

Hendricks County EAA Chapter 1311

Monthly Newsletter — January, 2003

From the Chapter President

A big thanks to all of you that came to the January meeting and also to those that invited a friend. We had 38 people sign in which I think is a chapter record. On January 13 we had the air show meeting with Bob Mackey, the Vice President of Chapter Relations for the EAA headquarters in Oshkosh. Mr. Mackey sure had some interesting things to say and I for one was very glad he drove the seven hours one way to attend the meeting. In a nut shell this is what was talked about: As a chapter we can only participate in the Mount Comfort Air Show as a vender, exhibiter, donor, or sponsor. If we step outside of these bounds we would not be covered under the EAA insurance program. It took Mr. Mackey several times of explaining before those at the meeting finally understood what he was talking about so I will not try to explain it here. We will discuss this in the next meeting. The next meeting should be a good one. Please invite your friends and come expecting a good time.

January's meeting

We met in one of the lecture halls in the Aviation Technology Center at Indianapolis International Airport on Tuesday, January 7. President Tim LeBaron brought the meeting to order promptly at 6:30.

Following the Pledge of Allegiance, the members introduced themselves and their guests, and spoke briefly about their planes, projects and flight experience. In spite of the fact that more than 38 people signed the attendance book, the introductions went quickly. Paul Vogel then presented a Treasurer's Report.

Following the Treasurer's Report, Tim posed a two-part Trivia Question: Who built the engine for the Wright 1903 Flyer, and how much horsepower did it have? (answer: Charles Taylor, 12 h.p.) The prize for the correct answer was a 1958 Air Progress magazine. Sorry, we didn't catch the name of the winner.

Mike Laurenzano then spoke about his plans for teaching a ground school. Mike has offered his services for free; students would be required to purchase a set of materials and pay a fee for the course; the proceeds would go to the chapter coffers. Not limited to Chapter 1311 members, the course is open to the general public. A sign-up sheet was passed around to interested parties. As an alternative if not enough people sign up, Gary Reynolds suggested presenting a Pinch-Hitter course for non-pilot passengers. If you missed the meeting but are interested in either course, email Mike at mikelaurenzano@yahoo.com.

Next, Tim LeBaron presented certificates acknowledging the hard work provided by the previous year's officers.

Under new business the Mount Comfort Airshow was discussed. Tim asked for member input on what the chapter's type and level of involvement should be. He promised to email a list of potential projects to the members to solicit comments. The next meeting for the airshow organizers is scheduled for January 13. Bob Mackie from the EAA headquarters in Oshkosh will be there.

The chapter intends to host two fly-ins this year; Jeff Chapman volunteered to be the chairman on the fly-ins committee, assisted by Gary Reynolds and Larry Rush. Tim would also like to schedule a chapter trip to the Dayton Air Force Museum. A volunteer is needed to organize this event.

Tim also proposed changing the current meeting schedule from the first Wednesday of the month to a slightly more flexible schedule, which will meet his goal of offering interesting and relevant speakers and programs for the meetings. John Beetham suggested that we check that the meetings don't conflict with other meetings,

events and activities.

Finally, Tim proposed that the chapter offer a 50/50 drawing at the meetings for generating a few more dollars for the war chest.

After the business part of the meeting, the members and guests, along with the Hendricks County Aviation Association, then car-pooled to the program, which was a ropes-down, hands-on tour of Tom Wood's collection of aircraft. See story toward end of newsletter.

Welcome to Our New Members!

Bill Harrington joined our "elite ranks" at the January meeting. Bill has been a member of a Bloomington-area chapter. His project is an Cessna 182. Next time you see him welcome him to our chapter.

Gus Gustafson is now officially a member. Gus has been attending our meetings for several months now; I thought he was already a member! Anyway, his check cleared the bank so we'll treat him as one of our own. He had been a professional pilot for many, many years and claims a Piper J-4 as his project.

Are You a Charter Member?

During the winter of 2001 we received our EAA charter from Mother Oshkosh. Anyone who joined in 2000 or 2001 is recognized by the chapter as a Charter Member, and is entitled to sign our charter. Please contact our president, Tim LeBaron, or secretary, Michael Mossman, so that we can get your John Hancock on this historic document.

