



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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Victory Days Update

This will be a regular item for the next few newsletters, as we're trying to get the word out about this great event coming to HUF on October 3, 4, & 5. Soon you'll start to see Victory Days advertised in the local media, and you may have already seen Paul King's excellent interview on TV-2 last week. We're about 9 weeks from the event and the planning is swinging into high gear. Matt is heading up the Flight Line Ops group and could use a couple more good workers, especially if you have some ramp or flight line experience. Call Matt at the number below.



Here is a special bulletin from Matt:

"Calling all antique aircraft owners! We would like to invite anyone who would like to bring their WWII era (or earlier) aircraft to either be on display or fly a demonstration flight during Terre Haute's Victory Days event at Hulman Field on October 3, 4 and 5. If you

would like to participate in this celebration of our "Greatest Generation", please contact Matt Throckmorton (765) 832-3531 (docthrock@gmail.com) or Jason Sharkey (317) 670-1231.

We are interested in Warbirds, but also hope to have a huge contingency of period civilian aircraft as well. We would also hope that anyone interested in flying a pass or two during the event will get a chance. "Cubs to Corsairs" are what we love, and we hope that you will demonstrate to the current generation what it was like back in that era by showing off the bird that you love.

Victory Days is a living museum event. There will be hundreds of WWII era reenactors, civilian and military. We hope to turn Hulman Field into an Army Air Corps base and community. Of course EAA members may be most interested in the aircraft, but that is just part of the show. Victory Days will include tanks, halftracks, jeeps, trucks, ambulances, tractors, cars, guns, quilts, photos, and memorabilia from as many facets of life during those war years as we can come up with. There will be skirmishes and ground battles between Germans and Allied troops. There is a big band, singing "sisters", a period radio show and lots of entertainment for the entire family. Please join us for the fun and education, and to salute those that came before us that made such an event possible!

The Last Meeting - Bill Foraker

As most of you know, the last meeting was cancelled because of too much rain. We were to meet for the first time at Dave Wilson's great grass strip north of Rockville, but Mama Nature had too much beer and rained all over our parade. A shame too, because I know Dave and his buddies had a great meeting planned for us including transportation to the nearby restaurant. We'll have to plan a fly-out later in the year when his strip dries out.

Recent Sightings - Member News

John Watler reports that Jay Hooper has a new project - the assembly of a 1954 TriPacer that he just bought. Rumor has it that he has all the parts, so it's just an assembly project... Hope to see it flying soon. Below is a shot of it now...



FINALLY! Chat's 1962 Cessna 150B's engine install is done. The engine and airplane flew strong on its first flight. Michael Nearpass has

agreed to fly it during break-in, to get it ready for maneuvers, so Chat can get his BFR in it. GREAT NEWS!!!



Here's Chat's engine installation...

This from Wayne Sanders...

Just wanted to let you know that N123WS passed inspection on Sunday, July 29th, and flew for the first time today, the 30th. 24 more hours and I can bring it home. It has been over 100 every day in the hangar we work in. I have worked 32 straight days without a break. The inspection fee was \$545.



Wayne in his new baby...

Kelly Wilson is looking for some parts to make a Breezy from. He has an engine, so he's hunting for wings and tail feathers from a suitable aircraft. If you have any ideas, let me know and I'll pass them along.

Local Notams (Upcoming Events)

Lunch at Hendricks County Airport - 2R2 - on August 16. Serving from 11 a.m. till 2 p.m. Italian & Cheese Sausage sandwiches, hot dog sandwiches, sauerkraut, baked beans, chips, fresh vegetables w/dip, tea, lemonade and dessert. Age 10 and under \$4. Age 11 and up \$6.

Rain date - August 17.

Matt's Oshkosh Report (more on his web site)

After riding my FJR1300 1023 miles from Golden, Colorado the day before, I departed for OSH. Bright and early Monday AM, I headed for the airport, finished loading the Rocket and headed north. Low scud and thin areas of undercast were present until getting north of Chicago. Then it was nice and clear. The airwaves were relatively quiet, and I was expecting OSH to be empty (economy). I was wrong. I started the approach at Ripon doing 90 knots.... because I can! I caught up with the only other plane I saw on the way in, a Cessna SLOWhawk doing about 80 knots. Controllers warn not to S turn, and if you can't slow

enough, break out and start over. Well, it was good practice for me to do some slow flight. Fortunately at Fiske, they peeled me off to 36L, so I nudged in the throttle. A nice descending left turn to final, a nice long float down the runway, planted the tailwheel and rolled off on a taxiway. IM HERE! WELCOME TO OSHKOSH!

