



# **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, Garland Wadsworth, Curt DeBaun, and Tom Flock

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

President/Newsletter Editor: Bill 'SOB' Foraker, 812-877-8219 work/812-877-1518 home, [SOB@eaa83.net](mailto:SOB@eaa83.net)

Vice President: Jim Fisher, [jfisher488@hotmail.com](mailto:jfisher488@hotmail.com)

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

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

Secretary: Jeff Wellum, [jwellum@aol.com](mailto:jwellum@aol.com)

---

April, 2010

### Idle Chatter

Wow! Lots has happened since our last meeting. The tug got done, Matt and I worked the staging airport for the B-25 reunion, several of us visited Don Bussart, Jordan bought a C-45 (and Matt and I got to fly it), I declared my first emergency in the air, Sullivan had its first breakfast of 2010 and it was packed, Alan is progressing on the Flutterbug and the Chief engine, Nick's deal with the airport looks to have died, Chad's new maintenance operation is going well, Jim flew some local reporters and got on TV, Curt's L Bird project is coming along, I bought a 1951 Willys Jeep, and lots of you did lots of flying. I've added a couple of new people to our HUF Fliers email list and you'll start to hear from me more now that flying season is here. Let me know if you want off the list. I don't want to bug anybody.

Sorry about missing a March meeting. Our speaker got busy and I never got a replacement arranged. I'll have to do real good meetings from now on to make up for it.

So far, the 2010 flying season is doing pretty well. Don Bussart's field is in good shape. Eight aircraft and a bunch of us visited with him recently. He and Kako are doing well and they like fly in visitors, so go the next time we visit. We always have fun there.

Matt and SSgt. SOB tugging Pacific Princess at the Grimes B-25 fly-in.



National 'Learn to Fly' day is scheduled for May 15 and I know several of you are interested in doing something for that, but I haven't heard back from Dennis at the airport if they are planning anything or want us to participate with them. I'll keep you posted on email.

As you probably know, we have submitted our application to host the EAA's Ford Trimotor this year, but I haven't heard any

word yet on that and there is no schedule posted on the web site, so I guess we just wait. We've also asked the Collings Foundation to make us a stop on their tour this year and we hope to get some good news there too. Dave Felstein is working on that for us and we all hope that comes through. How cool would it be to have a B-17, and B-24, and B-25, and a P-51 at Hulman Field?

Your officers, unofficial as they are, have cobbled together a very tentative meeting schedule and we have some new ones. As you will see, this month is at the new Vintage Wings hangar, and we'll get to see Niki's new C-45 if you haven't yet. More on the meeting at the end of this newsletter. We also hope to work in Dave Wilson's wonderful grass strip as a meeting this year. If you haven't been there, you're missing a really neat place. We'll do at least one fly-in and a meeting there this year if Dave will have us.

As for the newsletter, the new PDF format seems to be working well. The paper newsletter will now be in color and produced by Tabco for a nominal fee. Thanks to Brad Bilyeu and his staff for their work.

I'll put some more news in the member section. Hope you enjoy this edition of the newsletter.



Matt Younkin's and Jordan's Twin Beechs in front of Jordan's hangar at HUF. If you follow air shows, you'll know that the red and black one flies in lots of shows around the country.

### The Last Meeting - Jeff Wellum

EAA Chapter 83, February 20, 2010  
Location: ISU Myers Technology Building,  
Room 105

Meeting called to order by President Bill Foraker followed by the Pledge to flag.

#### Present at the meeting:

Bill Foraker, George Bakken, Ken Lorenz, Jim Fisher, Nick Mahurin, Mike Schleder, Jerry Badger, Jeff Tucker, Dale Barkley, Eric Hettlinger, John Watler, Jeff Wellum, Matt Throckmorton, John VanEtten, Lynn VanEtten, Ken Crane, Kay Brown, Charles Keen, Victoria Dunbar with 2 ½ month old Dustin, and Steve Lima. 20 ½ in attendance

#### News:

- Jerry Badger has just finished his biannual and is good for two more years of flying.
- John Watler recently finished the FAA Wings program.
- Dale Barkley has sorted out an oil issue with his aircraft.
- Matt Throckmorton gave an update on the resurrection of his F1 Rocket and the status of the Tug.
- Mike Schleder made his first solo flight on Friday.
- Charles Keen has his Private check ride scheduled for Monday.

#### Upcoming Events:

- Open cockpit night March 5th
- Purdue Event April 17th
- Doolittle reunion April 17th and 18th

#### Business, new and old:

A suggestion was made to give free Chapter 83 membership to students. The decision was tabled until the next meeting to give time to review membership guidelines set by the EAA.

