



Columbus Area Aviators

EAA Chapter 729 Newsletter

Columbus Municipal Airport (BAK)

Columbus, Indiana

September, 2020 Volume 25, Issue 9

Notes from the President's Desk

Dear EAA 729 Members and Aviation Friends:

Starting off on an exciting note – Ray Scholar Katelynn Hanna - has completed her Private Pilot License and now certificated to take her parents (and me) for a flight! Katelynn represents EAA Chapter 729 first scholar and has done us proud! Hopefully it's just the start of many more local students.



Please reach out to Katelynn and let her know how much her accomplishment means to all! Katelynn is now a student at Indiana State University and off to a flying start...literally!

Katelynn was assisted in her accomplishment by flight instructor Nina Bouthier of FBO JeffAir. Nina is a Purdue graduate whom returned to Purdue to obtain a master's degree..... thank you Nina!

And speaking of FBO - Columbus Municipal Airport (BAK) has a new FBO management team in Columbus Jet. A diverse aviation management group with locations in multiple states, promises to bring a higher quality of service and capabilities. Welcome Columbus Jet!

As everyone knows – gathering in groups is still restricting everyday life. As you know, State of Indiana is moving to Stage V which still contains separation and safety protocols. EAA 729 is discussing if October membership meeting can be completed in some form. We will reach out shortly if this is possible..... thank you for your patience and understanding.

Because spacing is not possible with Young Eagle program, EAA 729 has cancelled all organized YE flights for 2020..... bummer.

But spacing can be accomplished at the Atterbury-Bakalar Air Museum C-119 rebuild project. This is an impressive endeavor and eye opening when taking a tour. Reach out to A-BAM and arrange a tour..... you won't be disappointed and may find a new passion!

Another opportunity for spacing and fun is **Friday, October 02** and **Saturday, October 03** at Mike Williams grass strip. Mike is hosting a gathering of aviators for the comradery and camping. All are welcome either flying or driving to spend a bit of time enjoying the fall days. Mike can be reached at 812/343-8879 or biplaneboy@gmail.com for discussion of airfield before arrival, if coming by aircraft.

On to business.... October is annual election time for EAA 729. Three current officers (Graves, Lynch, Batten) two-year terms expire. Any member in good standing (dues paid) can place their name up election. In mid-October, all members in good standing will receive a notice for election of BOD members. Please be looking for this ballot.

A recent note was sent to all EAA 729 members requiring notification of intent by September 30. To date four have members have replied.

Enjoy these beautiful days!

Safe travels,
Brad

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

Rare Bird at BAK

A quite rare WWII Royal Navy Fairey Firefly fighter aircraft spent Sunday afternoon till Tuesday afternoon here at BAK.



The aircraft had been in Washington DC for the Arsenal of Democracy flyover that was planned (but was weathered out last weekend) in commemoration of the 75th Anniversary of the end of WWII. On its way back to California it stopped in Columbus for fuel. Some electrical repairs were needed before continuing so several of us had a chance to view this Oshkosh Reserve Champion Warbird up close. It is the only airworthy Firefly in the world and was restored to original condition.

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
Drill Press.	Scales
Recycle Trash Can	
Flammable Material Storage Cabinet	

Interesting Websites

<https://youtu.be/xIHjKv-AMLl>

<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.

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)

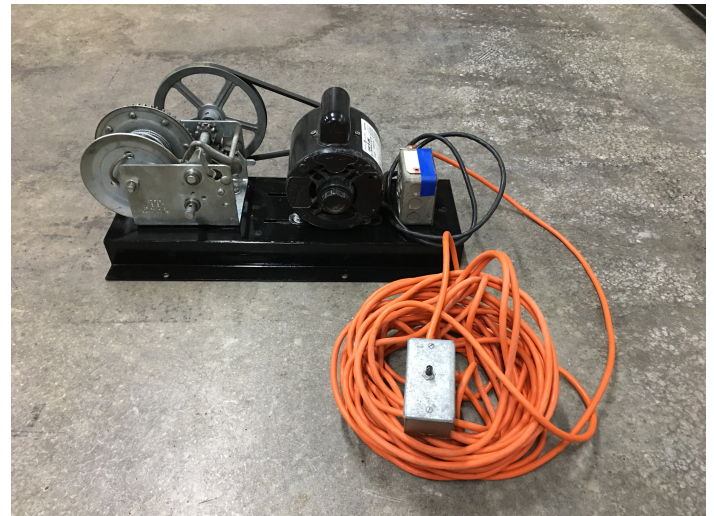
Contact: Thomas C. Morone

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

Lufthansa Pilot says "Good morning ladies and gentlemen, Velcome aboard the LH162 from Frankfurt to London Heathrow.

I would like to ask you all to fasten your seatbelts, and I only vant to hear one click!"

Sometimes when we are stressed we forget to think before we key the mike. This actually happened after the oil line blew.

N1234: Manchester (N.H.) tower Cherokee
N12324 is five miles northwest with a total engine failure.

MHT (Using that standard FAA terminology):
What are your intentions?

N1234: I intend to land!

MHT (that standard terminology again):
Roger, how many souls on board?

N1234: No souls, four heathens.

A young and foolish hotshot pilot wanted to sound cool and show who was boss on the aviation radio frequencies. So, this was his first time approaching an airfield during the nighttime. Instead of making an official landing request to the tower, he said: "Guess Who?"

The tower controller switched the field lights off and replied: "Guess Where!"

Advice given to RAF pilots during WWII:

When a prang (crash) seems inevitable, endeavor to strike the softest, cheapest object in the vicinity as slow and gently as possible.

Basic Flying Rules:

Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

Sadly, artificial intelligence will probably never be a match for natural stupidity.

— Bill Cox aviation writer.

While taxiing past aircraft stands, and noticing some passengers boarding the rear entrance of a Finnair DC9, the Captain remarked to the F/O:

"Look at all those people disappearing into Finnair."

Airline123: Airline 123, request a 360 to parking.

Ground: 360 approved, 180 recommended.

[pause]

Airline123: You've been saving that one for while, haven't you?

Some years ago, streams of RAF Vulcan B2s were flying into their base in extremely marginal (English) weather. Once on the ground, and after roll out, each pilot in turn was asked: "What height did you see the runway lights?"

Answers such as 250 and 300 confirmed that pilots had landed within safe limits - - all except the last.

That radio sequence follows:

XXXXX - - On the runway from approach, which dispersal please.

Tower - - Back to Alpha. At what height did you see the lights, please?

[pause]

XXXXX - - What lights?

A check ride ought to be like a skirt, short enough to be interesting but still be long enough to cover everything.

No matter what else happens, fly the aeroplane. Forget all that stuff about thrust and drag, lift and gravity; an aeroplane flies because of money.