



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
President: Keith Welsh, 217-826-2967, kfly@juno.com
Vice President: Ted Black, 812-299-9395 TED@eaa83.net
Treasurer: John Watler, 812-478-4571, jlw@watler.com
Web Editor: Jeff Tucker, jeff@eaa83.net
Sec/Newsletter: Bill Foraker, 812-877-8219 work/812-208-4816 cell, SOB@eaa83.net

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Sad News

As most of you probably know, Jim LeRoy perished from injuries he received in a crash at the Dayton Air Show on July 28, 2007. Jim was a favorite of the Terre Haute Air Fair for good reason. Jim was one of only 11 performers ever to receive both the Art Scholl Showmanship Award (in 2002) and the Bill Barber Award for Showmanship (in 2003). We all know Jim as an accomplished pilot and entertainer, but he was also a former Marine Corps Scout/Sniper and had a B.S. degree in Aeronautical/Aerospace engineering, as well as an Airframe and Powerplant (A&P) license. His list of pilot ratings included single-engine, multi-engine, airplane instructor, helicopter, helicopter instructor, instrument instructor, and aerobatic competency evaluator. But beyond all his accomplishments, Jim was a great guy. He leaves with us his wife, Joan, his 4 year-old son, Tommy, and his Bulldog, Opus. There has been a fund set up for Tommy's benefit and you can find out the details on our web site or by calling 630-980-2700. Jim will be missed by everyone he touched.



Jim doing what he loved to do...

From Your President - Keith Welsh

Hello everyone,
With the calendar now saying August I realize that summer is going fast. Even the days are getting noticeably shorter. Oh, where has the summer gone? Have you all flown as much as you had planned? If not, we still have a month or so left, then the beautiful fall time of year ushers in some of the best flying days of the year. As for me I haven't flown as pilot in command since last November. No real good reason why - I just haven't. And the bad news is I don't see that changing so as you will read a little later I have decided to sell the 170. Naturally, I would prefer someone local who would like to base at HUF leaving the plane where it is with the Quickie to split hangar expenses etc., but we'll see what happens.

The meeting at Don Bussarts fell on a beautiful day; however, it included a pretty good cross wind which kept the flying attendance down. There were a few airplanes from Northern IL and IN with pilots who came down to see Don. We had 31 people sign the attendance sheet, but there were more than that. On the ramp were 13 aircraft including 2 C-182s including Jim's, Erine's C-170, a beautiful C-195, John's C-172, Floyd's HiMax, a powered parachute, Darrel's Taylorcraft,, Dale's beautiful J-3 Cub, 2 Waco's, Bob's Cherokee, and SOB's beater Comanche. As usual, Kako had plenty of dogs and drinks for everyone. As much as we insist that we do not want to be a bother, she manages to be a fantastic host anyway. Thanks so much for your hospitality and we'll see you again next year.

In other news the Terre Haute Air Fair organizing is in full swing coming up to the Sept. 15-16 show. The chapter will again be involved with the Ramp Patrol and the general aviation exhibit. We will be soliciting airplanes for static display and again would like your participation. The perks include free admission to the show and exhibitor parking with a tent to lounge in while helping promote EAA and the local chapter. As before, our aircraft will be roped off to minimize the possibility of damage by the public. Jeff Tucker has agreed to organize the aircraft and our tent, so if you're interested in showing your aircraft or working in the tent, please let Jeff know. Lookin' forward to another great show. Will see you next at Casey. And that about does it for me.

Blue skies,
Keith

Web Report – Jeff Tucker

Our web site continues to be very popular with 300 visitors in the last 5 days. That translates to 1,800 visitors per month. If the pace continues, that will be a new record. The photo gallery continues to be the most popular page, with the home page news in second place. The photo gallery has had over 51,000 views since 2004.

Recent Sightings – Member News

As mentioned earlier, Keith is beginning the process of selling his Cessna 170. If you know his plane, you know it's a nice one with a low time engine, new prop, and other nice features. His preference would be to sell to someone local who would keep the plane at HUF and continue to share a hangar with his Quickie, but we'll see how it goes. If you're interested in a nice taildragger, contact Keith soon.

Matt has moved his Rocket fuselage to his hangar and introduced it to its wings. More progress...



The Rocket on the Road to HUF



Matt and his Rocket after arrival at HUF with no clearance needed



Hello wings, Hello hangar...

Chapter Business

Chapter 650 is hosting the EAA B-17, Aluminum Overcast, on September 11 & 12. They welcome any help we can provide to host, so call Richard Frisbee at 812 322-0508 if you would like to help them.

Richard is also looking for WWII B-17 veterans to be with the aircraft to talk to visitors. If you are one or know one, please pass this info along.