Once on the ground, the ground controllers ushered me up the pike. At the main turn off north of show center, I asked a controller over to my cockpit. I told him I wasn't sure where the best place for me to park would be. I said I'm a warbird volunteer and camping there. He nodded, and told a scooter where to take me. Front row behind the forums. Row 319 is next to the main road through the whole event, and right next to warbird camping. Sweet! (got a little dirty, though).



Matt's Rocket in the front row...

It took me two hours to get away from my Rocket. People kept coming up and wanting to check it out and ask questions. I felt like a superstar.

The next morning I got checked in with the Warbirds line and got my assignment. Since Dave Thomas was kind enough to recommend SOB and me for the ramp, they put us in his group. Dave has been tugging JETS at OSH for about 20 years. Even though our emails to OSH told them we wanted big radial experience for Victory Days, everyone there was stuck on Dave's name and JETS. So I got put on the "point" with the jet crew. They were a bit incredulous because jets usually take the most seasoned of volunteers, most of whom had more than 10 years experience. Yikes! When I told them I had NO jet experience, no FBO experience and never used a tug, I was practically shunned. Oh well, I was there to learn and help, and I did.

What I really enjoyed was working with Dean Stanley. He bought Dave Thomas's 1940 tug and had it painted up in OD WWII livery. Dean is a volunteer sheet metal worker on Desert Rat, a B17 basket case being restored near Schaumburg. Dean is a super nice guy, and since he had the bigger tug, he was asked to move a LOT of planes. So I got to help tug P38s, P51s, Yaks, and a Spitfire. And on the jet ramp, we had many L39s, a couple L29s, three T33s, a Hawker Hunter, a T2 Buckeye, and the only flying FJ-4B Fury (Navy F-86 Sabre, more or less). It was ALL VERY cool. And I was able to help with the tow bars and chocks a lots.

Foraker finally showed up Thursday AM. I worked early in the AM. Then I hooked up with Bruce Dallman enroute to meet Bill. Bruce came up from Kansas with a friend of his in a 182. That was the only time I saw Bruce, but

Bill and I camped next to each other and worked the crew together. I took Bill to see John Gates to sign him up. After some negotiating, SOB got his warbird credentials.

Friday night, Dean and his wife and Dave and his wife hosted a steak cook out. We chipped in, and Stacy went and picked up a bunch of beer, fixens and some Brontosaurus steaks. Man, they were HUGE. And DEEElicious. The *Leinenkugel* was pretty tasty too. Just as we were finishing up, Jerry O'Neill called SOB. Jerry was working with the DAV and they were sponsoring Gary Sinise and the Lt. Dan Band. Jerry insisted we come to the show and he'd put us up front. So off we went. We got there for the final set, right up against the stage. And I'm here to tell you that they were ROCKIN! Ben, one of our jet team buddies from Schaumburg, was with us, and he knew one of the singers. Man, she was good. AND HOT. After the encore, we went out back hoping to meet Gary Sinise. Well, that didn't

and headed opposite directions for our planes (Bill's Comanche was in row 88, in Vintage Camping, 1.7 miles from the Rocket). Again, I was swamped by onlookers and questions. Once I heard a plane start behind me, I excused myself from conversation and got in for start up.

Soon as I did, an escort pulled up. I cranked up and slowly taxied off the grass to the main warbird taxiway. It wasn't 5 minutes and I was holding on runway 18R for departure. The controller exclaimed he was ground holding me for slower traffic ahead of me. I gave him

happen, but Ben talked to Julie and got a great big hug. Lucky dog. Man, what a great day!



Julie with the LT. Dan Band... and yeah, we were that close...

Bill decided he was leaving Saturday after the show instead of Sunday AM like I had planned. I was kinda tired of camping myself, so I started buttoning up Saturday AM and loading the plane for departure after the show. The jets were light and leaving, so after the Warbirds were over and the show started, Bill and I got an FAA briefing

a thumbs up and a great big head nod. And I was grinning from ear to ear. He was holding me up behind a twin and a V tail Bonanza. BIG GRIN!!!! "Rocket, cleared for take off. Be aware of slower traffic in front". Bigger Grin.

