

CHAPTER



1311

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

EAA Chapter 1311 meets the first Wednesday of every month. Next meeting date and location on page 4.

From the Chapter President

By Dale "Gus" Gustafson



I was hoping to start this month's comments on a high note, but that was not to be. We were having the chapter monthly meeting outside under the canopy (the weather was great) when it was noticed that there was a V-tailed Bonanza on runway 36 with the nose wheel collapsed. Needless to say, several chapter members and vehicles headed to the disabled aircraft. The pilot of the aircraft was a chapter member flying down from Boone County Airport to attend the meeting. It took about an hour to remove the aircraft and get it stashed away in a hangar for safekeeping. I do not know if anything further has been done regarding the repairs to get it flying again. The cost factor will be expensive, no doubt. The meeting was resumed, took care of business and then adjourned.

The month of September is usually good for fall fly-ins. Saturday, the 5th up at Marion, Indiana, Ray Johnson held his annual Fly-in/Cruise-in and the attendance was outstanding and they had more than enough of everything. I enjoyed watching the old restored cars and the hot rods. They were being driven by grandpas and grandmas, even the hot rods. The weather that Saturday was perfect.

I have noticed lately the lack of flying on the weekends. People just don't seem to be coming out to the airport anymore. WHY is this? Now, some blame can be placed on the economy, people have too many other interests the cost factor (aviation has become very costly), aircraft ownership becomes very complicated, too many regulations, and I guess I could go on and on. This may sound crazy, but maybe we need to get out the old bag of tricks and give some of the old stuff a try.

Fly and drive safe.

Gus

September's meeting

September's meeting was held September 2, 2009, 6:30 p.m., outside the Operations Building at Hendricks County Airport, and chaired by Chapter President Dale Gustafson.

In Attendance: John Broyles, Skip Budny, Tom Chapman, Dave Clark, Mark Eminger, Bob Henderson, Dale Gustafson, Chuck Leucht, Jim Lewis, Dirk Melchior, Doug Moncreiff, Michael Mossman, Gary Reynolds, Bryan

Ruberson, John Saalwaechter, Jim Snyder, David Stucker and Vern Sullenger. If you were there but we didn't record it, let us know.

Guests: Shawn Edlund and Dave Parks. Edlund is a controller at Indianapolis International Airport and a team leader with the ZID Operation Raincheck. Parks is an instructor at Chautauqua Airlines on the Embraer 170.

Project reports: Chuck Leucht reported that all he had left to do on his RV-9A project is get the paperwork complete for the FAA inspection. He has been working for two years on the airplane. It was a kit that was partially completed, then the original owner gave up on the project. Leucht swapped the plane's Mazda engine for a Lycoming 320, which he had to re-build. Skip Budny reported that his group is still working the H-model Huey, which will fly later this month. The group is accepting memberships at Indy Air Rescue; members will get a ride in the Huey. The group also has two DC-3/C-47 aircraft, which will be flying museums. They are currently in Georgia.

New Business: Shawn Edlund, a controller at Indianapolis International Airport, is a team leader with the ZID Operation Raincheck. The teams are developing programs, which will be up to two hours long and can be presented in a town hall format to pilots underlying the Indianapolis Center's airspace. They will discuss subjects like Aviation Meteorology, operating in the Air Route Traffic Control Center environment, Runway Safety, System Operations, and the FAA Grass Routes Initiative. The safety briefings will qualify for the WINGS program. Edlund says the controllers still want people to come to the new control tower facility and see it. Programs will be given by controllers. For more information contact Edlund at shawn.m.edlund@faa.gov or 317-247-2243, or Tim Travis at timothy.j.travis@faa.gov, 317-247-2243.

President's Remarks: The HCAA's monthly meeting was just held recently, and they discussed looking at a new building or mini barn for storage. They will need to check costs and getting permission to building something on the airport property. Dennis Crawley was instrumental in getting the current one built, so they want to consult with him..

Vice President's Remarks: None given.

Secretary's Report: None given.

Treasurer's Report: Vern Sullenger reports that the chapter has \$2,303.88 plus \$54 in cash to deposit..

