



## 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

Our web address: [www.EAA83.net](http://www.EAA83.net)

President: Keith Welsh, 217-826-2967, [welshq1@juno.com](mailto:welshq1@juno.com)

Vice President: Ted Black, 812-299-9395, [fly32V@aol.com](mailto:fly32V@aol.com)

Treasurer: John Watler, 812-478-4571, [jlw@watler.com](mailto:jlw@watler.com)

Web Editor: Jeff Tucker, [jeff@eaa83.net](mailto:jeff@eaa83.net)

Sec/Newsletter: Bill Foraker, 812-877-8219 work/812-877-1518 home, [bill.foraker@rose-hulman.edu](mailto:bill.foraker@rose-hulman.edu)

---

**April, 2005**

### **From Your President - Keith Welsh**

Hello Everyone

Finally the time has come for our flying season to begin as we've all been looking fwd to the return of better flying weather. The winter this year, while not overly cold and blustery, has offered few good days for flying, especially on weekends.

A few things have been in the works over the winter and are now coming into focus. One is a Young Eagles rally we've been working on for the Marshall Jr Hi 7th grade. You will read more about it in the Young Eagles report.

An EAA memorial for Garland Wadsworth has also been in the works and I thank the Chapter for approving the partial funding. Work will now shift to working with the Wadsworth family to determine which level of memorial to pursue. Just so you all will know there are three choices offered by the EAA. One is simply a financial gift donation, another is the Memorial Wall. This Memorial is located behind the EAA Aviation Center and honors the departed among park-like surroundings provided by ponds and trees, Compass Hill, Pioneer Airport, Fergus Chapel and the Air Academy Lodge. The Memorial features a bronze plaque to honor the individual. A dedication ceremony is held each year at AirVenture.

Another option is Compass Hill. An inscribed brick in Compass Hill serves as a lasting symbol of flying, the people who love it and the timeless values EAA expresses. There are two places to memorialize a special person on Compass Hill. One is a summit brick at the top of the hill and the other is at the entry plaza at ground level. I will be working with the Wadsworth family to determine which will be the most appropriate.

The Casey Airport Boosters recently sent a letter describing the changes in the works for the field. Plans are for upgrading the field's weather reporting with the addition of a Super-Unicom, new wind sock, segmented circle and the already upgraded the inground fuel system. Future plans include extending the taxiways to include the West end of the runway, resurface the taxiways and ultimately resurface the runway. The mentioned activities conducted at the airport include the EAA Chapter 83 annual meeting among the other activities hosted throughout the year. Knowing that many of our Chapter members use the airport on a regular basis and the fact that the airport FBO is a first class operation which provides mechanical assistance and advice quite often to Chapter members and in many cases free of charge, I would like to discuss the possibilities of the Chapter becoming a member of the Casey Airport Boosters. The annual dues are \$20.

EAA volunteer work weekend. The EAA is again looking for good people and or Chapters to participate in one of several weekend work parties in preparing the grounds for AirVenture 2005. The work weekends will include tours of areas usually off limits to the general public. For more information contact me at the number above and I will give you all the info.

Air Fair: Plans are in the works for the Terre Haute Air Fair 2005 and the EAA Chapter has again been asked to provide a general aviation exhibit. We received several very good comments from the public last year, namely how appreciative they were to see the various types of airplanes owned by local people. Most had no idea. I have contacted the EAA and the materials will again be available to help support our exhibit including the nice flags, brochures etc... Also, the Chapter will be the primary group in charge of the Ramp Patrol. Matt Throckmorton is this year's Chairperson. So it looks like the Chapter will again be very involved in this years show. So be thinking about the roll you'd like to play as Matt and I will need all the help we can get.



### 2004 Ramp Rats

That about does it for me. Lookin' forward to seeing ya'll at Greencastle rain or shine.

Keith

### The Last Meeting - Bill Foraker

Our last meeting was something of an experiment for us. As you remember, we hooked up with the TH Ultralight Club and participated in their annual safety seminar for our meeting. Your officers didn't really know how that would work out as their meeting was focused on the implementation of the new Light Sport rules. The THUC had a great lineup of speakers many of whom actually participated in the drafting of the new LS regulations in the areas of pilot certification, aircraft certification, and transition issues. From what I heard, if you were interested in SP, this was the place to be.

The THUC, especially Bob Bedwell, is to be congratulated on hosting as great event. They had over 170 people attend from all over the Midwest. The Ivy Tech Hyperlink room was SRO. They arranged for lunch for everyone and had great door prizes and enough of them so everybody went home with something. At \$10, this was a great place to find out about LS.

