



# Columbus Area Aviators

EAA Chapter 729 Newsletter  
Columbus Municipal Airport (BAK)  
Columbus, Indiana  
June, 2019 Volume 24, Issue 6

## June Meeting

The June meeting will be a fly-out to Grimes Field (I74) in Urbana, OH on **Thursday, June 20<sup>th</sup>**. We will depart at **10:00 AM** (weather permitting) for the 112 NM flight. See Brad's note for further details.



## May Meeting

The May meeting was the annual chapter cookout held this year in the new chapter hangar.



We had a great turnout in spite of the weather – a nice grand opening for the hangar.

## Notes from the President's Desk

Chapter 729 Members and Aviation Friends,

A minimal chance of rain turned into a DELUGE of epic portions during the May annual social dinner. But thanks to the new EAA Chapter 729 hangar and incredible good timing, everything went off without a hitch and all 61 attendees had an enjoyable evening! Thank you to all who could attend!

Our June gathering is a fly-out to Urbana, OH (**I74 – Grimes Field**) to visit Champaign Aviation Museum (free) (<https://www.champaignaviationmuseum.org>) where they are restoring a B-17 Flying Fortress. We plan on leaving at **1000 local** on **Thursday, June 20** to arrive **I74** for lunch with museum tour afterwards. If interested in flying or being a passenger, reach out to me at [blstinebring@comcast.net](mailto:blstinebring@comcast.net) or 812-350-9971 and I'll match everyone up. As always, this is a weather dependent outing. This promises to be a great outing and other flights to **I74** will occur in the future. Let me know ASAP!

Progress on Stolp V-Star re-assembly is at a standstill as we wait for cables to be produced. Unfortunately, these two cross-wire cables prevent the next assembly step of attaching wings. There is a great group working on V-Star but can always use another hand or mind! Work events are 4-6 on Monday and Wednesday of each week. Come on out or contact Larry Morlock at [l.morlock@att.net](mailto:l.morlock@att.net) or 812-371-6628 for more information or questions.

The V-Star will be placed for sale once completed to help fund Chapter 729 hangar and initiatives. We made another good step forward this week with sale of standby generator donated by Bob Butterfield. \$1300.00 was gained from sale and we appreciate Bob's commitment, passion and perseverance. Thank you Bob!!

Our initiative to establish an "Aviation Youth Center" is one step away from being successful...we need a project! We have a number of youth (both high school and college) interested and funding is available, but need that project! We have found good projects, but individuals haven't agreed to donate or sell. Other projects are too much to expect for a timely finish. Anyone with knowledge or thoughts on how to accomplish would be greatly received.

Our Young Eagle event held on June 08<sup>th</sup> was very successful with 48 kids flown and another 24 kids on June 09<sup>th</sup> cancelled due weather. This is in addition to 54 kids flown in May. With two more events to be held in September and October, we could be having a banner year. Thank you to all the dedicated individuals that make this happen by giving of your time and money. THANK YOU!

EAA has rolled out a new on-line sign up process utilizing the website of [www.young eaglesday.org](http://www.young eaglesday.org) to help manage, communicate, promote and analyze each and all YE events. One can reach the same website by utilizing a shorter address of [yeday.org](http://yeday.org), as well. As one might expect, growing pains with this change will occur, but holds promise for all to improve...and we will.

As normal, July membership meeting will be visiting AirVenture-Oshkosh and truly hope you have plans on visiting! Being held **July 22-28**, no organization provides a better experience in aviation than this event! Go to ([eaa.org](http://eaa.org)) for more information or reach out to a BOD member with any questions.

For August membership meeting, we hope to visit Louisville Soaring Club located at Seymour, IN (SER) Freeman Municipal. Goal is to have an event where you can experience

a flight in a glider. More information to come on this event shortly!

And as our July 4<sup>th</sup> holiday approaches, I want to wish everyone a great holiday with family and friends! Enjoy the freedom and joys hard earned and maintained everyday!

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

June 22-23	Dayton Airshow (T-Birds) Dayon, OH (DAY)
July 10-14	CAF Air Power Tour Lunken Field (LUK)
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)
Oct 19-20	Red Bull Air Races Ind Motor Speedway

## 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.dailymail.co.uk/news/article-7098509/Spitfires-fly-white-cliffs-Dover-D-Day-75th-anniversary-commemorations-going.html>

## 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 21<sup>st</sup>    Oct 19<sup>th</sup>**

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](mailto: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

Steac 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](mailto: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](mailto: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

## 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](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

## Tailwheel Aircraft Tug



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

## Aircraft Tug



Gasoline powered tug. If interested contact:  
Nick Firestone  
[nbfirestone@yahoo.com](mailto:nbfirestone@yahoo.com)  
812-371-0369

## Aviation Humor

### Revised Aviation Dictionary

? **ALTERNATE AIRPORT:** The area directly beyond the active runway when the engine quits on take off

? **ALTIMETER SETTING:** The place where the altimeter sets. Usually hidden by the control column during a near-minimums instrument approach.

