



EAA CHAPTER 83

TERRE HAUTE, IN

A Non-Profit Organization Dedicated To The Advancement Of Aviation Education.
Homebuilt Aircraft and Private Aviation

April 2003

President: Darrel Zeck 111-111-1111 Vice Pres: Bill Foraker 812-877-1518
Treasurer: Matt Throckmorton 812-535-3002 Sec / Newsletter: Keith Welsh 217-826-2967

ISU MEYERS TECHNOLOGY BUILDING: INDIANA STATE UNIVERSITY

Let us all take a moment to offer a prayer to the fighting men and women of our armed forces that god will watch over them while



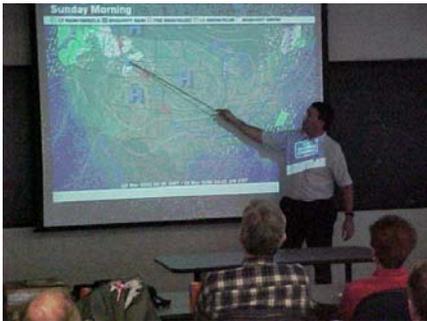
giving honor to our freedom during a most difficult time for them and our nation to rid the world of tyranny and terrorism.....

Hello again everyone. Our last meeting at ISU was a dandy with

fourteen in attendance. Y'all really missed a GREAT one.

Bruce Welsh first showed a 30 minute film on basic engine maintenance which was based on how the pros get virtually no down time from their highly used commuter aircraft engines. Things like oil temps, oil types, baffling, shock cooling and others were discussed. Next he showed a video on basic wx ie...cloud formations, fronts etc.. And last he followed up with an excellent discussion

expanding on the important features of the video and more...lots more. For example the atmospheric stability is solely dependant on it's moisture content which I'm sure we all know. It's kind of like gasolene to an engine. The more gas the more power and so it is with the atmosphere. The greater the moisture content the more turbulent the weather possibilities. So which kind of frontal passage poses the greatest threat and is the cause of most light aircraft accidents and wx related fatalities?.....warm fronts. Surprised? I was. The reason is due to the nature of the stratus clouds, which are associated with warm fronts, an unstable atmosphere and the possibilities of imbedded thunderstorms. An unsuspecting pilot can depart Indy, for example, under cirrus clouds and a beautiful day, encounter an approaching warm front, lowering stratus clouds and find themselves in IMC conditions by the time they make Terre



Haute. FSS can help you plan ahead by giving you air mass stability and frontal info when getting a briefing. So the moral of this story is PLAN AHEAD, LOOK UP, LISTEN, and enjoy your flight.

We want to thank Jack and Debbie Kleiss for the great refreshments and Ted Black for the drinks.

YOUNG EAGLES REPORT: by Dave Thomas

Reservations are still being taken for the EAA summer youth camps. Does anyone have a candidate? The dates and prices are on a form I have and will bring them to every meeting I attend. I will also provide the info to you if you call or E-mail me. The age of the candidate will determine which camp/date they will attend. If anyone knows of a young person interested call either Dave or me to get signed up.

I have not recieved any response about having a YE event during the week, so I will schedule them to fit my schedule and the kids. I have been in contact with a boy scout group from New Castle. They want to have an event at New Castle airport.(east of Mt Comfort). They want to have it 17 May. There will be approx. 15-20 scouts. One note: An escort must accompany each flight. What this means is that 2 seat planes are out. This is boy scout policy. I will still need ground school vols! THANKS. I will call or E-mail everyone when I know the exact date. I am also working on a date for the ROTC class in Terre Haute. Thanks for volunteering. Dave

MEMBER NEWS:

A few of our members have been out and about this winter. Bruce Dallman visited Kermit Weeks Fantasy of Flight Museum in Polk City, FL in early March. He had the chance to tour the restoration shop and saw an unbelievable amount of parts and planes. He also was able to see a German Storch fly.

Ernie Winters spent some time at the USAF Museum in early March. Wish he'd called I could have drove.

Curt sent this picture of his Champ restoration. As you may remember his son, a 747 instructor for Northwest Airlines in Minneapolis, took the plane home late last fall to do a complete restoration. The Picture shows the new overhauled Cont. A65-8. When done it will, well...I'll put it this way, look different. Curt can tell us all about it at the April meeting. That is if he



is done lookin at all the pretty girls and ready to come home.