Photos Needed

Since we don't see each other as often as we'd like, we might not recognize each other next time we meet. For this reason we've started a chapter photo album with mug shots of each member. At least that's the idea; we have several long-time members that we haven't seen in a while, and we'd like to get your photo for the album. Next time you come to a meeting, let's get together so we can get your picture. Can't make it to a meeting? Send a photo to the secretary; he'll scan it then return it to you. Wish you had a better photo of you in the album or on the website? We can shoot another one, no problem. Since we use a digital camera, on-site vanity approvals are no extra charge. Send photos to:

Michael Mossman, 2655 Elizaville Rd., Lebanon, IN 46052 email: michaelandkatie@tds.net

By the way, you can now download a "printer friendly" PDF copy of the photo album from the web site. Scroll to the bottom of <http://www.eaa1311.org/memberroster.html> page. It is a very large file so plan on the extra download time.

Chapter Library

A few members of the chapter have books, video tapes and other materials that they are willing to lend to members. Lacking a permanent home for these tomes, you'll need to contact the individual members to get these books. For a list of what's currently listed, see <http://www.eaa1311.org/library.html> on our web site. There is also a link for a printer-friendly PDF copy of the list.

Why not consider adding some of your materials to this list? Just send the information to Michael Mossman, chapter secretary, and he'll get it added. Since you would still be the owner, you could set your own terms for loaning them out.

We could take the chapter library concept a bit further. Have any unusual tools (or skills) that you would be willing to lend to members? We could also build a list for them, too. If you need access to some tools (or

skills) not listed we could post it on the site.

Valentine's Day Dinner and Dance

The Commemorative Air Force is hosting a Valentine's Day Dinner and Dance at Terry Airport. As fund raiser to "Keep 'Em Flying," your \$50 donations can be tax deductible. Door prizes and a silent auction will also be offered. Contact Terry Doppler at 317-839-2502 or dualds@comcast.net or call 317-769-4487 for more information.

Chapter Web Site

Chapter 1311 has had an active website since about the middle of September. Because your dues support it, you own it. As a chapter member you are entitled to free classified ads, too. Since we are linked to the EAA's host site, your ads can get some national exposure.

Please feel free to comment on any part of this site. There is no "suggestion box" yet but there are links to send an email comment to the "webmaster." Say what you think; he's got a thick skin. We're always looking for the opportunity to improve the site and add extra material.

Next Meeting

Next meeting will be on Tuesday Feb. 4 at 6:30 at the Aviation Technology Center on Indianapolis International Airport. The program will be a Composite Workshop with Jeff Holle from Purdue. Come prepared for some fun; we'll get our hands dirty and try something new.

Directions:

Take US 40 (Washington Street) to Girls School Rd.
Turn SOUTH onto Girls School Road (ATA office is on the corner)
At the stop sign turn RIGHT onto Perimeter Road.
At next stop sign turn LEFT onto Hoffman.
The Tech Center will be the second large hangar on your left.

Why an Amateur-built Airplane?

Why should anyone consider building an airplane when there are many perfectly good used airplanes available, often at lower acquisition cost than a homebuilt? Here are ten good reasons:

10. The Wrights were amateur builders;
9. It'll keep you out of the bars at night;
8. You might learn something;
7. It's fun to build an airplane;
6. You'll know your aircraft inside and out — literally;
5. You'll save on maintenance costs and annual inspections;
4. You'll have a sense of pride and feeling of accomplishment;
3. Your aircraft will be brand new, not 30+ years old;
2. You'll get better performance, or at least an aircraft more suited to your needs and skills;
1. Noah's Ark was built by amateurs; the Titanic by professionals.

Dues are Due!

EAA Chapter 1311's dues for 2003 are now due. Send your \$20 to the treasurer, Paul Vogel, 230 Avon Parkway, Avon, IN 46123-7950. Thanks!

Chapter 1311 Board of Directors for 2003

President — Tim LeBaron

Vice President — Mike Laurenzano
Secretary — Michael Mossman
Treasurer — Paul Vogel
Director — David Clark
Director — Dirk Melchior
Director — Gary Reynolds

Classified Ads

FOR SALE — Inflatable life jackets for over-water flight, only \$5 each! Contact Bob Vondersaar bobandteresa78@msn.com or Tim LeBaron TJLebaron@CS.com. Proceeds benefit Chapter 1311.

