



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/Newsletter Editor: Bill 'SOB' Foraker, 812-208-4816 cell/812-877-1518 home, SOB@eaa83.net

Vice President: Jim Fisher, jfisher@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

February 2009

Chatter Rants

Hey, yaw. This is my first newsletter in my new job. How am I doing so far? Anyway, I'm trying this first one in single column format. Please let me know if you like it better than the two column. It will make for fewer pages in the newsletter (no gutter space) and it's much easier to add pictures. Anyway, tell me what you think and I'll do what most of you prefer.

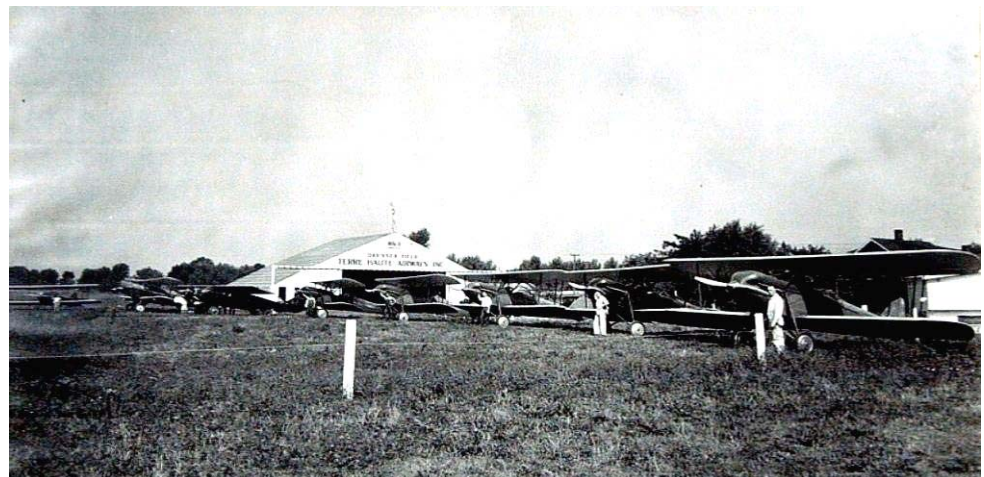
We had the meeting to discuss our 2009 activities a week or so ago. It was well attended and the details are in the next section. In the past, these meetings have been held by the officers, but we figured, what the heck. Why not invite everyone, so we did. It made for a great meeting and I'm sure items came up that would have been missed (like the fact that Ken Lorenz knows the owner of the Black Cat at BMG – how's that for big news!) In any case, we have the skeleton for this year's schedule. We'll add the details as our planning progresses.

I got a cool email last week from someone who saw the info on Dresser/Paul Cox Field on Abandoned and Little Used Airfields. They sent me some cool old pictures of the place.

This one is taken looking WNW from 7th Street. I'll put a couple others in later.

The Last Meeting - Jeff Wellum

Wow! These have always been officer meetings in the past, but this year, we opened it up to all members and what a great meeting. Attending were John Watler, Mike Wonder, Pete Peterson, Bob Cox, Ken Lorenz, Matt Throckmorton, John Van Etten, Jim Fisher, Jeff Tucker, Jerry Badger, Dave Jones, some SOB, and Me. We talked about lots of possibilities and even got a draft of a meeting schedule out of it. Here's what it looks like for now, but remember, this is a draft and will no doubt change as the year progresses. As you know, our meetings will be held on the second Saturday of the month, unless the host or some other reason changes that. The meetings will generally be scheduled to start at Noon, again unless the host wants otherwise. Since the host is doing much of the work for the meeting, we always defer to him or her. Here's the line-up pending all final arrangements.



Feb – HUF ATC meeting at Rose
 Mar – Outing to Ropkey's Armor Museum near Crawfordsville
 April – Greencastle/Dixie Chopper FBO
 May – Tentative at BMG
 June – Shawnee with Chapter 650, the Indiana RVers, and the Biker Babes from Bloomfield
 July – Wilson's north of Rockville
 August – Casey
 Sept – Rosedale International, our first meeting here. Fly to the water tower and look for the 18/36 just west.
 Oct – Don Bussart's
 Nov – SIV

As you can see, there are some changes from the previous years, but we hope this will make for good variety and fun. We also discussed fly-out to the following places.