#### Program/ Speaker: Steve Lima

Steve Lima is a professor in the Biology department at ISU. He gave an over view of his recent research on the behavior patterns of birds and how they respond to aircraft. The presentation included many pictures of the results of bird strikes on aircraft as well as surprising statistics on the high number of bird strikes in aviation.

Thank you to Steve Lima for you time and effort in bringing this information to our group.

Meeting was adjourned

Many of us met at Georges Café for brunch before the meeting. That is the first time that I have been there and, to be honest, I didn't even know it was there. The food turned out to be good and, of course, the

company was great. It sounds like many had taken advantage of the previous beautiful day and did a little flying. I am definitely looking forward to the upcoming flying season!!

-Editor comment: Jeff put lots more in his report. I just snatched much of it for other sections of the newsletter...

### **From Your Treasurer – John Watler**

John reports that we have funds in the bank most of our major expenses have been paid for the year. 2010 dues are due: \$15 for paper newsletter, \$10 for enewsletter. Just bring your money to the next meeting.

### **Young Eagles Report – Jeff Tucker**

I have a few YE applications if anyone would like to fly them. SOB says he's going to do it, but he couldn't even get to arranging a meeting last month. If you want to get a couple YE's done early this year, just give me a call.

### **Web Report – Jeff Tucker**

Jeff reports 55,933 total visits to the site last year. This equates to 156 per day with 81 unique visits per day. So far this year there has been 8027 total visits with 3071 unique visits. The hosting fee of \$119.40 has been paid.

### **Recent Sightings – Member News**

Matt reports good progress on the Rocket rebuild. Much of the innards have been transferred and the wings and tail are done. Engine next. Work slowed because when we got invited to Grimes for the B-25 fly in, we finished (almost) the tug. She worked great and has lots of B-25 tug time on her now...

And on that front, SOB and I hooked up the motorhome and the tug (thanks to Jeff W for the trailer loan and technical assistance) and headed to Urbana, Ohio. The MH ran great and we got there and set up as expected. We unloaded the tug and put her to work. On Thursday, we worked the North ramp at the Museum and tugged the 2 B-25's giving rides from there. They were Pacific Prowler and Yankee Warrior and we pushed them around all day. Then on Friday, we started doing that, but Warrior puked up a load of oil and needed some maintenance. Their great crew went to work and had her repaired in about 4 hours. Stuck check valve in the oil return line. About the time Warrior went down, Prowler stopped giving rides, so we were out of work. We packed up the tug and headed to the south ramp to work there. First we tugged Take Off Time out of the grass, and with some smooth talking and a wonderful owner/pilot, we got a ride. Ask me or SOB for the stories. The overview – very cool and very loud. After our ride, we got back to work and tugged Pacific Princess out and worked with the other tug crew to get all the aircraft staged for the Sat morn 0700 departure. We got up about 5:30 on Sat morning and it was COLD. But being tough like we are, we got out there and all 17 B-25s departed for Wright-Patt in the proper order. What a sight.

Then we packed up and drove home, but on Sunday, we flew back over to Grimes to see 12 of them return to Grimes after their Doolittle Reunion Memorial Fly-by. In all, it was a great experience. Once in a lifetime for guys like us.

Jordan is flying the wings off his 'new' C-45/Beech 18. She's a beauty and you'll get to see her up close at the meeting.

Jeff Wellum sent this web site along.

[OneTankFlights - Discover, Fly, Share!](#)

He reports that it looks good, but doesn't have much from our area yet.

### **From Curt DeBaun**

Thought I would send a few photos of my L16 Project. The L16 pictured is what I am planning on mine looking like, although mine is a L16A, and the plane pictured is an L16B. The other two pictures are of the wings being re-done by John Ross.

I have a complete history of the airplane sent to me from the Air Force. It started out with the Minnesota National Guard, but was transferred to the U.S. Air Force during the Korean War for pilot training in Texas. After the Korean War it needed up with the California CAP for 20 years. It had been setting disassembled in California since 1986.

A couple of pictures, first the paint scheme and then the wings in process...



On his recent trip to Europe, Jim Fisher had a chance to visit Berlin and learn more about the Berlin airlift. Ask him those stories. Sounds fascinating. He has pictures of a C-54 at Templehoff and others.

Jim also recently took a local reporter flying as part of a story on I-641. Here's the link.

<http://www.wthitv.com/dpp/news/local/641-bypass-public-meeting-on-Thursday>

From Kevin Davidson

The RV7 slow-build wing kit is in the garage. Two crates (one was 16' long – spars and longerons) shipped from Oregon. 400 lbs for \$325. Fed Ex Freight to the terminal in Terre Haute and then hauled to Marshall in a long-bed pickup. Saved lots of money by not asking for home delivery and VAN's arranged some extra discounts by pre-paying the freight instead of COD.