FOR SALE — Four sets of very nice Koss headphones. Contact Bob Vondersaar bobandteresa78@msn.com or Michael Mossman michaelandkatie@tds.net for details or to make offer. Proceeds benefit Chapter 1311.

FOR SALE — Three lighted and adjustable “flight desks.” Contact Bob Vondersaar bobandteresa78@msn.com or Michael Mossman michaelandkatie@tds.net for details or to make offer. Proceeds benefit Chapter 1311.

FOR SALE — Assorted used instruments and avionics. Contact Gary Reynolds reynoldsgg@aol.com

FREE — Fuselage jig for RV 6 CALL Ken Hill krhill325@aol.com

Aircraft Parts Now Available Locally

Mike Laurenzano reports that Indy Aero, LLC, is now stocking a growing inventory of aircraft parts. Need something in a hurry? Just drop into their shop at Mount Comfort Airport, or call 317-335-3371. You can also send them an email at maintenance@indyaero.com. Mike says that their pricing is very competitive.

Mystery Aircraft

In lieu of the Airplane Spotter we have a mystery aircraft this month. Robert Coatney from Macomb IL writes:

“Hello, I have recently acquired a Macdonald S-20/21 (?) aircraft project. The prototype S-20 (N106AB) was designed and built by Robert A. Macdonald in the early 1970’s. S-21 is the designation of plansbuilt S-20’s. I understand that the project I have was in the Indianapolis area for awhile so I am contacting the three EAA chapters in the area.

“The fuselage appears to have been fully assembled at one time, but the wings and landing gear are in various states of completion. The person I bought it from said that a previous set of wings may have been destroyed in a hangar collapse, but this is just speculation.

“I have photos of the project at <http://chainsawlove0.tripod.com/robsmotorcycletriphome/id6.html>

“I would like to find out the history of this plane. Has anyone in your chapter ever seen it?”

If you know anything about this unique piece of local aviation lore, please contact Robert at chainsawlove@hotmail.com. If you’ll copy the newsletter editor at michaelandkatie@tds.net with your information we’ll post it here in a future edition of the newsletter.

2002 Membership Roster — LAST UPDATED 1/9/03

NAME	EMAIL ADDRESS	PROJECT(S)
BACON, Roger	RogerDBacon @cs.com	Quest Air Venture
BALDWIN, Fred	dorvl@earthlink.net	2 Place Jet
BEETHAM, John	jabeetham@earthlink.net	Fokker D VII and Piper Dakota

CHAPMAN, Jeff	PoP6756@aol.com	Fly to Oshkosh 2003
CLARK , David	davecpd@iquest.net	Restoring 1946 Aeronca Chief
CRAWLEY, Dennis	crawley27@aol.com	Grumman Tiger
DAVID, Glen	propellerprecision@hotmail.com	RV6 and propeller carving
DUNAWAY, Jeff	jeff@spitfire.net	Rans S-12S
GORDON, Ginger	planecrazy13@att.net	RV3
GRIFFIN, Jim	jimg@netcapade.net	Questar Venture
GROVER, Troy	rv6grover@netzero.net	RV6
GUSTAFSON, Dale	DALEFAYE@msn.com	Piper J-4
HARRINGTON, Bill	bh101010@hotmail.com	Cessna 182
HATFIELD, Doug	Hatfielddoug@hotmail.com	-
HELTON, Dave	dhelton@iquest.net	Bubble Plane
HILL , Ken	krhill325@aol.com	RV9
LAURENZANO, Mike	mustangdue@yahoo.com	Bushby Mustang II
LeBARON, Tim	TJLebaron@CS.com	RV8, Breezy, 1946 Ercoupe
LONG, Chuck	charles.long@GM.com	Zenith 601 HDS
MATEJCEK , Glen	aerobubba@compuserve.com	RV8
MELCHIOR, Dirk	d-r-melchior@msn.com	F1 Rocket
MOSSMAN, Michael	m_mossman@novationgraphics.com	Zenair 601 HDS
POULOS, Angelo	ampoulos@inetdirect.net	Cherokee 140
REYNOLDS, Gary	reynoldsgg@aol.com	RV6A
ROEVER, Doug	dmroever@iquest.net	RV-7Tail kit
RUSH, Larry	k9hxt@msn.com	RV6A
SHULL, Kenny	PHONE 317-539-5542	Helping Others
SULLENGER, Vern	sullenger@iquest.net	RV8
TURNER, Arvel	aero451@hotmail.com	RV-9A
VITTETOW, J.C.	j_vittetow@msn.com	PA22
VOGEL, Paul	pvogel9669@aol.com	Tri Pacer
VONDERSAAR, Bob	bobandteresa78@msn.com	Steen Skybolt

Did we miss anybody? Please let us know; we'll get it updated right away.