I didn't hold anything back. Full throttle, tail up, ground effect and off like.... a ROCKET! A couple miles out, I went passed the Bonanza like it was standing still. And I had throttled back to 23 squared (all the way home). Then I passed the twin and started climbing. The briefer was right, I had a 20 knot push at 6500 feet. Then, at the turn (Chicago B), I

went up to 7500 and had a 32 knot push. SWEET! I was burning less than 13gph, truing at 198 knots and making 203 across the ground. I was in the pattern at Hulman in 1.5 hours to the minute. NICE! Bill, at this point was about 20 minutes behind me (due to delayed departure, not airspeed). So I decided to do a show pass while waiting. I went down the runway at some 190+ knots, then circled and landed. It was just before sunset. No sooner did I get the plane put away, there goes SOB also doing a show pass. I knew he would.



T-33's flying in the show at OSH

What a great trip flying my Rocket to OSH for the first time, and volunteering for the first time at the show, meeting lots of great new friends and then a perfect flight home. Even the autopilot worked! Ahhhhhhh BLISS!!!!!!!!!!!!!!!



Gary Sinise on bass with the Lt. Dan band. That's Kimo Williams from Chicago on guitar.



Another shot of Chat's 150 ready to fly.

Our Next Meeting... is our annual "Meet in the Heat" on August 16th at Casey, IL (1H8). They have a hard surface runway 4/22 and a turf runway 18/36. We will meet at 12 noon Illinois time, 1 PM Indiana time. The meeting is an hour later than normal because there is a Victory Days meeting at HUF at 10 AM which many of the Chapter members will also be attending. After the meeting, we will

have lunch (courtesy of the fine folks at Casey), then visit with our friends. Our thanks to Howie, Sandy, Cleone, Eleanor
Some extra pictures for the eletter...

and Chris for hosting the meeting, they always provide us with great food and a great meeting. See you there!

A couple shots of Happy Jack's Go Buggy, the best Warbird of OH 08, restored at Aero Restorations of Danville, IL.



Jerry, Ginny, and Matt at the DAV display with Panchito



The Flight Instructor Corner – from Adam Springmeyer

Before we head off to a flight, we all attempt to look at the weather before we head up. However we are going to be seeing something new in the Terminal Area Forecast (TAF) starting on November 5, 2008.

Currently all ICAO (International Civil Aviation Organization) countries use a 30-hour format as opposed to the United State's 24-hour format. This new format will take place at all high-impact airports within the United States. I am not sure if Hulman Field will be included in this list, but it never hurts to learn something new.

Below is how a current forecast is issued:

KHUF 171130Z 171212 23012G20KT P6SM SCT100
FM1500 26015G25KT P6SM FEW040 BKN080
FM2000 30014G23KT P6SM SCT040 SCT100
FM0100 27008KT P6SM BKN080
FM0700 30008KT P6SM VCSH BKN050 BKN080

This is an example of how the new forecast will look. Some of the weather was taken from the HUF 5/17/2008 forecast, and was modified to show the new changes:

KHUF 171130Z 1712/1824¹ 23012G20KT P6SM SCT100
²FM171500 26015G25KT P6SM FEW040 BKN080 PROB30 1716/1719³ P6SM BKN030 OVC040
FM2000 30014G23KT P6SM SCT040 SCT100
FM0100 27008KT P6SM BKN080
FM0700 30008KT P6SM VCSH BKN050 BKN080 TEMPO 1808/1812⁴ 2SM -TSRA OVC020CB

¹ Valid Period Time: This indicates the valid time for the 30-Hour TAF. This TAF was issued on the 17th day at 1200Z and will be valid until the 18th day until 2400Z

² From Change Group: This indicates a significant and rapid change to a new set of prevailing conditions that will start on the 17th day at 1500Z

³ PROB30: This indicates the probability of an occurrence of clouds being Broken at 3000 AGL and Overcast at 4000 AGL during a 3-Hour period between 1600Z and 1900Z on the 17th day.

⁴ TEMPO: This indicates a temporary fluctuation in the forecast to 2SM visibility with Light Rain and a Thunderstorm with Overcast skies at 2000 AGL. The clouds are also Cumulonimbus.

I hope that this will help you out the next time you go fly, and when the format changed on November 5th of 2008. If you have any suggestions on future topics, please email me at aspringmeyer@indstate.edu.