



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, welshq1@juno.com
Vice President: Ted Black, 812-299-9395, fly32V@aol.com
Treasurer: John Watler, 812-478-4571, jlw@watler.com
Web Editor: Jeff Tucker, jeff@eaa83.net
Sec/Newsletter: Bill Foraker, 812-877-8219 work/812-877-1518 home, bill.foraker@rose-hulman.edu

February, 2005

From Your President - Keith Welsh

Hello again everyone:

Been as slow a month for you as it's been for me? With the winter finally arriving and the lack luster weekends it's been hard to find an excuse to fly. I don't think I've even been to the hangar since the last meeting; however, in the mean time local aviation has managed to get a little press lately in sorta an unlikely way. Our very own SOB (Foraker) flew a 3 hour tour of the White and Wabash River flooding recently. Some of the pix made it to the local TV stations where ole Foraker got some mention. You can see them on our Chapter Web site at eaa83.net.

On a more personal note, we recently lost one of our most beloved and supportive EAA members. Mary Holmes, wife of Bob Holmes, passed away on December 9th at home after a long illness. A memorial was held for Mary on January 8th at the St Mary's Catholic Church in Sullivan, IN where she and Bob attended for many years. We can all remember Mary wearing her familiar EAA cap at Chapter functions and she never seemed to miss an activity through all the years I've been a Chapter member and that's been since 1979. It didn't seem to matter where there was a meeting or activity if Bob went Mary was always by his side. Through the years the Chapter has engaged in many activities besides the monthly meetings. For example during the early 80's the Chapter had an annual camping weekend at the Shades St. Park near Waveland, IN. Members would bring tents and campers and fly in. We would have a mass breakfast each morning then enjoy the park and fly our planes and then eat around the campfire at night while swapping tales. I got many a ride during that time. I remember Mary would work so hard to see that everything went well for everyone you would

think she was the host. But that's just the way she was. Whether it would be working Young Eagle rallies, hosting Chapter meetings, attending flyouts or one of a dozen other activities you could always count on Mary being there....working, even if someone else was hosting a meeting Mary was not one to set around. I understand that Mary has a number of Oshkosh attendances to her credit as well. Last summer, while in poor health, Mary attended the Terre Haute Air Fair and enjoyed the day at the EAA booth still wearing that familiar EAA cap. She absolutely loved people, flying, Bob, and the EAA. She WAS Bob's co-pilot for life. Godspeed Mary Holmes, we miss you.

The family would like express their sincere appreciation to those Chapter members who attended the memorial service, sent cards and well wishes.



Bob and Mary

The Last Meeting - Bill Foraker

We had a great January meeting even though the weather was terrible...again. It seems like every time we schedule a January meeting, the weather is just awful. As you old timers will remember, we used to just skip the January meeting and now I'm beginning to understand why. Anyway, in spite of the weather, 33 people attended our meeting. That was the best turnout we have ever had for a winter safety meeting to the best of my recollection (but that ain't sayin' much). And for some really good news, we had lots of guests. We had several from the local ultralight chapter and several from ISU and THAC. We're happy to have all guests and we hope we might even turn some of them into members.

Our meeting was a great question and answer session by Dave Williams, a controller from HUF. We talked about local ground and arrival procedures, the new NSA over Newport, LAHSO, and lots of other informative topics. I think everybody in the room learned something, and for me, I learned lots. The thing I remember most is the 3 items to give on first call up to approach or tower if they're not too busy – who I am, where I am, what I want to do. Sounds simple enough, but I used to just call with, "Hulman approach, Comanche 5387P," and then wait for them to reply. Dave says if the freq is not too busy, give the call sign, location (ex. 12 miles NW), and your request (inbound for landing/touch and goes/crashing/whatever). He says that many times that procedure will shorten the communication sequence and make everybody happier.

On a related issue, it seems that every time we get together with controllers or briefers, we learn (or relearn) good stuff. It's always good to have some knowledge of what's happening on the other end of the mic. Years back, we used to have a hangar party at HUF and would invite all the local pilots, the controllers, and the FSS folks. I think it's time to try that again this spring. We could do it at the Air Center, the west T's, or the east T's, have some lunch, and maybe do some FAM rides. I know every time I've had a controller go up with me, they are always nicer to me after that and I need every advantage I can get. And remember, a happy controller is, well, a happy controller...;-) We had an informal discussion about this at the meeting. Anyone else interested in working on this idea?

