



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, Garland Wadsworth, Curt DeBaun, and Tom Flock

Our web address: www.EAA83.net
President/Newsletter Editor: Bill 'SOB' Foraker, 812 878-0587 flyinsob@gmail.com
Vice President: Jim Fisher, jfisher488@hotmail.com
Treasurer: John Watler, 812-478-4571, jlw@watler.com
Young Eagle Coordinator/Web Editor: Jeff Tucker, jeff@eaa83.net
Secretary: Jeff Wellum, jwellum@aol.com

December, 2011

Our Next Meeting...

Will be in February. I'll keep you posted as our plans develop.

The Last Meeting - Jeff Wellum

Meeting Minutes 11-12-2011 held at the Vintage Wings Hanger

Meeting was called to order by President Bill Foraker

Attendance:

Bill Foraker, Jeff Tucker, Nick Mahurin, Eric Hettlinger, Betty Debaun, Dale Barkley, Michael King, John Watler, JP Mellor, George Bakken, Laura Bakken, Kevin Davidson, Sheila Davidson, Jordan Davidson, Chad Williams, Jeff Wellum, Matt Throckmorton, Jim Fisher, Jerry Badger, Tim Peroli.

There were twenty people in attendance.

Before the meeting, several people flew to MTO for breakfast. Bill flew the Comanche with John Watler and Michael King as ballast, Matt flew his rocket, Jerry Badger in his Mooney, and Jim Fisher in his Cessna 182. Unfortunately, I did not make it to breakfast, so there may have been a few people that I missed.

Member news:

Eric and Cindy recently flew their Tiger to Niagara falls.

Kevin Davidson is working on the wings of his RV-7 although has been side tracked somewhat with some remodeling.

Unfortunately, Betty has informed us that she has lost her medical.

John, Matt and Eric helped in the recovery of Alan's Flutterbug after an unfortunate engine issue that prompted him to make a precautionary off-airport landing. Alan made an excellent landing with no damage to the Bug or himself.

John Watler has earned his tail wheel endorsement. (Yeah, I'm jealous)

Matt has been getting a lot of ride time in the Citabria as well as building time in the T-6.

Jim Fisher recently flew to Atlanta.

Jeff Wellum reports the completion of the RV-8 empennage that he and his brother are building. They will be starting on the wings as soon as some room can be made in the shop.

Treasurer's Report:

John reports that we have money in the bank.

Young eagle's Report;

Jeff Tucker did another exceptional job with organizing the last Young Eagle rally. Out of 134 eligible kids, 29 kids and 11 parents were given the Young eagle experience. He is planning another rally for the home school kids in the spring.

Web editor report:

Jeff has been investigating options for a different server though the EAA but it may limit the things that can be put on the site. He also feels that it would make our site kind of a "cookie cutter" site that would be similar to other chapters.

Newsletter Report:

Bill has been sending emails with a link to the newsletter to make it easier to view and create less clutter on member's computers.

Past events:

Recently, there were 7 local planes that flew to French lick for brunch.

Upcoming events:

There will be a bus trip to the Air Force Museum in Dayton, Ohio on November 19th.
No plans are made at this time for a Christmas party.

Business old/new:

It was decided to maintain the current officers for next year.
President.....Bill Foraker
Vice President.....Jim Fisher
Treasurer.....John Walter
Secretary.....Jeff Wellum

Mike Judd is the new acting ATM (Air Traffic Manager) at HUF.

Hoosier Aviation (Jordan and Niki Brown) has officially taken over the FBO at Hulman. Expect to see noticeable changes to the terminal and more airport activities in the future.

Meeting adjourned and goofing around ensued.

Local Notams (Upcoming Events)

Saturday, January 14, The Paris flying club will be taking a bus to Wright Patt US Air Force Museum. When I get the details about how to sign up, I'll pass them along. Rusty Bogue is organizing this one.

There is not much else upcoming in December or January, but we are in the planning mode for next flying season. Here are some of the projects in the works:

The 70th, and probably the last, public reunion of the Doolittle Raiders will be held from April 14 -18 in Ohio. 25 B-25's are expected for the event and they will arrive, sell rides, and do the pre-event planning in Urbana, Ohio, at Grimes Field from Friday through Monday. On Tuesday, April 17, the aircraft will depart Grimes for the National Museum of the US Air Force and the official ceremony will take place on the 70th anniversary of the event on April 18th. Matt and I have been invited over to drag old bombers around with his tug.

As you know, we postponed our bus trip to the US Air Force Museum. Our new date is Saturday, April 21, 2012. I'll be getting the sign up and payment process going in March. This will give us plenty of time to plan. I also made sure we missed the Doolittle Reunion, VCSC, Rose-Hulman, ISU, St Mary of the Woods, and Ivy Tech spring breaks. I'm sure it conflicts with something, but I couldn't find anything, and I tried...

