



EAA CHAPTER 83

Terre Haute, IN.



A Non-Profit Organization operated for the Advancement of Aviation Education, Homebuilt Aircraft, and Private Aviation and dedicated in the memory of John Blouch and Garland Wadsworth

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April 2004

From Your President - Keith Welsh

The month has been rather quiet with not much activity in Chapter 83 (which is normal for this time of year). However, there has been planning activity in a few areas.

In HUF news, it appears that a new West T restroom facility is in the plans for the near future. The restrooms will be in one of the end caps, but specifically where is not determined yet. There is also discussion of a pilots' lounge which will most likely be located on the East end of the North or South T building. The lounge may be co-located with the restrooms on the east end. Yes, you heard right -- the East end. Presently water pipes are stubbed in at the West end of the north building, but no drain pipe was installed, complicating the installation of rest rooms. Also, there are other factors that may result in moving the installation to the east end of one of the buildings. So we may have rest rooms and a pilot lounge at the new T area in the next couple of months.

In other news, I am recruiting for the ramp patrol for the 2004 Terre Haute Air Fair. If you would like to help please let me know. It looks like Dennis has planned for a really good show this year. With more performers, the run time is projected to be longer than the previous two shows and...Mike Clodfelter from Greencastle, who has worked Ramp the last two years, met up with Thunderbird #8 at a planning meeting for the Indy Air Show and asked him about their Terre Haute experience in 2002. Ours was their best performance to date, the crowds were very cordial and showed much interest in them and their overall treatment was the best they have experienced. Congratulations to all.

Also Dennis is forming his plans for our Chapter's participation at this year's Air Fair and we look to be in a prime location. Current thinking has us placed at the intersection of Charlie and Bravo in the grass -- a prominent, high traffic location. He plans to use us as the focal point for a GA exhibit which will include the Air Center and aircraft dealers. So folks can stop by our display and see what their neighbors are flying, stop in the vendor tents to see new aircraft (and get sticker shock), and then proceed to the Air Center display to find out about learning to fly. Personally, I'd put the Air Center between us and the new aircraft displays to help alleviate the sticker shock factor.

So you can see that while not much flying was done last month, a lot has been going on. Lookin' forward to seeing all of you in April at the Dixie Chopper FBO meeting.

Fair Skies,
Keith



Keith Quickie Flying – 100 mph on 20 hp

The Last Meeting - Bill Foraker

Our last meeting was held in the Myers Advanced Technology Center at ISU and the Air Safety Foundation Weather Strategies Program was featured. While I didn't like the video much, many of the other members found it informative and interesting. So much for my career as a movie critic. We did learn that VFR flight into IMC is still a big killer of GA pilots, so don't do it unless you are instrument proficient and your airplane is ready. We also learned that in GA, the main factors in the total accident count are poor landing and take off procedures, but the big killers are maneuvering flight (low level ops) and weather.

The big picture lesson was to carry enough fuel, don't stall or fly close to the ground, remain VFR when not on an IFR flight plan, and polish your takeoff and landing skills. If you do these things, you avoid all the big problem areas. I'll have other info from the meeting in the member news.

From Your Treasurer – John Watler

Due are due, and we only have about 70% of y'all paid. We're going to carry the unpaid on the rolls until after the April meeting, but then it's no more newsletters for you. Then you realize your error and pay your dues and then we have to put you back in the database and Foraker gets all grumpy. So save me the grief and send me your dues now. If you're not sure if you have paid, send me an email or call and I'll let you know. My contact info is at the beginning of the newsletter. Other than that, all our bills are paid and we're solvent. If you want to know more details, you have to come to the meetings.

Young Eagles Report – Darrel Zeck

We have finally received our Young Eagle Credits from the National Office. I'm absolutely sure that more pilots flew Young Eagles than I have credit for. Please check the list below and confirm the number of Young Eagles that you flew. Some of you have sent your paperwork in, while others gave it to Dave Thomas or me to send. In either case, we should have received proper credit.

