

# CHAPTER



# 1311

## Hendricks County EAA Chapter 1311

Avon/Danville, Indiana

Monthly Newsletter • August 2009

EAA Chapter 1311 meets the first Wednesday of every month. Next meeting date and location on page 6.

## From the Chapter President

By Dale "Gus" Gustafson

Oshkosh for this year has now come and gone and the thinking and planning is already in progress for 2010. So far, the comments that I have heard about Oshkosh have been positive and the attendance was up over the previous year. However, the "showplane" attendance could have been better. Somewhere in this country there is always a weather block and the people are forced to drive. This happened to one of my antique judges. He must have had a very long shopping list because he said his car was full and he had to ship some of his purchases home.

Our chapter's last meeting was a good one, I thought. We took advantage of the good weather and held it outside under the canopy. Maybe we can do it again the same way in September if the weather cooperates. Mike was taking good notes so maybe some of the stories will appear later in this newsletter.

General aviation this past week has taken some bad hits. Again, the Hudson River is in the headlines. Also there has been several lesser accidents. The reporters were having a field day. I will reserve my comments until more is known and more information is forthcoming from the NTSB.

Last Saturday, August 8th, Faye and myself made an overnight trip to SBN to attend a high school reunion. The school's name is Riley and you become eligible for the reunion after 50 years. For myself, it is now 62 years and I'm a member of the "Over the Hill Gang." I'm way over the hill!!!! To me, the interesting thing is that in school there were five of us that ran around together and we managed to stay out of trouble and had various careers. One got all A's, had an engineering mind, attended General Motors School and later was employed by Jet Propulsion Laboratories on the west coast and had a part in developing the original Mars lander. Another one got into the Tool and Die field and later became a union rep, which required travel solving problems. The third of the group played football for Florida State, got into the insurance business, later owned his own agency, sold it and is now retired. I taught him to fly (in my earlier flying days). I understand he ended up owning an airplane and one day on a trip (with his wife along) he got into some rough weather that scared them both, and that ended his flying.

As for myself, my career was flying for an airline and am still very much involved with anything to do with aviation. The fifth gentleman became a mortician! He was a funeral director and has owned several funeral homes over the years. We are all now 80 plus and still getting around pretty good. I think that is unusual.

Gus

## August's meeting

August's meeting was held August 5, 2009, 6:30 p.m., outside the Operations Building at Hendricks County Airport, and chaired by Chapter President Dale Gustafson.

**In Attendance:** John Broyles, Mark Eminger, Dale Gustafson, Doug Hatfield, Dave Helton, Mike Laurenzano, Jim Lewis, Glen Matejcek, Doug Moncreiff, Michael Mossman, Gary Reynolds, Mark Rinehart, Bryan Ruberson, John Saalwaechter, Jim Snyder, Vern Sullenger and Steve Weathers. If you were there but we didn't record it, let us know.

Guests: None present

**In Attendance:** John Broyles, Skip Budny, Lowell Cullison, Mark Eminger, Dale Gustafson, Dave Helton, Bob Howard, Mike Laurenzano, Mark MacKenzie, Glen Matejcek, Michael Mossman, Rick Princell, Gary Reynolds, Bryan Ruberson, Paul Ruley, John Saalwaechter, Jim Snyder, David Stucker, Vern Sullenger, Paul Vogel and Jim Winings. If you were there but we didn't record it, let us know.

Guests: None recorded.

**President's Remarks:** The EAA had a small award to Paul Vogel for his weekend work party participation. Ford had a reception for chapter presidents, with lots of hors d'oeuvres and free gifts.

**Vice President's Remarks:** Doug Hatfield commented that this year has been a crazy year for corporate flying. Lilly is flying the same amount of hours as last year but almost all of it has been domestic flight.

**Secretary's Report:** Michael Mossman read the minutes from the July meeting, which were accepted without amendment.

**Treasurer's Report:** Vern Sullenger: We just bought some tools to round out one of the tool kits. Our current account balance is \$2,303.88, plus a few funds from the meeting to deposit.

