

CHAPTER



1311

Hendricks County
EAA Chapter 1311
Avon/Danville, Indiana
Monthly Newsletter • May 2009

EAA Chapter 1311 meets the first Wednesday of every month. Next meeting date and location on page 7.

From the Chapter President

By Dale "Gus" Gustafson

I'll start off by saying that not much is coming to mind to write about this month. During the last ten days I have been to three different EAA area meetings and the attendance has been between 18 to 20 at each meeting. This seems to be lower than normal and I am wondering why. I know the economy is bad right now but I think there is more to it than that. Do any of you have any answers, ideas or suggestions that could be of help? My brain (what's left of it) is about worn out trying to find answers.

Good flying weather is on the way according to the calendar, but Mother Nature is still having her say. Over the years I've been to Oshkosh work parties in May when "ALASKAN FLUFF" was coming down and long johns were necessary. The oil companies are doing their tricks again and their prices are now going up, up and away! That will again restrict many things we would like to do.

Just out in the news is the NTSB hearing that is to be held regarding the commuter plane crash in BUF last February. The news media is already hanging the pilot and commenting about his "busted" check rides early on in his flying career. Nothing is being said about successfully passing his last six check rides that would have been with Colgan Air. No pilot is "superman" and I doubt that there is anyone that can say that they have never had a blemish on their flight check record over the years. It now takes five hours to do a private pilot flight test! Preflight one hour, 2 hours actual flight and 1 to 2 hours debriefing. Things have changed and I don't think for the better.

For the next several months, forget your diet and either fly or drive to the pancake breakfasts being held around the general area. A good change of pace. A small bit of advice; don't make any "u turns" on interstates. Too many unmarked patrol cars around.

Drive and fly safe.

Gus

May's meeting

May's meeting was held May 6, 2009, 6:30 p.m., in the Operations Building at Hendricks County Airport, and chaired by Chapter President Dale Gustafson.

In Attendance: Bob Braaf, Jim Buise, John Broyles, Dave Clark, Mark Eminger, Dale Gustafson, Doug Hatfield, Dave Helton, Jim Lewis, Doug Moncreiff, Michael Mossman, Rick Princell, Gary Reynolds, Mark Rinehart, Dave Stucker, Vern Sullenger, Paul Vogel and Steve Weathers. If you were there but we didn't record it, let us know.

Guests: None recorded.

President's Remarks: John Beetham was one of the six people honored by EAA as a director emeritus. Four, including Beetham, were unable to attend the ceremony. Gus wanted to bring him to Oshkosh but he is unable to travel. He has a bad left hip and uses a cane to get around; cortisone shots have not helped. His doctor is not sure if a hip replacement would work. Beetham was a president of Allison's Aviation Division and was a past treasurer of the EAA. He also was an air force pilot. At the Chapter 67 meeting, they reminded members that Obama is coming to Notre Dame, then down to Indianapolis for fundraisers. Beware of any TFRs in place. Watch out that you don't get caught away from the field on May 22 and can't get back in due to the TFR. You can also expect more TFRs around Chicago as he comes and goes.

Vice President's Remarks: The TSA is starting to get goofy about security. Had someone from TSA must need and ID. Anywhere inside the hangar or fence. Thinks it's about keeping jobs more than anything else. Dave Clark says that we need to find out what the TSA is proposing before we react. The TSA claims that it does not need to follow "Notice of Proposed Rulemaking" before establishing any new rules; this is being debated.

New Business: Mark Eminger says that the chapter fly-out breakfast is also a drive-out. It will be on June 27, from 8-11 a.m., at Pam's Place, 78I. The Ford Tri-Motor's visit has been moved to Indianapolis Metro Airport for May 26, 27 and 28. It will also be at Columbus on Thursday for rides.

Tool Box Report: Gary Reynolds needs to do a tool inventory and get them ready for students to use them the next semester.

EAA Work Party Report: Dave Clark says that two work parties are left, one for May 15-16-17 and another for June 12-13-14. The VAA built a large 75 x 100 Vintage Aircraft hangar, and will need assistance with finishing the electrical, HVAC and other systems.

Young Eagles Report: Young Eagles rally at Mount Comfort Airport on June 20; volunteers needed. See story this newsletter. Also, Dale Gustafson reports that the FAA and EAA have an agreement that inspectors will not do

spot checks and inspections at Young Eagles events. There is still the possibility that a maverick inspector out there will come out.

Treasurer's Report: Vern Sullenger reports the chapter has \$2,163.60 in its coffers.

50/50 Drawing: Jim Lewis won \$15 and donated his winnings to the chapter.

Program: Doug Moncreiff let a discussion on attending AirVenture as a group. See story later in this newsletter.

Welcome New Members

We have had many guests over the past few months and many people have expressed an interest in our organization. Look around and see if you have any friends, family members or acquaintance that are interested in aviation. Take the time to invite them as a guest to the next meeting. If you see somebody new, introduce yourself, welcome him or her, and invite them to sign up.

To get a downloadable PDF membership application see http://www.eaa1311.org/PDF_files/membership_application.pdf

Dues are Due!

Once again it's time for Chapter 1311 members to ante up with dues. The chapter's board of directors again set the 2009 dues at \$15 to help meet the chapter's on-going expenses. Since we don't have any chapter fund raising events, we need to pay our EAA assessments, insurance, web site maintenance, and other internal expenses with what we raise from dues.

Please send your \$15 dues to the treasurer: Vern Sullenger, 1763 Ramsey Lane, Plainfield IN 46168, or give it to Vern at the next meeting. Make your check out to EAA Chapter 1311.

Ask Your Tech Counselor

Fuel Line Sizing

By Pete Dougherty, TC #5337

Sizing fuel lines for small aircraft is a subject that is hard to give a standard answer to that will apply to every project. Most of the time fuel line requirements should already be figured out for you by the designer of the aircraft. What I have seen in the field is that generally, if the engine is rated at, say 50 h.p. it would have 1/4" fuel lines. If it was 65-180 h.p. it would usually have 3/8" fuel lines, and so on. Again, these are general number and what you really need to know is that there going to be enough volume of fuel delivered to the carburetor at the right pressure. The following are some FAR Part 23 guidelines for certificated aircraft that may be helpful for the homebuilder as a guideline.

The size of the fuel lines in a typical single engine light aircraft are determined by the fuel consumption rate of the engine. The lines in a gravity feed system need to be large enough to supply at least 150% of the fuel consumption of the engine at full power. A pressurized fuel system (i.e., a system using fuel pumps) needs to be able to supply at least 125% of the fuel consumption at full power (AC 90-89A page 23)(14 CFR 23.955). The formula for fuel flow rate in a gravity feed system is $.55 \times \text{engine horsepower} \times 1.50 = \text{pounds of fuel per hour divided by 60 to get pounds per minutes divided by 6 to get gallons per minute}$. In a pressurized system simply substitute 1.25 for 1.50.

The line size will vary per installation depending on a number of factors including how high the fuel tank is above the carburetor inlet and what kind of restrictions are in the line (filters, screens, valves, sharp bends in the lines, etc.). generally, if the flow is not high enough the line size needs to be larger, but if the pressure is not high enough either height of the fuel tank of the carburetor needs to increase, or a fuel pump needs to be added to the system.

AC 90-89A is available here:

[http://rgl.faa.gov/Regulatory_and_GuidanceLibrary/rgAdvisoryCircular.nsf/0/d08fa9393154b63682569ba006f6d7/\\$FILE?ATTLMVEO/AC90-89A.pdf](http://rgl.faa.gov/Regulatory_and_GuidanceLibrary/rgAdvisoryCircular.nsf/0/d08fa9393154b63682569ba006f6d7/$FILE?ATTLMVEO/AC90-89A.pdf)

All new and old Advisory Circulars are available here:

http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/MainFrame?OpenFrameSet

From EAA Safety Wire, April 2009

First Hints for Homebuilders DVD Available

By Charlie Becker, Director of Member Programs

Please let your fellow builders know that our first DVD version of our Hints for Homebuilders videos, Sheet Metal Vol. 1, is now available. These online videos have been a resounding hit and we have had a number of requests from people with slow or no high speed internet service for a downloadable version of the Hints. To address this request, we created a DVD version of our Sheet Metal Hints for Homebuilders. This eliminates the need for a high-speed connection and allows you to watch the video in the comfort of your living room on a bigger screen. I must say that watching it on the big screen was so much better than watching it on my small computer monitor. The price is \$14.95 but if you order before August 2, 2009, members will receive an introductory price of only \$9.95. Our hope is that this DVD will be popular enough that we can offer additional Hints DVDs on other building topics. To order a copy, call 1-800-843-3612. The product code is F15604.

