



# **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](http://www.EAA83.net)

President: Keith Welsh, 217-826-2967, [kfly@juno.com](mailto:kfly@juno.com)

Vice President: Ted Black, 812-299-9395, [fly32V@aol.com](mailto:fly32V@aol.com)

Treasurer: John Watler, 812-478-4571, [jlw@watler.com](mailto:jlw@watler.com)

Web Editor: Jeff Tucker, [jeff@eaa83.net](mailto:jeff@eaa83.net)

Sec/Newsletter: Bill Foraker, 812-877-8219 work/812-877-1518 home, [bill.foraker@rose-hulman.edu](mailto:bill.foraker@rose-hulman.edu)

December, 2006

### **Sad News...**

Thomas G. Flock, 75, of Rockville died 5:18 am Monday, November 20, 2006. The aviation world lost a master craftsman, great pilot, and outstanding citizen.

Tom was a 1949 graduate of Bloomington High School and attended Purdue University in 1950 before serving his country in the United States Air Force during the Korean Conflict. He was an aerial gunnery instructor, stationed at Lowery Air Force Base in Denver, CO, instructing gunners in B-29, B-36, and B-26 bombers.

When he returned home after the conflict, he purchased the John Deere Dealership in 1960 in partnership with John Cummings and his father-in-law Harold Malone. He owned and operated Flock Implement until his retirement in 1997. He was an avid supporter of 4-H and Future Farmers of America during this time. Tom was also a member of Rockville First United Methodist Church, a past president of the Rockville Town Council and a past volunteer fireman for Rockville Fire Department.

Tom's love for flying began at an early age as he flew his first airplane at 13 and received his private pilot's license at 17. Fueled by a persistent love of airplanes, Tom began rebuilding vintage aircraft as a hobby more than 25 years ago. Over the years, he restored 7 Waco UPF-7 biplanes and one Piper J-3 Cub to "grand champion" condition. Wherever Tom's aircraft went, they won Grand Champion awards. One year at Oshkosh, three of his aircraft all won awards and were subsequently featured in the EAA calendar the following year. His most recent

restoration, the Observation model, won grand champion at the Biplane Expo at Bartlesville, Oklahoma, in 2005. You can see a list of the award winners at this web site and see a picture of Tom's most recent restoration project. <http://www.biplaneexpo.com/Pages/winners.html>



One of Tom's wings under construction at the "Rockville Waco Factory"

His expertise on the restoration and rebuilding of these aircraft made him well-known throughout the experimental aircraft community worldwide. At the 1993 American Waco Fly-in, Tom was presented the Bob Poor Memorial Award for exquisite workmanship in the restoration of these biplanes. In November 1999, Tom was inducted into the Vintage Aircraft Association Hall of Fame in Oshkosh, WI, as one of only 12 inductees to that date. In 1995, Tom met Burt Rutan and flew Burt in his Waco from Sky King airport in Terre Haute, to Butler Field in Rockville, as the highlight of Burt's speaking visit to Indiana

State University. Also, one of Tom's restorations was purchased by Tom McMurtry, famous test pilot and NASA pilot for years. At the culmination of the sale, the two Tom's and their wives flew in two Waco's from Rockville to California where Tom got the grand tour of Edwards AFB and even got some seat time in the SR-71 simulator.



Tom and Burt Rutan talk after flying in Tom's Waco from Sky King to Butler Field

Tom was a long-time member of Experimental Aircraft Association and the local EAA Chapter 83, as well as the Indiana Antique Airplane Association. Many Chapter 83 meetings were held at the Rockville "Waco Factory" hosted by Tom, Barbara, Carolyn, and his friends. As a tribute to Tom, Chapter 83 pilots joined with some of Tom's other pilot friends from Rockville, Clinton, Kingman, and Crawfordsville to form a 10 aircraft flyover at his funeral. The highlight was the missing man formation flown by Keith Welsh – lead, John Gerth - #2, and Bill Foraker - #3. John did the missing man maneuver in Tom's "number 2" Waco, "The Red One." It was fitting that Tom's tribute was flown in one of "his" Waco's.