**New Business:** Dale Gustafson bought a video for \$10 at Oshkosh about hand propping an airplane. The chapter will buy it as an education material., Gus thinks that with

the increase in interest of Sport Pilot airplanes, more older airplanes without electrical systems will be flown often, with a need for safe hand starting. Mike Laurenzano suggested keeping it in the chapter library as using it as a program sometime.

**Fly-Ins announced:** Noblesville has a breakfast on Saturday, August 15; HCAA is having a lunch that same day; Marion's Fly-In/Cruise-in is on September 5.

**50/50 Drawing:** Michael Mossman won half of the \$20 collected and donated his winnings to the chapter. After the 50/50 drawing, participants kept their tickets for a drawing of the gifts brought back from Oshkosh by Dale Gustafson. The winners: Dave Helton (shirt), Vern Sullenger (shirt) and Jim Lewis (tote bag).

**Program:** Roundtable debriefing of 2009 AirVenture. See story later in this newsletter.

## Welcome New Members

New Chapter 1311 member, **Tom Jacobs**, lives in Danville with his wife, Amy, and three-year-old son, Brandon. He also has two daughters, Ashley and Brittany, who live in Florida. He got started in aviation because of his father, who was pilot. His family has had many other pilots since the early days of flight. Over the last 15 years, he has flown Jetstream 31s Chicago Express and also flew N727, B737 and B757 for ATA Airlines. He currently holds type ratings in all of these aircraft except the B727 and has just shy of 11,000 hours. He also maintains a CFII/MEI. His is currently a Pilot Instructor for Chautauqua Airlines on their EMB 035/140/145 aircraft and work mostly in Indianapolis. His future aviation plans are to get back in to fun flying, make some new friends, learn a lot about the world of experimental flying, and keep it in the family with his kids. Jacobs would like to get a hold of a Grumman Cheetah or Tiger and start either a Harmon Rocket or Murphy Moose.

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](http://www.eaa1311.org/PDF_files/membership_application.pdf)

## Board of Directors Meet

The Board of Directors for EAA Chapter 1311 met on Wednesday, August 5, 2009, before the regular chapter business meeting at Hendricks County Airport. Action taken:

Mark Eminger, Doug Moncreiff and Michael Mossman were appointed to the chapter elections nominating committee.

Recommendations for the chapter Christmas party were discussed. The group informally agreed that the party should be on the west side of Indianapolis for convenience to the majority of the members, in a room that is large enough for members to visit with each other. The group is investigating on whether or not we will want to host a joint Christmas party with the HCAA. Dale Gustafson wants to the Christmas party to be on the same night as the chapter's regular business meeting night.

In recognition of his many years of high-level service to the EAA, the board voted to extend lifetime chapter membership to John Beetham.

The board also in investigating whether or not it would be possible to add a second mini barn to the airport property. The present mini barn, built in conjunction with HCAA, is completely full, and the chapter still has 50 chairs and a cart that need to be stored.

## Oshkosh Report

By Glen Matejcek

This was the first year in quite a few that I've had the ability to attend our convention for its full length, so I figured "what the heck" and planned to do just that. On the Saturday afternoon prior to opening day, my friend Todd and I set up in Camp Scholler. This is about the 25th year he and I have camped together up there, and getting there early affords us plenty of time to relax, catch up, and wander the grounds. Dave Clark gave us a call and invited us to that evening's grand opening of the new Antique/Classic Hangar, which he and Wanda helped to build. It proved to be a fine building, especially when the skies opened and the rain came pouring down! The antique gas pump he and Wanda provided out front provides a nice period touch.

As the week progressed, various old and new friends joined our campsite. Todd is now the president of IAC chapter 1 and had invited that group to camp or visit with us as they were able. Consequently we had some new faces in and out of our site. A couple of guys from the site next door would join us in the evenings for our traditional spirited debate and lie swapping, and various old friends from around the country came and went through the course of the week. Vern camped with us for several days, as did our friend Terri. She has participated in some of our chapter activities in the past, and this year she brought her 11-year-old niece Dakota along for this trip. What started out to be a two-day foray ended up being a five-day adventure. Somewhere along the line she took a liking to Vern Sullenger, and is now looking forward to her first flight in a Cherokee. After three days of Kidventure, including a helicopter ride, she got to watch part of the Friday airshow from the new tower. Not bad for her first time up.