From Your Treasurer – John Watler

All is well and Dues are due. Get you \$12 to me or risk Foraker dropping you from the mailing and email

list... I also have a few calendars left and at \$8 each, they won't last long.

Young Eagles – Keith Welsh

We are working with Kathy English, the science teacher at the Marshall, IL, Jr. High, and principal, Rick Manuel, to put together a rally for sometime in April. The process will involve a day of class room at the school sometime in late March to roughly 125 kids with the flights at HUF. We will keep you updated as things progress. This will be our first exposure to the Marshall School system. Kathy is a very proactive science teacher and in fact teaches Bernoulli's principle or Bernoulli's Law which states that the higher the speed of a flowing fluid or gas, the lower the pressure which is the principle of lift and is why airplanes fly. For the next meeting and a door prize: What was Mr. Bernoulli's first name, his nationality, and profession.



SOB - So, based on what Keith said above, how can this airplane fly? The wing's lift is pushing the airplane toward the ground, and yet it maintains altitude when inverted... (and I need one of these bad.)

Web Report – Jeff Tucker

At the January meeting, there was a lively discussion about the use of PayPal to submit money via the web, and it was decided that the chapter didn't want to use it. We opted for another method that uses web SSL approval certificate technology and other stuff I don't understand. It will have the same impact as PayPal, that is you'll be able to buy stuff and pay your dues on line, but uses a different process. It costs slightly more, but a motion was made and passed to use the alternative method. It will be in operation as soon as I have time to do the work.

Other things I am working on include improvements to the Member Section, a major overhaul of the Young Eagles section, and a revamp of the Pilot Shop (there is stuff for sale there now.) Also, the email services are very close to operational. So go check our web site often and see the changes. And don't forget to

keep up with the photo gallery section. There are some new video clips, pictures of the new Airbus A380, and other items.

Recent Sightings – Member News

Matt Throckmorton - Work progresses on the F1 in my dry, warm basement. I'm presently trying to finish my canopy. I have arranged to buy an IO-540 engine core, and should have that some time in February.

Depending on how everything progresses, I may move my kit out to my hangar late Spring or early Summer.

Check out my progress at:

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

You can also contact me about ramp patrol (more on this later in the newsletter) through this site. Use the "contact me" button in the menu bar.

Keith Welsh - I heard recently from Jim Gibson who, as many know, is co-owner of Aero Plaines and who has been a Chapter 83 member for many years and who has lived in Polk City, FL for several years now. I might add that he lives across the lake from the Fantasy of Flight Museum. Well.....Jim has a new toy. He had the chance to purchase this absolutely beautiful Piper /Stinson 108 restoration. Follows is his message:

"The pictures were taken at the Fantasy of Flight on December 12, when I flew in along with approx. 80 other airplanes at the invitation of Kermit Weeks and the Florida Pilots Assn. Our plane was one of the last 40 (approx.) constructed by Piper from planes in process and parts in inventory when Piper bought Stinson in November 1948. Piper bought Stinson to obtain the design for a light twin which became the Piper Apache. Hence, the designation of Piper/Stinson.



Jim Gibson's "new" Piper/Stinson

It is common to drop the name Piper when referring to these aircraft. The last plane in the 108 series was sold in June 1949.

Our plane, N6885M, has about 125 hours A&E since a complete 6 year restoration by Tom Scott, one of the

four 2004 winners of the Charles Taylor Award. It is a 10 in/out. I am entering it for judging at the Sun 'n Fun Fly-In coming up in April, after which it will be for sale. I suppose it will have to be judged in the Vintage Custom Stinson category since the panel was redesigned as you can see in the pictures.

Also my toy Gee Bee sits proudly on display tucked under the wing of Delmar Benjamin's Gee Bee replica at the Fantasy of Flight.

Kathy and I send our best wishes to all the gang in Chapter 83." - Jim Gibson



The Gibson Piper/Stinson Panel

Chapter Business

Most of you receive the newsletter via regular mail, but if I have an email address for you, I'm sending it each month. I'm reducing the file size of all the pictures and graphics so the newsletter file size has been 300 to 400kb and is reasonable to download. I am sending it in Word format, but so far everyone has been able to receive it. You can open it with Word, Wordpad (a utility on most pc's), and many other word processors. If you use another program, you may be able to open the program first and then use the open command from within the program to open the file. Most newer word processors will do a conversion and you'll get the newsletter.

