doing that? You have so much trouble during the day?"

The student replied, "It's easy, I continue the approach until you stiffen up, then I just pull back."

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**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 Federal Aviation Administration 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 a major 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.