THAF Sign Up

As Keith mentioned earlier in the newsletter, our chapter will staff much of the Terre Haute Air Fair Ramp Patrol again, and if you are interested in working the ramp, please go to the air fair web site and complete a volunteer application on line. The address is: <http://www.terrehauteairfair.com/> And click (twice) on the Volunteers button on the right, then click on the "Click Here" button to go to the online application. The t-shirt size deadline is fast approaching, so if you're interested, please sign up. Keith and I are chairing the ramp, so if you have schedule conflicts or can only work one day, no problem. We'll work it out. With the new plan for the show area during the evening concerts, we'll need some extra people this year for evening aircraft security, so we may do some shifts anyway...

The Clinton County Airport News

Thanks to all of you who attended the meeting last week at the Rockville Court House in support of Vermillion County accepting the donation of the airport and turning it into a County airport. There will probably be another meeting or two before it all shakes out, but the bottom line is that if the county doesn't accept the airport and agree to run it, it will probably close. We'll keep you posted as we learn new info.

Local Notams (Upcoming Events)

There a bunch...

SATURDAY , AUG 11, 7 to 11 am
FKR, 60 nm from HUF, Frankfort Municipal Airport, Frankfort, Indiana, Frankfort Open House and Breakfast. All proceeds go to support the local Y for kids.

SUNDAY, AUG 12, 1 to 3 pm
64I, Lee Bottom Airport Hanover, Indiana, Sinful Sundays
Intended to give you an excuse to go flying, the last Lee Bottom (64I) 'Sinful Sunday' of the season will feature milkshakes, ice cream sundaes, and root beer floats. The featured limited-edition

flavor will be BLACKBERRY made with hand-picked blackberries from the Lee Bottom Flying Field property. We hope you saved up your calories for the month so that you can indulge in one of these sinful ice cream treats.

SAT - SUN, AUG 11 - 12

KTIP, 63 nm from HUF, Rantoul National Aviation Center Airport-Frank Elliott Field Rantoul, Illinois
Rantoul Air Festival

The Chanute Aerospace Museum is sponsoring its 2007 Air Festival at the Rantoul IL Airport, KTIP. The Festival includes aerobatic acts, car show, monster truck, various aircraft displays and family events. Price includes airshow and Museum

SATURDAY, AUG 18

RCR, 109 nm from HUF, Fulton County Airport
Rochester, Indiana
50th Anniversary Hog Roast
Celebrating the 50th anniversary of the Mentone Flying Club

FRI - SUN, AUG 24 - 26, 6:00 AM - 11:00 PM

KMTO, 45 nm from HUF, Coles County Memorial Airport Mattoon/Charleston, Illinois
MTO 2007 Luscombe Fly-In. Luscombe Association conducting forums and presenting door prizes. Luscombe judging and awards.
FREE BFR and Class by CFI's Elroy Hilbert, Irwin Reeb, & Brian Kissinger 0.25 GAL FUEL
DISCOUNT FOR ALL FLY-INS.

SATURDAY, AUG 25, 9:00 AM - 5:00 PM

1WF, 148 nm from HUF, Waco Field Airport Troy, Ohio.
WACO Homecoming Fly In
The WACO Historical Society will hold its Annual WACO Homecoming Fly-In August 25, 2007 in Troy, Ohio from 9am-5pm. Scheduled for the last full weekend in August the Fly-In is sure to be a memorable experience for all who attend and enjoy WACO airplanes and other vintage aircraft expected to fly in for this event.

SAT - SUN, AUG 25 - 26

KMQJ, 70 nm from HUF, Mount Comfort Airport
Indianapolis, Indiana
2007 Indianapolis Air Show featuring the US Navy Blue Angels.
<http://www.indyairshow.com/>

FRI - SUN, AUG 31 - SEP 2

KFFO, 152 nm from HUF, Wright-Patterson Air Force Base Dayton, Ohio
Giant Scale Radio-Controlled Model Aircraft Air Show

See daring acrobatics performed by model jets, helicopters and warbirds during a three-day air show of giant scale radio-controlled aircraft on the runway behind the museum.

