



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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From Your President - Keith Welsh

Hello again everyone

Well...with Oshkosh having come and gone I hope many of you were able to make the annual pilgrimage. This is the first year in many that I did not. The day that SOB and I planned to fly up the wx was IFR much of the day thereby grounding our trip. I was really looking fwd to hearing the Lancaster which is what four P-51's in unison would sound like since it is powered by the same Rolls Royce Merlin engines. I'm sure those of you who went will (or better) have much to say and I look forward to hearing your reports at the August meeting....oh, and bring those pictures.

I am told that NASA is experimenting with a 100hp engine on a Quickie, would sure like to have seen that. On some OSH news, I learned that several storms passed through the OSH area this year with a few heavy ones on a couple of nights. One even turned over some porta potties, yuck!!

And on a sad note I just read on the RV list from a witness that on Sunday as planes were taxiing to depart OSH a TBM Avenger accidentally taxied into an RV-6. Not knowing the 6 was there the TBM chewed through the fuselage and into the cockpit killing a 63 year old passenger before stopping. As I understand it all the emergency crew could do was to cover the area. The addition of adequate spotters along the taxi line would have prevented this tragic accident.

And also while on final to RWY 27, a Europa from Washington presumably stalled and spun in killing the occupants. At my first one in 1980 I witnessed a pilot overshoot his base leg, overbank, stall, and

spin into the runway right in front of me. It was bad and I still haven't forgotten it. While attending Oshkosh is arguably the most exciting an aviator can do, just by virtue of the sheer numbers of aircraft coming and going, it has the potential of producing the greatest of memories and saddest of experiences. Proof positive that let's all be careful out there.

Air Fair news: The planning is coming along well and what a line of performers Dennis has put together! The show will be much expanded this year with something for everyone. The EAA exhibit will be needed again and I will need to be putting together a list of display aircraft. We will be located on the main ramp in front of the terminal. Also we have been asked to expand our involvement to include a couple of forum tents. More on that later so stay tuned.

In case you haven't heard, here's the line up:

Patty Wagstaff
<http://www.pattywagstaff.com/>

Bill Stein
<http://www.billsteinairshows.com/>

Greg Poe
<http://www.gregpoe.com/>

Matt Younkin
<http://www.younkinair.com/>

Kyle Franklin
<http://www.franklinairshow.com/>

Greg Shelton and Ashley Battles
<http://www.gregsheltonairshows.com/>

Steve Oliver and Suzanne Asbury-Oliver
Pepsi Skywriter and Skydancer
<http://www.pepsiteam.com>

F-16/P-51 Heritage Flight
F-16 Demo
B-2 Bomber Fly-by
B-1 Bomber, Static Display is confirmed, Flying is TBD
Robosaurus
<http://www.robosaurus.com/>
The Budweiser Clydesdales
Globe of Death - 3 Motorcycles in a cage
Monster Truck Rides
Freestyle Motocross Demo -- High flying motorcycles
BMX demos
Skateboards on a halfpipe
Lady shot from a cannon
Carnival Midway with Rides
Friday evening country concert with Craig Morgan.
Other bands throughout the day.

That about does it for me. Hope to see you all on the 12th at Casey.

Keith

The Last Meeting – Keith Welsh (SOB was vacationing...)

The July meeting at Capt. Don Bussart's airstrip in Dudley, IL turned out to be one of those very rare ones, the kind of which one can't possibly plan for. First we had twenty airplanes attend that beautiful day among which were Rudy Frasca and his grandson in Rudy's T-34 out of Urbana, IL and Steve Johnson in his Staggerwing from Bloomington, IN. There were also several guest flyers among the many Chapter 83 members and we even signed up a new one. The day progressed as usual with the many arrivals keeping everyone's attention, milling around, looking at planes, visiting and looking at Don's museum of airplanes in his two hangars. Kako had fixed hot dogs, cookies etc.. and had enough drinks for everyone. She sure is a great host and wasn't even asked to do that. I'm sure everyone really appreciated it. Some of the group were lucky enough to get a personal tour of Don's home which is more of a museum of his aviation, especially military, career.

Then it came time to introduce Capt. Don and his wife Kako to the group and that's when the unexpected happened. Setting on the grass under a shade tree on a very comfortable summer day I introduced Don and Kako and then asked Don to briefly tell of some of his history, or at least what

he could since much of his military flying was covert and still classified. He began telling what he did and then informed us that in 2002 he had received a letter from the then CIA director George Tennant saying that all of his activities which spanned WWII and years beyond he had flown for the CIA was officially declassified.

The next 45 minutes was truly one of those times that, if you were there, you will not soon forget. To hear of the kinds of stories from the actual person who flew the missions that you can only read about in books and biographies now a days was a rare thing indeed. In fact the attention of everyone was so directed on his every word that I'll bet you could hear a pin drop in the grass. One person told me afterwards that he thought that was the first time Capt. Bussart had spoken to that degree of his years of service in a group setting. I'm sure that a group of pilots in the grass on a nice summer day under a shade tree made that very easy for him. Afterwards he was kind enough to answer questions about his military career and his civil and air racing days. What a life he was able to live and his memory is as sharp as a tack. Obviously there is much much more so I will end it this way.... I will be the first in line to buy his biography which would be great to have happen. Again we can't thank Don and Kako enough for their hospitality and hope to see them again soon.

