



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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December, 2004

From Your President - Keith Welsh

Hello again everyone:

The day of our meeting at Casey made me realize how nice it was to end our flying year on such a beautiful day. The sky was crystal blue with high stratoform clouds which made for some great photos. Only problem was that the camera didn't have time to make all the rounds sooo.... the Quickie got left out. With some more time we could have gotten some GREAT air to air shots of everyone. The only issue, and it wasn't much of one, was that it was a little cold for those, (me) who didn't have a heater.

The trip over to MTO had the Q-bird flying point with Dallman and Doc Throck flying the wing. Wayne Sanders, flying the 180 hp 172, brought along Rose student Tom Webster. Tom is said to have quite an aviation connection despite his young life. He has contributed in one way or another to the maintaining and rebuilding of various types of aircraft. His particular soft spot belongs to the Decathlon as he has quite a few hours in both straight and level and upside down flying. Wayne also let it out that Tom is a straight A student. Ted Black also made the trip from SIV in his 120 and Ted was not only on the ramp at MTO when the rest of us arrived but tied down and was picking his teeth along with Sanders & Webster. And as late as most of us were at getting to MTO, again, Foraker (SOB) was even later....as usual. Geeezz!!!

At the Casey meeting sixteen signed the attendance sheet. There was a small amount of business to conduct which you will read about a little later. The

highlight was the interaction of members discussing issues, projects, and counting tales of one sort or another. Most discussed was some of the gee whiz stuff we HUF pilots contend with, what seems to be, on a regular basis. If Betty isn't getting fussed at for contacting ground to soon, I'm getting the go around order not once, not twice, but three times with two young eagles on board on the same flight. On our YE day, rwy 18-36 was closed for war games and it seemed the F-16's were all over the place, and there was even an emergency F-16 landing when it suffered an electronic failure of some kind, the trucks were everywhere and that's right when I happened to be returning with those two Young Eagles. And to taxi across 18-36 we all had to have an escort for the 100' trip across the stupid runway when no man or machine could be seen anywhere. Oh well... ain't flyin' fun. As a matter of fact it sure is, I wouldn't trade this hobby for anything.



SuperCub's skimming the Wabash...

On that note, we officers will be meeting sometime in the near future to set a schedule for next year. The

preliminary plan is to educate during the three winter months and fly the rest of the time. Sound simple enough? You bet. The goal here is to better prepare ourselves to be better pilots and a little class room from time to time is a good thing. With that, let's all try to attend those winter meetings -- they could be the most important ones of the year.

And finally, with the Christmas party drawing near, the traveling airplanes will be presented this year by Mary Ruback who won the 99's bird and Floyd Haumesser who is the keeper of the boy's plane for 2004. Can't wait to see the improvements or the disappointments.

See ya' at the Christmas party.
Keith

The Last Meeting - Bill Foraker

Our last meeting was the Eat at MTO, Meet at Casey meeting and it went very well, except that everybody was late except Wayne Sanders, Tom Webster, and Ted Black. But when we all arrived, there was quite a crowd at the MTO center table. We then all headed to Casey with Foraker trying to run over Bruce, but all other ops were okay. Next time the faster planes leave first, so there's no overtaking...

For the meeting, we had 16 members and guests and 7 aircraft on the ramp. We had several reports of kit progress and you can see the details in the member news section. A nice meeting, if a little small.

From Your Treasurer – John Watler

The treasury is in fine shape and all bills are paid. I did just get some checks from Foraker, so if you have an outstanding check, it's his fault, but I'll deposit them soon.

It is time for 2005 dues, so send me your \$12 any time. We are talking about a reduced rate for those who don't want to get a paper copy of the newsletter, but we haven't worked out those details yet, so for now, it's still the best \$12 you can spend.

John Watler, Treasurer
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Young Eagles Report – Darrel Zeck

After 2 cancellations because of bad weather, we finally got some young eagles flown on Saturday, November 13. Five pilots volunteered and flew 28 kids out of the 55 who were registered to fly but

couldn't get to the airport on short notice. Leon Williams flew 11, Jerry Badger flew 5, Keith Welsh flew 5, John Watler flew 4, and Darrel Zeck flew 3. The medal for the hardest worker went to Beth (Leon's friend) who worked the registration table and did all the paperwork all day. DZ says there are 27 kids who would still like to fly, so if you would like to give a great experience to some local kids, call DZ and ask him for some registration forms.

Recent Sighting – Member News

Bruce Dallman is finished with his conversion work from a tricycle to a tailwheel kit on his RV-6, and has redone some other work. He is beginning skinning in earnest.

Matt Throckmorton continues to make great progress on his F-1 Rocket EVO. At present he's cutting and installing the windscreen and canopy. You can keep up with his progress on his great web site at www.DocThrock.com. He posts lots of info and great pictures about his work, and hopes to be flying in '05. Please remember he is accepting donations of cash and/or an IO-540 for his project. If you get bored this winter and want to see his project, just drop him a line at docthrock@peoplepc.com and arrange a visit. He says he has airplane parts all over the house and needs a bigger house...

Wayne Sanders reports that he is again actively working on his RV-6. He is skinning and making good progress. He brought Tom Webster, a pilot and Rose-Hulman student, with him to the Casey meeting. Wayne reports that Tom has been helping him and is a good riveter – dangerous information to make public with Matt and Bruce around.

Mike Wonder reports good progress on his newest RV-6+. This one will have a Lycoming 540 in front and promises a 300+ top speed. He too, is accepting donations and is offering rides in the speedster upon completion.

