



Columbus Area Aviators

EAA Chapter 729 Newsletter
Columbus Municipal Airport (BAK)

Columbus, Indiana

November, 2020 Volume 25, Issue 11

Notes from the President's Desk

EAA Chapter 729 Members & Aviation Friends,

Well... this year is just about over! I doubt I can find anyone arguing for a continuation of the year. We hope you have been healthy, productive and able to enjoy some aviation moments.

While unable to have in-person membership meetings, the world of virtual meetings has grown significantly. You may find interesting the upcoming annual celebration honoring the spirit and achievements of Orville and Wilbur Wright, by EAA headquarters. Normally held as a banquet at the EAA Aviation Museum, the 18th annual Wright Brothers Memorial Banquet will be held virtually with guest **Captain Jim Lovell**, on this **50th anniversary of Apollo 13 Mission**. Making the evening even better is astronaut and EAA board member **Charlie Precourt** leading the interview. They will be discussing Capt. Lovell's four missions into space and other career highlights.

This virtual meeting will be held on **Thursday, December 10th @ 8:00pm EST (7:00pm CST)** can be joined at

<https://eaa.org/eaa-museum/eaa-museum-events/wright-brothers-banquet>

This will be a great history lesson and exciting interview that's good for all ages! Share with entire family and for those with school age children, maybe it could be used as a school project/paper?

Keep in mind participants must be an EAA member, so have your membership number available when you join the meeting. Any one not an EAA member can join prior to December 10 at EAA.org. Hope to see many of you there!

Another EAA meeting via computer is a webinar on the topic of "**Night Flight**". This webinar being held **Wednesday, December 16th @ 8:00pm EST (7:00pm CST)** and qualifies for FAA WINGS credit. Presenter will be Chapter 729's very own **Larry Bothe**, so join Larry as he discusses basic information and best practices for flying at night. Topics include the FAA's definitions of night, airport and aircraft lights, flashlights, and night vision; hazards to night flight, such as obstacles and ground fog, and risk management during night cross-country flight.

By clicking the link below:

http://pages.eaa.org/WBN2020-12-16NightFlight_LP-Registration.html

or going to EAA.org website, you can submit your information to the webinar organizer, who will use it to communicate with you regarding EAA Webinars. Once again, you must be an EAA member.

Closer to home, I want to congratulate my predecessor, **Dick Gaynor**, as recipient of "**Adjunct Faculty Award for Excellence in Instruction**" from Ivy Tech Community College. Dick, who teaches aviation and other courses at Ivy Tech, is one of only eighteen adjunct instructors across all of the states 40+ campuses to receive the award. Well done

Dick! Thank you for your hard work, commitment and passion for today's aviation students. Congratulations!

An EAA 729 member recently sold a vehicle which had experienced mechanical failure and was beyond feasible repair. The proceeds of sale were donated to Chapter 729. We thank this member and encourage all members (and entire aviation community) to think along these lines of donating.

Another way of financially supporting EAA Chapter 729 is through Amazon Smiles. Many of you are aware of Amazon's program for providing 0.5% of all purchases to non-profit organizations, which can make a significant impact. It's easy to do by logging onto <https://smile.amazon.com> and select the "Get Started" button. It's rather easy and makes a big impact!

A number of positive initiatives are occurring at EAA 729 due to the support of above type efforts. THANK YOU to all!

And one of those positive initiatives is EAA 729 now has an operational bead blaster! With the unit recently being donated, assistance of members Larry & Cheryl Kelly and some of the "donated \$\$", we have a great shop tool available to all 729 members! That's how an organization should work together! Thank you to all!

As we close in on end of 2020 and go through this Thanksgiving Holiday, regardless of pandemic, we still have lots to be thankful for! Most importantly - our families, friends, servicemen, first responders and medical community. Stay safe and think of how to help those around you.

Brad

2021 Member Dues

EAA Chapter 729 dues for 2021 can be paid by going to:

www.EAA729.org

and click on the "click here" link. Dues for 2021 are still only \$20.00 per year.

Aviation/Member News

Officers For 2020

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

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).

Torque Wrenches.	Swaging Tool
Prop Balancer	Chain Hoist
Wheel Balancer	Side Cutters
Scales	Recycle Trash Can
Flammable Material	Storage Cabinet

Interesting Websites

<https://www2.smartbrief.com/redirect.action?link=https%3A%2F%2Fwww.sanluisobispo.com%2Fnews%2Flocal%2Farticle246840002.html&encoded=mTgdCfbwocsyeKsxKTbh>

<https://youtu.be/W4d7VKvG1z0>

https://www.youtube.com/watch?v=_V7KROACXTc&feature=youtu.be

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.