From EAA Safety Wire, April 2009

Chapter Fly-Out Breakfast Planned

Chapter 1311's first fly-out breakfast for 2009 will be on Saturday, June 27 at Pam's Place (781), a small aviation community airport about three miles southwest of Eminence in Morgan County. Mark and Tina Eminger will be hosting the 8-11 a.m. breakfast to chapter members and their guests. This will be a "rain or shine" event; if it rains, come out for breakfast and camaraderie, and check out Mark and Tina's Christavia Mk1 project.

Pam's Place has a 4,000-foot grass runway with clear approach and departures at both ends; estimated field elevation is 795 MSL. Communicate on 122.9. If you plan on flying in, enter 39 degrees, 30 minutes 2.7 seconds north and 86 degrees, 41 minutes 24.7 seconds west into your GPS. No GPS? It's about 9.8 nm 144 degrees south of Putnam Co. Airport ("Greencastle" 417), or 10.3 NM 254 degrees west of Pegasus Farms, where we had our fall fly-out. Aircraft parking will be available. Note that there is no fuel available on the field.

Driving directions from Indianapolis:

Take I-70 west about 22 miles from I-465

Take Exit 51 at CR 1100 W (Little Point Road), go south (left turn), about a half mile

Take SR-42 West (right turn). Follow SR 42 for eight miles, there will be multiple 90-degree turns

Continue on SR 42 through the town of Eminence

Turn right (north) on Rhodes Road (new hangar at the end of the grass runway)

Turn left onto Airport Road (Pam's Place Airport)

Drive to 5098 N. Flyer's Row. They're the only new house in the area, straight ahead.

If you would like to come, please RSVP Mark and Tina so they know how much food to prepare. Call 765-528-2146 (home phone) 317-31-0285 (Mark's cell phone) or 317-331-0235 (Tina's cell phone). You may also RSVP by email at tjemee@yahoo.com

EAA Opinion On TSA Directive

**By Steve Buss
Manager, EAA Chapters**

I am writing today to share with you the latest information on the controversial TSA Security Directive (1542-08F). The directive, which has a June 1 implementation date, applies to airports where general aviation operations coexist with scheduled airline service, even where the airline service is minimal.

Details of this TSA directive started coming to light late last year, as airport officials began advising airport users to prepare for security changes. Since then, EAA has

partnered with AOPA, NBAA, GAMA and others to voice concern and raise awareness on The Hill.

We believe the measures are unnecessary, don't enhance national security, are costly, impractical, and threaten general aviation activity.

We all have objected to the way TSA is handling this situation. TSA packaged the new requirements as a security directive (think of it as a secret internal memo) to airport managers instead of allowing public input and comment.

Because of this secretive approach, we don't have all the details of the program. However, enough of the pieces have come together and we have a feel for the major provisions. If adopted in full by the beginning of next month, the directive would:

- apply only to airports that have commercial airline service, even those with minimal airline operations and those where commercial and general aviation operations are already well-segregated;
- institute background checks and require I.D. badges for all aircraft operators, passengers and related personnel based at these airports, including general aviation airport users;
- require anyone who does not have an airport-issued I.D. to have an authorized escort, even at airports that are sparsely staffed; and
- leave specific implementation methods and details to each respective airport, resulting in a lack of standardization of airport-security policies, procedures, and protocols.

EAA government affairs representatives continue to press the aviation community's concerns with the TSA, with Department of Homeland Security Secretary Napolitano, and with key legislative contacts in influential Capitol Hill committees.

Our objections to the directive include:

- It's redundant. FAA already has extensive information of general aviation aircraft owners and operators.
- It's inflexible. The major directive requirements apply similar requirements at small, remote airports and much busier, high-traffic airports, even though the security needs are likely very different. It appears that the directive would also treat the security sensitivity of different areas of the airport uniformly, even though these areas may have quite different security considerations.
- Its required practices are not standardized. Whereas the major requirements discussed above are too inflexible, at the other end of the spectrum the details regarding how to implement these provisions are at the discretion of each individual airport. The burden will lie with owners and operators to track the differences. (TSA indicates, however, that the background checks and badge requirements would not apply to transient aircraft.)

Our goal is to convince the TSA to explore alternatives that would address their objectives without suppressing general aviation activity and your access to general aviation airports.

We have provided this information to keep you and your fellow Chapter members informed on this issue. EAA,

along with other aviation groups, continue to work to preserve airport access and the future of general aviation.

If you or your members have additional questions about this issue or other government-related issues facing aviation, please visit our web site at <http://www.eaa.org/govt>.

Hitting the Fly-In Circuit

By Michael Mossman

After a long, cold winter, fly-in season is finally here! This season opened with a good one, a pancake breakfast at Purdue Airport on April 18. I headed out to the 614 that morning to see if anyone was going. I got there a bit late, as all who planned on going were already warming up their engines or in the air. I'd have to fly over on my own.

That Saturday was a beautiful day; very few clouds with a high ceiling, and the air was pretty smooth. Purdue is just a short flight from my home base, not even far enough to count as a cross country, so there wasn't much to do but check for TRFs and keep the plane upright.

Getting into Purdue was another matter. It's in controlled airspace, and the controllers all seem to be students. There was a constant stream of aircraft trying to get in. Even more, Purdue has a flight school, and it seemed like every airplane they had was trying to get in or out of the pattern. It was busy, busy, and the controller had his hands full. I even heard one pilot say that it was tougher than getting into Oshkosh. Yeah, it was full. The controller ordered a go-around when I was but a few feet from the runway when the aircraft in front of me hadn't completely cleared the runway.

Ground control directed me to the parking area. There had to be at least 50 airplanes on that crowded ramp. Some of by Boone County buddies arrived just minutes before me and were directed to the back of the ramp. The line people flagged me to the front — a real ego boost. I wished for a moment that I had washed my plane because everyone was going to see the effects of the winter on it. At least they would know that it is for flying, not a hangar queen.

Purdue had a small marching band outside playing beside the hangar. I must admit it was the first time I heard a marching band playing "Crazy Train." Somehow that didn't fit in my concept of a marching band's repertoire. There were pretty good, though, and it's nice to see other campus groups come out to participate in a fly-in.

All kinds of airplanes came to the fly-in. There were Cubs and Chiefs, Cessna 172s, homebuilts, even a Cessna amphibian. The big attraction was a F-18 out on the ramp. It's hard to believe that huge Navy fighter flies off of short aircraft carrier decks.

The breakfast was sponsored to benefit the Purdue flying club, so almost everyone out there was a student, working the ramp, cooking and serving, etc. By the time I got to the line, the wait was very long, and it wasn't

moving. One of the serving volunteers told me that they ran out of food and had to buy more mix and sausages; they didn't realize the crowd would be that big. I told her that of course it would be big; this was the first fly-in of the year. It's been a long winter and we are all hungry for some airport food!

The wait wasn't unbearable but it was still worth it. Their pancakes were nicely golden and the sausages were well done. I added some juice but most people went for the coffee.

After visiting with some friends in the hangar "cafeteria" I headed out to the plane, as I had some chores to do at home. My quick departure was not to be; there was a cub scout troop circling my airplane. I opened up the canopy and let them take a look inside, then spent some time talking to them about homebuilding and airplane and answering questions. This kind of attention really makes owning a homebuilt worth while.

After the scouts had dispersed, I called ground control to get permission to make a short cut around the north end of the field to the runway. I switched frequencies to the tower, was cleared to depart and made the short, uneventful flight home. Another fly-in season off to a successful start.

NTSB Action Prompts Many To Respond

By Michael Mossman

It all started simple enough: Chuck Long send me an email with a link to the NTSB letter asking that the FAA ground all of the Zodiac 601 XL aircraft due to a series of fatal accidents. Chuck and I had talked often about this issue before, as we both had built Zodiac 601 HDS aircraft. Our airplanes had very parts in common with the XL models. A lot of builders were attracted to the newer XL model because of the higher gross weight and lower stall speed kept the aircraft in the sport pilot category. He believed that our HDS aircraft were built stronger for higher plus and minus Gs, and had much better control harmony.