JERRY BADGER – 21
WILLIAM CRESS – 28
ROBERT HOLMES – 13
DAVE JONES – 10
ERNEST WINTERS – 32
DARREL ZECK - 12

If you flew more than 10 Young Eagles, you have credits coming. Please notify me soon (via email) if

you think that your name is missing from the list, or if the number of Young Eagles flown is incorrect. If you received your statements of credits in the mail, let me know that too.

These credits may be used to help defer the tuition for one or more kids that are attending the Air Academy. We will discuss this further at the next meeting.

Harrison Ford is the new Young Eagle Chairman. Mr. Ford actually began flight training as a college student in the 1960s, but then put his training on hold until he rediscovered it in the early 1990s. After earning his private pilot certificate in 1996, Ford has added a number of additional ratings to his aviation resume, including a taildragger endorsement and ratings to fly single-engine seaplanes, helicopters, and on instruments. He owns several aircraft including a deHavilland Beaver; Bell 407 helicopter; an Aviat Husky; a Beech A-36 Bonanza and a Cessna Grand Caravan. A member of EAA since 1996, he is a Young Eagle Flight Leader with EAA Chapter 1049 and has flown more than 100 Young Eagles in his Beaver and helicopter since he first participated in the program in 2001.



Darrel's Taylorcraft

Web Report – Jeff Tucker

We have all kinds of new stuff on the web site. The photo gallery section is running, including the new section on Member Aircraft. There are several interesting video clips, some fly-out pictures, and other assorted stuff, so check out the Photo Gallery soon. If you have chapter pictures you would like to see on our site, send them to me or Foraker and we'll get them posted.

The newest feature is the N number lookup. You can enter an N number and get the registration info back. Fast and cool.

Foraker asked me to put a new poll question on the web site about what month you would like to go to Wright-Patt. You can now vote, so he can follow the wishes of the membership as he arranges this trip.

We are working to get a Webcam/rampcam installed at HUF. Foraker is talking with Dennis and the Board about this. If they approve, you may soon be able to check out the HUF Ramp on your computer.

I'm now working on the member section of the web site, it should be up within the next month. So keep watching the web site for new developments.

Recent Sightings – Member News

Matt is anxiously waiting for his Rocket kit which should arrive in April. Chat is still looking for the right aircraft. John Watler is flying again and bragging about how good his new panel looks. (It really does look good.) Jim Pelkie is flying all over, and I saw Kelvin Roots out last weekend doing instrument work. Last weekend, I met Jim Fisher, a Skylane pilot who just moved here from CA. He was complaining that it's hard to find his way around here because everything looks alike. No good landmarks -- no mountains, no valleys, no oceans, no big rivers or bays. I splained to him that we are fortunate to be surrounded by emergency landing sites, and he'll get used to it. John McGlone is flying again but is sad about his T-craft. He's waiting on paperwork to decide what's next. Curt's Champ has its new skin and is getting closer to looking like an airplane again.



Curt's Champ with its new skin after shrinking...

Chapter Business

You may have noticed a couple of changes at the top of the newsletter. At the last meeting, the members voted to add Garland Wadsworth to the dedication of our chapter. Garland was a key factor in the formation of our chapter in both of its lives and the chapter would probably not exist if not for him, so we are now dedicated in the memory of John Blouch and Garland Wadsworth.

I also added the chapter web address so you don't have to remember it.

Also as you probably know, we are working on arranging a chapter bus trip to the Air Force Museum at Wright-Patterson AFB near Dayton. It looks like the best deal will be with The Star of Indiana Bus company and it will cost us \$25 each for round trip transportation on a very nice coach. You can check out their web site at:

http://www.cookgroup.com/star_charter/main1.html

Our next job is to decide when we would like to go. At two of the meetings, we have discussed this and the current thinking is Saturday, August 28, but other possible dates include May 22 or 29, and June 12. We've left out July as it's already very busy with our air show and Oshkosh.

Please let me know what you think about the best date and we'll get this scheduled. We need 47 people to keep our cost at \$25, but I don't think we'll have any problems doing that.

ATIS (Communications)

You may remember that I mentioned the incident at Casey. Well you can get the NTSB prelim report at: http://www.nts.gov/ntsb/brief.asp?ev_id=20040310X00309&key=1

The lesson here is to make sure your fuel selectors really work properly.

