



USAF Thunderbirds mid-field cross



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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Prez Sez



With weather improving (ooo, probably shouldn't have said that) more props are turning and the fly-outs are looking more likely.

Here are a couple of things we'll be talking about at the Sullivan fly-out meeting on Saturday April 12th:

--Things seem to be moving toward conversion of one of the "end caps" on the west T-hangars at HUF into hospitality space of some sort with heat and A/C. Among the possibilities for using it are: a modest amount of space for a chapter office; a workbench where hangar tenants can bring small projects to a comfortable work area; a lounge area—chairs, couch, etc; a good wifi node; a place to spread out charts and do flight planning; and maybe something else that hasn't occurred to us yet. There are a good many things yet to consider (who would use it, who would fund the construction and who can do the work) but we seem to be closer to this than we have been for a long time. Come with some thoughts!

--Chapter Logo apparel? There's been some interest in ordering hats and/or shirts with the chapter logo on them. We'll decide what and how many.

--Steak!!!! Don't forget Ron is adding steak to the SIV fly-in menu for our meeting!!

I had a really nice visit with Larry Richter earlier in March getting a tour of his Velocity project--more on that in "Member News" below.

I've been going through chapter history records and have found some really interesting things, like our [1960 EAA Charter](#) and [1970 re-activation charter](#), both signed by Paul Poberezny and the chapter members who chartered and re-activated the chapter.

Also: an account of the first homebuilt aircraft to fly in Terre Haute.

Quick quiz: Did the first local homebuilt fly in

- A. 1937;
- B. 1930;
- C. 1920; or
- D. 1911?

Well, here are two links to a newspaper article (it was too big to scan in one pass) that has the answer and a picture: [>>PART 1<<](#) [>>PART 2<<](#). Go ahead and look at the links--the article is a great piece of Terre Haute (and aviation) history!

I keep hearing that there is a published chapter history somewhere, but have yet to come across one. I did find some of the research records that Curt DeBaun accumulated on the way to putting it together. Does anyone have a copy? Sure would love to borrow it so we can scan it in and share it more widely. (I'm still looking for more pictures too—and loving the little pieces of chapter history that are slowly surfacing.)

That's all for now—

Fly often, be safe,
Alan



VP'S PEEPS

Fliers,

Here are the highlights that I came away with from the FAA WINGS Seminars at Indianapolis Executive Airport on March 8, 2014.

PILOT DEVIATIONS The speakers on pilot deviations were lawyers and spoke to the specifics:

Pilot deviations are found in and slightly different in FAR's for Part 95, 135, 121 operations.

Types of pilot deviations include Runway incursions, Altitude deviations, and Airspace incursions.

How the FAA informs you of an investigation for an an incursion.

How you should respond. While the Pilots Bill of Rights states you don't have to respond, it probably is best that you do and even better is to have an aviation lawyer (which they all were) make a phone call even before responding to the initial FAA Letter of Investigation (LOI). You may even wish to request an informal conference to meet FAA personnel in order to show them you are not just a number. It is in your interest to travel to meeting over teleconferencing.

If you respond personally to the LOI, do it generically. Have a cooperative attitude and state you look forward to working with the FAA to resolve this matter. Be prepared by having evidence of your currency along with detailed information as to you flying background.

Never make the call, always have a lawyer make it, even if ATC or TWR asks you to call "this number."

The levels of FAA enforcement actions:

1. Ft review.
2. Fine.
3. Suspension.
4. Revocation.

The 4 things the FAA looks at. Was the incursion:

1. Deliberate or inadvertent?
2. Did it involve a criminal matter?
3. Was there an accident?
4. Are you qualified to have your certificate?

You should always have a NASA report available to send on-line or by certified letter within 10 days of an incident that you feel may qualify as an incursion.

The next area that the speakers cover was Ramp Checks - what consists of a Ramp Check and who can perform it. They may not detain you. They cannot prevent a flight, unless they deem the aircraft is not airworthy. You should respond to any demand for your documents by saying, "I am not voluntarily surrendering these documents". As a pilot, the smart thing may be to carry documents that show currency, BFR endorsements and Maintenance Inspections.

Among other things discussed were:

You should extend 1/2 mile past runway before making turn to downwind.

Check Overhead approach in FAR's.

ATC clearance is not authority to deviate from FARs! Even clearance from an Air Boss.

The lawyer suggested never do fly-bys or low passes. And, never announce a 'fly by'.

Landing exceptions are not valid if are not in landing configuration.

FAR 91.13 - "careless or reckless operation" is the FAA's fallback position if they can't find a specific FAR violation.

In the end, it comes down to there is inadvertent stupid and deliberate stupid. The latter is when you cause a problem to others - such as forcing an airliner to go around.

So, their advice? Don't do stupid. What is stupid? Anything out of the ordinary. As Forrest Gump said, "Stupid as stupid does."

FLYING WITH THE IPAD III The second seminar essentially consisted of good tips for users of ForeFlight.

But, the speaker did offer one tip to those looking to buy an iPad or upgrade. The best one is the 64 Gigabyte

with 4G. It will give you a WAAS GPS even if you don't have to activate cell service. Oh, and iPads need a (2.1) amp cig lighter.

For the specifics in the presentations click on the links below:

For Pilot Deviations (FAA Enforcement Actions - How to Avoid Them and Procedure): <http://www.montgomeryaviation.net/images/HHPfenneCantrell.pdf>

For Pilot Deviations (Ramp Checks and Over Flights): <http://www.montgomeryaviation.net/images/HHDennisSchell.pdf>

For Flying with the iPad III: <http://www.montgomeryaviation.net/images/HHiPadIII.pdf>

"Keep the wheels side down"

Fish



Member News

Larry's Richter's Velocity build began in the mid-90's

From the outset, he chose an IO-540 rather than the design IO-360. This required a custom engine mount that moved the heavier engine forward, electronic ignition to eliminate the mags, a 90 degree mount for the oil filter and two batteries mounted all the way forward in the nose to help with the extra weight aft.