Tool Box Report: Gary Reynolds reported that the second tool box is in service at Vincennes University. The first set needs some sheet metal tools replaced.

Young Eagles Report: None given

50/50 Drawing: Mark Eminger won half of the \$34 collected and donated his winnings to the chapter he also won a mug from Oshkosh. After the 50/50 drawing, Jim Snyder won a mug from Oshkosh

Program: The planned program, which was a visit to Paul Vogel's Sonex project, was cancelled.

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

Ask Your Tech Counselor

By Michael Mossman

I received an email from an elderly gentleman who bought a used CGS Hawk ultralight and inquired as to the proper way to set the propeller pitch. I had written an article on setting propeller pitch and "invented" a few tools to assist in setting pitch. He asked if this device could be used on his Warp Drive propeller. The short answer was "yes," it could work, but the aircraft owner would have to do more work than necessary.

I stopped in at the Warp Drive booth at Oshkosh this year to ask them about the proper procedures for adjusting their propellers. I was told that Warp Drive propellers are flat on the trailing surface, so there should be no problem getting their protractor properly placed on the blade. The solid part of the protractor contacts the rear face of the blade and the flexible part wraps around the front face. Further, the protractor is always located at the tip, never inward. If all blades are the same length (and they should be), then the protractor will be accurate.

The guy at the Warp Drive booth told me that the aircraft owner's manual would have a recommended static RPM for full throttle. Recalling my experience setting my propeller, we tied the aircraft down and ran the engine to full throttle. We wanted to see about 5,200 RPM as a starting point. If the RPM went higher, we added pitch; if it was too low, we took a bit of pitch out. This gave sufficient climb for a safe test flight without risking overspeeding the engine.

If you have a Warp Drive propeller, then the easiest way to set propeller pitch is to use their low-cost protractor and follow their recommendations. Other propellers won't be so easy. If you have a wood propeller, like I have, it will likely

have a curved rear face and will take a bit more effort to be sure that you are measuring the pitch of each blade in the same position. Download a reprint of the article that appeared in the June 2006 edition of the Zenith Aircraft newsletter for detailed instructions, photos and drawings at http://www.eaa1311.org/PDF_files/prop_adjustment.pdf.

Hitting the Fly-In Circuit

By Michael Mossman

This month's edition of Hitting the Fly-In Circuit was going to be a bust. The weather had been great for many weekends, and there were lots of events to attend but my family schedule had been booked pretty far in advance. I didn't think that I would hit any of them for an entire month. But someone happened to post a flyer for New Castle IN for Sunday, September 13. It looked like fun so I headed out to the airport later that morning. Since it was a last-minute posting I didn't have time to organize a fly-out or look for a passenger so I headed out solo that bright morning.

I departed at about 11:30, so it was already starting to get warm out. The visibility was about 15 miles at that time, without a cloud in the sky. Predictably, the air was rather rough. I cruised over at about 3,000 MSL into a slight headwind and got bounced around the entire trip.

I dropped into the left pattern on left downwind for runway 9, announcing my intentions. A Cessna was on short final when another Cessna announced that it was departing the same runway, so the Cessna on final had to do a go-around directly over the departing airplane. No harm, no foul, but definitely not cool. There was a gentle breeze wafting down runway 9, so my touchdown consisted of a barely audible "chirp."

New Castle's runway 9 has a curious feature: a barn situated smack dead on the extended runway centerline. On final it looks rather intimidating, so I flew off center until I got past it. But it really isn't that high and it's several hundred feet away from the runway. If you approach with a normal glide path you'll be OK. Get too low and you could find yourself on "America's Funniest Videos."

New Castle's airport is a quiet little country airport a few miles south east of town with an east-west paved runway. They have some old communal hangars with sliding doors, plus a couple of modern maintenance buildings. The airport abuts a country road, and has some nice shady trees on the property. An old, pretty farm house is directly across the road, giving the field a friendly, serene country setting.