January's meeting program

Undoubtedly the main draw in the chapter's record meeting attendance, we were treated to a "ropes down, hands-on" tour of Indianapolis auto dealer Tom Wood's hangar on the Indianapolis International Airport, where he houses his collection of rare warbirds, modern aerial hotrods and other all-around fun aircraft and projects.

Hosted by mechanic Tom McCord, the chapter and guests got to roam around the hangar to see, touch, hear and smell all Mr. Wood's collection. At most people's collections, you only get to look; we were not only allowed to touch these airplanes, they had ladders propped up so we could actually climb over them. Yes, you saw the word "smell", too; did you ever smell the leather and wood interior of a new Cessna Citation? Man, it smelled elegant. Not only was the Citation open for the admirers to climb in, but the avionics were powered up and the interior lights were on, too.

Tom Wood claims a collection of about eight flyable aircraft: a P-51 Mustang, Bearcat, T6 (actually a Navy SNJ-5), F86 jet, Lancair, the Citation, and a Beechcraft Bonanza. Nestled in between the T6 and the Lancair is a Pitts in various stages of repair, plus wings and all kinds of parts lining the walls.

Although Wood started his collection in the late sixties with his acquisition of the Mustang, he owned airplanes before then. As he has had the Mustang the longest, it remains the old faithful of the group. The Bearcat, purchased about four years ago, is a "new toy." McCord's favorite would be a "tossup between the Mustang and the Bearcat."

His warbirds were bought in restored condition, but the Lancair was a kit. All four warbirds have been first-place prize winners for their categories at Oshkosh or other shows at one time or another.

All of the aircraft are flown on a regular basis. The Mustang and Bearcat log about 50 to 60 hours each per year; the Citation gets about 150. The F86 is fired up for much fewer hours (probably due to its high fuel burn). Mr. Wood flies them all, as do his chief pilot and head mechanic, Duane Carroll and Wayne Hershman.

The aircraft are kept in a ready-to-fly status, prepared all winter for the coming airshows in the spring and summer. Asked how long it takes to get them ready for a show, McCord commented that the Sabre takes a long time to polish after a winter in the hangar. Even though the airshow schedules are known in well in advance, any of the aircraft could be flown to an event at the drop of a hat.

Wood's crew is prepared to do nearly any work required on the airplanes, although the Citation still has some of its work done under warranty. McCord also added that the Mustang engine is sent out for overhauling, too.

McCord says that of all of these airplanes, it can be pretty tough to work on the Lancair's engine, due to the tightness of the cowling. Hard to believe because of its size, but it's pretty cramped working on the interior and panel of the Bearcat, too. He says that they get their parts "anywhere you can find them," which he claims isn't too difficult. Evidently, the people who own and maintain warbirds know each other and their sources very well.

Mr. Wood keeps the Citation to visit some of his other dealerships, although it is mostly used for family traveling. His son was in the Thunderbirds, and the Citation makes it easy to get to his shows. The aviation part of his empire is separate from the auto dealership side, so the crew doesn't try to keep track of the dealerships.

McCord has no idea of the value of the collection, as he is there to work on the planes, not negotiate their purchase or sale. Although he has been there full time for just the last three-and-a-half years, he has witnessed the acquisition of nearly all of them. He says "I've worked here since I was a little kid," cleaning up and running errands. (Editor's comment: I don't recall having nearly as much fun on my paper route.)

Wood hasn't disclosed his plans for the collection, so the crew never knows if a plane will be sold from under them, or a "new" one added. When asked if he thought Wood might sell one of them he quickly disclosed "I hope not!"

As expensive and rare as some of these airplanes are, Wood generously allows many organizations to tour his hangar and view the collection. McCord testifies that they host many school tours in the spring, plus open up for for the EAA chapters and other interested groups. He appreciates the many people who come to the airshows, and enjoys all of the folks who take a moment to say hello and admire their passion for keeping aviation history alive.