The Red Star Pilots Association has contacted Hoosier Aviation about hosting a formation clinic at HUF. It has been scheduled for May 19 and 20. This will be a fun event and bring some very cool aircraft to town. Here's a link to the details.

http://flyredstar.org/nli/events/index.php?P=ViewEvent&E_ID=195

John Shuttleworth, the Red Star guy we know, is also holding a FAST (formation training) ground school at BAK on February 4 and 5. Here are the details if you're interested:

http://flyredstar.org/nli/events/index.php?P=ViewEvent&E_ID=191

I have been in contact with the scheduling guy from the Collings Foundation asking if they might bring their Wings of Freedom Tour to HUF. After several emails, Ken is trying to put us in their schedule for the last week in July or the first week of August. Of course that's potentially AirVenture week, but not everybody goes to that, so you'd have something very cool in Terre Haute to see. For their Wings of Freedom Tour, they bring a B-17, a B-24, and a P-51, and they accept donations for aircraft rides and give ground tours. That would be very cool. Here's a link to their web site:

http://www.collingsfoundation.org/cf_schedule-wof.htm

Recent Sightings – Member News

From Steve Laribee at MTO:

I have finished rebuilding the A65-3 engine for the 1939 Chief. Harrison Engine Service Nu-Chrome the cylinders to standard. Installed new pistons, rings, 100LL valves and bearings. It started on the first pull with no oil leaks. Its annual inspection was done last week. Looking forward to some nice weather to put some time on it.



Steve and his engine



Steve's Fleet

From Jerry Badger:

Last Saturday, 7 aircraft departed HUF headed for lunch at Rick's Boatyard. 6 aircraft (the Wellum Tiger, the Fisher 182, the Badger Mooney, the Brown C-45, the Watler Chickenhawk, and the Williams Bonanza) arrived and all had a good time. The seventh aircraft, the Throckmorton/Foraker Texan, had some ugly instrument readings and turned for home just past halfway. They landed safely at HUF, changed the oil and filter, and swapped the EGT probes on Cylinders 3 & 4. Then Foraker flew 4 stop and goes Sunday pm without incident. They did get some criticism about aborting with one cylinder looking bad. What? They had 8 good ones left and couldn't make the trip???

And this from Alan Harder on the follow up to his off-airport precautionary landing:

Here's the latest chapter on what led to my precautionary landing. (For those who hadn't heard previously, my Stits SA-6b "Flut-r-Bug" powered by a Continental A65 began intermittently losing power leading to an off-field landing.)

Back in the hangar, I pulled the cowls and began looking at the fuel system. There were 7.5 gallons in the 12 gal tank. The gascolator was full and clean. Pulling the plug in the bottom of the Stromberg carb drained about an ounce of fuel—no water. The gascolator to carb line was unobstructed, clean and sound. I drained the tank through the gascolator and flowed out 1.5 gallons in the first 5 minutes. There was no sediment in what came out. The inlet screens on the gascolator and carb were clean—pristine, even. The tank vents through the "cork-on-a-wire-in-the-cap" fuel gauge.

To me, the problem was unmistakably fuel starvation, but everything so far looked good. Next stop was pulling and disassembling the carb. There was some sediment in the bottom of the bowl, but pretty well glued down by the varnish. The steel needle valve and seat looked great. The float didn't leak. There weren't any obvious signs of a clogged port, though that remained on the list of possibilities. (I've since installed a rebuilt carb.)

On to the stuff in line before the gascolator. The fuel line from the selector valve to the gascolator was clear and sound. The selector valve worked just fine.

Then I borrowed Chat's borescope and looked in the tank. Through the borescope, the finger screen (the fuel pick up in the tank) didn't look so hot. It needed to come out. That involved pulling the tank (ugh) but I was glad I did. The screen had three kinds of problems:

1. The tank had been "sloshed" with fuel-proof goo when it was built in 1984. Evidently the finger screen was already installed during the sloshing; about 2/3's of its surface was covered in that dried, fuel-proof coating;
2. The other 1/3 was covered with just plain old crud. In spite of letting fuel flow at .3 gallons/minute, it was almost completely blocked. I could blow through it, but my cheeks puffed out a little;
3. The mesh size was too fine for a tank pickup. The replacement I bought is made from 16 mesh stainless. The one I pulled from the tank was 30 mesh brass—the kind of stuff you'd maybe use for a carb inlet.

Am I convinced that this is what starved my engine? Almost. .3 gallons/minute is way more than the A65 needs to keep it happy. That translates to 18 gallons an hour, and at cruise I was burning 4.5, tops. Could the crud on the finger screen have shifted for a time? Maybe. Could something floating in the tank have plugged up the critical few open pores in the screen and fallen away when I landed? Maybe. The screen sure didn't have the flow rate it did when it was new and clean. Only a miniscule percentage of its surface area was unobstructed, so clogging those few remaining pores would have had a huge impact. I'm positive about two things, though:

- The finger screen needed to be replaced! (And has been.)
- I'm going make sure the tank finger screens in anything I fly are checked at least annually!