Our merry little troupe would ebb and flow as people came and went about their business, pursuing their

individual interests. For my own part, I found some real deals on obscure Harpoon bits in the fly market, attended a couple forums, scratched my head over the Pitcairn rotor rigging, marveled at seeing five P-40's on one airport. I also drooled over a Hurricane with extremely witty nose art, laughed over the Piet that took second place in the unlimited category AirVenture Cup race, hung out at the seaplane base for a bit, bought a book, and ate one or perhaps two more brats than I really needed. Oh yeah, I think there was an airshow or two in there somewhere as well. However, the highlight of the week had to be an evening presentation at the Theater in the Woods, wherein David Hartman interviewed the crew that landed an Airbus in the Hudson River. While informative, it was also humorous and provided a very human look at a couple of professionals. If this interview should come available, I would highly recommend watching it.

There was a lot more that we got into during the week, but the best and most important part of our convention experience was that we got to spend time with some old friends, make some new friends, and help get a young person fired up about aviation. All in all, it was a great week.

## 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.

*From Chapter 1311's January 2003 newsletter*

## Hitting the Fly-In Circuit

**By Michael Mossman**

After weeks of planning, on Thursday, July 30, Chuck Long, his son Nick, and I wrapped up the last of our preparations and boarded our Zenair HDS aircraft for the ultimate fly-in, EAA AirVenture 2009 at Oshkosh.

Shortly after departing 614 we linked up en route for some formation flying practice. We flew more of the trip north in close formation, taking turns as lead and wing every 20-30 minutes. Our route took us around the west wide on the Chicago Class B airspace, with nearly a dozen airports as planned waypoints.

During the northwest portion of the flight we took advantage of some slight headwinds that fizzled out when the route during north over DeKalb. All the way across Indiana and Illinois the ceilings were fairly high and the visibility was fairly clear. When we got to Wisconsin, though, things changed: we flew into light rain showers. We took a short break at Watertown for fuel and the restroom. It was raining steadily at Watertown. Chuck took a look at their weather computer and determined that we would miss the storms and be in VMC the entire trip. We departed Watertown in rain and proceeded northwesterly in light rain around a rather heavy rainstorm. We flew at a fairly slow ground speed, keeping the engine RPMs down due to operating with wooden propellers (we'd been told that rain can erode them quickly).

We finally clawed our way to Ripon then traced our way towards Oshkosh over the railroad tracks. I trailed Chuck according the NOTAM, and as we approached Oshkosh, the rains abated. We didn't see another airplane in the sky until Chuck was directed to turn to final when an airplane pulled onto Runway 36L and sat there. He didn't know that guy was going to do, and neither did the controller. Chuck peeled over to Runway 36R and the controller adjusted accordingly. We both posted our "HBP" signs in our canopies and were directed to the homebuilt "showplane" parking area, which was adjacent to the Homebuilders sign-in booth. We were greeted by a golf-cart full of Boy Scout Explorers from Kansas who were volunteering for the week. They assisted us in getting our airplanes positioned and waited until the planes were securely tied down.

After a quick registration I got the prize I had been waiting years for: the coveted "I Flew My Homebuilt To AirVenture" patch plus some other goodies I hadn't anticipated. Chuck registered N601LE to be judged but I declined on that option, as my plane is sporting too many cosmetic defects these days.

Chuck, Nick and I gathered up our gear and set out on foot towards Camp Sholler, where Mike Jackson had had parked Roy Dawes' old bus. Also staying on the bus were Roy's son Anthony and Mike's friend Terry, who flew up from Texas. Mike had the air conditioner running full tilt and a packed a cooler with ice-cold beer. The night before I left a cooler with food for dinner and breakfast.

Mike had made friends with the family who was parked next to the bus. They had a little noisy, portable generator. Mike dropped an extension cord over for them and they became the best neighbors, as they made more food and beer runs for us into town.