I sent the link to a friend in Australia who was contemplating a XL project but recently switched to a Jabiru because the Australian government grounded the fleet due to the fatal accidents. We also sent the email to a Chapter 1311 member who is in the early stages of building a 601 XL. I didn't think there would be much activity on this issue as there aren't a lot of Zodiacs flying, nor is there a lot of wide-spread interest in them

What I didn't anticipate where how many emails and phone calls about this proposed grounding. About an hour after I read Chuck's email I got an additional email on the subject. One of the guys at my home field had read it and was concerned that my airplane might be grounded — or worse — break apart in the air. Since this second email when to my home address I had a heightened priority to respond because Katie forwarded it to me. She was worried that it would affect my airplane, too. My email

explained that the wing spar structures were different in the two 601 models, and the aileron hinges were different, too, resulting in greatly different flutter potential. Besides, the proposed grounding should affect only the factory-built SLA models, not the experimentals.

Later that day I got a couple more emails about the NTSB recommendation. Since the subject was fresh on my mind I sent these guys the same information I wrote before and assured them that there was nothing to worry about. But the next day I got more, and also had several other people ask me about it when I stopped in at the airport. I was starting to get annoyed about it; after all, my airplane wasn't the model under attack and I already addressed the issue. But these folks, and the ones who took the time to call me on the phone to alert me, weren't there to grill me, and they weren't just being nosy; there were interested in my well-being.

It really hit me when Mike Laurenzano called me up one evening; there were a lot of people watching my back. The aviation community is fairly small, and everyone seems to know each other and what they are flying. We know each others' aircraft and their flying habits. We know who is rated, who takes un-warranted chances, who is fair weather only, who likes to show off, who has been busted by the FAA, who really knows his stuff and who knows his limitations. We talk about those who regularly violate the FARs and those who don't keep their aircraft or flying skills up to snuff. I've seen friends and people I didn't know confront pilots for unsafe behavior, such as cutting others off during a take-off or landing, and for buzzing houses, etc. Usually, one person will take action but others will simply nod their heads in passive agreement. This was the first time that I had noticed a bunch of people individually take the lead on what they believed was a safety of flight issue. After I while I really felt honored that so many people were concerned for my well being.

The aviation community is relatively small; it seems like everybody knows everybody. Most of us know what the rest are flying. It's really great that our little aviation community is standing together and looking out for each other. We can't afford to lose anyone. That's why I was touched when I kept getting phone calls and emails. I have a lot of friends looking out for me. I hope that these same friends are watching out for you. I sure will.

VAA Work Parties Looking For Volunteers

From Vintage Airplane magazine

The new VAA Vintage Hangar is up, and now it is time for us to install the interior offices, reconnect the water supply, and install electrical service to the other buildings in the VAA Red Bard area. There is much to do before AirVenture 2009, and we sure could benefit from your skills, talents and help. If you have any background in rough construction, finish work, electrical, plumbing, HVAC, or if you would make a good supervisor, please

come up and help us during any of our work weekends. Come for one day or all three days — it's up to you. All we ask is that you check in with us via email before you arrive so we can plan our work and resources.

We have living accommodations for volunteers, and we will have great evening meals supplied by chefs Steve Nesse (your regular host at VAA's Tall Pines Café) and Bob Lumley. We will also supply lunch. Please let Archie James know (afjamesn46p@comcast.net) if and when you are coming so we can make arrangements for food and lodging.

Please bring tools — hammers, drills, tape measures, etc.

The work weekends are as follows:

May 15, 16, 17 — Finish the electrical to the office spaces, start the electrical to the exhibition area of the new hangar, install paneling, and connect the water and drainage.

June 12, 13, 14 — Finish the cabinets in the Volunteer Center, finish the trim to the other offices, connect the outside electrical, and finish whatever else needs to be done.

July 23, 24, 25 — Setup and cleanup before EAA AirVenture Oshkosh 2009.

See you there!

Mike Blomback, michael846@aol.com

Archie James, afjamesn46p@comcast.net

Bob Brauer, photopilot@aol.com

Editor's note: *Dave Clark is representing EAA Chapter 1311 with the work parties and invites all members to participate. If you would like to join Dave at an Oshkosh work party this year, contact him at 317-839-4500 or davecpd@att.net.*

Little Known Facts From WW-II

This is from history buff Col. D.G. Swinford, USMC, Ret. You have to dig deep for facts like these:

1. The first German serviceman killed in WW-II was killed by the Japanese (China, 1937), the first American killed was killed by the Russians (Finland, 1940); the highest ranking American killed was Lt. Gen. Lesley McNair, killed by the U.S. Army Air Corps. So much for allies.

2. The youngest U.S. serviceman was 12-year-old Calvin Graham, USN. He was wounded and given a Dishonorable Discharge for lying about his age. His benefits were later restored by an act of Congress.

3. At the time of Pearl Harbor, the top U.S. Navy command was called CINCUS (pronounced "sink us"), the shoulder patch of the U.S. Army's 45th Infantry division was the Swastika, and Hitler's private train was named "Amerika." All three were soon changed for PR purposes.

4. More U.S. servicemen died in the Air Corps than the Marine Corps. While completing the required 30 missions, your chance of being killed was 71%.

5. Generally speaking, there was no such thing as an average fighter pilot. You were either an ace or a target. For instance, Japanese Ace Hiro Yoshi Nishizawa shot down over 80 planes. He died while a passenger on a cargo plane.

6. It was a common practice on fighter planes to load every fifth round with a tracer round to aid in aiming. This was a mistake. Tracers had different ballistics at long range; if your tracers were hitting the target 80% of the time your rounds were missing. Worse yet, tracers instantly told your enemy he was under fire and from which direction. Worst of all was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo. This was definitely not something you wanted to tell the enemy. Units that stopped using tracers saw their success rate nearly double and their loss rate go way down.

7. German Me-262 bombers were capable of bombing New York City (one way) but they decided it wasn't worth the effort.

8. German submarine U-120 was sunk by a malfunctioning toilet.

9. Among the first "Germans" captured at Normandy were several Koreans. They had been forced to fight for the Japanese Army until they were captured by the Russians, and forced to fight for the Russian Army until they were captured by the Germans, and forced to fight for the German Army until they were captured by the U.S. Army.

Saving the best for last:

10. Following a massive naval bombardment, 35,000 United States and Canadian troops stormed ashore at Kiska, in the Aleutian Islands. 21 troops were killed in the assault. It would have been worse if there had been any Japanese on the island.

From Midwest Antique Airplane Club magazine

Chapter 1311 Builders' Resource Directory

Doug Moncreiff comes up with yet another local source for homebuilders' parts. MIA/Prime Parts, located at 5736 N. Michigan Road in Indianapolis, has all kinds of "uncertified" electrical items. The manager, Oren Hudson, will put send stuff via UPS, USPS or whatever to get it delivered. Their hours are 8 a.m. to 5:30 Monday through Friday. Contact them at 317-257-6811 or oren@primeparts.net. Visit them online at <http://www.primeparts.net>.

Start thinking of the places where you locally buy for AN hardware, sheet metal, paint, tools and other items. We'll need an address, phone number and web site, if they have one. Be sure to let us know if you would recommend them to others or not. The idea here is that members should be able to look to suppliers that you trust and would continue to do business with. Please forward your ideas and

recommendations to Michael Mossman at michaelandkatie1@comcast.net

Check out our online directory at <http://www.eaa1311.org>. Click on the link "Homebuilder's Resources" on the left. Note that all resources listed are merely suggestions; as a chapter we do not endorse any of them. Our recommendation: "Caveat Emptor" (let the buyer beware).

Boone County Airport News

New aircraft based at the airport: On May 9, the father and son partnership of Jim and Jimmy Laser brought a Cherokee 180 from Meigs Field in Chicago and moved it to Boone County Airport. Both are starting their primary flight training.

Hangar Space: All hangars are now rented. The club will post a waiting list for available hangars and will consider building new ones to accommodate new members. Anyone desiring to base an aircraft at the airport or use the maintenance hangar will be required to join the association. For more information contact Michael Mossman, association secretary, or see the website <http://www.booneairport.org>.

Young Eagles News

Mount Comfort Airport (MQJ) and Indy Aero are planning a day-long airport open house on Saturday, June 20, from 9 a., to 1 p.m. They will be holding a Young Eagles Rally concurrent with the open house and are looking for volunteer pilots and ground crew.

The event is heavily advertised and will be promoted at the Indianapolis Air Show on June 6 and 7. In the past years more than 200 kids have flown during the event, and this is expected to be even larger.

Pilots, planes and ground crew need to be there by 8:30, with the first flights departing promptly at 9 a.m. Some families will either pre-register or be there early. Registration will be closed at 1 p.m. but all registered Young Eagles will fly. In the past they have gone as late as 2 p.m. to get them all in.

During the event, ground crews will manage the flow of kids to and from the planes. There will be coffee, bottled water and donuts for everyone helping, and Indy Aero has offered a \$1 per gallon discount on fuel to participating pilots.