As far as our Chapter participation is concerned, I think you surprised your officers. Chapter 83 had 11 members attend for the full day, 4 joined the seminar for the afternoon sessions, and Mike Devenport was one of the presenters. As mentioned in the last newsletter, the chapter will pay \$5 of your fee if you attended for the full day, and we paid for those who just attended in the afternoon. I (SOB) tried to reimburse all of you full day guys \$5, but if I missed you, just let me know and I'll get you some lunch money.

For the program, I think LS was covered from end to end. The overview feeling is that this is waaaaay more complicated and regulated than anyone thought it would be. Rather than a small step up from ultralight flying, it has turned out to be a small, complicated step down from a private pilot license. This has

created a situation where on the written test, an SLP candidate may just have to know more than a private pilot test taker to pass because they have to know about fixed wing, weight shift, gliders, gyroplanes, and powered parachute aircraft in addition to most of what we were tested on. On top of that, their DPE's (Designated Pilot Examiners -- like CFI's for us. I think there will be LS CFIs someday.) have to be able to instruct on all these. So to fly a powered parachute with a LSP license, you have to get instruction from a LS DPE and then get a check ride from another LS DPE. The hitch is that right now there are only 2 of them in the country.

This seems to be the theme of the entire implementation process. The ultralighters were given a 3 year window to register their aircraft, after having them inspected by a DAR, and get a LSP certificate. One of the big problems is that there are VERY few DARs and DPEs around and the process for producing them is not working as expected so the supply is not expected to increase very quickly. The program known as the Blitz was intended to give ultralighters an efficient way to get their aircraft inspected and certified, get their N number assigned, get the required ground and flight training, take the written test, and receive their certificates in a week. The shortage of anointed inspectors and examiners has brought the Blitz to a crawl. You can still get the instruction for your LSP certificate, but the rest is on hold until the system (read FAA inspector and examiner groups -- don't be mad at your controllers or FSS people) can produce the necessary personnel to support the ultralight flying community.

In any case, we learned all about the LS rules. In a nutshell, a LS aircraft has a maximum gross weight of 1,320 lbs (1,430 for water ops), must stall lower than 45 kts, must not have a max cruise over 120 kts, have only one engine, has a fixed gear (seaplanes and gliders may have a one time reposition of gear in flight), has a fixed or ground reposition only prop, will have an N number, has not more than 2 seats, and meets a few other criteria. Sound more complicated than you thought? Join the club...

I won't try to explain the rules of the LS Pilot, but you can ask one of the guys who attended the morning sessions to explain them to you. I'd like

to listen to the answer cause I know I don't understand, but here's what I think I heard. An FAA certified pilot can fly under the privileges of Sport Pilot during the day (unless he/she has a night endorsement), in visibility >3 miles, in an aircraft that meets the definition of LSA, using he/her driver's license instead of a certified medical (self certification of pilot's readiness to fly). To do this, the pilot must have the required flight review, have 3 takeoffs and landings to a full stop in the previous 90 days to carry passengers, hold a category and class rating for the LSA to be flown, and not have received a denial, revocation, or suspension of his/her FAA medical. As I understand it, a reinstatement or subsequent approval of your medical is acceptable to clear the denial, revocation, or suspension. Simple enough? So if you presently legally fly a fixed wing aircraft, land, and hold a current medical, under LS rules, you can continue to fly an aircraft that meets LS standards using your driver's license and self certification as your medical, but if you want to fly a powered parachute, gyroplane, or trike, you need type specific training and a log book endorsement from a LS CFI or DPE. Clear as mud, huh?

Just so you know who to ask for the true info, 83ers attending the all day seminar included Bob Holmes, Cleone Markwell, Ernie Winters, Dave Jones, Chat Chatterji, Tony Valentic, Norm Patrum, Jack Underwood, Floyd and Sonny Haumesser, and Vern Knock. Attending the afternoon only were Ted Black, Jim Fisher, new member Johnny Swalls, and me (SOB).

## Young Eagles Report

This from Keith...

We are planning a rally for about 100+ Young Eagles from the Marshall, IL 7th grade and are looking to schedule a day for the flights. Presently Foraker and I will meet with the class later this week at the Marshall Jr. Hi. to give a 40 minute presentation. After that a date will need to be established for the flights.

We would like to give the rides sometime in April. So what I would like from you is to know which Saturday or Saturday's in April will work best for you after our meeting on the 9th which leaves the 16th, 23rd, and the 30th.

## Recent Sighting – Member News

From Alan Harder...

Chat and I are going to pull a trailer up to Oshkosh this year and stay in Camp Scholler. If anyone wants to tag along, we can set up a Chapter 83 area. We actually have two trailers available, so can accommodate a few extra folks if there's any interest from someone with another tow vehicle.

We're planning to leave TH on the Wed of the show, and come back Sat or Sun. Let one of us know if you're interested...

