



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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From Your President - Keith Welsh

Hello again everyone:

As you will read throughout this newsletter, Chapter 83 has enjoyed quite a year. Lots of flying, lots of activities, lots of camaraderie, lots of fun and special recognition, but it wouldn't have been possible without you, you made it happen. And for that I just want to say Thank You!!

As we head into the new year, some things will change and some will stay the same. Our meeting schedule will remain pretty much intact with the three winter months concentrating on education and the rest of the year flying (hopefully) through Nov.

A major event for the Chapter will again be the Terre Haute Airfair, this time slated for late July. The Thunderbirds have been confirmed and the plan is for another large show. Our area of participation will be again an EAA booth and Ramp Patrol. The EAA area was a popular attraction with the locals which can be expanded for next year with the new Sport Pilot rule and representative aircraft. The Ramp Patrol has been extremely successful and recognized as one of the most well run and safety oriented parts of the show. These are two areas where the EAA can really stand out to the local community.

One thing I'd like to see happen this year is the Chapter focus on attracting those individuals interested in the new Sport Pilot rule to EAA and local Chapter membership. Our membership is primarily made up of pilot certificate holders. The ultralight and Sport Pilot folks also have a place in EAA and should be a part of the local Chapter for several reasons, safety, education, awareness and more fun for all. Most, if not all, of our flying to meetings are accessible

to those types of aircraft as well. Increasing our cooperation with those groups can't help but add to the awareness and safety of flying. After all they have as much a right to be there, as well and working together as one can benefit all. Ways of getting their attention is through informational meetings such as our winter meetings. The January meeting with the HUF controllers would be a great place to start.

It is beginning to look like 2005 could be a memorable year for GA. With the new security rules taking shape which could affect us, new aircraft becoming certified, the Light Sport Aircraft Sport Pilot (LSASP) rule coming into full use, pilot license card changes with a security twist, and the issue of whether or not warbirds can continue to be resurrected from the worlds oceans are among the many issues GA will face as the year unfolds. It will be interesting to see how this all looks twelve months from now.

We in this country are very blessed with the freedoms we have and are equally blessed with organizations like the EAA and AOPA who spend endless hours defending those freedoms. With a more cooperative FAA than we have experienced in the past the future for the enjoyment of private sport aviation looks promising.

So let's enjoy and have a good 2005.

Keith



The Last Meeting - Bill Foraker

The Christmas Party

21 Chapter members and copilots attended the EAA Chapter 83 Christmas Party at the hangar Restaurant at Hulman Field. Wanda and her crew did another great job for us. I think everyone got enough to eat, especially those who ordered the "hang over the plate" prime rib. See the picture if you think I'm exaggerating – this was one big slab of beef.



After dinner, we had a short meeting to present the chapter service awards, award the traveling chapter aircraft to their new owners, and present the master flyer award (more on that later). Then we started our flying contests. After last year's cross country competition (it was awful), SOB had 2 separate events this year. One was the traditional spot landing contest and the other was an endurance test to see who could fly the farthest. First-time competitor pilot Neva Pitts won the spot landing contest stopping her aircraft 8 7/8 inches from the target. Floyd Haumesser walked away with long distance honors with a flight of 37 feet. Each winning pilot received a cool LED light.



As I mentioned earlier, the master flyer award was announced at the meeting. Matt Throckmorton won the award by flying to every one of our fly-in meetings in 2004. We had one pilot who flew to all but one meeting who finished second, and we had a total of 34 pilot/members who flew to at least one meeting. If you would like to see the final standing, ask SOB to see the 2004 Newsletter Book.

As you know, the Chapter has two traveling aircraft models that get new owners each year at the Christmas party, and this year is no exception. Floyd Haumesser was the 2004 caretaker of the original aircraft. He made several improvements including control surfaces and the addition of an American Flag. He presented the aircraft to its 2005 "owner" Marvin Goodman. Mary Rubeck had the "99" aircraft in 2004 and added a great "Go ISU" banner to it. She presented it to Betty DeBaun for 2005. Betty was thrilled to get the aircraft again. We know that both new pilots/owners will take good care of their charges, make one or more improvements, and bring them to next year's party to continue the tradition. It was noted at the meeting by some really old guys that the original aircraft began circulating among members over 25 years ago, so you can see that this really does qualify as a tradition.