On Friday morning Chuck and I headed to the cafes for breakfast, with one of them finally opening about a bit late with a long line forming in back of us. The price wasn't that bad and the food was pretty good. After breakfast we

headed over to the ultralights area, as they were fairly active that morning.

After watching the ultralights we went our separate ways. I headed to the Fly Market and through the vendors booths in the main hangars. I didn't have a laundry list this year but it's always fun to look; just don't tell my wife that I went shopping and actually enjoyed it!

I noticed two trends at AirVenture this year: one is the electric-powered aircraft. I stopped in to the Yuneec booth (could that be pronounced "unique"?). Several designers were showing their wares (or at least ideas this year). The other trend is towards convertible aircraft. We've heard a lot about the Terrafugia airplane/car; now several others are honing in on the idea. At the ultralight area one company was promoting their SkyCycle, which was a gyrocopter/motorcycle combination. Other variations of the convertible aircraft concept were the many new amphibians and dotted the grounds, from the ultralights all the way up to the multi-million dollar Dornier.

Friday's air show featured an all-female performer theme. I think that the AirVenture planners had a fantastic idea here. The performances were all typical Oshkosh-quality: first rate. We have a vast store of potential future aviators: young girls and women. Friday's show demonstrated for the world what fun flying can be for girls. I hope they pick up the baton and run with it. I've always enjoyed the grace and precision of the Aeroshell squadron but my favorite performance this year was the wing-walking routine of Franklin and Younkin. The pirate theme sounded a bit corny, but dang was it entertaining. Their low passes in front of the crowd, brandishing their swords, was just plain old-fashioned fun. Wrapping up the all-women format was the gut-wrenching routine by Patty Wagstaff. She wrung out that airplane like you'd wring out your wet bathing suit the last day of vacation. She was brutal. She was fast. She was fearless. She was a good as you can get in aerobatics.

AirVenture closed Friday's air show with their traditional military performance, putting entire squadrons of AT-6s, Mustangs, Russian and Chinese-built MiGs and Yaks, Korean-era jets, liaison and reconnaissance airplanes and just about anything else available with a military pedigree. The high-speed bombing runs are always a lot of fun to watch, too. And how could they end an Oshkosh military demonstration without the now-famous "wall-of-flame" bombing!

Later that evening Chuck and I checked DUATS on a computer in the bus (Camp Sholler has wireless internet!) and discovered that bad weather was heading back our way. Chuck said that we'd need to leave at 7 a.m. or we'd be stuck at least another day or two. And if we left, we'd be departing into 20 KT winds.

I must have gotten up a half dozen times on Friday night and Saturday morning. I was outside several times, noticing that the wind seemed a bit strong. I thought that perhaps we might not be able to get out. And Mike was planning on driving the bus home on Saturday, so we might have to get our tents and camp in the rain and wind. Not fun.

Chuck got up early, and around 6 we tried to check the weather again but the internet connection wouldn't work (perhaps everyone else was checking DUATS, too. So we packed our gear and headed to the homebuilt showplane area. Our plan was that Chuck would check the weather at the FAA station while Nick and I loaded the planes and readied them. Chuck showed up later and said that we would get a clear shot out but some strong weather was coming in from the west. We wouldn't have time for breakfast.

We taxied out to Runway 18R, where we received our ground directions from the excellent volunteers, then got the clearance to depart from the controller. The NOTAM for the day was to fly at 500 AGL due south for five miles before climbing to altitude and heading towards our course. Chuck and I finally linked up in formation about five minutes later and proceeded to Watertown for fuel. But with the weather moving in, Watertown was drenching in some heavy rain. We continued due south a few miles east of the rain, flying in mist and drizzle. We continually revised our GPS flight plans as we diverted off course past one waypoint after another. We determined that we had enough fuel to make it to DeKalb and descended through some rough weather in the rain for the delayed fuel stop and bathroom break.

Saturday, August 8 had a couple of really neat fly-ins that I was looking forward to attending. One was at Plymouth IN. There is a guy up there who has a Rotax repair shop, and he was promising Rotax maintenance seminars all day long. Having run a Rotax for the past five years, I thought that this would be a great opportunity to learn more about my engine. But but they time that fly-in day arrived, my fun day got seriously shortened and I would have time to attend the seminar. The other fly-in, with featured the Popular Rotorcraft Association's annual fly-in at Mention IN, sounded like a lot of fun. Vern Sullenger had attended it for the past several years so I was looking forward to going. I planned on it last year but family complications kept me home. This year would be different.