Even if you can't download the newsletter, you get the email to let you know it's posted, so you can go to the web site and look at it any time. My point in telling you this is to save some money for the chapter. If you get the newsletter via email or view it on the web, you may not need your paper copy. Copying and mailing the newsletter is the single largest expense of the chapter (about 63 cents per person per month), so if you don't use your paper copy, let me know and I'll stop sending one. If you like your paper newsletter, of course I'll continue to send you one, but if it just goes in the trash, let's save some money...

Local Notams (Upcoming Events)

From Bruce Dallman – Work party time, well, more work than party, but if anyone is interested in going down to Shawnee to help Mike Wonder clean up after the floods, Bruce is heading up the team. We don't know when it will happen, but let Bruce or me know and we'll contact you when the fun starts. I'm sure Mike will appreciate the assistance.

From Matt Throckmorton - I am going to chair the Ramp Patrol at the 2005 Terre Haute Air Fair, featuring the Thunderbird jet team. Anyone interested in volunteering to work both Saturday and Sunday (the day before OSH opens), please get in touch with me. There also may be a Friday night show that will need some RP's, but we won't know that for sure for a few months. The best way is through my web site contact me link. You can get there from the Member Project link on the Chapter 83 web site or directly at: <http://www.doctrock.com/>



Ramp Rats at the 2004 Survivor Party

History from Pete

If you hang around with Pete Peterson much, you'll soon find out that he knows lots of stuff. One area he excels in is aviation history, so we're going to try a new column each based on aviation history from Pete.

This month is about the Republic P-47 and we're starting with it because over 1/3 of them were produced in Evansville. So here's some of the scoop from Pete.

P-47, F-47 Thunderbolt - AAF fighter. Single seat, Low wing, monoplane, with retractable gear. The chief designer was Alexander Kartveli. 12' four-blade

prop — to provide ground clearance for this, the unique telescoping landing gear was 9" shorter when retracted. Unit cost new was \$83,000+; There were over 15,683 produced making it the most-produced US fighter of WW2. Production at Farmingdale (suffix -RE) and Evansville IN (suffix -RA), as well as subcontract to Curtiss for P-47G. Popularly nicknamed "Jug" after its rotund shape, as well as an unofficial British designation of Juggernaut. During WW2, Thunderbolt's overall ratio of aerial combat victories to losses was 4.6:1 in downing 2,752 enemy aircraft, besides destroying 3,315 more on the ground. Official records also credit P-47 with some 9,000 locomotives and 86,000 railroad cars, 6,000 armored vehicles and tanks, and 68,000 trucks!

Another Claim to fame: It was the first fighter to exceed 500 mph in level flight.



The P-47N model with wet wing tanks, clipped wing, and a beefed up gear. For more info and lots more pictures, go to: http://www.aerofiles.com/_repub.html and scroll down to the P-47 items...



Bob and Mary with their Warrior



Bill Foraker
106 Berkley
Terre Haute, IN 47803

Our Next Meeting...

We're back at HUF for our February meeting on Saturday, Feb 12, at Noon in the Hyperlink Room of the Ivy Tech Building. Our meeting is on FSS Services and will be presented by a Briefer from the Terre Haute FSS. The official topic is "Getting the Most from a Weather Briefing and other FSS Services", but I'm sure there will also be lots of Q&A. Learn what questions to ask and procedure to follow to get the best weather and other info briefing you can. We'll also hear about Pireps, Lost Aircraft procedures, in-flight weather services, etc.

Location details: Ivy Tech Building Hulman Field
501 South Airport St.
Terre Haute, IN 47803
Meeting in the Hyperlink Room, North side, Second floor

Driving directions: Enter the Terre Haute International Airport – Hulman Field main drive. Drive straight ahead and park on the west side of the big lot. The Ivy Tech building is on the west side of the parking lot and is well marked. Go in the main doors on the north side and up the stairs to your right. At the top of the stairs, make the first left and the room is on your left.

Of course, if the weather is okay (get a briefing), you can always fly in! It's all walking distance from the ramp.

Also, we're planning Lunch at the Hanger Restaurant located in the main terminal building at 11:00 am. Then we'll mosey over to the meeting.