Larry has made a number of modifications to the Velocity design, several of which Velocity has now independently incorporated into upgrades: a center channel down the ceiling for cabin lighting and ventilation; a hatch forward of the windshield to access the back of the instrument panel; an array of annunciators for gear, doors, fuel tanks and a variety of operating conditions; a dedicated 30A alternator and battery to run the ignition, with the primary electrical system serving as backup for the "e-mags"; wing-mounted oil coolers; high-volume airflow for engine cooling; a locking ring collar to stabilize the nose gear and probably more that he mentioned and I have forgotten. To top it off, interior trim is walnut, taken from beams salvaged from his father's barn or home

Looking at a complex wiring layout, I asked where he came by his electronics expertise. Turns out he took degrees in electrical engineering and biomedical engineering before going on to medical school! The wiring is about the final phase of the project.

The Velocity showcases a wide range of building skills—and meticulous attention to detail. It will, of course, be finished "Tuesday."



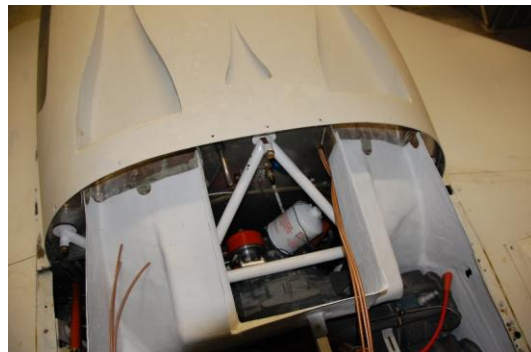
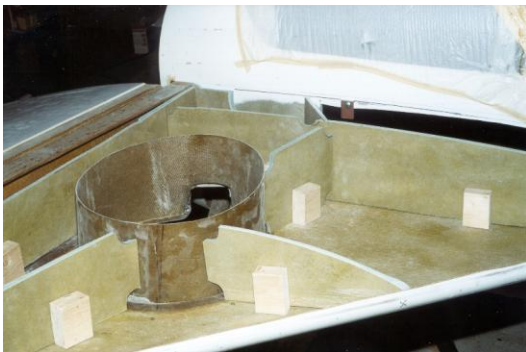
In the beginning



Taking shape

Behind (in front?) of the big -540
 enough room for a B&C 30A alt.
 to run the ignition, but not for mags

A wheel well in the fuel cell



Instrument panel taking shape.



What a presentation

Secretary's Minutes
EAA Chapter 83
Minutes
03/08/2014
Montgomery Aviation
Indianapolis Executive Airport KTYQ

The meeting was called to order by VP Jim Fisher.

Attendance:

Jim Fisher, Dale Barkley, Reed Usry, and Jeff Wellum

The wings program sponsored by the Hanger Hawks at Indianapolis Executive airport was well attended with close to 120 pilots and aviation enthusiasts showing up on the misty morning. The subject of pilot deviations was covered by four local attorneys who are all pilots. They covered several legal issues that can arise as well as what to do if you get the dreaded call or letter from the FAA for a possible infraction of the rules. A nice run down of new apps for iPad users was presented highlighting Fore Flight and its newest features. Some of the presentations can be accessed through Montgomery Aviation's website.
<http://www.montgomeryaviation.net/blog/hangar-hawks-event-roundup.html>

Member news:

Dale Barkley has 2 ¼ hours on the new xenos. He is still experiencing some heating issues with the engine.

We tabled the issue for Chapter hats and shirts until the next meeting when more members will be present.

There was a brief discussion on the subject of converting one of the end caps of the T-hangers to a chapter meeting venue/lounge. This was also essentially tabled until more members are present and we find out how the airport will want to proceed with the project.

There was also a discussion of possible destinations for fly-outs. Grissom and Rough River were mentioned.

Meeting adjourned.

Jeffrey Wellum, Secretary EAA Chapter 83.



Large gathering at KTYQ for FAA Wings seminars.

Treasurer's Statement

Solvent. But, you can always check to make sure you are paid up with your dues... a measly \$10.

Upcoming Events

4/12/2014

Chapter 83 Meeting - Sullivan Airport (KSIV) FBO

Noon - Chapter meeting.

8:00 - 11:00 AM - Airport breakfast: As Ron says,

"This time we are going all out!!! Serving STEAK AND EGGS along with the normal waffles, fried potatoes, sausage and Mary Ann's breakfast casserole!!!

EAA 83 will be having their monthly meeting here after breakfast so there will be lots of hangar flying as well as great company!

Hope you can come.

Pass the information on to others you think might be interested in coming!"

Ron

PS – Like last year, Ron and company are extending the breakfast hours to 11:30 to accommodate our flyout meeting.

4/19/2014

Wellum Birthday bash – HUF hangars. Please RSVP.

IT'S THE BIG FIVE-OH

50

**Come celebrate & spread some cheer
Let's make sure**

... JEFF ...

knows he's old this year!

April 19th
Wellum Hanger
Hunt Road

**3
PM**

Drinks & Food will be served.

RSVP to Kellie Wellum 812-230-5572

4/26/2014

ISU Flight Academy Open House – The ISU Flight Academy will be hosting a Fly-In / Drive-In on Saturday, April 26, 2014 from 11:00 AM – 3:00 PM at Terre Haute International Airport (HUF). All proceeds will go to Indiana State University's Air Race Classic Team and NIFA Flight Team. Link: <https://www.facebook.com/profile.php?id=1375131369428365>