I headed out to the airport early and discovered that the winds were a bit higher than forecast. No matter, they were coming directly out of the south, so I would have a good tail wind on the way up. The visibility was what you would expect in August — hazy, but the ceilings were high enough that the flight could be made VFR. I launched out solo for Mentone.

Scooting along in a northern heading central Indiana around the west side of Grissom's airspace, I thought my GPS had gone south; the ground speed looked like it was way off. I was showing more than 128 KTs. That's a lot for an airplane that only does about 100 or so, indicated. But sure enough, the landmarks were passing by pretty fast. I had a 25-KT tailwind. Cool! I would get to Mentone with plenty of time for lunch and some sight-seeing.

Alas, it was not meant to be. The visibility was very hazy the entire trip, but by the time I got as far north as Logansport it was like a curtain had dropped. It might have made minimum VMC and it might not, but it didn't make

my comfort minimums, so I added a new maneuver to my repertoire and did a 180 towards home.

There's always a downside to those great tailwinds, and that is the subsequent headwind the other direction. I putted along with groundspeeds in the 75-KT range. That flight home allowed me plenty of time to think about all of the great fly-ins coming up the rest of the summer and early autumn.

Saturday, August 15, had three nice fly-ins on the schedule. The first was **Noblesville's** EAA Chapter 67 fly-in pancake breakfast. Noblesville always has a good turnout for their breakfasts and this year was no different. The gang at Boone County Airport informally gathered seven airplanes with eleven people flying, who made it for the annual event. We departed in the hazy air at about 9 a.m. for the short flight. Because the visibility was so poor flying into the sun we didn't attempt to link up but just kept our spacing far enough apart for safety.

Noblesville is always a good place to see some warbirds, as they have a few AT-6s and/or T-28s show up. They had a few nice biplanes there, too. Along with a couple of Stearmans, they had a Hyperbipe, a "Gilmore" biplane and another pretty two-holer. I enjoyed seeing the assortment of other homebuilts, as there was a nice Mustang II, a Lancair, some RVs, and a Cygnet with a Volkswagen engine. The Cygnet pilot tried to start his engine but didn't have enough battery power. He spend what must have been a half hour trying to hand start it, spinning it the "wrong" direction. About every eighth attempt it would run for about a half second then just die. Finally, someone pulled up a car to the tail section, hauled out a jumper cable, and the engine started right up.

One of the show-stoppers was a single-seat, turbine-powered helicopter that flew in for the fun. One of the guys asked how much fuel it held and was told 30 gallons. He wouldn't say how long that would last with a turbine engine, though. It was a nice-looking helicopter and had that great turbine sound.

The breakfast line at Noblesville wasn't too long but even the short wait had a pleasant pay-off: free breakfast for the pilots! The chapter had set up some awnings and portable gazebos, which made the nice breakfast all the more pleasant in the hot sun.

Soon the time came for heading out to the next event. Westfield Airport was having an ultralight fly-in for their member tenants and friends. I've been several times in the past, and it's always been a lot of fun to see how many colorful ways there are to get into the air. A couple guys from our crew dropped in for their show but I had a few chores that might end my flying for the day to do so headed for home. Fortunately, everything fell into place very quickly so I headed back to the airport, pulled the plane back out of the hangar and launched southward for Hendricks County Airport.

Hendricks County Aviation Association was hosting a luncheon at 2R2 that same day. Technically not a "fly-in," they said to get there any way you can. By the number of planes out on the ramp, it looked like a majority of people flew on, as it was hard to find a parking space. Fortunately,

the HCAA had plenty of volunteers out on the ramp directing ground traffic, and I was guided into a nice space very close to their outdoor pavilion.