? **BANK:** The folks who hold the mortgage on your aircraft.

? **BI-PLANE:** What you'll say to your bird if flying costs keep going up

? **CARBURETOR ICE:** Phrase used by pilots when explaining accident caused by fuel exhaustion.

? **"CLEAR":** Warning shouted two seconds after hitting the starter button.

? **CONTROL TOWER:** A small shack on stilts inhabited by government pensioners who can't hear. When they become blind, they are sent to centres.

? **CRITICAL ALTITUDE:** Minus six feet.

? **CRITICAL ENGINE:** That part of your airplane which used to be under the cowl, but is now in intensive care at the maintenance shop.

? **DEAD RECKONING:** You reckon correctly, or you are.

? **DE-ICER:** A device designed to operate under all weather conditions, except icing.

? **ENGINE FAILURE:** A condition which occurs when all fuel tanks become filled with air.

? **FIREWALL:** Section of aircraft especially designed to allow all engine heat and smoke to fill the cockpit.

? **GLIDING DISTANCE:** Half the distance from your present position to the nearest decent landing area at the time of complete power failure.

? **GROSS WEIGHT:** Maximum permissible take off weight, plus an extra suitcase, a case of bourbon, rifle, ammo, golf bag, bowling ball, and diving weights.

? **HOLDING PATTERN:** The term applied to the dogfight in progress over any radio facility serving a terminal airport.

? **RANGE:** Five miles beyond the point where all fuel tanks have become filled with air.

? **WALKAROUND:** What you do when waiting for weather to clear.

? **LANDING FLAP:** A 4000' roll out on a 3000' runway.

## German Aviation Terms

**AIRCRAFT**---Der Fliegenwagen

**JET TRANSPORT**---Der Muchen Overgrossen Biggenmother Das Ist Fliegen

Highenfaster Mit All Der Mach Und

Flighthenlevels. (Built by Boeing)

**PROPELLER**---Der Airfloggen Pushenthruuster

**ENGINE**---Der Noisenmaken Pistonpusher

Das Turnens Der Airfloggenfan

Pushenthruuster

**JET ENGINE**---Der Schreemen Skullschplitten

Firespitten Smokenmaken

Airpushenbacken Thrustermaker Mit

Compressorsqueezen Und Turbinespinnen

Bladenrotors. (Made by Pratt & Whitney)

**CONTROL COLUMN**---Der Pushenpullen

Bankenyanken Schtick

**RUDDER PEDALS**---Der Tailschwingen

Yawmaken Werks

**PILOT**---Der Pushenpullen Bankenyanken

Tailschwingen Werker

**PASSENGER**---Der Dumbkopf Das Est

Strappened En Der Baacken Mit Der Other

Dumbkopfs Das Est Expecten To Leave Undgo

On Scheduledtimen Und Arriven mit

Der Luggagebags Somplaceneisen

**STUDENT PILOT**---Der Dumbkopf Das

Learnen Fliegen Un Hopen To Jobenfinden Mit

Der Airlinens

**FLIGHT INSTRUCTOR**---Der Timenbuilder Mit

Less Den 1000 Hrs

Multienginefliegen. Teachen Dumbkopfs To

Fliegen Vile Waitenwatchen Fer Der

Letter Mit Der Joboffering Frum United

**AIRLINE TRANSPORT PILOT**---Das Grosse

Overpaiden Und Under Werken

Whinencomplainer Biggen Schmuck Dat

Fliegen Mit Das Big Airlinen

**PARACHUTE**---Der Stringencotten Das Est

Usen To Floaten Der Tailschwingen

Pushenpullen Bankenyanken Werker Down To

Earthen Ven Der Fliegenwagen Est

Kaputen

**FAA**---Der Friggenfliegen Dumbkopf

Schmucks Das Maken Alder Rulens Und

Regulations

**HELICOPTER** --- Der Flingen Wingen

Maschinen mit der Floppen Bladens dot ist

Fliegen by der Dumbkopfs vas iss too Stupiden

for Knowen dees Maschinens ees

not Safen ver Fliegen.