Ted Black told me about Sean VanHorne, a new A&P in our area. SilverHawk AeroWorks is now in operation. Sean does about the whole array of A&P work including annuals, prepurchases, and major and minor repairs. He can be reached at silverhawk@aerowork@sbcglobal.net or at 1-888-254-1543. We can add Sean to the list of mechanics working in our area. We are fortunate to have many options for our aircraft work.

Ted also gave us an update on the resurfacing of the north end of the runway at SIV. He thinks they plan

to be done soon, and then will begin work on the ramp area. The south end of the runway is still open so you can fly down and visit whenever you like.

Sandy, our hostess with the mostess at Casey, didn't attend the meeting. It seems that she had just had her appendix removed. We all wish her well and look forward to seeing her back at work soon.

Steve Larabee is involved with a Baby Great Lakes rebuild project, and Chuck Rubeck told of his work on a Church Midwing. We all thought that it might not be a bad idea to have a Church for an airplane.

Alan Harder, a fairly new member, attended his first meeting at Casey. Allen is an old aircraft rebuilder, recalling an Aeronca recovering project and several others from his younger days working with his dad.

Chat is still looking for the right airplane to buy. He's looking for that perfect combination of good condition, utility, fun to fly, and low cost. Yeah, aren't we all!

Chapter Business

Calendar order

Keith is ready to place the order for our 2005 EAA calendars and you know the photography is always top notch. I think they are going to cost \$8 this year. If you would like one, please let me or Keith know so we can get the order in early in December.

ATIS (Communications)

October Accident summary

If you are reading your EAA eNewsletters, you know that October of 2004 was a bad month for fatal GA accidents. 36 GA accidents accounted for 65 fatalities across the country in just one month. If this trend continues, GA is headed for its worst safety year in recent history. Curious about the data, I called up the NTSB accident data for all fatal GA accidents in Oct. I excluded the air carrier, charter, and other part 135 operations to try to get a look at what is up with the aircraft that we fly. Here is a rough summary from my cursory review. The numbers cover 33 GA aircraft accidents that accounted for 53 fatalities.

- 2 – Airshow accidents during aerobatic routines
- 3 – Low level aerobatics/maneuvering for ground spectators
- 5 – Engine trouble/control trouble and subsequent loss of aircraft control
- 6 – night/CFIT/IMC
- 2 – Day CFIT mountains IMC
- 3 – VFR into IMC
- 5 – IFR flights

- 2 – IFR landing ops
- 4 – Aircraft control problems
- 1 – Skydiving accident

From this data, I deduced that 18 of the accidents, 55%, were visibility related accidents including IMC and night conditions. For the 5 engine trouble accidents, 4 lead to loss of control of the aircraft. It was clear from the preliminary data that the pilots were working the problem and not flying the airplane. Any of us can understand how this can happen, but it is sure a warning, and again shows how good a job John McGlone did when his engine quit. 5 of the accidents occurred during low level aerobatics, either during an airshow or done privately. This shows how you can't be too careful when flying close to the ground.

When we were talking about this at the Casey meeting, someone asked about the aircraft types involved. I didn't know at the time, but it was a great question, so I went back to the data and discovered the following:

- Cessna singles – 10
- Experimentals – 5
- Beech Singles – 4
- Piper Singles – 3
- Beech twins – 3
- Cessna twin – 2
- Aerobatic aircraft – 2
- American Champion – 1
- North American T-6 – 1
- Motorglider – 1
- L-39 jet – 1

Interesting, only 5 twins and I expected more, especially considering the high number of IMC, IFR, and night figures. Please understand that this is only data from one month and my analysis is less than scientific, but it does show that there are areas we can be more careful in – especially in low visibility conditions and maneuvering flight. So let's all be careful out there.

Local Notams (Upcoming Events)

2005 meetings...

As you can expect, your officers will be meeting soon to set the schedule for next year, but the winter meetings are already set. January 8 will be our first meeting of 2005 at Rose-Hulman Institute of Technology, February 12 will be at ISU, and March 12 will be at HUF. We are still planning the content for the meetings, but they will all have a safety theme. Right now, we're looking at one

meeting on local ops presented by HUF controllers, one on weather briefings, and one on another topic to be determined. Even if you can't fly, it's always a good time for safety info.

Our Next Meeting...

Our next meeting is our annual Christmas Party. It will be held on Saturday, December 4, at the Hangar restaurant at Hulman Field in the main terminal building. We will gather at 5 pm and eat at 5:30. After dinner, we will have a short business meeting, present the Chapter service awards and the Master Flyer Award, determine the 2005 caretakers the chapter traveling model aircraft, and hold our annual paper airplane flying contest. This year there will be two contests – a spot landing contest for accuracy and an endurance test for distance.

This year, you have 3 choices for your dinner entrée; prime rib (8 oz), thick pork chops, and chicken breast. YOU MUST CONTACT SOB FORAKER BY SATURDAY, NOVEMBER 27, TO TELL HIM YOU ARE COMING TO DINNER AND WHAT ENTRÉE YOU WOULD LIKE SO HE CAN GET THE COUNT TO THE RESTAURANT. Cost this year is the same as last year, \$20.00 per person. Dinner includes your entrée, taters, green beans, bread and butter, drink, and one of a selection of desserts like last year. 877-8219 at work, 208-4816 cell, or email at bill.foraker@rose-hulman.edu

Sorry I skimmed on the pictures this month. I was right at 4 pages and needed to get this to the printer, so more next month.