Hendricks County Airport has a lot of nice type certificated airplanes, but the most popular airplanes on the field are the RVs. They had a few out that are known to be hangared at the field and a few more visiting for the day, some of those painted in some very flamboyant and attractive paint schemes. Jerry Bozell had his Kelleher Special out of the day, too. Chapter 1311 visited this project one cold evening many years ago. It was nice to see it out in the sunlight, where the great workmanship of this unique airplane can be appreciated.

**Coming up:** September, the best part of the fly-in season, is right around the corner. We kick off September with the great Marion Fly-In/Cruise-In on Labor Day weekend, then the Berlin Airlift celebration at Indy Exec on September 11-12. Putnam County Airport and the Greencastle EAA Chapter will be having their annual event the same weekend, September 12-13. The Davidsons will be hosting their fantastic Wood Fabric & Tailwheels fly-in on Saturday, September 26, with the season unofficially concluding on Sunday October 11, with the always-delicious fall barbecue at Noblesville. Oh yes, there are a lot more events within an easy flying distance filling in the rest of the weekends. I hope to see you at some of them.

## Correspondents Needed

Chapter 1311 is always looking for correspondents and contributors to our monthly newsletter. Whenever you have a story or photo that would be of interest to our readers, we would like to publish it.

We are looking especially for correspondents for some of the upcoming fly-ins. If you are heading to any fly-ins this year, would you please consider submitting a story and photo or two about the event? The newsletter editor will be out of town on Labor Day weekend and will not be able to cover the Marion fly-in. We'd love to hear about it and hope that one of our members or readers will be there and write about it. Please contact the newsletter editor at [michaelandkatie1@comcast.net](mailto:michaelandkatie1@comcast.net).

## Chapter 1311 Builders' Resource Directory

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](mailto: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

**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 at <http://www.booneairport.org>.

## Young Eagles News

**EAA Young Eagles Update:** By newsletter publication date more than 1,485,143 Young Eagles have taken their first airplane ride.

## Aircraft Spotter

Probably the most photographed aircraft at Oshkosh was Burt Rutan's four-engined spaceship hauler, WhiteKnight II.

*Photo by Glen Matejcek*

## 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.

**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, September 2, 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:

**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](mailto: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](mailto: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](mailto:flywithwingsaseagles@yahoo.com)

**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](mailto:bladexz2@comcast.net)

**WANTED TO BUY:** Used Rotax 912, Jabiru 2200 or Rotax 582 engine. Contact Mark Rinehart 317-745-2466, [capt\\_riney@yahoo.com](mailto:capt_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](mailto: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](mailto: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](mailto:sullenger@iquest.net), cell phone 317-695-7929.

**BUILDING PARTNER NEEDED:** Partner for RANS S-19 project needed. Contact Mike Laurenzano at [mikelaurenzano@yahoo.com](mailto:mikelaurenzano@yahoo.com), cell phone 317-201-5889

## 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](mailto: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

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## 2009 Membership Roster

### Current as of August 5, 2009

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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

# August's Program

By Michael Mossman

Chapter President Dale Gustafson led the members in a roundtable discussion of their 2009 Oshkosh experiences:

**Vern Sullenger** drove to Oshkosh and camped with Glen Matejcek and his friends.

**Jim Lewis** camped at Oshkosh this year, as he has the past three years. He plans each day as a full day. He heard Burt Rutan speak at a seminar before. Rutan's first employee, Mike Melville was the guest speaker Thursday night at the beer garden. Lewis says that Melville, who flew the SpaceShip1 into space, was the best speaker, as he was very humorous and had some great stories. Melville said that the Rutans were so hard headed and opinionated that some times the employees had to leave (to stay out of an argument).

**Mike Laurenzano** investigated to accidents in the last two months. In one accident an F-1 Rocket ended up in a field at Bedford IN. The engine's oil lines were fitted with clamp-less fittings like used in the auto racing industry. After 150 hours of trouble-free operation, the hoses failed, causing the engine to lose oil pressure.

In the second accident, a RANS S6-S experimental demo model aircraft with a Rotax 912 engine and 130 hours of time, had 912S engine, attempted a take-off from a 1200-foot private strip with a big tree on the north end. The strip then jogs around the tree then extended another 600 feet for clearance. The pilot drifted in towards the tree at the 1200-foot distance and managed to avoid it but still wrecked, ending up upside down in a beanfield, then a fire started. Laurenzano reports that the weather was great in both cases.