Assistance is needed during the entire four-hour period. Any time you can offer is greatly appreciated. To volunteer, or for more information, contact Jack Morton at 317-326-8108 or email at morton@hrtc.net

EAA Young Eagles Update: By newsletter publication date more than 1,454,851 Young Eagles have taken their first airplane ride.

Calendar of Events

Chapter 1311 will try to list the aviation-related events in Indiana and surrounding states, plus the major events across the country. Do you know of an event that isn't listed? Please inform the newsletter editor to get it included.

June 5-7 — Indy Air Show, Mount Comfort Airport (MQY), Indianapolis IN. Featured performers: U.S. Navy Blue Angels and many others. For more information see <http://www.indyairshow.com>

June 12-14 — Golden West Regional Fly-In, Yuba County Airport (MYV), Marysville CA. For more information see <http://www.goldenwestflyin.org>

May 30-31 — Virginia Regional Festival of Flight, Suffolk Executive Airport (SFQ), Suffolk VA, <http://www.virginiaflyin.org>

June 27 — Midwestern Taildragger Rendezvous, Post Air Airport, Indianapolis, Breakfast and lunch 8:30 — 2, 1215 S. Franklin Road.

July 8-12 — Arlington Fly-In, Arlington Municipal Airport (AWO), Arlington WA. For more information see <http://www.nweaa.org>

July 27 — EAA AirVenture Oshkosh, Wittman Regional Airport (OSH), Oshkosh WI. For more information see <http://www.airventure.org>

September 12-13 — Mid-Eastern Regional Fly-In, Grimes Field Airport (I74), Urbana OH. For more information see <http://www.merfi.info>

September 26 — Wood, Fabric and Tailwheels fly-in, Lee Bottom Field, (64I) Hanover IN. For more information see <http://www.leebottom.com>

For details on EAA Chapter fly-ins and other local aviation events, visit <http://www.eaa.org/events>

Next Meeting

The next meeting will be on Wednesday, June 3, 2009, 6:30 p.m., in the Operations Building at Hendricks County Airport, Danville IL. **Program:** TBA

Directions from Indianapolis:

Take U.S. 36 (Rockville Road) west past Avon. Turn left (south) on CR 300 E (84 Lumber is on the SW) corner of the intersection. At about 1/2 mile turn right (west) into the airport. The operations building is straight back from the road.

On the Radar:

June 3, 2009 — Project Visit: Harpoon Tour by Glen Matejcek

July 1, 2009 — Project visit: Paul Vogel's Sonex

August 5, 2009 — Oshkosh Report and other unbelievable stories

September 2, 2009 — TBA

October 7, 2009 — TBA

November 4, 2009 — TBA

December 2, 2009 — TBA (date tentative)

January 6, 2010 — TBA

Classified Ads

AIRCRAFT FOR SALE: Harmening High Flyer's Powered Parachute (owner deceased). Two place. 5 hours total time, 503 Rotax engine, includes skis, price negotiable based on fair market value appraisal. Chuck Long 317-417-1604 LoneEagleHDS@aol.com

BALCONY FOR SALE: Hangar balcony at 2R2 for immediate sale, \$300, price includes moving to local site. Dave Clark 317-839-4500 davecpd@att.net

AIRCRAFT PROJECT FOR SALE: Nearly complete Fisher Skeeter, ready to cover and assemble. Includes engine and propeller. Debbie Sullivan, 270-293-3515 or 270-759-9451.

ENGINE PARTS FOR SALE: Hartzell 69-inch constant-speed propeller, Woodward prop governor, plus parts for one additional propeller (from Lycoming 320 B3B); aluminum spinner for prop above; oil sump for Lycoming B3B (yellow tag) with intake tubes and new rubber hoses; oil sump for Lycoming O-290, oil sump for Lycoming O-235. Chuck Leucht 765-481-9661 charlesleucht@sbcglobal.net

AIRCRAFT FOR SALE: Cessna 170A, Imron paint, 1-piece windshield, slide out pull handles, new headliner, door panels, baggage compartment, floor panels, firewall panel. King KLX 135 GPS/com, KT76A, XPDR, Sigtronics 4-place intercom, single channel EGT, vernier throttle and mixture, many new engine parts. AC TT 4465.88, ESMOH 559.22, ESTOH 506.3. Ernie Winters 317-996-3696 pr 317-727-6504, flywithwingsaseagles@yahoo.com

AIRCRAFT FOR SALE: 1946 Stinson 108, new paint, new tires and tubes, fresh annual, 1 radio and transponder, 1753 hours TT, 253 hours SMOH on engine, 73 hours SOH on prop, \$30,000 OBO. Don Roberts 317-445-3229

AIRCRAFT KIT FOR SALE: Sonex kit #115. Have everything but the skins. Kit not started so it could be either a tri-gear or taildragger. \$8,000. Contact Fred Baldwin 317-354-6200 (cell phone), bladexz2@comcast.net

WANTED TO BUY: Used Rotax 912, Jabiru 2200 or Rotax 582 engine. Contact Mark Rinehart 317-745-2466, capl_riney@yahoo.com.

FOR SALE: Piper jumper cables in excellent condition (round plug type), \$50 or make offer. Portable intercom, \$20. Contact Larry Rush k9hxt@sbcglobal.net or 272-2153

WANTED TO BUY: Used 4-foot brake and 4-foot shear. Contact Troy Grover, 317-919-6594 (cell phone), rv6grover@sbcglobal.net

AIRCRAFT FOR SALE: One-third interest in an RV-7A. Fully equipped for IFR, including autopilot and extended range tanks. Based at Eagle Creek Airport. \$35,000. Contact Vern Sullenger at sullenger@iquest.net, cell phone 317-695-7929.

Quote of the Month

"When the weight of the paper equals the weight of the airplane, only then you can go flying." Donald Douglas, referring to the design and certification paperwork for a new aircraft.

Editorial Section

If you have an opinion on any story that appears in the newsletter, or any other aviation-related issue, we want to read about it. We will make editorial space available for your responsible comment. Please contact the newsletter editor at 1-765-483-9533 or send it as an email to michaelandkatie1@comcast.net.

Support Our Servicemen

Be sure let the newsletter editor know if any of our members or their families has someone in the service,

especially if they have been called up for active duty. We'd like to recognize them and thank them for representing us so honorably.

SERVICEMAN UPDATE NEEDED: In December of 2002 Jim Griffin joined Chapter 1311. Shortly before the war with Iraq started Jim signed back up as a Major with the Marines and has been serving in Iraq. If anyone knows how to contact Jim, or knows of his whereabouts or of any way to track him down, please contact the newsletter editor at michaelandkatie1@comcast.net.

Newsletter Publication Schedule

EAA Chapter 1311's newsletter is published by email notice on the 15th of each month, with a PDF version available on the chapter web site around the 20th.

Newsletter contributors: Please email your material to the newsletter editor by the 14th of the month.

Get back editions of the newsletter at <http://www.eaa1311.org>. Click on the link "Newsletters" at the left then click the link for the edition that you want.

Chapter 1311 Board of Directors

President: Dale "Gus" Gustafson, 1-317-293-4430,
dalefaye@msn.com

Vice President: Doug Hatfield, 317-745-6691,
hatfielddoug@hotmail.com

Secretary: Michael Mossman, 1-765-483-9533,
michaelandkatie1@comcast.net

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sullenger@iquest.net

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Director: Mark Eminger, 765-528-2146,
tjemee@yahoo.com