2008 Velocity



2008 Velocity XL-5RG
Continental IO550 (10:1 Pistons)
2014 Oshkosh Award Winner
TT = 710 Hours (Aircraft is still being flown)
SMOH = 220 Hours (Overhaul by G&N Aircraft)
MT CS Prop, Matched Fuel Injectors
Log Books are all current and available
Fresh Annual, Full IFR Certification is current
All Electric Instruments – no Vacuum Gauges
Complete set of Back-up Instruments – not connected to the Primary Instruments
ADS-B Compliant In/Out Garmin GTX 345
Garmin GNS 480 WAAS GPS
Trutrak Autopilot – Coupled App's – ILS & GPS
New LED Nav/Strobe Lights – Whelen Orion
All New Tires
Too many upgrades to list
Asking \$165,000
Contact: Bill Batten
812-390-0034
williamabatten@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

1983 M20J 201



N5685C SN 24-2401 TTAf 4192,
Always hangared now @ BAK
SMOH 1945, SPOH 1817 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.
\$95K (well below Vref)
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

Aircraft Tug



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

Aviation Humor

Old Pilot Flying Quotations (Some Old and Some New)

God does not subtract from man's allotted time the hours spent while flying, but He exacts harsh penalties for those who do not learn to land properly.

The difference between fear and terror: fear is when your calculations show you may not have enough fuel to make it to your destination. Terror is when you realize you were right.

I wore my mask while pulling 9 Gs, checking six, pumping out flares, telling #2 to "BREAK LEFT!", selecting auto guns, locking up a bandit, selecting the AIM-9, keeping visual while gaining a tally, getting a 1500 MHz tone, watching my altitude, planning an egress, shooting the bandit, telling #2 to "bugout south", reforming into tactical formation, pushing it up, taking it down, short range radar, and resetting the CAP....and all you gotta' do is pick up a gallon of milk.

Mommy, I want to grow up and be a pilot.
Honey, you can't do both.

When you see a tree in the clouds, it's not good news.

Heaven is crowded with civilian pilots who did not get their Instrument Rating.

Aviation's greatest invention was the relief tube.

My junior high school teacher told me no one would pay me to look out the window. Now I'm an airline captain.

The older I get, the better pilot I was.

I'm at the age when I realize the best thing about flying fighters was free oxygen.

Takeoffs are optional, landings are mandatory.

Never fly the "A" model of anything

Because I'm the Captain, that's why!

Pilots - looking down on people since 1903.

There are three simple rules for making a smooth landing. Unfortunately, no pilot knows exactly what they are.

The average fighter pilot despite a swaggering personality and confident exterior is capable of feelings such as love, affection, humility, caring and intimacy. They just don't involve others.

When everything else is going against you, recall an aircraft still takes off into the wind.

Friday Pilots Pat Halloran and Tom Keck in their SR-71s: "Yeah, though I fly through the valley of the shadow of death, I fear no evil, for I am at 80,000 Ft. and climbing.

An idiot can get an airplane off the ground, It takes a pilot to get it back in one piece.

Pilot dictum: remember, in the end, gravity always wins.

You can only tie the record for flying low.

Black boxes may be replacing pilots, but pilots can be maintained easily and produced by unskilled labor.

Many young, inexperienced pilots have delusions of adequacy.

Flying is the art of learning to throw yourself at the ground and miss.

Richard Reid forced us to remove our shoes in the TSA line. Thank goodness he wasn't the "underwear bomber."

Elderly lady to airline captain, "Are you sure you are safe to fly?" Answer: "Lady, how do you think I got this old?"

Optimists invented the airplane. Pessimists invented the parachute.

Scientific fact: the rings of Saturn are composed of lost airline luggage.

Newton's Law: What goes up must come down. Squadron Commander's Law: What comes down better be able to go up again!

I was 14 when I wanted to be a pilot. I'm now 80 and still want to be a pilot, but I'd rather be 14 again.

Ladies and gentlemen, this is the Captain speaking. This was the First Officer's leg and he made that landing you just experienced. I have asked him to stand at the door and receive your comments.

Passenger to Flight Attendant: "John Wayne didn't use a seatbelt." Flight Attendant: "John Wayne isn't going to New York with us and neither are you unless you buckle up!"

Icarus could have flown if he picked a cloudy day.

Soldier to a pilot: "Why didn't you join the Army?" Pilot's answer: "I found out that good food and clean sheets were readily available on nearby Air Force bases."

"Roger" - a term used by pilots when they can't figure out what else to say.

"Cone of Confusion" - all radio terminology on JFK ground control.

"Balls-to-the-wall" - FULL THROTTLE, or an EXTREMELY bad landing.

Beer was invented to make pilot stories more interesting.

Pilots have to be brave so they don't get scared when they can't see at night, or inside of clouds, or when a motor or wing falls off.

You have never lived until you have almost died. Life has a special flavor the protected will never know.

Helicopter pilots are different from airplane pilots. Airplane pilots are open, clear-eyed, buoyant extroverts. Helicopter pilots are brooders, introspective anticipators of trouble. They know that if something bad has not happened, it is about to.

Death is God's way of telling pilots to watch their airspeed on final.

You can't fly unless you can land, but you can't land unless you can fly. So, which is it?

What is the worst thing that can happen when you are flying? - running out of airspeed, altitude and ideas all at the same time.

All engine sounds are magnified over the ocean.

What do you do when you are in trouble flying? Call for help. What if no help is available? Then no sense calling.

What do you do if you don't like your boss? Go flying. What if he won't let you go flying? Go anyway, he won't be your boss for long.

We are reaching the age where "life sentence" is less of a threat.