**Michael Mossman** caught up with Tim LeBaron at Oshkosh, who stopped by the camp. Tim had recently been in Washington D.C. to report on his NTSB findings in a high-profile accident. He says that the meeting went very well, and traveled directly from D.C. to Oshkosh for the show. In previous years at the NTSB he has been on duty during AirVenture; this year he was just an attendee.

**Mark Rinehart** attended Oshkosh with his son-in-law, who has a brain tumor. He has had surgery for the tumor but is now partially paralyzed on the left side and is now discharged from the Air Force. Mark and his son-in-law got together with a group at Oshkosh that helps the disabled to fly, making this trip a very memorial one.

Mark said that Monday night's speaker was the pilot of the DC-10 that crashed at Sioux City IA a few years ago. The engine departed from the aircraft, tearing out the hydraulic systems and taking all of the aircraft's controls, except for the throttles. They managed to crash land the DC-10 using throttle control only, with most of the passengers surviving.

**Glen Matejcek** said that Friday night's speakers were the crew from the USAir crew that ditched in the Hudson River. They auctioned off some items, like their shoes worn on the flight, and raised a very large amount of money.

One of **Gus Gustafson's** antique judges — Bill Pancake — knows more about the small details on airplanes and is wise to the many tricks that restorer's use to hide defects in their restorations. Pancake normally flies his Champ to Oshkosh but this year had to drive. He spent so much time in the Fly-Market buying stuff that when it was time to leave he had to repack his car. He had also shipped a bunch of stuff home. Gus says that Bill is an interesting man who also does forums.

Gus says that there were no serious accidents this year, just the usual ground loops, maybe one by a Waco and a few homebuilts.

Some people saw the huge Airbus A380 land; Glen Matejcek says the controller thought it was going to crash.

Gus commented further on judging aircraft. One was an American Airlines DC-3. He recalled that his first job in the airlines was to learn how to plug in the battery cart in a DC-3, then unload cargo and put the steps up. On the airplane in question, the fuselage the original flagship Detroit, but the wings and landing gear are from the military, and the engines are different from the originals. The airplane was represented to be the original flagship Detroit, but it wasn't original. He says that the judges have a fun time seeing what extremes people will do to try to fool the judges. The grand Champion was a Waco RNF from Gettysburg PA. A Pitcairn Autogyro from Ohio garnered second place; a 1941 Taylorcraft took third place.

Gus said that although the show plane count was down, the total number of airplanes was up from last year. They had a J-3 Cub fly in from Californian, but not as many from the east coast areas. Gus reported that some people think the attendance was more than 600,000, and could possibly be a record.

## Planning the Fly-In Circuit

My favorite time of the year is finally 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.

**Aug 16 (Sun) — La Porte IN — La Porte Aero Club** Pancake Breakfast, La Porte Municipal (PPO). Fly-in, food, homebuilts, powered parachute, rotorcraft, ultralights, vintage aircraft, warbirds. Pancake breakfast includes sausages, eggs, hash browns, juice, milk, coffee. Camping is available on the field the night before. <http://www.laporteaeroclub.org> Contact Rich Dugger 219 326 6672