I followed a Cessna to the grass area beside the main hangar, shut down and hopped out. One of the guys there came over and told me that the area was reserved for airplanes that were giving rides and I had to move "over there." Where is over there, I asked. He waved his hand at the runway. I asked specifically, so he said over there by

the big pine tree. I hopped back in, fired up and taxied over to the pine tree.

The New Lisbon Lions Club was serving an excellent lunch in the clean maintenance building, consisting of pork chops, cheese potatoes, green beans apple sauce, bread and a choice of desserts (at extra cost), plus iced tea or lemonade. Sodas were available for a buck. They also had a pork chop sandwich or and a few other items available at a lower price. All proceeds were for their Lions Club scholarship fund.

When I got in line at about 12:15, there was no waiting, as only one or two persons were in front of me. By about 12:30 quite a few more people had arrived. The maintenance building's tables were nearly full but the line never got any longer than just a few people. It was a great day for a hungry pilot: beautiful weather, good food and no waiting. The only thing missing were a group of pilots to hang out with and talk to.

I have to admit that this was the strangest fly-in that I ever attended. Other than the guy who made me move my airplane, no one spoke to me. I sat down to eat and no one came around, except perhaps to take a chair that I didn't appear to be using. The flyer advertising the event claimed to have aircraft on display. There were four twins out on the ramp, including a Beech 18, and also a Piper Cub. Clarian Hospitals had a Lifeline helicopter on static display, but the only airplane that flew in during the hour I was there was mine. I walked up and down the hangar rows, which were almost all closed. A couple of guys had their Quad City Challengers out and were working on an engine. I got the evil eye as I walked past, camera in hand. I said "hello" but no one said a word, not even a nod or a grunt. The only apparent activity was distributed among the two or three airplanes that were hopping rides for the few folks in line.

After a while, I decided that no one was coming to the fly-in so I hopped back in N905KM, fired up and taxied back to runway 9. I announced my "goodbyes" over the UNICOM, departed the pattern and headed home. I climbed up to 3,500 MSL and got a gentle push from the tailwind. The visibility improved to about 20 miles or so and still no clouds in sight. I did a couple touch and goes on the grass at my home field (614) then shut down for the day. All-in-all, a great day to go flying, eat some good food and look forward to the fun in the coming weeks.

Coming up: Kokomo's Glendale Days on September 18-20, 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.

Project Report

Indiana Air Search and Rescue's H-Model Huey Helicopter Chapter 1311 member Skip Budny is a member of the Indiana Air Search and Rescue, Inc., and has been heavily

involved in the restoration of a H-model Huey helicopter. Budny reports that the Huey will be ready for flight in September 2009.

IASAR member Tom Foreman, Jr., reports: "Here we are doing the weight and balance last night. Really pretty straightforward and not difficult. Had to set up a spacer board to pick up on the front cross-tube, but we are right on, a little nose heavy, but well within tolerances, so we can add aft weight (passengers) and be fine.... Basically, for those of you that don't know, we used 3 aircraft jacks with a load cell on each (which is basically an electronic scale that gives a weight, once zeroed) at predetermined distances on hard points of the airframe to get a reading on the gross weight of the aircraft and where the weight is distributed to determine the center of gravity of the aircraft. This is important so we can see how much we can carry in additional load of fuel, people, cargo, etc and where we have to put in inside the aircraft to still be able to safely fly and be balanced."

The IASAR is accepting memberships and is soliciting volunteers. Memberships are available for individuals and families, which are renewed annually in September, and lifetime memberships are available. Benefits include a scheduled ride in the Huey helicopter every year, Volunteer First opportunities, membership car, invitations to special events, discounts on IASAR merchandise, newsletters and email alerts. Visit their website at <http://www.iasar.org>. If you are unable to download an application, you may also download an application at http://www.eaa1311.org/PDF_files/IASAR_application.pdf.

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.

Chapter 1311 Builders' Local 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

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

Transactions: Vern Samuels sold his Cherokee 140/160, which has been moved to its new home. Vern and his father still have a Navion on the field. Greencastle resident and new club member John Dick brought his Stinson 108 to the field on Saturday, August 29.