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davehelton@heltonssoc.com

Director: Chuck Long, 317-892-3146,
LoneEagleHDS@aol.com

Director: Doug Moncreiff, 317-280-1621,
cdmoncreiff@sbcglobal.net

Director: Gary Reynolds, 317-745-6223, n98gr@att.net

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p_vogel@sbcglobal.net

Newsletter editor: Michael Mossman, 1-765-483-9533,
michaelandkatie1@comcast.net

2009 Membership Roster

Current as of April 20, 2009

BERG, Paul

ppberg@bluemarble.net

RV-8

BRAAF, Bob	bbraaf@msn.com	Cessna 210-5
BUDNY, Skip	skbudny@tds.net	Mini 500 helicopter
BUIST, Jim	jimbuiat@yahoo.com	—
BYRUM, Jon	bjbyrum@byrumarchitects.net	RV-7A
CHAPMAN, Jeff	PoP6756@aol.com	Piper Tri-Pacer
CHAPMAN, Tom	chapman.t@comcast.net	1957 Cessna 172
CLARK, David	davecpd@att.net	1946 Aeronca Chief
CRAWLEY, Dennis	Crawley27@comcast.net	Grumman Tiger
EMINGER, Mark	tjemee@yahoo.com	Christavia Mk1
GRIFFIN, Jim	jimg@netcapade.net	Questar Venture
GROVER, Troy	rv6grover@sbcglobal.net	RV-10
GUSTAFSON, Dale	DALEFAYE@msn.com	Piper J-4
HATFIELD, Doug	hatfielddoug@hotmail.com	Zenair 640
HENDERSON, Robert	robert_10215@msn.com	Christavia MK2
HOWARD, Bob	rhoard@comcast.net	Looking at LSA
KOPESCHKA, Dave	iedvk@iquest.net	Little Wing Autogyro
KOPESCHKA, Steve	stephen.j.kopeschka@rolls-royce.com	Little Wing Autogyro
LAURENZANO, Mike	mikelaurenzано@yahoo.com	RANS S-19
LeBARON, Tim	tjlebaron@sbcglobal.net	RV-4, Ercoupe
LEUCHT, Chuck	charlesleucht@sbcglobal.net	RV-9A
LONG, Chuck	charles.long@allisontransmission.com	Zenair 601 HDS
MACKENZIE, Mark	treetopflyer2506@yahoo.com	RV-4
MELCHIOR, Dirk	d-r-melchior@msn.com	F1 Rocket
MONCREIFF, Doug	cdmoncreiff@sbcglobal.net	JDT Hi-Max
MOSSMAN, Michael	michaelandkatie1@comcast.net	Zenair 601 HDS
PRINCELL, Rick	GRPContracting@comcast.net	GP-4
RAHM, Kenneth	riptide757@aol.com	—
REYNOLDS, Gary	n98gr@att.net	RV-6A
RINEHART, Mark	capt_riney@yahoo.com	Kolb Mark III Classic
RUBERSON, Bryan	bruberson@aol.com	Aeronca Chief
RULEY, Paul	pbrmgr@comcast.net	RV-7A
SNYDER, Jim	jim.snyder1@comcast.net	Cherokee 180
STUCKER, David	DEStucker@TDS.net	—
SULLENGER, Vern	sullenger@iquest.net	Cherokee 140, RV-7A
VOGEL, Paul	p_vogel@sbcglobal.net	Sonex
VONDERSAAR, Bob	rvondersaar@austin.rr.com	Steen Skybolt
VONDERSAAR, Teresa	tvondersaar@ausin.rr.com	Steen Skybolt
WININGS, Jim	winingsj@aol.com	Rocket

See our chapter roster online at

<http://www.eaa1311.org/memberroster.html>

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

Membership Roster Updates Needed

If you changed your email address or internet service provider, please be sure to let the newsletter editor know of the new address. If you know of a chapter member who's changed their email address or is no longer getting the newsletter, please let us know. Contact the newsletter editor at michaelandkatie1@comcast.net

May's Program

By Michael Mossman

Doug Moncreiff led a discussion on planning for AirVenture 2009. His plans for this year are to have a chapter camping area so that all chapter members and their guests that want to attend AirVenture can meet and camp together.

Moncreiff says this will be the year to go, as we have a chapter volunteer (Dave Clark) with a semi-permanent

residence at Oshkosh. Clark has a camper that he keeps there full time.

Clark says that the first camper to arrive can rope off an area for a group camp. This first camper would need to be there a week before the show to get a good spot but does not need to stay. He will need to pay for a camp site for the entire time that it is reserved, though. Clark's recommendations: Go up early. Lots of chapters will have representatives there to put up a hangar. If we have someone who will be there, he can rope off a spot

Moncreiff recommends that anyone attending Oshkosh to bring their checkbook, as there will be lots of good bargains. Attendees can expect excellent show prices all week.

Moncreiff also mentioned that he will be taking a bicycle with him. Last year where he camped he had a long hike to the show. There are shuttle rides all over the property but sometimes they are full or don't go close enough to where you are staying.

Moncreiff has a box trailer that he hopes to be able to take to Oshkosh. His trailer can hold a lot of camping gear and supplies. He'd like to find someone to be able to pull it up there in advance of the show.

Clark commended that you can volunteer while there, even if only for a half day, and the EAA gives you get credit for it. With enough volunteer hours you can get the next year's admittance or camping for free.

Clark added that the EAA has been building new food pavilions that will be serving home-cooked meals; they are getting rode of the "grease burgers."

If you are flying in to Oshkosh, Dale Gustafson noted that runway 9.27 has all-new concrete. Some may prefer to land on the grass at Pioneer Airport, but note that you will need permission in advance to land there, where the show is in progress or not.

Since Moncreiff is heading up the group camp, he'd like to get as much information as possible from chapter members and their guests about who is going and what their resources and requirements are. If you would like to participate, please answer the following questions and forward to Doug at cdmoncreiff@sbcglobal.net, or call 317-280-1621. You may also forward the information to the chapter secretary at michaelandkatie1@comcast.net.

Oshkosh Questionnaire

Please fill out one form for each person attending

Name

Phone

Email

Cell phone!

Are you going to AirVenture 2009 this year?

What days will you be there?

Can you go early to reserve camping space for the chapter?

Will you drive?

What will you drive?

Will you have extra seats for passengers?

Will you fly?

Extra seat?

Do you need a ride?

How much camping gear do you have?

Tent/trailer/camper/etc.

Stove, grill, coolers, generator, etc.

Special considerations — diet, health issues, etc.

Do you want to cook at the campground or go to restaurants?

Will you be bringing a bicycle?

Can you tow the trailer?

Planning the Fly-In Circuit

My favorite time of the year is just about here — Fly-In season! If you have an aircraft and are looking for places to go, we've got some great locations and events. The following is a list of fly-ins and other aviation events located in Indiana and adjacent states. If you don't have an aircraft but are willing to drive, the list below is round-trip "do-able" in a day. We can't guarantee that every fly-in is listed. Also, we strongly recommend that you contact the event before committing your 100LL. However, we guarantee that if you visit some of these you'll have some great fun.

May 16 (Sat) — Frankfort IN — Armed Forces Day Fly-In and Drive-In, Frankfort Municipal Airport (FKR), pancake breakfast. 765-654-6275

May 14 (Thu) — Kalamazoo MI — Kalamazoo Airport, Member Trips in our C-47, Yankee Doodle Dandy, will take Yankee members to destinations of interest. Seats first come, first served. Contact Event Director 734-546-8002 <http://www.yankeeairmuseum.org>

May 16 (Sat) — DeKalb IL — Illinois Pilots Assoc. Annual Fly-In and Meeting, DeKalb-Taylor Airport (DKB), Safety seminar and special guest speakers including Dr. Susan Shea. Flying competition with trophies. New GA & LSA aircraft on display flight sim demos. Lunch at hanger cookout. Contact Bob Frantz 847-669-3821 Landings8E@aol.com <http://www.illinoispilots.com>

May 16 (Sat) — Alton/St. Louis, IL — EAA Chapter 864 Fly-in/Drive-in Breakfast/Lunch, St Louis Regional Airport, (KALN), 8 a.m.-2 p.m.

May 16 (Sat) — Batavia OH — Sporty's Fly-In, Clermont County/Sporty's Airport, 10-3, exhibits from leading aviation manufacturers, new Cessna models. free FAA safety seminars, complimentary hot dogs. Contact Mark Wiesenhahn 513-735-9100 Ext. 338 <http://www.sportys.com>

May 16 (Sat) — Delaware OH — EAA Vintage Chapter 27 Fly-In Breakfast, Delaware Municipal Airport, pancakes, eggs and sausage, 8-10 a.m. Contact Woody McIntire 614-565-2887 <http://www.eaadlz.org>

May 16 (Sat) — Frankfort IN — Armed Forces Day Pancake Breakfast, Frankfort Municipal Airport (FKR), 8-11 a.m., Pancakes and sausage breakfast. Donations benefit planned observation shelter on the airport

