



# **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**

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April, 2011

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

Will be on Saturday, May 7, at Noon, in the Vintage Wings Hangar at HUF. In case you haven't been there, it's on Executive Row just to the right of the main airport entrance. Come to the main HUF entrance and make the first right. Go to the third building on your left and park wherever you can. With a little luck and some good weather, we might have a C-45 and an AT-6D on the ramp.

Please bring your aircraft if you like so we can look at them. There is more aircraft parking than auto/jeep parking anyway. If you fly in and you're not familiar with the HUF layout, just ask to taxi to the north or the executive ramp. It's north and a bit west of the terminal bldg and bldg 2 (the former Ivy Tech bldg.).

We'll start with our regular member intros and updates, have a short presentation, and then have our 2011 planning session. So if you want to have some input into where we fly this year, come to this one...

### **The Last Meeting - Jeff Wellum**

November 20, 2010  
Location: Vintage Wings Hanger, Hulman Field

The meeting was called to order by President Bill Foraker.

Pledge to the flag

Attendance: 13 including

Brian Manning (C170), Nick Mahurin (C340A), Dale Barkley (Sky Ranger), Jeff Tucker, Alan Harder (Stits Flutterbug/Aeronca Chief), Jerry Badger (Mooney 252), George Bakken (C172), Ken Lorenz, Jim Fisher (C182), Jeff Wellum (AA5B), Bill Foraker (Comanche), Jordan Brown (C45, Citabria, Bonanza), Matt Throckmorton (F1 Rocket).

Member news:

Brian Manning introduced himself and gave some of his back ground in the Navy flying TA-4's, F-14's and his current position flying a MD-11 for FedX.

Nick Mahurin had the 340A that he recently purchased on display. What a beautiful aircraft!! He has started Multi-engine simulator training in Champaign.

Dale Barkley is starting the build on a Sonex motor glider.

Alan Harder is making progress on the Aeronca Chief.  
Jerry Badger is planning some flying for the holidays.  
George Bakken has been working on his ATC communication skills while doing some cross country flying up north visiting family. He reports that his wife now appreciates the utility of the airplane. (Very good thing)  
Ken Lorenz has been flying the DA40 out of Greencastle.  
John Watler reports flying the company plane during 25 of last year's 52 weeks. Can I get a job there? He also described the process for the low compression fix on his 172.  
Bill Foraker had a few things to report. The Comanche is due for its annual in December. He has been busy assisting with the DAV Air shows. He also described, in detail, his introduction to Miss Florida.  
Jordan Brown will be working towards his check out in a B-25 next year.  
Matt Throckmorton is now TRULY a few short weeks away from firing up the rocket again.

#### Young Eagle Report:

Jeff Tucker reports that Chapter 83 gave 66 Young Eagle rides to 60 kids this year. 9 pilots participated with 10 ground crew volunteers.  
There was a short discussion about next year's Young Eagle plans

#### Web Editor Report:

Jeff Tucker reports that, after MUCH complaining from John, the web site now has animated radar.

#### News Letter Report:

SOB has been busy with air shows, Ms. Florida, Cruises, Flying, and I think he still has a job somewhere. Did I mention Ms. Florida? Anyway, he says he will get a newsletter out soon.

#### Events:

Recent FAA Wings program at ISU  
Several members attended the program  
There was a discussion of airport procedures covered at the program.  
Reminder to re-register your aircraft with the FAA.

#### Business, new and old:

The existing officers were voted in for another year  
Bill Foraker-----President  
Jim Fisher-----Vice President  
John Watler-----Treasurer  
Jeff Wellum-----Secretary  
Jeff Tucker-----Young Eagles Coordinator and Web Editor

Ernie Winters Scholarship fund: Motion made by Dale Barkley and seconded by Jerry Badger for a one time donation of \$500.00 to the EAA for the Ernie Winters Scholarship fund with the stipulation that it be used in the next year. Motion was pass by majority vote.

It was decided to have a Christmas party on Tuesday, December 7th. Bill will send out the details as they are confirmed.

Meeting adjourned.

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

Jordan, Matt, and I bought a 1942 AT-6D. As if you didn't know. We're having fun with it.