- Aug 16** (Sun) — Port Clinton OH — Tin Goose EAA Chapter 1247 Fly-in / Drive-in Pancake Breakfast, Carl R Keller Field (PCW). Exhibitors, fly-in, food, Young Eagles Rally. Collectible dash plaques for first 25 airplanes to fly in and first 25 antique or classic cars to drive in. Coffee, orange juice, sausage, all-you-can-eat pancakes. <http://www.tingoose.org> Contact Lisa Benjamin 419-285-2585
- Aug 22** (Sat) — Lapeer MI — EAA Chapter 1303 Dawn Patrol Breakfast, Dupont Lapeer (D95). Fly-in, food, homebuilts, lighter-than-air, seaplanes, ultralights, vintage aircraft. Contact Allan Lumley 810-667-1285
- Aug 29** (Sat) — Middletown OH — Higher Ground Helicopters Flight Academy Fall Open House, Hook Field Municipal Airport (MWO). Fly-in, food. Higher Ground Helicopters Flight Academy fall open house. <http://www.hghelicopters.com/index.html>. Contact Chad Fath (513) 217-6700
- Aug 29-30** (Sat-Sun) — Troy MI — Mustang Aeronautics Fly In, Oakland/Troy (VLL). Fly-in, food, homebuilts, seminar. Midget Mustang and Mustang II fly-in and open house at Mustang Aeronautics factory in Troy, MI. Lunch both days, tours, hands on aluminum aircraft seminars, and aircraft displays. <http://www.MustangAero.com> Contact Chris Tieman 248-649-6818
- Sept 4-5** (Fri-Sun) — Dayton OH — Giant Scale RC Model Aircraft Air Show, Dayton Intl (DAY). See daring acrobatics performed by model jets, helicopters and warbirds during a three-day air show of giant scale radio-controlled aircraft on the runway behind the museum. Sponsored by the Dayton Ohio Giant Scalers. Free admission. <http://www.nationalmuseum.af.mil> Contact Public Affairs Division 937-255-3286
- 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.
- Sept 12** (Sat) — Marshall MI — 78th Anniversary Historic Fly-in and Drive-In, Brooks Field (RMY). Aerobatics, exhibitors, fly-in, food, gliders, ultralights, vintage aircraft, warbirds, Full pancake breakfast. Open to any marketing booths; Overnight camping Contact Brooks Field Aviation Assoc 269-419-0332
- Sept 12-13** (Sat-Sun) — Greencastle IN — Putnam County Airport Appreciation Days, Putnam Co. Airport (4I7). EAA Chapter Meeting, Exhibitors, fly-in, food, homebuilts, vintage aircraft, warbirds, Young Eagles Rally, static display of aircraft. Helicopter rides, Hot air balloon rides, Vendors, Fly-mart. Contact Duane Skoog 765-363-2093
- Sept 13** (Sun) — Fowlerville MI — Dawn Patrol, Maple Grove (65G). 58th Annual Dawn Patrol, breakfast served rain or shine. Contact Dennis Bowdoin 517-223-7809
- Sept 12-13** (Sat-Sun) — Hodgenville KY — Bluegrass Ultralight Group Fly-in, Lincoln Farm Airfield (21KY). EAA Chapter Meeting, fly-in, food, homebuilts, powered parachute, rotorcraft, Sport Pilot-LSA, ultralights. Campground at field (fee). Restaurant and Entertainment available on the field at the Lincoln Farm Restaurant and Jamboree. <http://www.bluegrassultralightgroup.org/> Contact Dan Yeast 502-875-1305
- 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>
- Sept 26** (Sat) — Dowagiac MI — EAA Chapter 1028 Fly In Breakfast, Dowagiac Municipal (C91). Fly-in, food, homebuilts, model aircraft, warbirds. 269-782-8137
- Oct 3** (Sat) — Paoli IN — Paoli Municipal Airport Aviation Day Fly in, Paoli Municipal (I42). Exhibitors, Fly-in, food, homebuilts, ultralights, vintage aircraft, ree food and drinks for all pilots flying in. <http://www.paoliairport@homestead.com> Contact Bill Grefe or John Deringer 1-812-723-9923
- Oct 3** (Sat) — Franklin KY — EAA Chapter 1165 Fly-in, Welcome Field (35KY). Fly-in, food, homebuilts, Sport Pilot-LSA, ultralights, vintage aircraft, warbirds, Young Eagles Rally. Contact Carroll Smiley 270-223-8909
- Oct 11** (Sun) — Noblesville IN — EAA Chapter 67 Fly in/Drive in BBQ, Noblesville Airport (I80), Noon-3, Homebuilts, vintage, warbirds and production planes
- Oct 18** (Sun) — Watervliet MI — Chili Hop Fly-In, Watervliet Municipal (40C). Fly-in, food, homebuilts, ultralights, vintage aircraft, Large chili with a hot dog, dessert, drink. Contact Larry Downey 269-463-5532