Here are a couple of pictures of the offending screen.

Is a tank finger screen on anyone else's list at annual? From an informal poll, it doesn't seem to be! It is some work. And everyone else's screens ought to be a wider mesh than mine was, and not as prone to plugging up. Checking them involves at the minimum draining the tank(s) to get to a look. But considering the possible outcome of a clogged one, an occasional peek with a borescope seems like a really good idea!

This from Dave Thomas about our cancelled Wright Patt trip:

After receiving a late call that the bus was being cancelled, I made a few calls along with a great friend, Randy Winters. All of our friends, yes we had 9 people saying we are going anyway!!! Myself, Jaxson, Randy and my father-in-law Jack and several of his friends piled into two vans and headed to Dayton. Arriving shortly after 9 and trying to hold back Jaxson we entered and headed for the

Experimental/Presidential hangar bus line. This procedure is unique because these hangars are on the active side of the base and due to security after 9/11 you must have a bus ticket and boarding times. If you plan to go sign up early as the seats fill up quickly.

We started our tour in the WWII area as our interests focused there. The Jimmy Doolittle exhibit is superb! Don't forget to look up as many displays are hanging from the ceiling. The P-61 Black Widow is a very rare and fascinating plane. Big cojones!!!! you better have if you plan to straddle the drive shaft of the P-39. Very interesting engine, gearbox, and gun setup. The Waco glider display was interesting. You get one approach; hopefully you've set up correctly.

On to the X-planes. Not quite as bizarre as the German experimentals, but just as neat. The need, forethought, selling the idea, then designing and building it all in a very short time is testament to a very highly motivated country. A Convair 580 with a second cockpit?. The X-15!!! X-1, X-3, What's an F-107? How about an Avrocar. This is a new exhibit that was once tested at Wright Patt. This is a three engine hovercraft that never reached potential as it was unstable about a few feet off the ground. The king of displays is always the XB-70. This airplane for me is the pinnacle of design and engineers creating the BADDEST thing to fly. This is when money is no object.

On to the Presidential planes. These are expertly restored. C-54, C-118, C-121, B-707, all can be boarded and experience how the presidents travelled. Didn't know Sacred Cow had an elevator lift? Come in April and see it.

Back to the main museum hangars and to the cold war area. Nuclear threat!!! Big airplanes!!! B-36!!!! C-124!! B-1, U-2, SR-71, C-97, Global Hawk. WOW! This area is a little dark so picture taking is difficult. Don't forget to enter the missile area. Looking up will give you vertigo! Our group had a great time and will look forward to coming again in April. Now onto the gift shop. This area is a must. There is something for everyone. Spend some time here to review the books, look at the jewelry, wives appreciate jewelry!

PS. the day we were there they were displaying and making boomerangs. We went outside to the front yard and got a chance to fly some. Jaxson loved this and of course had to make one and buy one. Encourage kids to get involved in flight. Watch their smiles. It will bring the kid out in you.

Take care and see you an the April trip. I'll be smilin'.

Johnny Swalls wanted me to tell everyone that he is an AVBlend dealer. You can find him at: <http://jswalls.com/>

From SOB:

Matt and I wrote an article about our very fun weekend at the Elkhart Warbirds Weekend and it was just published in the Warbirds of America enewsletter. Here's the link: http://www.eaa.org/warbirdsbriefing/articles/1111_elkhart_weekend.asp

Web Report – Jeff Tucker

Nothing big to report. We have renewed our hosting service for 2012.

Chapter Business

I received our EAA Officer Certificates and Pins for 2011 service. I will deliver them to each individual at the next meeting or the next time we're together. Pins and Certificates were received by:

Jim Fisher, Vice President

John Watler, Treasurer

Jeff Wellum, Secretary

Jeff Tucker, Young Eagle Coordinator and Web Editor

Michael Wonder, Flight Advisor

Larry Wheelock and Mike Wonder, Technical Counselors

Thank you all for your work on our behalf. (Listen for the sound of applause!)

ATIS (Communications)

Just some stuff for fun...

The whisper pig does a demo ride. Check this out:

<http://www.patricksaviation.com/videos/cpasley/5495/>

and for those who didn't see this, RC pilot extraordinaire:

http://www.youtube.com/watch_popup?v=tzowQtqOM_I

Very cool video of a TWA Connie cross country flight:

http://www.youtube.com/watch?v=fquT_b9OSAE&feature=results_video&playnext=1&list=PL6DCE68ED1735353E

and if you're still up to watching another cool old video:

<http://www.youtube.com/watch?v=wflzR1bii3Y&feature=relmfu>

and go to the Grayout Aerosports Web site and check out Billy's 2012 air show promo video:

<http://www.grayout.com/>

Idle Chatter

I got nothin'. I'm all chattered out. See you next year. Have a great holiday season.

Laugh a lot, hug somebody, visit with people you love, and be thankful for all you have. We're a lucky bunch to be pilots and own airplanes. What a special opportunity we all have.