The tower and TRACON are open again for tours. Just call ahead so they know you're coming. 877-7730.

EAA Chapter Forums at Sun 'n Fun

Come join us for some fun, interactive Chapter related forums at Sun 'n Fun in Lakeland, Florida.

Friday, April 16th 10:00 AM to 11:00 AM
Keeping Your Chapter Members Satisfied
Location: Forum Tent #2

Saturday, April 17th 9:00 AM to 11:00 AM
Making Your Chapter Great! (Parts 1 & 2)

Location: Forum Tent #2

These forums will be a fun and interactive presentation that will allow you to take away some ideas on how to make your Chapter more effective and more satisfying for your members! Please come armed with your best ideas on Membership Participation, Membership Recruitment, Chapter Activities, and anything else you think will be of value.

Local Notams (Upcoming Events)

Sat, April 3 at Noon. Chapter 650 from Bloomington is planning to visit the Hangar Restaurant at HUF for lunch, so you could stop in and meet them.

April 13 – 19, Sun 'n Fun in Lakeland, FL. Lakeland Linder Regional Airport (LAL). One of the world's premier aviation events, a week-long celebration of flight with thousands of aircraft of every size and shape, plus hundreds of educational activities, daily air show and lots more! 863/644-2431.
<http://www.sun-n-fun.org/content/>

Sun, April 18, at Rantoul, IL, KTIP, 64 nm from HUF. University of Illinois Flying Team Pancake Breakfast, Frank Elliot Field National Aviation Center. Contact Information: Bob Thomas 217/369-0123 Email Address: rlthomas@uiuc.edu
We could go for breakfast and see the museum.

Sat. April 24, at Springfield, IL, KSPI, 110 nm from HUF. 11th Annual Charlie Wells Memorial Fly-In/Drive-In Pancake Breakfast 7am-noon, Capital Airport, Contact Information: Jerry Coleman (217) 483-3201 Email Address: jeryfly2@cs.com

Sun, April 25, 8-3, Lewis University Airport, KLOT, Romeoville, IL. 134 nm from HUF. Poker Run and Raffle by the student chapter of AAAE.
<http://www.geocities.com/luaaae/page3.html>

Sun, May 2, Dayton, OH, Moraine Air Park, I73, 142 nm from HUF. EAA Chapter 48 Fly-In Breakfast, Contact Information: Michael Williams (937) 878-2647. Email Address: ea48@aol.com



Ouch. I think the term nose dragger is just a figure of speech...

Our Next Meeting...

Next meeting, Saturday, April 10, at the Dixie Chopper FBO at the Putnam County Airport (417) in Greencastle. EAT at 10, MEET at Noon.

We plan to arrive and eat around 10 AM, get a tour of the facilities (it's a working hotel, too), and maybe see those cool Diamond Aircraft, as there is a dealer there. I have called the dealer and he isn't leaving for Sun N Fun until later in the week, so the Diamond's should be there. This is a fly-in, drive-in so you can plan to arrive by 2, 3, or 4 wheels.

In case you haven't been there, they have a great breakfast buffet that is reasonably priced, so we'll eat, tour, look at stuff, and then have our meeting at NOON in their small conference room. It holds 50 so we should be fine. If the weather is good, you might want to arrive early and see all the fly-in traffic for breakfast. This is a great FBO so if you haven't seen it yet, you don't want to miss this one, and if you have been there, I'm sure you'll welcome the chance to return.

The Don Bussart Story (Part 2)

Knowing that flying was in his blood, Bussart received his first pilot's license in 1938 and eventually started flying for different corporations. He became one of the pioneer eagles that mad history honorably and in the best traditions of America and Americans. These men, like Bussart, were the secret warriors of Air America. They lived by the motto "anything, anywhere, anytime,...professionally.