Tom will be missed by many including his family and friends, as well and many in the aviation community, both in West Central Indiana, and around the world.

#### From Your President - Keith Welsh

Hello again everyone:

In the early morning of Monday, Nov. 20, 2006, we lost a great one. Tom Flock passed away from his battle with cancer. Tom, as you know, was best known for his work restoring Waco UPF-7 airplanes. Over the years he restored seven in all and had received many awards and rewards for his accomplishments. I'm sure you enjoyed reading Bill (SOB) Foraker's tribute to Tom. Part

of our tribute also included a missing man fly over at his funeral. We were honored to be able to do this for Tom.

Tom was the kind of fellow who made more than one impression on people. He was gracious, polite, particular, very humble, and a darn good pilot. Perhaps the greatest gift a person can leave others is the ability to inspire. The special memories each of us have of Tom will live on in the lives he touched as an inspiration to the perfection he continuously sought. Thanks for the memories and God Speed Tom Flock.

As I promised in the last newsletter I'd introduce you all to your officers for 2006. This month you will meet your President.....me! I'm Keith Welsh from Marshall, IL. I'm married to Vicki and have two great stepchildren, Paul and Jenni, and 5 grand kids. The oldest is 6, three are 3 and one 1 yr old. Most of my life was spent working on the family farm where I co-managed a 1000 acre grain and livestock farm with my dad and brother. In late 2002, I left the family farm to join my wife's American Family insurance agency that she had started four years earlier. It was at that time she was looking to move the agency forward and it seemed the time was right for a career change as farming had run its course.

My flying started with my younger brother Bruce who many know as Mr. Welsh in the aerospace dept. at ISU. When he returned from the Marine Corps, he enrolled in the professional pilot program at ISU. I was one of those kids who liked to look up when a plane passed by so when Bruce took me for my first small plane ride I was hooked. The year was July 1978 when I received my private license. As happens a lot of the time the cost of flying had taken it's toll and it was Garland Wadsworth who on a summer day at Sky King airport saved the day and pointed the way.....to the EAA. I joined Chapter 83 in 1979 and by the late summer of 1980 I had ordered a Quickie kit from the Quickie Aircraft Corp. of Mojave, CA. Eight and one half years later on Sunday 21 May 1989, the Welsh Quickie took to the air for the first time. To date I have logged some 350 hrs in the plane having flown x-cty's to IL, IA, KS, IN and MO.

An Aeronca Chief purchased from Bill Ax in 1990 was flown actively for four years during which time I repainted it to a vintage Aeronca scheme. While the Chief was down for restoration and a larger engine, I somehow purchased a Cessna 170A previously owned by Pete Baruzelli of Clinton. About a year later the Chief was sold to a Champ owner from Kewanee, IL who is continuing the restoration to original. The Chief is to be his show plane and I couldn't be prouder. He even

wants me to fly it when done which should be in 2007. I can't wait to see it. In 1998 I had the chance to fly the EAA's Aluminum Overcast and what a thrill that was to fly a WWII B-17. If I have a highlight, it would have to be when Burt Rutan, the designer of the Quickie, visited Terre Haute in 1995 to speak at ISU. While here he got to ride with Tom Flock in the Waco and inspect my Quickie. That day will always be vivid in my mind. Aviation has been good to me and I've been fortunate to have had many a memorable moment.

Thanks and see ya at the Christmas party.  
Keith

### The Last Meeting - Bill Foraker

As you know, we had our November meeting at the excellent Dixie Chopper FBO at Greencastle. Thanks to John and his folks there for hosting us again. They have a great facility which they keep improving. The Restaurant is now undergoing a remodel to accommodate the new operator. Rumor has it that the food will be even better than ever.

We had terrible weather for our meeting so no one flew in, but 17 people still attended the meeting and had a great time. As it was Veterans' Day, after our pledge Keith asked for the veterans to introduce themselves and talk a little about their military experiences. As if anyone doesn't know it, SOB is a Navy Vet and told a bunch of tales about his service time. We're not sure if any of it is true, but he does have good stories.