SATURDAY, SEP 1, 7:00 AM - 2:00 PM
MZZ, 98 nm from HUF, Marion Municipal Airport
Marion, Indiana
The 17th Annual Fly/In Cruise/In at Marion Municipal Airport. This annual event features antique, classic, homebuilt, ultralight and warbird aircraft as well as vintage cars, trucks, motorcycles, and tractors. An all-you-can-eat Pancake Breakfast is served, with all proceeds going to the local Marion High School Marching Band. **AWESOME EVENT !!**

SAT-SUN, SEP 1-2, 10:00 AM - 5:00 PM
C09, 129 nm from HUF, Morris Municipal Airport-
James R. Washburn Field Morris, Illinois
The Morris Skyfest will be Saturday and Sunday of Labor Day weekend. The Dacy Airshow team and others will be on site along with over 10 WWII airplanes including a B-25 and B-17. EAA 95 will also have raffles for a kids pedal airplane and rent chairs. <http://www.eaa95.org>

FRI - SUN, SEP 7 - 9, 11:00 AM - 2:00 PM
2I3, 116 nm from HUF, Rough River State Park
Airport Falls of Rough, Kentucky
33rd Annual Ky. Sport Aviation Weekend Friday-evening social hour; Saturday- flying, lunch from the grill, evening social hour and banquet w/ speaker and door prizes. Rooms, wing camping available- contact State Park (800)325-1713 (mention Sport Aviation Weekend), or nearby motels.

FRI - SAT, SEP 21 - 22
MVN, 99 nm from HUF, Mount Vernon Airport
Mount Vernon, Illinois
The annual gathering of Rand Robinson KR experimental aircraft. Builders and pilots from around the world gather here every year to view KR aircraft, learn building techniques and rekindle friendships. If you enjoy experimental aviation and good down to earth folks, then this is where you need to be this weekend. Seminars, breakfasts, lunches and banquets will all be on the agenda.

SATURDAY, SEP 22, 8:00 AM - 4:00 PM
I42, 65 nm from HUF, Paoli Municipal Airport
Paoli, Indiana
PAOLI AIRPORT AVIATION AWARENESS DAY. FREE FOOD AND DRINKS FOR ALL PILOTS FLYING IN. YOUNG EAGLE RIDES. BLACKHAWK HELOS, U.S. ARMY CEREMONIAL MOUNTED COLOR GUARD DOING OPENING CEREMONIES.

SATURDAY, SEP 29, all day
64I, 99 nm from HUF, Lee Bottom Airport
Hanover, Indiana
Wood, Fabric, & Tailwheels Fly-In
You've read about it in Air Classics, AOPA, Aeroplane and watched it on Sport Pilot TV. Why don't you attend the Wood, Fabric, & Tailwheels Fly-In in 2007? Lee Bottom Flying Field(64I) is home to the regions favorite antique & classic fly-in. With models like Great Lakes, Swallow, Stearman, Tiger Moth, and Spartan Executive the line up is sure to please every enthusiast. Intended to be a relaxed event for pilots, the gathering filled a void that your typical county airport fly-in could not. Beautiful scenery and great planes mixed to create something special

Just for Fun...

Cleone Markwell sent me this great article on flying the U2. I'm just including some excerpts here. If you want the full article, just send me an email request at sob@eaa83.net

FLIGHT OF THE DRAGON LADY

Maj. Dean Neeley is in the forward, lower cockpit of the Lockheed U-2ST, a two-place version of the U-2S, a high-altitude reconnaissance aircraft that the Air Force calls "Dragon Lady." His voice on the intercom breaks the silence, "Do you know that you're the highest person in the world?" He explains that I am in the higher of the two cockpits and that there are no other U-2s airborne right now. "Astronauts don't count," he says, "They're out of this world."

We are above 70,000 feet and still climbing slowly as the aircraft becomes lighter. The throttle has been at its forward mechanical limit since takeoff, and the single General Electric F118-GE-101 turbofan engine sips fuel so slowly at this altitude that consumption is less than when idling on the ground. Although true airspeed is that of a typical jetliner, indicated airspeed registers only in double digits.

The sky at the horizon is hazy white but transitions to midnight blue at our zenith. It seems that if we were much higher, the sky would become black enough to see stars at noon.

I cannot detect air noise through the helmet of my pressure suit. I hear only my own breathing, the hum of avionics through my headset and, inexplicably, an occasional, shallow moan from the engine, as if it were gasping for air. Atmospheric pressure is only an inch of mercury,

less than 4 percent of sea-level pressure. Air density and engine power are similarly low. The stratospheric wind is predictably light, from the southwest at 5 kt, and the outside air temperature is minus 61 degrees Celsius.

But before this...

I knew that the U-2 is overpowered at sea level. It has to be for its engine, normally aspirated like every other turbine engine, to have enough power remaining to climb above 70,000 feet. Also, we weighed only 24,000 pounds (maximum allowable is 41,000 pounds) and were departing into a brisk headwind. Such knowledge did not prepare me for what followed. The throttle was fully advanced and would remain that way until the beginning of descent. The 17,000 pounds of thrust made it feel as though I had been shot from a cannon. Within two to three seconds and 400 feet of takeoff roll, the wings flexed and we entered a nose-up attitude of almost 45 degrees at a best-angle-of-climb airspeed of 100 kts. Initial climb rate was 9,000 fpm.