Winters Air Park

A spring fly-out to Don Bussart's as soon as his strip will allow visitors
 Lee Bottom for their Sept 26th event and for sinful Sunday's
 Moraine Ohio for their EAA event May 3rd, near WPatt too
 Checking on a tour of the Boeing facility in St. Louis
 A trip to Midwest Texans in Huntington, In, sw of Ft. Wayne
 A trip to Midwest Aero Restorations in Danville Il.
 Rough River for the annual Canard fly-in Sept 25-27
 Kentucky Dam

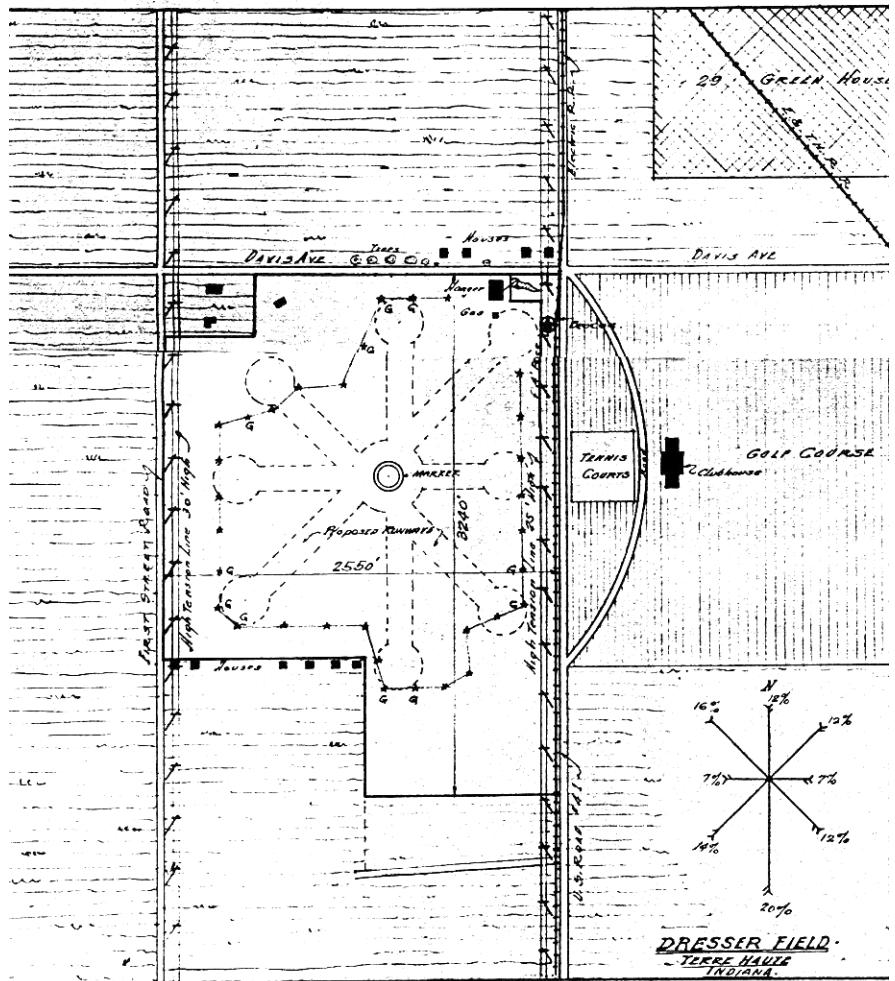
Sullivan for their Airport Day
 Greencastle for their Airport Day
 Sept 12 & 13
 Wright Patt, a close GA airport like
 Green County or Moraine
 Owensboro for BBQ
 Sikeston for Lambert's and throwed
 rolls
 Sporty's for Saturday hot dogs

And this doesn't count the air shows
 (Marion air and car show), airport
 days for nearby airports, our Honey
 Creek and other young eagle events
 and other stuff. Looks like a full
 year.