Matt's Rocket is flying again and it's doing great! Straight and true and 209 kts so far.

JP is hot on the trail of a '71 Comanche 260C. He may have it by the time of our meeting. Or not. He may still be looking.

Dale M. just bought a Turbo Lance. He's looking for partners, so if you can fly an airliner, let him know. It's the only GA aircraft with an aisle, and it's based at HUF.

The estate of our long-time member and good friend, Bob Holmes, just donated Bob's Spacewalker to the ISU Aviation Department. They will use it for classroom instruction, and not fly it.

Alan H. is busily working on the O-200 for the Chief. It may be ready to fly to TH in the next few months. I think Alan will miss the Flutterbug, but I know he'll be really happy in the Chief.

Michael K. is now a ½ partner in the 1992 Mooney 201MSE, N9157F, hangared at HUF.

Jeff and Rob W bought a tail kit and are started on an RV-8, when they are not flying the Tiger. I guess technically, Rob bought the kit and Jeff is doing the building...

This report from Kelvin R. from March

Yesterday I went on a guided tour of the Rolls Royce Aviation Heritage Museum in Indianapolis. It is located at the Rolls Royce Liberty Engine plant in Indianapolis not far from IND airport. The museum is now open to the public from 10:00 to 4:00 M – F and, technically, is owned by the Rolls Royce Heritage Trust. See - <http://www.rolls-royce.com/about/heritage/branches/indianapolis.jsp> Rolls Royce acquired this plant from Allison Engines back in 1995. Growing up I know it as Detroit Diesel Allison and the GM Allison Gas Turbine plant (not to be confused with the Allison Transmission facility which is also on the west side of Indy).

Our tour started with a history lesson about Misters Rolls and Royce, Jim Allison, Carl Fisher and the early development of the automobile industry. It's amazing how all of these turn of the century industrial tycoons knew each other and did business with each other.

They like to refer to the museum as a library because they are also the repository for company financial records going back to 1926, design drawings of all engines, notes of engineering meetings, and documents I could not imagine. About 90% of the members of the Trust are former Allison employees including our tour guide who is the President of the Trust, a pilot himself, a real engineering junky (he met and talked with the two inventors of the gas turbine engine), and active in the GA community. Yes, he even hinted that there is a small turbine being readied by Rolls Royce for use by small planes.

Most of the engines on display could be readied for operation without much work and much of the work they do is restoring old engines they find at various locales. One restoration was particularly interesting. The engine was in poor condition when discovered. It had six ignition coils, four of which had disintegrated. The initial decision was to simply create 4 fake coils to replace them when one of the old timers said, "Wait a minute. I think I recognize those coils." It turned out that they were the same coils used on the Ford Model A automobile and original coils were soon found to replace the disintegrated ones.

The biggest problem with touring the museum is that it is only open Monday thru Friday and that makes it hard for many of us to visit it. However, if there is interest for a tour I would be happy to make arrangements and take time off to go again.

This good story from Nick M.

I took the family to Destin for spring break. We cruised at 17k ft on 4/2, a very nice afternoon. Favorable winds provided ground speeds in the 225 to 245 kts most of the way. On arrival, I was with Eglin approach for the last 25 miles or so. By the time I reached the Bay, approach had me down to 1,600ft and told me to expect a visual approach. (Field elevation is 23ft, and pattern altitude is 1,000ft.) They had me on an assigned heading that directed me well east of DTS.

At about 15 miles out, I called the FBO on COM2 to request that they call a taxi for us. Naturally, I listened to approach on COM1 while talking to the FBO and switched back to COM1 when done. When the next transmission from approach came in, they simply wanted me to verify the field in sight. I answered in the affirmative, but a few moments later approach called for a radio check. I answered; no response. Then, a more authoritative voice came over for a radio check. I answered even though I knew he wouldn't hear me. At this point, I was only 5 miles from the field, and on a trajectory to pass it several miles to the east on my way out to the Atlantic. I had that compounded sinking feeling in my gut as I triple-checked everything on the radios and audio panel while scrambling to recite my memory items for lost communications. The crazy thing was that I continued to hear their transmissions.