From John Watler...

John is busy trying to get his instrument proficiency check done if the snow and rain and cold weather would stop.

From Ernie Winters...

Ernie has a great story about a Blackhawk landing at his strip on a training mission. You should ask him about it. It was quite a hit with the neighbors.

From Jay Hooper...

Jay is looking for a couple more pilots who are interested in doing their Wings Program flying. He did SOB's and look how good a pilot he is! Seriously, Jay is very good and he needs another one to get his CFI Wings certification. If you're interested, call Jay at 235-9675 or email him at jay47885@yahoo.com and get your 3 hours scheduled.



Passengers happy to have just departed SOB's aircraft

The date in which most pilots can fly will be the primary date. The next most will be the secondary date and so on. Also a ground crew will be needed to take care of the ground ops and chaperone possible tours of the tower.

This will be our first encounter with the Marshall School system. Science teacher Kathy English teaches Bernoulli's Principal in class and touches briefly on aerodynamics. It has been her goal to leave the students with something to remember from her 7th grade science class. I think this would qualify.

Anyone who can help, flights and ground ops, please respond as soon as you are able. Your help will be greatly appreciated. You can let me or Bill know either by calling me at 812-230-2355 (cell), 217-826-2967 (home) or Bill at 812-208-4816 (cell), 812-877-1518 (home).

### Web Report – Jeff Tucker

The interactive email server is back online. All subscribers have been deleted from the server, so we are starting over. If you would like to participate in email discussions on the list server, just sign up by sending an email to list@eaa83.net with a subject line of Subscribe. Visit the email list page on the website for more details.

Work on the new pilot shop page continues. We will not have to spend the \$100 approved at the January meeting for a secure connection. Our web host has provided software and a secure connection free of charge. When completed, you will be able to join or renew your EAA 83 membership, and buy shirts, hats, calendars etc.

Work on the member area is progressing. The login system is complete. I am now working on the member area pages. I hope to have login information for all members at the May meeting.

As always, please email me at jeff@eaa83.net with any comments or suggestions for the website.

## **Safety Item (from AVWeb news)**

The next month, according to the FAA, is critical for safe icing operations. Late last year, the NTSB recommended all pilots perform tactile testing for ice on flying surfaces, and the FAA now warns icing accidents/incidents are just as prevalent or more prevalent during the months of March and April as in November, December and January. They went on to talk specifically about Cessna Caravans (not Dodge Caravans), but all of us need to heed this warning. Watch that freezing level...

## **Local Notams (Upcoming Events)**

I posted the tentative schedule for this year in the last newsletter and I'll put them on the web calendar soon, but here's one to add. Since we don't have a meeting in July because of the TH Air Fair and Oshkosh, we thought that would be a great time for a HUF hangar Party. We're planning to have it at noon on July 2 (the first Saturday) on the south ramp of the west T's. I have run this by Dennis and he's okay with it but it's still tentative. There may be some changes, but keep that date open for some burgers and flying fun. We'll invite our chapter, all HUF hangar tenants, the airport board, the THUC, the HUF ATC and FSS folks, and we'll have some fun and get to meet some new people.

May 14, the Mt. Vernon, IL, airport, MVN, is holding a Looney Tunes Fly-In all day. They are offering 6 gallons of free gas for any ultralight that flies in and they'll have lunch. I'll contact them and see if the gas deal

is for us too. Watch the next newsletter for more details.

## **Our Next Meeting...**

Our April meeting will be at the Greencastle Airport (417), 25 nm ENE of HUF, at Noon, on Saturday, April 9, 2005. We'll plan to gather there at 11:00 or so to have breakfast at their great restaurant and then mosey down the hall at noon to meet in their conference room on the NW corner of the building. This will be our first fly-out meeting of the year and begin the countdown for the coveted Master Flyer Award. So put air in the tires and oil in the sump and hope for nice weather. The runway is 18-36 and plenty long, but you can't see one end from the other, so as always, be careful out there. The FBO and parking area is on the north end of the field, west side of the runway. If you're driving over, take 40 or 70 to the Greencastle exit/signs and turn north on 231 and take it toward town. At the intersection (traffic light) with Veterans' Memorial Highway, turn right/northeast on it. Go almost 2 miles on Veterans' Memorial and then turn right/east on route 240. Go about 1000 feet on 240 and take a right/south on Ballard Lane and it will take you to the Dixie Chopper FBO building. You can take roads to the south end of the airport, but we'll be at the FBO at the north end. See you there.

## Some winter flying scenes...



Does this look like a runway to you?



You can see these aircraft in the previous picture if you look real closely just by the prop.

Just for fun...



A Very Cool Heritage Flight



Carrier Launching – old and new...



On Final – Short Field Landing