For those who might remember Bob Marietta, who was a very active member of Chapter 83 some 15 years ago, has been living in the Denver area for several years now and about a year ago started a Tri-Q200 project. With it nearly 80% done he finds himself being forced to sell it. Bob, while in Terre Haute, built a 65hp Veri-Eze.

And also John Kleber who worked at the FSS facility in Terre Haute moved to Parker, CO a suburb of Denver at least 10 years ago, has sold his 180 hp constant spd. T-18 and is now building a Lancair Legacy.

And did any of you see the TLC show Junkyard Wars in March? The one where three teams built replica period aircraft in just two days. Dallman said one of the US team was from the Weeks museum. The wife and I saw it and was very impressed. First, each team was given an identical Hirsch engine and prop. The Americans build a replica of, shoot, I forget. Should've written it down. Anyway theirs was an all metal tube pusher. It barley flew and the pilot said it was the most unstable plane he'd ever flown. They won the most authentic award. The French team built, I believe, a Blarion monoplane which had no ailerons. It flew on the first try and got only minimal feet off the ground and the British team built the only bi-plane which no one thought would fly very well if at all. Turns out the Brits surprised everyone. The first flight was beyond anyone's dreams, even their own. The plane flew perfectly, up to, what appeared to be 200', turned and landed perfectly.

Once the planes were built they were taken to the Mojave desert where the teams had so much time to adjust them and prepare for an FAA airworthiness inspection. A team would not be allowed to fly without passing the inspection and being granted an Airworthiness Certificate. With that completed each team was given two test flights before the competition which was a fixed distance flight landing nearest the end marker. Easy enough? right... till when you consider neither plane had brakes. For the Americans that was their only flight and first time off the ground. They had serious rigging problems and were unable to get airborne in either of the test flights. Once in the air, however, they flew straight not caring about the markers, just glad it worked. The French were close and the Brits dead on.

What really impressed me was the fact these planes were built in only 20 hrs from scratch out of pieces found throughout a junkyard. It was an impressive display of team work, ingenuity and perseverance under immense pressure. I'm glad I got to not just see it but witness it. The lead American was Ken Hyde. Ken is an avid antique plane builder and the highest time Wright flyer pilot in the world. His replica Wright flyer is on display in the Weeks museum.

CHAPTER BUSINESS:

Kevin Roots has coordinated with the Hulman's for a Chapter tour of their hangar at HUF. The date is set for **19 April**. For those who wish we will meet at the HUF airport restaurant at **12:00 noon** then meet at the Hulman hangar at **1:00pm**. The tour will consist of a cockpit inspection of both the Challenger and their new Lear 45. Presently both planes are scheduled to be there that day and is open only to Chapter members and their guest. The pilots will make a presentation on high performance turbine aircraft and their kind of flight planning. Should be interesting. For those driving turn north from hi-way 42 onto Hunt St. to the hangar. Flyers should park at the FBO and hitch a ride to the hangar as their ramp area is limited. Showplanes are welcome though such as the Waco's, homebuilts, antiques or classics. See you there!

NEXT MEETING:

We will meet next on **SATURDAY 12 APRIL at the IVY TECH HYPERLINK ROOM at HUF for a 1:00 pm Wings program following a 12:00 noon meal at the Airport Restaurant in the terminal building.** It's through the efforts of Foraker and the Terre Haute ATC that this program is being made possible. Bill will start by giving a briefing explaining the program and pass out the Wings applications. Many of you have probably gotten your notice of the Wings Program from the Indy FSDO. For those in Illinois this will be your announcement. The program will be put on by the Terre Haute ATC concerning flight operations at HUF. This will be a power point presentation with handouts and will discuss anything you ever wanted to know about flying into and operating in Terre Haute's Class D airspace w/ radar service. Included will be discussions of the Natl. Guard 181st squadron F-16 operations which is well worth hearing. **Remember, we are all on the same time now.** Hope to see you all then. Fair Sky's

Keith



Keith Welsh
22476 E. US 40
Marshall, IL 62441