Those flying in were Watler - 172, Underwood - Taylorcraft, Johnson - Staggerwing, Zeck - Taylorcraft, Markwell in something, Vaughn - Howard, Winters - 170, Black - 120, Throckmorton - Decathelon, McIntosh - 172, Usrey - RV-6, Fisher - 182, Larabee - Chief, Richter - Bonanza, Chowning - Champ, Drake - RV-4, Pflanzner - F-1 Rocket, Frasca - T-34, and me, Keith Welsh in my C-170.

We had one new member join, and most of us know him from the past and that is Randy Drake from Sullivan. Randy has returned to Sullivan, IN from several years in AZ. He is a former airline pilot, has his own airstrip near Sullivan and hosted a meeting a number of years ago. As I understand it we stand a good chance of repeating some chapter history with another meeting there some day.

Young Eagles Report – Adam Springmeyer

We are working to schedule the Young Eagle Flying Day for the Honey Creek Middle Schoolers. Once we have a date, I hope that everyone that is available to come out and give us a few hours of their time. We will need both pilots, ground

personnel, and anyone interesting in talking about aviation to the children while they are waiting for their flight.

Web Report – Jeff Tucker

This past month we have been victim of some hackers who have repeatedly exploited the "Contact Us" page to send emails. For now, I have removed the contact form from the website. This is a minor problem, and I hope to have a more secure contact form on the website very soon. We set another record in July for unique visitors to the website. 1646 different people visited from 20 countries (most of them USA), resulting in 4000 page views. I will be posting pictures from the June and July meetings soon, so check the photo pages for updates.

Recent Sightings – Member News

Two Really Big announcements:

Michael Nearpass has soloed. Woo-Hoo! He's now working on his cross countries and moving along nicely.

Jon McGlothan has an instrument rating. Now he's really ready to tackle some serious flying in that beautiful Columbia...

Mike Wonder's Airplane for sale: 1976 172N, Penn-Yan conversion 180 hp, 4000 TTAF, 780 SMO by G&N, 8 hrs on new prop, 2 Nav/comms with GS, DME, new Garmin transponder, Insight engine monitor, full IFR and lots of goodies. Book value is \$64,000 – Mike says make him an offer... When I dropped off my Comanche for annual, Mike delivered me back home in this Cessna. It's a great flying airplane complete with autopilot...

Local Notams (Upcoming Events)

Sat & Sun, Aug 12 & 13, Scott AFB Open House. Thunderbirds and lots of military displays. For more info: <http://public.scott.af.mil/library/airfest2006/index.asp> You can fly in, or so I'm told, but you need a PPR which you can get by calling Base Ops at (618) 256-4483. From what I can tell from the schedule, the airport will probably be closed from 1 to 4:30 or so.

Sunday, August 13, 2:00 PM, Friends And Flying Machines at 7IN9, The Last Resort.

This is the Wilson's annual wing-ding and it a great time. Beautiful grass strip and good ice cream. Donations only to offset costs. SOB will send more info the week before.

Saturday, August 19th, Airport Day at Sullivan, SIV. Things will get rolling around 9:00 or 10:00 a.m. and run until 5:00 or so. Airplanes, YE rides, food and fun. The evening before, we have permission from the producer to have a public screening of the recently released movie, One Six Right, www.OneSixRight.com. It will start at 7:00 and is open to the first 50 people who show up. It will be in our new FBO's hangar, the old hangar C.

Fri, Sat, Sun, August 25, 26, & 27, Luscombe Fly-In at Coles County Airport, MTO.

Saturday, September 9, 10 to 4. ISU Flight Team fund raiser at HUF. Burgers and dogs for lunch, and you can get your plane washed for a donation to support the team.

Sat and Sun, September 16 & 17, The 2006 Terre Haute Air Fair – Really Big Show... Don't miss it. Lots of new stuff for this year. Keith and SOB will talk about it at the Casey meeting...

Our Next Meeting...

Is our annual visit to the Casey Airport, Casey, IL, 1H8, on Saturday, August 12. We'll meet at Noon CDT (that's 1 pm Terre Haute time) and eat right after the meeting. Sandy, Howie, and the Markwell's are our hosts as usual. This is always a fun meeting with lots of aircraft, so be there if you can...

Casey is a 4/22 runway 34 nm from HUF on a 225 heading. 4 is left traffic and 22 is right traffic. AirNav shows a 2000 ft. 18/36 turf strip also, but I've never used it. In the grass, 18 is right traffic and 36 is left traffic... CTAF is 122.8.

If you're driving, the airport is on the northwest side of US 40. The fast way is to take I-70 to the Casey exit (129 on Mapquest), go south on IL- 49 to the US-40 intersection, R/West on 40, and the airport is on your right within a mile.



Don and Kako welcome their guests.



A Howard on the field.

Some pictures from our Shawnee meeting...



Jeff and I flew over French Lick on our trip to Shawnee. Here is the new casino, the old hotel, the new parking garage, and below is the restored West Baden Springs Hotel...