Eventually, when I was due east of the field, the supervisor said, "25EB, if you are able to receive this transmission but not respond, ident." I did. He said, "25EB, Ident received, you are cleared for the visual approach to runway 14 at DTS. Acknowledge with Ident." I did. He said, "25EB, change to advisory approved. After landing, try closing your flight plan on this frequency. If that doesn't work, call us from the FBO's telephone." I threaded us into the traffic in the pattern and landed. My CTAF calls were clearly received by other airplanes, so I was clueless about the source of the problem.

Before shutting down the engines, I flipped back to Eglin approach and gave them a call. The same voice came back on the radio and said, "25EB, IFR cancellation received, thanks for the call." I was silent for a moment while I pondered what had happened. The voice came back and said, "By the way 25EB, the radio failure was on our end, not yours." Whew! That was nice to hear. I'm just glad it was a visual day! And, I'm going to review those memory items...

## Local Notams (Upcoming Events)

Boy, oh boy. We have lots of stuff cooking. Here's the short list so you can save the dates for your calendars.

April 30 - The Charlie Wells Scholarship Fly-In Breakfast at Springfield, IL, SPI, 7 to Noon.  
Jordan is flying the B-25 to this one and I hope to go to. 112 nm WNW from HUF  
<http://www.wellsscholarship.com/>

May 7/8 - FAST seminar, Mt. Comfort airport. I don't know much yet, but I'll find out and let you know if you're interested in formation certification.

May 13 - 15 - Indianapolis Air Show, MQJ, Mount Comfort airport  
<http://www.indyairshow.com/>

**May 21 - HUF Airport Open House, 9 to 1. A chance for the public to see what goes on at HUF. Bring your aircraft over to the ramp to support our lower fuel prices. Dennis and the board are trying so let's do our part. BFT Warbirds (Brown, Foraker, Throckmorton) plan to bring our airplanes over and the big news is that Jordan will be flying the CAF Missouri Wing B-25, Show Me, and giving rides. There will also be a very fun flour bomb drop to benefit the fight against Leukemia, so plan to spend a couple bucks and drop your bag. There may be a big B-25 flour bomb drop too. We'll see. Thanks to Bob Baesler of Baesler's Market for sponsoring the flour bombs.**

May 21 - Annual Veterans' Day Pancake Breakfast at Frankfort, FKR, 7:30 to 11 am  
This is a great event and I hope to go and come back for the HUF open house. More info at:  
[http://www.flyincalendar.com/event\\_detail.cfm?e=9639&m=5&y=2011](http://www.flyincalendar.com/event_detail.cfm?e=9639&m=5&y=2011)

June 4 - Wings and Wheels Fly-In at Sheridan Airport, 514, Sheridan, IN  
Opens 8 to late afternoon. Airshow 1-3pm. [http://www.sheridanairport.com/Wheels\\_Wings\\_Fly-In.html](http://www.sheridanairport.com/Wheels_Wings_Fly-In.html)

June 6 - 8, The EAA Ford TriMotor visits Terre Haute. We'll talk about this at the meeting.

June 10 - 12 - Annual Frasca Fly-In, Frasca Field, C16, Urbana, IL. This is a good one and this year Rod Hightower will be speaking, I think on Saturday. I have a flyer with more info that I'll attach to a later weekend update.

June 12 - Sinful Sunday at Lee Bottom. More info at:  
<http://www.leebottom.com/EVENT%20Sinful%20Sunday.html>

June 18 - Midwest Taildragger Rendezvous, Post Air, 7L8, Indy. More info at:  
[http://www.flyincalendar.com/event\\_detail.cfm?e=9563&m=6&y=2011](http://www.flyincalendar.com/event_detail.cfm?e=9563&m=6&y=2011)

July 8 & 9 - SkyFest 2011 at the Kentland Municipal Airport, Kentland, IN  
<http://midwestskyfest.com/>

July 25 – 31 – EAA AirVenture. We know it as Oshkosh.