- grounds. Contact Becky FKR@montgomeryaviation.net 765-654-6275
- May 16 (Sat)** — Parchment MI — Triple H Airport Fly-in Potluck, Triple H Airport (2H4), 10-2, Contact Event Director 269-385-1836
- May 17 (Sun)** — Knox IN — Fly In Drive In Pancake Breakfast, Starke County Airport (OXI), 7-noon, adults \$5, kids 8 and under \$3. All proceeds benefit Knox Center Twp Vol. Fire Dept. Contact Pam Beharry 574-772-5001 starkecountyairport@nitline.net
- May 17 (Sun)** — Mount Morris IL — Fly-in Pancake Breakfast, Ogle County Airport (C55), 7-noon, Contact Bob Fernandez president@oglecountyairport.com <http://www.oglecountyairport.com>
- May 23 (Sat)** — Zanesville OH — EAA Chapter 425 Fly-In Pancake Breakfast, Riverside Airport, pancake breakfast at 8 a.m., lunch after 11. Contact Ron MacLean 740-704-9677
- May 24 (Sun)** — New Philadelphia OH — EAA Chapter 1077 Fly-In Pancake Breakfast, Harry Clever Field, 7:30-2, three pancakes, sausage patty, scrambled eggs and coffee, breakfast all day, hot dog lunch. The Midwest Navioneers meeting here during this weekend. Contact Dave Gray 330-260-8574
- May 24 (Sun)** — Lake City MI — Home Acres Sky Ranch Fly-in, Home Acres Sky Ranch (Y91), 7-11 a.m. Contact Event Director 248-925-6750
- May 30 (Sat)** — Fly-In Breakfast - Alexandria Airport (I99), Alexandria IN, Pancakes, sausage, coffee and orange juice, \$7 donation. Glider rides \$50, one day only. For more information contact George Saunders 765-744-0242 gsaunders@gmail.com, <http://www.centralindianasoaring.society.org> (new Unicom 123.05)
- May 30 (Sat)** — Lancaster OH — Fairfield County Open House Fly In, Fairfield Co. Airport, breakfast and lunch 8 a.m.-2 p.m., sponsored by EAA 443, Fairfield County Pilots Assoc., and The Historical Aircraft Squadron Museum. Breakfast and lunch will be served. Rain date May 31. Contact Jack Ference 614/837-6064
- May 30 (Sat)** — Marysville OH — EAA Chapter 9's Annual Pancake Breakfast, Union County Airport, 7:30-11, aviation seminar at 8:30. Contact Craig Schneider 614-302-5442 <http://www.eaa9.org>
- May 30 (Sat)** — Chesaning MI — Brats-N-Dogs Fly-in, Howard Nixon Memorial Airport (50G), EAA Chapter 597, 11 a.m.-4 p.m., in conjunction with Chesaning's 19th Annual town-side attic sale and Trash to Treasure Days. Contact Gerald Morford 810-513-4255 <http://www.eaa597.org>
- May 30-31 (Sat-Sun)** — Monticello IN — Grand Opening, White County Airport (KMCX), The White County airport just got its new terminal completed at the end of 2008. We would like to invite the public to celebrate the opening of our building with us, 8-5.
- June 4-6 (Thu-Sat)** — Jackson MI — Jackson Blues Fest, Jackson County - Reynolds Field (JXN), Contact Cindy Hayden 517-796-9368
- June 5-7 (Fri-Sun)** — Indianapolis — Indianapolis Air Show, Mount Comfort Airport (MQJ), Contact Event Director 317-335-7252 <http://www.indyairshow.com>
- June 5-7 (Fri-Sun)** — Alliance OH — EAA Chapter 82 Wings and Wheels, Barber Field, 4-12 p.m., pancake breakfast Saturday. Corvair powered KR-2S & Pietenpol, Franklin powered Pietenpol, Fleet, Waco 9, and Taylorcraft aircraft, numerous restored Corvair cars, seminar on conversion of Corvair and other auto engines for use in aircraft. Contact Ron Willett 330-575-3520
- June 6 (Sat)** — Bloomington IN — Fly-In Pancake Breakfast, Bloomington Airport (KBMG). Free breakfast to all who fly in, sponsored by EAA Chapter 650. Velocity builder Joe Schmidt will talk about his projects. Contact John Hayes 812-322-6214 fossilcreek@bluemarble.net
- June 6 (Sat)** — Sparta IL — Third Annual Sparta Fly-In, Sparta Community Airport-Hunter Field (SAR), 10 a.m.-6 p.m., Warbirds, flying competitions, military fly-bys, food, awards/prizes. Contact Brian Kissinger or Marvin Campbell 618-443-5321 <http://spartaflyin.blogspot.com>
- June 6 (Sat)** — Sault Ste. Marie, MI — Sanderson Field (ANJ), EAA Chapter 1437 fly-in. Contact David Nainan 906-495-1340
- June 6-7 (Sat-Sun)** — Poplar Grove IL — Army Wings and Wheels, Poplar Grove (C77), event highlights Army's light aircraft used during WWII. WWII veterans will speak about experiences flying light aircraft during war, narrated vehicle review and aircraft demo, simulated WWII battles. Pancake breakfast by EAA Chapter 1414, \$8 adults, \$5 seniors, \$3 kids 12 and under, WW II veterans free. Contact Tom Murray 815-547-3115 <http://www.ArmyWingsAndWheels.com>
- June 6-7 (Sat-Sun)** — Springfield IL — Charlie Wells Memorial Fly-In/Drive-In Breakfast, Abraham Lincoln Capital Airport (SPI), Pancake & sausage breakfast 7-noon, proceeds to Charlie Wells Memorial Aviation Scholarship fund. Route 66 Cruisers car show, airplane rides. Contact John Salz 217-483-3238 jsalz@illinoispilots.com <http://www.wellsscholarship.com>
- June 7 (Sun)** — Olney OL — Olney-Noble Fly In/Drive In, Olney-Noble (OLY), Breakfast 8-11 a.m. by Olney Area Pilots Association, world famous airplane pancakes, sausage patties with biscuits and gravy, coffee, juice, milk. Contact Tom Baker 618 393 2967
- June 7 (Sun)** — Coldwater MI — Coldwater Pancake Breakfast, Branch County Memorial Airport (OEB) Branch County Flying Club, 7-noon. Contact Joe Best 517-278-8348
- June 7 (Sun)** — St. Ignace, MI — EAA Chapter 560 Fly-In, St. Mackinac County Airport (83D), 10 a.m.-3 p.m. Contact Event Director 906-643-7165
- June 7 (Sun)** — Grosse Ile MI — Grosse Ile Fly-in Potluck, Grosse Ile Municipal Airport (ONZ), 9-noon. Contact Derek Thiel 732-675-0155
- June 7 (Sun)** — Jackson MI — EAA Chapter 304 Fly-In Breakfast, Jackson County - Reynolds Field (JXN), 7-