Next Vern Bothwell told of his WWII experiences. He says he started out in the police force policing the latrines, the barracks, and everything else. But he soon graduated to flying B-26's and P-51's. He flew out of North Africa and later from Italy. He has some great stories that you can hear most any Saturday morning at the FBO restaurant.

Next was Curt DeBaun, a C-46 mechanic in the China/India/Burma theater. Curt flew "the hump" which we all know was very dangerous work. It route wasn't called the aluminum highway for nothing. He told us a good story about taking ground fire while trying to fix the mags on a C-46.

The regular intros followed. We had Duane Skooj as a guest. Duane is the incoming president of the Greencastle Chapter and works as an IT guy at DePauw in the daytime...

SOB reported (again) on flying the Pitts. Everyone is getting tired of hearing about that...

He also reported that he got some time in the F-16 simulator at the 181<sup>st</sup> ops building. He was delivering some thank you items to the guys at the 181<sup>st</sup> for their participation in the Rose-Hulman Flyover, and talked his way into some sim time. If you dare, ask him about it.

A few days after the Osprey and T-38's visited HUF, there were 4 Blackhawks on the ramp. Reports are that each Blackhawk brought a general. They were visiting to have some meetings about HUF involvement as the staging area for the new ops at the new Muscatatuck Urban Training Center. You can find out more at: <http://www.muttc.org/>

### From Your Treasurer – John Watler

2007 Dues are due anytime. Get them to me any way you can, the best of which is to come to a meeting. Dues are still \$12, the best bargain in general aviation.

### Web Report – Jeff Tucker

There have been several behind the scenes changes in the web site this month, mostly to increase security. Our web host had problems this month, resulting in site outages periodically for the last three weeks. Those problems have now been resolved. I have added the KHUF METAR to the home page. It is updated at least once an hour directly from the FAA/NOAA websites. I am also working on a plan to showcase local airports / FBO's on our website. The idea is still in the planning stage, and has not been approved by the officers or the membership. Here's what I would like to do: If an airport or FBO has a website already, we would put a link to their site on our's. There would be a fee of \$50 per year for this service. If an airport or FBO did not have their own website, we would host a one page site for them on our site. The fee for this would be \$100 per year. As stated earlier, the details and costs are still under discussion, but this gives you an idea of how it works. I will, of course, only pursue this after receiving approval from the officers and the membership.

### Recent Sightings – Member News

Linda and Ernie reported that Jesse is taking his flight lessons in a Diamond out of Greencastle and moving right along.

Jack Underwood passed along that Dale Cunningham's Cub is for sale. Asking \$35k and that's a bargain. This is a great Cub and is very well priced.

Rumor has it that Dennis Meng has bought Ed Huddleston's place at SIV. We think Ed has moved to Ed Air, the former Emison Auxiliary Army Airfield #2 (OTN), in Oaktown, IN.

### Chapter Business

Calendars are in. Get them from Keith for \$8.00. You know it's the best in aviation photography.

### Our Next Meeting...

Will be our Chapter 83 Christmas Party. It's a bit different this year and we hope it will be okay. With everyone's busy schedule's and for some other reasons, we are going to try an afternoon meeting/party. Here are the details:

**Date:** Saturday, December 9   **Time:** 1 to 3 PM (yes, in the afternoon)

**Place:** Kleptz Restaurant at the light in Seelyville, (9711 E US 40/Wabash Ave, 4th light east of Fruitridge) on the South East corner of the intersection. It's a green and white place with a large parking lot just east of the restaurant. We'll eat at 1 pm and have our meeting and flying competition after that. They are not usually open for lunch, so we have the main downstairs room all to ourselves. We'll order off the menu and pay our own checks, so you can order anything they have.

### RSVP info:

I need to give them an accurate count by Monday, December 4, so they can bring in the staff, so please let me know if you are coming and how many in your party. Call me at work at 877-8219, on the cell at 208-4816, or email me at [bill.foraker@rose-hulman.edu](mailto:bill.foraker@rose-hulman.edu).

You'd better stop for this one...



Curt with a C-46 and one flying below...