Sept 3 – Marion Fly-in Drive-In, MZZ, Marion, IN. A great one. More info at:

<http://www.flyincruisein.com/>

Sept 9 – 11 – Kentucky EAA Sport Aviation fly-in at Rough River State Park, 213. More info at:

[http://www.flyincalendar.com/event\\_detail.cfm?e=9799&m=9&y=2011](http://www.flyincalendar.com/event_detail.cfm?e=9799&m=9&y=2011)

Sept 24 – Lee Bottom Wood, Fabric, and Tailwheels Annual Fly-In. It's a classic. More info at:

<http://www.leebottom.com/FLY%20IN%20information.html>

### **Some other nearby air shows (from the ICAS schedule)...**

May 7 & 8 – The Great Tennessee Air Show, MQY, Smyrna, TN

[http://www.smyrnaairport.com/air\\_show](http://www.smyrnaairport.com/air_show)

May 26 – 30 – The Salute to Veterans 23rd Annual Celebration, COU, Columbia, MO

<http://www.salute.org/index.shtm>

June 3 – 5 – Not close, but the BIG dog of warbird shows. World War II Weekend - Gathering of Warbirds, RDG, Reading, PA. <http://www.maam.org/maamwwii.html>

June 4 & 5 – Rockford Air Fest 2011, RFD, Rockford, IL

<http://www.flyrfd.com/airfest.html>

June 11 & 12 – Evansville Freedom Fest, EVV, Evansville, IN

July 1 – 4, Battle Creek Field of Flight Air Show & Balloon Festival, BTL, Battle Creek, MI, a big one.

[http://www.bcballoons.com/index.php?option=com\\_content&view=category&layout=blog&id=1&Itemid=2](http://www.bcballoons.com/index.php?option=com_content&view=category&layout=blog&id=1&Itemid=2)

July 2 & 3 – Air Fest St. Louis, CPS, St Louis, MO,

July 15 – 17 - Gary's South Shore Air Show, GYY, Gary, IN, over water show

<http://www.garyairshow.com/index.html>

July 22 – 24 - Prairie Air Show, PIA, Peoria, IL. A big one.

<http://www.prairieair.com/>

July 23 & 24 - Vectren Dayton Air Show, DAY, Dayton, OH. Really big one.

<http://www.daytonairshow.com/index.html>

July 23 & 24 – Thunder Over Michigan, YIP, Willow Run Airport, Ypsilanti, MI. Big show with the Blues and 7 Corsairs. <http://www.yankeeairmuseum.org/airshow/>

July 30 & 31 - Southern Wisconsin AirFEST, Janesville, WI.

August 27 - Airshow 11, MTO, Mattoon, IL

Note: there is no show scheduled for Scott AFB at this time.

### **Idle Chatter**

Yeah. Our last meeting was in November. I think I should be fired. You need a full time president. I was busy this winter cruising and hanging with friends in FL. It was just too cold here and Beth made me go.

But we did have a fun Christmas party, but nobody took notes. It wasn't a meeting, Just a dinner and paper airplane carrier landing contest.

Anyway, we're real close to starting another flying season, so I'm back and will try to get going. I know I promised a 2011 planning meeting in January, and then I was gone. Then in Feb I was still gone. Then in March, I was just too lazy, but in April, rats, missed again. So let's do the planning meeting in May at our next meeting. It will just be a regular meeting, but instead of a big program, we'll have a short presentation and then talk about what to do this year.

I think most of you get my weekend updates. If you get them and don't want to, or don't get them, just let me know and I'll add or remove you from the list. No biggie.

And as for the newsletter format, I got some advice to change the order. I was told that nobody really cared what I had to say (Beth is in complete agreement) and that you all really want to know about the next and last meeting and what's happening. So I actually took the advice and changed the newsletter around. Let me know what you think.

Also, I hope you like and can use all the hot links in the newsletter. I add them so you can quickly get to additional info. Some links don't look like links, but they work anyway.

I didn't add any pictures because I don't have any recent ones. I could put some of the 'new' Rocket, the T-6, and the C-45, but you've seen all those. When we get to flying again and I have some new ones, I put add them in. And if you have some good ones of your 'new' airplane, please send them to me.

Please be careful up there...

SOB