The RV7 project has been put on hold for a few months while I've been remodeling the basement with bathroom, storage room, bedroom and large family room. The wife agrees that the spare bedroom will be the storage room for finished RV structures (tail, wings, engine, etc...). I think that's what she meant when she said '...so then you can sleep with your airplane'.

Building the wings will begin in May (that's my guess). I almost paid for my wing kit with the basement insurance money i.e. sweat equity. At least that's what I told myself when I was finishing the drywall and grouting the tile.

I'm looking for a used IO-360 or IO-390. Other engines of interest include the Mazda Renesis rotary.

From Nick

I took my family to Gatlinburg, TN for a 3-day weekend at the beginning of spring break. They have a beautiful new ramp and FBO on the field that opened last Sept. It was 1hr 45min @ 160kts, so a very comfortable cross-country trip. The JPG restricted airspaces in SE Indiana were cold for both the trip down and back. This airport is right at the foot of the Smoky Mtns, so you fly over some foothills but no major mountains. Pic: Nick, Rachel (daughter) and Mikee (step-daughter).

And on the FBO situation...

Unfortunately, after 6 months of negotiation, I have to report that my bid to acquire Terre Haute Air Center has come to a conclusion without success. The board simply didn't "get it". In March, Dennis Wiss and I took the board a purchase agreement that was consistent with the letter of intent they entered into in

January. They got hung up on minutiae and didn't accept it. I finally told them I was done. My take away from this experience will sound a lot like those who came before me in trying to do similar things at HUF. While my aspirations to own the FBO are over, I still want to influence positive changes at the airport. Having seen behind the curtain, it is disappointing to know how our airport is governed. I believe the only solution to turn things around at the airport is a change in board-level leadership, and that requires a political solution. I'll reach out to many of you in coming weeks to discuss how we can start the process of making our airport work for our community.

A picture from Nick's flight



Billy's Pitts wing in process



#### From Billy Werth

Hey Bill, just wanted to shoot you a pic of some recovering we're doing this year. Since the baby is 9 years old now, and I'm not exactly 'gentle' on her, we figured a recover might be a good plan. We're just doing the bottom this year, and we'll do the top next year. She should be all back together ready to G your lips off by the end of Apr. Our airshow schedule this year is thinner than last year, but the shows are a little bigger. I've got everything so far on our website. Thanks for the newsletters and keep flyin safe!

#### From Johnny Swalls

I am an AV-Blend Dealer if you use it. It can really help your engine run smoother and last longer. Let me know if you want more info or to place an order.

#### From SOB

I flew Jordan to Janesville, Wi, to pick up Niki's new C-45. Great flight. On the way back, the old Comanche got smoke in the cabin on departure. Quickly returned to land and discovered a small leak in the oil pressure line. The wonderful crew at Blackhawk Aviation fixed it and I got home that night.

I also flew Jordan up to Muncie to retrieve the Beech after some avionics upgrades. We ended up flying back around some thunderstorms. Interesting flight that ended with a very nice formation low approach at HUF.

#### Local Notams (Upcoming Events)

Thursday April 29th at 7:00 pm, Sullivan County Airport and Walker Aviation will be hosting an safety seminar with FAA's George Ballard. The Seminar will cover routine maintenance that pilots may legally perform on their aircraft and what logbook endorsements are needed. So plan to come and learn more about what you can do as well as enjoy the camaraderie with other pilots! For more information call Ron Walker at 812-268-6959.

On May 7, 8, & 9, at the Greencastle airport, they are hosting their annual formation flying workshop. There will be lots of cool aircraft on the ramp. Their restaurant is open again and has reinstated the weekend breakfast buffet. You might want to check this out.

May 15 is National Learn to Fly day. We'll see what develops at any of the local airports.

### Our Next Meeting...

Will be on Saturday, April 24, at the Vintage Wings hangar at HUF. That's Jordan Brown's hangar and you'll get to see up close and personal his and Niki's new C-45/Beech 18. It's a beauty. His hangar is on Executive Row at HUF, between Williams Aviation and Air Evac on the west side of the main entrance to the airport. Jordan and Niki are hosting lunch and we'll meet at 10 and eat after the meeting. Call SOB at 878-0587 with questions.

There is a large ramp across from the hangar. If you fly in or taxi over, park there and we'll have a nice collection of aircraft to look over.



Alan's Chief underway



Just some of the aircraft at Don's a couple weeks ago. And yes, the grass was that green and the sky that blue...