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 1,491,571 Young Eagles have taken their first airplane ride.

Aircraft Spotter

I saw this great old Beech 18 at New Castle Airport on Sunday, September 13, during a fly-in. The airport had four twins out on the ramp as static display, and this one stood out. It had all of the passenger seats removed but the adjustable seat tracks were still in the floor. It's great to see some of these old airplanes still in active commercial service.

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 26 — Wood, Fabric and Tailwheels fly-in, Lee Bottom Field, (641) Hanover IN. For more information see <http://www.leebottom.com>

October 11 — EAA Chapter 67 Fly-in/Drive-in BBQ, Noblesville Airport (I80), Noblesville IN. Noon-3, Homebuilts, vintage, warbirds and production planes. 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, October 7, 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:

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, hew 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 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), bladex2@comcast.net

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

BUILDING PARTNER NEEDED: Partner for RANS S-19 project needed. Contact Mike Laurenzano at 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.

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

BERG, Paul	ppberg@bluemarble.net	RV-8
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BUDNY, Skip	skbudny@tds.net	Mini 500 helicopter
BUIST, Jim	jimbuiat@yahoo.com	—
BYRUM, Jon	jbyrum@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
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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

September's Program

By Michael Mossman

Paul Vogel had tentatively been scheduled to show his Sonex project for the program portion of the September meeting, but it was not meant to be. Shortly after the meeting began, I heard the most gawd-awful sound and looked out at the runway at 2R2 and noticed an aircraft had bellied in. I told Gus Gustafson that we had a disabled aircraft on the runway. I grabbed my camera and ran off in toward it to assist. Several other members headed that way, too. Some grabbed fire extinguishers, while others — the smarter ones — got in their cars and trucks and drove to the scene.

It was a sad event. Chapter member and Young Eagles volunteer John Saalwaechter had flown his 1956 V-tail Bonanza in for the meeting. He landed on runway 36 but then the landing gear collapsed, causing significant damage to the aircraft.

Just a minute or two before, Chuck Long had flown a touch and go, and was on final to land when Saalwaechter's plane screeched to a halt. Long had to perform a go-around. With the runway closed, he had to return home and missed the meeting.

At least ten members from the chapter were out on the runway to offer assistance. An official from the Airport Authority came out and ordered the "rescue crew" to not touch the airplane until the FSDO released it. After describing the situations on a cell phone, and armed with ample photos, the FSDO released the airplane to be moved from the runway. Someone called for a flat-bed wrecker, and Jim Winings drove up with a backhoe tractor.

With the undamaged propeller spinner removed, the wrecker operator tied a lift strap around the propeller and onto the front bucket of the backhoe, Winings slowly lifted the front of the Bonanza. The wrecker operator nudged the trailing edge of the wrecker under the front of the airplane, then tied on a winch cable, all while the volunteers were holding up the wingtips and tail to stabilize the undamaged parts of the airplane. Slowly, the airplane was pulled onto the wrecker and securely tied down. The airplane was moved to an unused space on the airport for examination by Saalwaechter's insurance company and the FAA.

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.

- Sept 18-20** (Fri-Sun) — Kokomo IN — Glendale Days, Glendale Airport (8I3). WW-II airplanes, parachuting jumps, barbeque lunch, AT-6 Texan rides. Proceeds benefit Spinal Muscular Atrophy. Web site: <http://www.glendale.net>.
- Sept 20** (Sun) — Columbus IN — Rhoades Aviation Open House and Fly-In, Columbus Airport (BAK). Food prices, plane rides, display aircraft. 812-372-1819, web site: <http://www.rhoadesaviation.com>
- Sept 25-27** (Fri-Sun) — Dayton OH — Dawn Patrol Rendezvous — Wright Field. Aircraft, R/C models, reanactors, auto show, collectibles. Web site: <http://www.nationalmuseum.af.mil/news&events/outdoor/index.asp>
- Sept 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, free food and drinks for all pilots flying in. <http://www.paolairport@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 10** (Sat) — Seymour IN — Freeman Field Airport Awareness, Freeman Field (SER).
- 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