- noon. Contact Earl Scott 517-783-3988
<http://eaa304.com>
- June 13 (Sat)** – New Hudson MI — American Aces Aviation Open House, Oakland Southwest (Y47), 8 a.m.-5 p.m., food and beverage for \$2 per person. Contact American Aces Aviation 248-446-9734
Oaklandflight@yahoo.com <http://www.oaklandflight.com>
- June 13 (Sat)** — Lagrange OH — EAA 255 Fly-in/Drive-in Pancake Breakfast, Harlan Airfield, 8 a.m.-1 p.m. Contact Mike Galbreath 440-221-7338
- June 13 (Sat)** — Winchester IN — Randolph County 59th Annual Fly-In Breakfast, Randolph County Airport, 6-noon. Eggs, sausage, toast, coffee, milk. \$7 adults, children under 12 \$4. Contact Eric Livingston 765-584-3611 ericlivingston@hotmail.com
- June 14 (Sun)** — Owensboro KY — Thunder Over Owensboro, Owensboro Daviess County Airport (OWB). OWB. Contact Event Director 734-637-8880
- June 14 (Sun)** — Hanover IN — Sinful Sunday — Lee Bottom Field, (64I), Sunday afternoon ice cream desserts from 1-3 p.m. (no rain date). Website: <http://www.leebottom.com>
- June 14 (Sun)** — Mason MI — EAA Chapter 55 Dawn Patrol Pancake Breakfast, Mason Jewett Airport (TEW), "All-U-Can-Eat" Pancake Breakfast served with eggs, sausage, juice and coffee. Homebuilt, antique, warbird and GA aircraft. Contact Bill Bezdek 517-351-0448 ajsgolfdog@aol.com <http://www.eaa55.org>
- June 14 (Sun)** Sheridan IN — Sheridan Fly-in, Sheridan Airport (5I4), noon-4, Contact Darren Crouser 317-758-4161
- June 14 (Sun)** — Flushing MI — EAA Chapter 77 22nd Annual Dawn Patrol Breakfast, Dalton (3DA), 7-11:30 a.m. Vintage, classic, homebuilt, experimental, warbirds, models, hot air balloons, helicopters, GA displays. breakfast \$6 adults, 5-12 \$3, under 5 free. Contact Jeff spinney 810-230-0973 jspinney747@comcast.net <http://WWW.EAA77.ORG>
- June 14 (Sun)** — Lansing IL — EAA Chapter 260 Wings and Wheels Breakfast/Lunch, Lansing Municipal Airport, 7 a.m.-1:30 p.m. Contact Glenn Leszczak 708 672-9865 <http://www.eaa260.org>
- June 14 (Sun)** — Hanover IN — Sinful Sundays, Lee Bottom Flying Field (64I). Lee Bottom Flying Field will once again feature "Sinful Sundays". There might be hot fudge sundaes, shakes, sodas, or whatever else strikes our fancy. Now also serving lunch from noon to 2 p.m. or until we run out. Contact Rich or Ginger Davidson 812-866-3211 <http://www.leebottom.com>
- June 14 (Sun)** — Hart/Shelby MI — Hart/Shelby Fly-in Breakfast, Oceana County (Airport C04). Contact Pete Kelly 231-742-0210
- June 16 (Tue)** — Cleveland OH — Member Trips in our C-47, Burke Lakefront Airport. Member Trips in our C-47, Yankee Doodle Dandy, will take Yankee members to destinations of interest. Seats first come, first served. Contact Event Director 734-546-8002 <http://www.yankeeairmuseum.org>
- June 19-20 (Fri-Sat)** — Marysville OH — Ohio Aerobatic Open, Union Co. Airport, 10 a.m.-8 p.m. Mid-America IAC Regional Competition features Primary through Unlimited competitors vying for trophies. Free to the public. Food available. Airport is open, check NOTAMS before arrival. Aerobatic box is on the south side of Rwy 9-27. Contact Lorrie Penner 513-791-7331 <http://www.iac34.com/contest.htm>
- June 20 (Sat)** — Kendallville IN — Airport Fun Day — Fly-in, Drive In, Kendallville Municipal Airport (C62), breakfast 7-11, lunch 11-2, many activities, get flyer at <http://www.eaa304.com/newsletter>. Contact Kendallville Flying Service 260-347-9260
- June 20 (Sat)** — Noblesville IN — EAA Chapter 67 Pancake Breakfast, Noblesville Airport (I80), 8-11 a.m., Experimental, Vintage, Warbird and Production Aircraft.
- June 20 (Sat)** — Columbia Station OH — EAA Chapter 1252 Breakfast Fly-In and Young Eagles Rally, Columbia Airport (4G8), 8 a.m.-1 p.m. Contact Darryn D. Davis 440-552-6572 <http://www.eaa1252.org>
- June 20 (Sat)** — Delaware OH — EAA Vintage Chapter 27 Fly-In Breakfast, Delaware Municipal Airport, 8-10, pancakes, eggs and sausage. Contact Woody McIntire 614-565-2887 <http://www.eaadlz.org>
- June 20 (Sat)** — Indianapolis IN — Down Syndrome Fly-In Fundraiser & Open House, TYQ Indianapolis Executive Airport (TYQ), 10-3:30. Kids activities, aircraft displays, music, food, a skydiving performance and much, much more! All proceeds benefit Down Syndrome Indiana.
- June 20 (Sat)** — Kendallville IN — Airport Fun Day, Kendallville Municipal Airport (C62), Kendallville Airport Board Fly-in/Drive-in Breakfast and Lunch. Contact Jim Renkenberger 260-347-9260 kfsinc@aol.com
- June 20 (Sat)** — Middlefield OH — Geauga County Annual Pancake Breakfast- Fly in & Young Eagle Rally, Geauga County Airport (7G8), 8 a.m.-1 p.m. Contact Tom Cunningham 440-294-2286 <http://www.eaa5.org>
- June 20-21 (Sat-Sun)** — Toledo OH — Plane Fun 2009, Toledo Metcalf Airport (TDZ), Breakfast and lunch all day. Contact EAA 582 419-466-7908 <http://www.eaa582.org/>
- June 20 (Sat)** — North Vernon IN — Fifth Annual Bishop Aviation Airshow & Fly-in, North Vernon Airport (OVO), 9 a.m.-4 p.m. Acro demonstrations, food, entertainment. Pilots are more than welcome to fly in at anytime. Pilots will be allowed to leave between airshow acts with the coordination of the ground crew. Contact Samuel Ray 540-406-1652 <http://www.davidbishopaviation.com/airshow.htm>
- June 20 (Sat)** — West Branch MI — West Branch Community Airport Dawn Patrol EAA Chapter 1253, West Branch Community Airport (Y31) 8 a.m.-1 p.m. Contact Lane Taber 989-345-1453
- June 20 (Sat)** — Lakeview MI — Lakeview Fly-in breakfast, Griffith Field (13C), 7-11. Contact Roy Matthews 989-352-7306
- June 20 (Sat)** — Alton/St. Louis IL — EAA Chapter 864 Flyin/Drivein Breakfast/Lunch, St Louis Regional Airport

- (KALN), Contact Todd Helmkamp
todd@helmkampauto.com 618-670-1274
- June 20-21 (Sat-Sun)** — Toledo OH — EAA Chapter 582 Plane Fun 2009, Toledo Metcalf Airport, Antique, Classic and Warbird aircraft, Young Eagles, raffles, breakfast and lunch. Free pilots shuttle to Bass Pro Shops. Contact Dave Horvath 419-466-7908 <http://eaa582.org>
- June 20-21 (Sat-Sun)** — Grissom IN — Grissom Air Reserve Base Air Show, Grissom Air Reserve Base (GUS), Contact Event Director 765-688-4916 <http://www.grissomairshow.com>
- June 21 (Sun)** — Elkhart IN — Fathers Day Fly-in Breakfast, Mishawaka Pilots Club (3C1), 7-11. Contact John Horvath 574-522-6889 jhor8703u@aol.com
- June 21 (Sun)** — Valparaiso IN — EAA 104's Pancake Breakfast EAA 104, Porter County Airport (KVPZ), 7-noon, also Young Eagles. Contact ED Hanson 219-988-4879
- June 21 (Sun)** — Eastport MI — Second Annual Eastport Father's Day Fly-In Breakfast, Torchport Airpark (59M), 8-noon, Dad pilots eat free. Contact Duane Jorgense 231-632-2412 <http://www.torchport.com>
- June 21 (Sun)** — Grand Haven MI — Grand Haven Memorial Airport 60th Anniversary and Dawn Patrol Pancake Breakfast, Grand Haven Memorial Airport (3GM), Grand Haven Lions Club, Airport Support Group, EAA Chapter 211, and B&B Aviation, 7-noon, Contact Warren Benaway 616-842-4430 <http://www.grandhavenlions.org/flyin.aspx>
- June 21 (Sun)** — White Cloud MI — White Cloud Fly-in Breakfast, White Cloud Airport (42C), 7-11 a.m., Contact Bob Sullivan 231-689-1194
- June 23-28 (Tue-Sun)** — Mt. Vernon OH — 50th National Waco Club Reunion Fly-In, Wynkoop Airport, 70 spaces reserved for Waco parking on the field; virtually no room for non-Waco aircraft to park on the field! Other GA to park a miinutes south at Knox County, with shuttle service. Check website for updates. Contact Doug Parsons 330-284-1936 <http://www.nationalwacoclub.com>
- June 26-28 (Fri-Sun)** — Muncie IN — National Electric Fly In (NEFI), outdoor flying: at the AMA National Aeromodeling Flying Center, indoor flying at ABB building on Cowan Road (100' x 100' x 900'). Contact Dr. Sandy Frank 765-212-2340
- June 27 (Sat)** — Middlefield OH — EAA Chapter 5 Fly-In, Geauga County Airport (7G8), Pancake breakfast and Fly-in Young Eagle rides 8-11. Safety seminar at 1 p.m. about risk management. Contact Event Director 440-382-3090 <http://www.eaa5.org>
- June 27 (Sat)** — Frankfort IN — Fly In Open House and Fundraiser, Frankfort Municipal Airport (FKR), 4-8 p.m., Open House features planes, RC models and more. Fish fry supper, \$7 adults, \$5 children, benefits Generation Rescue to conquer autism. Door prizes.
- Jun 27 (Sat)** — Noblesville IN — EAA Chapter 67 Pancake Breakfast, Noblesville Airport (I80), nice mix of Experimental, Vintage, Warbird and Production Aircraft, 8-11 a.m. Contact Brian Crull 317-201-6822 <http://eaa67.org>
- June 27 (Sat)** — Indianapolis — EAA Chapter 900 Midwest Taildraggers' Rendezvous EAA Chapter 900, Post Air (7LB), All GA welcome, Young Eagle Program, Flights, Door Prizes, Raffle Drawings, Continental Breakfast and Lunch Cook-Out, 8:30 - 2 p.m. Contact Martin Fall 317-353-6541 <http://eaa900.com>
- June 27 (Sat)** — Midland MI — Midland Fly-in Breakfast EAA Chapter 1093, Barstow Airport (3BS), 7-11 a.m. Contact Dave Schmelzer, no phone listed
- June 27 (Sat)** — Kalkaska MI — Fifth Annual Kalkaska Airport Pancake Breakfast, Kalkaska Airport (Y89), Kiwanis, Village of Kalkaska, and the Kalkaska Pilots Association, 8-11 a.m., adults \$6.50, children under 12 \$3.50, under 5 free. Contact Craig Wood, no phone listed
- June 28 (Sun)** — Howell MI — Howell Pancake breakfast EAA Chapter 1056, Livingston County Spencer J. Hardy Airport (OZW). Contact Event Director 517-223-8735
- July 3-5 (Fri-Sun)** — Goshen IN — Freedom Fest Goshen, Goshen Municipal Airport (GSH), Goshen IN. Gates open at noon, show begins at 5 p.m. Performers including Shockwave, F-18 Demo, the FMX Stunt Team, the USAF Heritage Flight Demo Team and more. Mad Bomber Fireworks extravaganza at dusk. Contact 574-533-8245
- July 4 (Sat)** — Kokomo IN — Kokomo, IN Wings and Wheels, Kokomo Municipal Airport (OKK), 7-5, Fly In (no TFR's) Car show, pancake breakfast and lunch to benefit high school band, airshow with the following acts booked so far: Greg Aldridge, Super Chipmunk; Bob Richards, Pitts S1; Cliff Robinson, Stearman; Mike Lakin, Super Decathlon; Mark Terrel, car/plane race; jumpers from Flora; possible KC 135 pass
- July 4 (Sat)** — Big Rapids MI — Freedom AirFest 200, Roben-Hood Airport (RQB), Big Rapids Flying Club, 7-11 a.m. All you can eat pancake breakfast, hot dogs from 11:30-3. Moon Bounce. Military, Antique and Experimental Aircraft Displays, Airplane, Helicopter, and Biplane rides. Animal Balloons, Bake Sale, Classic Car Show. PIC eats free. Contact Susan Remar or Mike Lafferty 231-796-5600 info@freedomairfest.com <http://www.freedomairfest.com>
- July 4 (Sat)** — Houghton Lake MI — Houghton Lake Brats and Dogs Lunch, Houghton Heights State Airport (5Y2), EAA Chapter 1259, rain date July 5. Airplane rides, fireworks, camping, call ahead. Contact Dave Tuck 989-578-2005
- July 5 (Sun)** — Watervliet MI — Steak Fry & Pancake Breakfast Fly-in & Camp-in Saturday - Sunday, July 4-5, 2009 11:00 am/04 - 12:00pm/ 05 Steak Dinner on Sat, July 4th, 11am - 4 pm. Camp on the field under your wing free. Pancake Breakfast on Sunday, July 5th, 7 am - 12 pm July 4, 2009 - July 5, 2009 Watervliet Municipal Airport - Watervliet, MI For More Information Contact Larry Downey 269-463-5532
- July 4-5 (Sat-Sun)** — Traverse City MI — National Cherry Festival Airshow, Cherry Capital Airport (TVC), Contact