The Traveling Flyers...

From Your Treasurer – John Watler

2005 Dues are Due. You know we'll carry you for a couple of months, but then you're off the list. So please get your \$12 (what a bargain) to me at a meeting or through the mail.

John Watler
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Young Eagles Report – Darrel Zeck

Not much has happened since the rally reported on in the last newsletter, except there is one new future pilot among us. On November 22, Lisa and Darrel Zeck received an airworthiness certificate for Dylan Zeck. Upon leaving the manufacturing facility, Dylan's gross weight was 7lbs, 5oz, but this promises to increase as engineering changes and field retrofits are accomplished. Both the manufacturer and the new Young Eagle are healthy and doing well.

Recent Sightings – Member News

At the Christmas party, President Welsh encouraged each of us to share our most exciting aviation memories of 2004. There were some interesting items mentioned. Eric Pitts relayed fond memories of touring the Sun 'N Fun Warbird area with his Dad, a WWII bomber veteran. Jim Fisher is having fun getting used to landing on grass and finding his way around the flat, featureless terrain of the Midwest. Alan Harder is learning to land the Texas taildragger at Sky King. Leon Williams told the story of an event filled cross country starting in TH and going through MS, Houston, Midland, Bullhead City, Las Vegas, Grand Canyon North Rim, back through Texas, and home. He told tales of induction icing, 16 inches of snow in Arizona, and great tail winds... Ted Black told of his excitement when flying his 120 after reattaching the wings and having nothing fall off.



Just some of the Christmas party attendees

Chuck Rubeck is enjoying working in the woodworking tent at SnF. Marvin Goodman got his GED and is now enrolled in A&P school. Congratulations to Marvin. Floyd Haumesser got to fly several places with his oldest son, who is now a pilot. Cleone Markwell got to meet Rush Limbaugh at a Navion Fly-In. Keith Welsh got his Quickie flying reliably again after some years of work on cooling problems, a cowling rebuild, and a

panel overhaul. SOB Foraker had fun taping the PBS segment of Across Indiana as the camera ship for the air to air footage. Curt and Betty had fun just flying and Curt hopes to get his Champ back in May. We're a busy bunch...



Pilots lined up for test flights...

Chapter Business

As for the chapter, we had an interesting and productive year considering the following: We have the Best Web editor in the world and Jeff has now be officially recognized by the EAA; we had a great trip to the Air Force Museum at Wright-Patt; we had a great fly in/out/around year with no safety problems; we had chapter members attend AirVenture, Sun 'N Fun, and Reno, three of the biggies; chapter members were essential in the operations for the 2004 Terre Haute Air Fair; the chapter offered 3 FAA certified Wings programs to its members and guests, we flew a small flock of Young Eagles, we have a solid, active membership, and more stuff I can't think of...



Our spot landing target strip



Bill Foraker
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Our Next Meeting...

The next meeting will be the first of 3 safety meetings. The Presentation Room of Myers Hall on the Rose-Hulman Campus will be the location for our meeting on Saturday, January 8, 2005. A controller from HUF will be presenting at our meeting and will answer our questions about local ops and other ATC issues. He will talk about LAHSO, TFR's and how to stay out of them, runway incursions, HUF GA ops, jet ops at HUF, and F-3 communication procedures (about which we have some questions). I have not received final approval from the Indy FSDO yet, but last year our safety meetings counted for the safety seminar requirement for the Wings program. I'll try to get that approved again for this year.

As we won't have a meal at the meeting, we'll eat lunch at 11:00 am at the Hangar Restaurant in the HUF terminal building for lunch and then straggle over to campus for the meeting. SOB says that if anybody flies into HUF for the meeting, he'll arrange for transportation for them.

Directions to the Myers Building. Enter campus on the main entrance drive. At the first/only intersection, turn right. Make the next left and there will be a big parking lot on your right/east and a small parking lot to your left/west. Continue on north after you turn and you will have a fairly new building on your left after the small parking lot. This building is the Myers building. Near the far/north end of the building, you will see a stairway leading to the main entrance. Park across from that entrance and enter through the main doors. Walk into the lobby and then turn left/south down the hallway. About 2/3 of the way down the hall on your right, you see the presentation room. If you have trouble, call SOB at 208-4816 on his cell phone and he'll give you progressive taxi instructions.