**From Your Treasurer – John
 Watler**

This year we are implementing the
 two-tier dues structure. As most of
 our cost comes from mailing the
 newsletters, we are charging less for
 those who only get the e newsletter.
 So for 2009, Dues are:
 \$10.00 if you get the e newsletter
 \$15.00 if you get the paper newsletter
 and 09 dues are due, so please send
 them to me at:

John Watler
 2632 Farrington St
 Terre Haute, IN 47803



The Original Layout for Dresser Field

Other than that, the treasury is in good shape. Our bills are paid and we still have some money.

Web Report – Jeff Tucker

The web site continues to be updated with a new center format and other features. You'll see more new stuff this year also.

Recent Sightings – Member News

Nick Mahurin bought a 'new' V-tail Bonanza. SOB when flying with a very brave photographer and they got some good shots of the Beech.



Jeff Wellum is taking his flight lessons.

Kevin Davidson is making good progress on the tail sections of his RV-7. He has a web site you can get to through the members projects section of our web site.

Jack Vandeventer, Master CFII from Indy, sent along a nice one page flyer on setting your personal minimums. Some good reading that might keep us out of a bind some day. Here's the link:

http://www.faa.gov/education_research/training/fits/guidance/media/personal%20minimums%20checklist.pdf

Local Notams (Upcoming Events)

John Van Etten gave Jeff Tucker some gun camera footage on tape and Jeff converted it to DVD. We will be having a presentation on this video in the near future. Stay tuned for details.

Our Next Meeting...

Our next meeting will be Saturday, February 21, at NOON, in the GM Room at Rose-Hulman. Our guest speakers will be Mike Judd and one of ATC associates from HUF ATC. They will give us a heads up on what's happening at HUF, any new or changed procedures, what's happening with the FAA ATC branch, and answer our questions about local ops.

We'll plan to meet at 10:30 at the HUF restaurant for brunch before the meeting.

The GM Room is on the main floor of the south end of the main classroom building at Rose. If you enter the main entrance, take your first right, and then your next left. Park immediately in the lot to your right. Don't go in the closest building where we have met several times. Look west and you'll see the largest building on campus – red brick – which runs from your left to right (N/S). Look to the left/south end of the building and you'll see a doorway near the base of the water tower. Go in that door (south door on east side of the building) and go up one flight of stairs directly ahead of you when you enter. Don't go up the second set of stairs. Go around the second set and walk straight ahead into the meeting room. If you get to the level with the skylight, go down one floor. I'll put up signs. If you have trouble, call my cell at 208-4816.



Park Here

Enter Here, near the base of the water tower



Why pilots and crew loved their B-17's...



Dresser/Paul Cox Field from the air looking SW across 7th street. You can see the aircraft and the old ops building near the bottom.

And another extra item for you email subscribers...

From Nick Mahurin

On Thursday, I flew the Bonanza to D.C. for some meetings. It was a really interesting experience. Most have heard that the ADIZ around D.C. has been made permanent effective this month and is now known as an SFRA. The rules are very intense for VFR flight, but mostly transparent for IFR flight. For example, there are no circumstances under which it is permissible to squawk 1200 within the SFRA. It follows that you can't take off from a non-controlled field under VFR and pickup an IFR clearance when airborne. Naturally, the penalties for deviations from the regs are pretty severe including military escorts authorized to use lethal force to stiff certificate actions. At first, I was intimidated about flying in there, but I took the online training at faasafety.gov, passed the little open-book test online and printed my certificate. This only took an hour, it was free, and I would recommend it to anyone. They have you print a little certificate that you are supposed to carry with your airman certificate.

Setting aside the regulations, Thursday was a windy day! GPS indicated ground speeds of 230 to 260kts most of the way. It only took 2hr 35min to get to DC, and that included flying to Lexington, then to DC. I took a deviation to the south in order to avoid the nasty IMC over Ohio that morning. Unfortunately, the winds were still strong in the evening, so the trip home was brutal at 5hrs.