- Event Director 231-947-4230
<http://www.cherryfestival.org>
- July 5 (Sat)** — Clare MI — Clare Breakfast fly-in, Clare Municipal Airport (48D), 7:30-11:00 a.m. Contact Dick Acker 989-386-0445
- July 10-12 (Fri-Sun)** — Kankakee IL — EAA Chapter 1159 Fourth Annual Pig Roast & Fly-In, Greater Kankakee (IKK), Contact Jim Leon 815-529-3000
JLeon123@ameritech.net
<http://www.theultralightplace.com>
- 10-12 (Fri-Sun)** — Peoria IL — Prairie AirShow 2009, Greater Peoria Regional Airport (KPIA), 8:30-6, USAF Thunderbirds, USASOC Black Daggers, John Mohr, Mike Wiskus, Clyde Zellers, CC Gerner, Matt Younkin, Kyle Franklin, John Klatt, AFR Jet Car, Aerostars Aerobatic Team, Greg Poe. <http://www.prairieair.org>
- July 11 (Sat)** — Kalamazoo MI — Vintage Fly-in, Newman's Field (4N0), 11:30-2, Free lunch and ice cream (malt, shake, float, soda or sundae) for everyone arriving in a Radial, Ragwing or Taildragger. Authentic 1950's ice cream parlor in my hangar. Due to limited parking on the field, vintage aircraft only please. Contact Alan Wright 269-353-1788
- July 12 (Sun)** — Hanover IN — Sinful Sundays, Lee Bottom Flying Field (64I). Lee Bottom Flying Field will once again feature "Sinful Sundays". There might be hot fudge sundaes, shakes, sodas, or whatever else strikes our fancy. Now also serving lunch from noon to 2 p.m. or until we run out. Contact Rich or Ginger Davidson 812-866-3211 <http://www.leebottom.com>
- July 12 (Sun)** — Howell MI — 8th Annual "Helicopters Only Fly-in", Livingston County Airport (OZW), If your into Helicopters, than this is where you want to be. Contact Skip Olszewski 810-516-7144
OnlyHelicopters@aol.com
- July 18-19 (Sat-Sun)** — Dayton OH — Vectren Dayton Air Show, James M Cox Dayton International Airport (DAY), Contact Event Director 937-898-5901
<http://www.daytonairshow.com>
- July 18 (Sat)** — Delaware OH — EAA Vintage 27 Fly-in Breakfast, Delaware Municipal Airport, 8-10 a.m., Contact Woody McIntire 614-565-2887 <http://eaadlz.org>
- Aug 4-8 (Tue-Sat)** — Mentone IN — PRA International Convention, Mentone Airport (C92), 9 a.m.-6 p.m.
- Aug 8-9 (Sat-Sun)** — Plymouth IN — Michiana Fly-in, Plymouth Municipal Airport (C65), Camping Friday night. Pilots briefing will be at 6 a.m. Sat. Breakfast, lunch and supper. Lot's of great prizes with ticket proceeds going to the Boys and Girls Club. Fixed wing Powered Parachutes, WSC.
- Aug 9 (Sun)** — Hanover IN — Sinful Sundays, Lee Bottom Flying Field (64I). Lee Bottom Flying Field will once again feature "Sinful Sundays". There might be hot fudge sundaes, shakes, sodas, or whatever else strikes our fancy. Now also serving lunch from noon to 2 p.m. or until we run out. Contact Rich or Ginger Davidson 812-866-3211 <http://www.leebottom.com>
- Aug 22 (Sat)** — Noblesville IN — EAA Chapter 67 Pancake Breakfast, Noblesville Airport (I80), 8-11, Experimental, Vintage, Warbird and Production Aircraft.
- Sept 5 (Sat)** — Marion IN — Fly/In Cruise/In, Marion Municipal Airport, 7-2, Antique, classic, homebuilt, ultralight and warbird aircraft as well as vintage cars, trucks, motorcycles, and tractors. An all-you-can-eat Pancake Breakfast, proceeds benefit local Marion High School Marching Band. Contact Ray Johnson 765-664-2588 <http://www.FlyInCruiseIn.com>
- Sept 11-12 (Fri-Sat)** — Indianapolis IN — Berlin Airlift / Warbird Weekend Celebration, Indianapolis Executive Airport (TYQ), Weekend events hosted by the Indiana Wing Commemorative Air Force include a traveling museum display 'The Berlin Airlift-A Legacy of Friendship-60th Anniversary' presented by the German Embassy; Berlin Airlift Dinner Symposium, Fri 6-9 p.m. (please call or email for reservations); Warbird Fly-In Lunch, Sat 10-2.
- September 25-27 (Fri-Sun)** — Dayton OH — Dawn Patrol Rendezvous — Wright Field. Aircraft, R/C models, reeanactors, auto show, collectibles. Web site: <http://www.nationalmuseum.af.mil/news&events/outdoor/index.asp>
- September 26 (Sat)** — Hanover IN — Wood, Fabric & Tailwheels fly-in, Lee Bottom Field (64I). Breakfast and lunch served, hundreds of antique, classic and other aircraft, Grass roots aviation at its best. Camping available overnight. Website: <http://www.leebottom.com>
- Oct 11 (Sun)** — Noblesville IN — EAA Chapter 67 Fly in/Drive in BBQ, Noblesville Airport (I80), Noon-3, Homebuilts, vintage, warbirds and production planes