Air America and its companion airline CAT, Inc., trace their history back to the American volunteer pilots who followed General Claire Chennault to China after the Japanese invasion, and before the U.S. became engaged in World War II. These were the famed "Flying Tigers," pitting the tiger-toothed P-40's against Japanese Zeroes. When America declared war, these pilots disbanded, some entering the Army Air Force and others remaining behind to help develop CNAC. After the Communists pushed the Nationalists out of China, the airline was based in Taiwan.

In 1950, Air America was in financial trouble and General Chennault, still chairman of the board, arranged a secret sale to the Central Intelligence Agency, which needed a publicly known airline for its own occasional (private) use. It wasn't until 1954 that Bussart knew that he was flying for the CIA and was sworn to keep that secret until recently when it was declassified. He's now one of the few left from flying the Hump.

Although never "officially" a member of the U.S. Armed Forces, Don Bussart, received his honorable discharge from the United States Air force, dated Aug. 14, 1945. It listed him as part of the USAF China National Aviation ATC Group. The discharge papers finally arrived at the Bussart farm, more than 45 years after they were dated.

The Story of Air America

The following excerpts are taken from speeches given at the 2001 Air America Reunion by Rod Smith and Jim Glerum, former officials with CAT-Air America and the CIA. They explain in part just what Air America was.

ROD SMITH: Regardless of who paid the bills, in the hearts of Air America employees Air America worked for the people of Asia in their struggles to ward off totalitarianism. It was "first in" when Asian freedom was threatened and "last out" when those who had fought for freedom were forced to leave their homelands.

CAT and Air America remain the most unique airline in aviation history.....which in short was a range of operations never attempted by a civilian organization before or since. In these missions, the company operated as a national covert air force at war, and very much to its credit, ran a viable civilian enterprise, although with occasional cash or loan of an aircraft from friends. Additionally, your commercial operations tempo helped to maintain the solid cover needed for your covert missions.

What continues to strike me as remarkable today is that both commercial and covert operations were only possible because of the extraordinary courage, professional knowledge and adaptability of the people involved. This spirit was originally brought to CAT by the leadership of Claire Chennault. During the 1960's, the Air America "complex" employed more than 8000 people, which occasionally led to the observation that CIA belonged to Air America rather than Air America being the CIA's airline.

Your routine transport of supplies, munitions and personnel through dangerous airspace onto makeshift, hazardous or besieged airstrips, often under hostile fire is the stuff of legends. Finally, Air America is unique in holding the civil aviation record for the largest numbers of morally right, but locally illegal and unauthorized flights. You might have been on the side of the angels, but I suspect that there are plenty of bureaucrats who didn't see things the same way you did.

JIM GLERUM: Even on the surface, CAT and Air America have a very colorful unusual history: General Claire Chennault, the Flying Tigers, the 14th Air force, the creation of a company called CNRRA Air Transport (that later became Civil Air Transport), the final days on the China mainland, the evacuation in Taiwan and Hong Kong, and then, over the years, development of an enormous range of aviation activities.

But that is only part of the story. Because for many years what was referred to as the CAT complex of companies actually was owned by the Central Intelligence Agency. In simplest terms, it provided the United States government a truly unique capability to conduct and support covert air operations that was a model of versatility, efficiency, economy and can-do professionalism.

Since some of those earlier operations are now a matter of public knowledge, I would like to mention a few examples:

Dien Bien Phu. CAT pilots were checked out in bailed C-119's to resupply the beleaguered French garrison.

Tibet: The navigational achievements of the Tibetan C-130 overflights still continue to amaze me. Launched from Takhli in Northern Thailand, they flew across Burma and India to small drop zones in the Himalayas.

Then finally, of course, there were the enormous contributions of Southeast Asia- Laos, Thailand, Cambodia, South Vietnam and yes, at times, North Vietnam. Air America was everywhere providing every type of air support needed by CIA and other USA agencies.

Just a few more words about Laos - the one program that probably involved more of us than any other. The NVA had taken over Laos. Nearly a full generation of young tribal males had been killed in the irregular warfare. We also had lost many of our own - aircrew and agency case officers. We should never forget and should take pride in the fact, that for years, a small handful of civilians tied down more than three full North Vietnamese regular army combat divisions that otherwise could have been used in South Vietnam.



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