We were still over the runway and through 10,000 feet less than 90 seconds from brake release. One need not worry about a flame out after takeoff in a U-2. There either is enough runway to land straight ahead or enough altitude (only 1,000 feet is needed) to circle the airport for a dead-stick approach and landing.

We passed through 30,000 feet five minutes after liftoff and climb rate steadily decreased until above 70,000 feet, when further climb occurred only as the result of fuel burn. On final approach Dragon Lady is still drifting toward the upper limits of the atmosphere at 100 to 200 fpm and will continue to do so until it is time to descend. It spends little of its life at a given altitude.

Descent begins by retarding the throttle to idle and lowering the landing gear. We raise the spoilers, deploy the speed brakes, and engage the gust alleviation system. This raises both ailerons 7.5 degrees above their normal neutral point and deflects the wing flaps 6.5 degrees upward. This helps to unload the wings and protect the airframe during possible turbulence in the lower atmosphere.

Gust protection is needed because the Dragon Lady is like a China doll; she cannot withstand heavy gust and maneuvering loads. Strength would have required a heavier structure, and the U-2's designer, Clarence "Kelly" Johnson, shaved as much weight as possible—which is why there are only two landing gear legs instead of three.

Every pound saved resulted in a 10-foot increase in ceiling.

With everything possible hanging and extended, the U-2 shows little desire to go down. It will take 40 minutes to descend to traffic pattern altitude but we needed only half that time climbing to altitude. During this normal descent, the U-2 covers 37 nm for each 10,000 of altitude lost. When clean and at the best glide speed of 109 kts, it has a glide ratio of 28:1. It is difficult to imagine ever being beyond glide range of a suitable airport except when over large bodies of water or hostile territory. Because there is only one fuel quantity gauge, and it shows only the total remaining, it is difficult to know whether fuel is distributed evenly, which is important when landing a U-2. A low-altitude stall is performed to determine which is the heavier wing, and some fuel is then transferred from it to the other.

We are on final approach with flaps at 35 degrees in a slightly nose-down attitude. The U-2 approach is flown at 1.1 VSO (75 kts), very close to stall. More speed would result in excessive floating. I peripherally see the 140-mph chase car along the runway as it joins in tight formation with our landing aircraft. I hear the chase on the radio calling out our height (standard practice for all U-2 landings).

The U-2 must be close to normal touchdown attitude at a height of one foot before the control wheel is brought firmly aft to stall the wings and plant the tail wheels on the concrete. The feet remain active on the pedals, during which time it is necessary to work diligently to keep the wings level. A roll spoiler on each wing lends a helping hand when its respective aileron is raised more than 13 degrees.

When the aircraft comes to rest, a wing tip falls to the ground, and crewmen appear to reattach the pogos for taxiing. Landing a U-2 is notoriously challenging, especially for those who have never flown tail draggers or sailplanes. It can be like dancing with a lady or wrestling a dragon, depending on wind and runway conditions. Maximum allowable crosswind is 15 kts.

The U-2 was first flown by Tony Levier in August 1955, at Groom Lake (Area 51), Nevada. The aircraft was then known as Article 341, an attempt by the Central Intelligence Agency to disguise the secret nature of its project. Current U-2s are 40 percent larger and much more powerful than the one in which Francis Gary Powers was downed by a missile over the Soviet Union on May 1, 1960. The Soviets referred to the

U-2 as the "Black Lady of Espionage" because of its spy missions and mystique.

The age of its design, however, belies the sophistication of the sensing technology carried within. During U.S. involvement in Kosovo, for example, U-2s gathered and forwarded data via satellite to Intelligence at Beale AFB for instant analysis. The results were sent via satellite to battle commanders, who decided whether attack aircraft should be sent to the target. In one case, U-2 sensors detected enemy aircraft parked on a dirt road and camouflaged by thick, overhanging trees. Only a few minutes elapsed between detection and destruction. No other nation has this capability.

This is just part of the article which also includes some cool pictures, a few of which follow...



Our Next Meeting...

is our annual "Meet in the Heat" at Casey, IL, 1H8, just northwest of town. The hard runway is a 4/22 and they also have a 18/36 1965' turf runway. The airport is 35 nm west of HUF on a heading of 255. The folks at Casey have been making lots of improvements lately on the runway and ramp areas. Howie and Sandy will be ready for us again with Cleone and Eleanor Markwell as our official hosts. This is always a great meeting with an excellent lunch



provided by our hosts. We'll meet at Noon IN time which is 11am IL time. See you there...