



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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July, 2007

From Your President - Keith Welsh

If you weren't at the HUF T hangars on Thursday, June 7, you missed Curt DeBaun's great hangar party. Curt had 45 of his bestest buddies in his hangar for a good old hangar party. We saw guys we haven't seen for some time and it was great. We even had the security guy visit, but just to eat with us. I understand that pictures were taken (but none of the two women in the Hyundai), so you'll probably see some below...



Our Guests of Honor...

For those who attended the meeting at Shawnee how did you like it? Did Mike Wonder do a great job hosting or what? When you have a nearly calm, sunny, low humidity day like that, the planes and people come out, and the motorcycles. Bill will have the details a little later. All in all, we can't thank Mike enough for his generosity for putting together such a nice day for us. Just to give you an idea of the trouble he and others went to so that we would have a great day. Several things Mike do to make the day go smoother include having two radio equipped fellows who parked the aircraft, one who manned the refreshment stand, and one who manned the food table and that's just what I noticed. The grass was mowed close with minimal clippings to blow around. Obviously Mike had a great plan to accommodate lots of folks. I managed to get 49 signatures on the attendance sheet and know that was not everyone but close.



Dale Cunningham's Cub at Shawnee

I hope you enjoy the meeting pictures Jeff took that are posted on our/his web site. Some additional pictures were taken by Chat...



A Beautiful F1 Rocket at Shawnee

The meeting was a short one with just a few business items to take care of. One was authorization to support the Casey Airport Boosters with our \$20 annual dues and to talk about a few upcoming events including the 2007 Terre Haute Air Fair to which we will again need volunteers to work the Ramp Patrol. The air fair meeting a few weeks ago revealed that there will be more responsibility for the Ramp Patrol this year with the extended time the ramp will be open. More about that later.

Bill asked me to thank those who have asked him to send their newsletter by e-mail to help us save money. We thank you for helping keep our cost down. And Bill has submitted our application to host the Ford Tri-motor in 2008. Let's hope it all goes well.

Congratulations goes to Adam Springmeyer our Young Eagles Coordinator for receiving his CFI recently. Now he can help anyone who needs that check ride, biennial or flight training. And speaking of Young Eagles be sure to check out the YE web site to view the new format which has gone web based and has some significant differences according to SOB (Bill).

Our thanks again to Mike Wonder and helpers for the great meeting at Shawnee and that about does it for me this month. And last I want to thank all who attended the reception for Curt DeBaun at HUF recently. It was very touching to have so many attend. Curt really enjoyed it as told from his smiles and usual wise cracks. Thank you all so

much it really meant a lot to myself, Bill and Curt and Betty. See ya all at Don Bussarts.



Just Part of the Crowd at Curt's Party. You can see the skin from the old Sticker Champ hanging on the wall...



The Lousy Weather "Flight" line at Curt's party

Terre Haute AirFair 2007 Update
From the last volunteer meeting at Rose Hulman on June 14th, we learned that this year's air fair will be a little different and will put more demands on the Ramp Patrol committee which your chapter has run in the past. The show will be the third weekend in Sept. on the 15th and 16th. As stated, the format will include flying constantly from start to finish. There will be a plane or planes in the air nearly all the time. The lineup will include the most comprehensive list of civilian performers you will find anywhere including the entire X team. They'll all be here doing solo or group performances. As planned, the Saturday show will include night performances including the F-18 at night..... coool, and two country music performances by Joe Diffy and Aaron Tippin, who we are told puts on a very patriotic performance and is the perfect airshow performer, with flying in between. During that time, the crowd line will not be moved closing off the ramp like last year but to aid security flood lights will illuminate the ramp (aircraft) which will require us to man our stations into the late evening. So you will be hearing more about it as we get closer and be thinking of helping out this year as we will need a good group of responsible people again.

That's all for me this month, Keith

The Last Meeting - Bill Foraker

Saturday, June 9, brought one of the best flying days of the year as far as weather goes. Visibility over 20 miles, clear skies, and less than 5 kts wind over much of Indiana. A boy did the good weather reflect in the turnout for the meeting. By the time all the grass traps were completed, Mike had 34 aircraft at Shawnee. The mix included: 8 Cessna models 120, 140, 170, 3-172's, 175, & 182

5 Pipers including a beautiful Cub, Cherokee, 2 (count 'em) TWO Comanches, and a Cherokee 6.

8 RVs including a 3, 4-4's, 6, 6A, Super 6

3 Rockets including 1 Harmon Rocket and 2 F1 Rockets

5 LSAs including several from the Terre Haute Ultralight Club

A Hatz Biplane

A Taylorcraft

A Citabria

A Luscombe 8A

And an Ercoupe



And leading the RV parade and doin' his thang at Shawnee

A big thanks to the RV guys for bringing their aircraft to Shawnee. We love to see them. It was great having the bikers there with us, and another big thanks to Mike and all his friends and helpers who hosted a GREAT meeting.



The Hatz at Shawnee

Just as a bunch of hungry pilots and passengers were ready to eat, 37 bikes, mostly Harleys, arrived. They were the ABATE group from the Bloomfield area and they added a whole new dimension to the event. It turns out the bikers and pilots have lots in common: they like to travel a bit differently from the rest and they LOVE their machines...

It was a great gathering, even if the meeting itself was a little on the short side. For the record, flying in from Chapter 83 was Mike Wonder, Jim Fisher, Gary Rogers, Ted Black, Ernie and Linda Winters, Pete Peterson, Dave Jones, John Watler, Ken Crane, Jack Underwood, Dale Cunningham, Curt VanDeventer, Niles Newton, Ken Crane, Carl Schoolcraft, and SOB. That's a pretty good collection of aircraft for lil' ole Chapter 83. We had lots of members at Shawnee. Now let's see if we can repeat at Don Bussart's in July.



Just one section of the flight line at Shawnee

Recent Sightings – Member News

From Jeff Sanquenetti

Wanted to take a minute and say thank you for your help and friendship and keeping me up to date with EAA. My last day at the Terre Haute Air Center will be Friday, June 15. I will begin training on the Embraer 170 for Republic Airlines on Monday, June 18. Hope everything goes well and I'm sure I'll see you around the airport.

From Steve Cox and a friend of his Still in Tooele, Utah and this is background information on the pic sent to me by a friend in MSL (Muscle Shoals, Alabama). BFN is Browns Ferry Nuclear plant and if you can imagine the security present with the president visiting an active nuclear plant with the normal 30 mile TFR. BFN is only about 10 -20 miles from 9A4 where I am based when home in Alabama and MSL is maybe 30 to 40 miles away.

And this email from Steve's friend

Apparently, President Bush had air cover for his visit to BFN. My older son heard loud jet noise yesterday afternoon and spotted the subj. item circling the east side of M.S. near his home, which is not too far from the airport. Attached is one photo (of many he took). Thought you guys might find this interesting...



Raptor over BFN...

From Alan Harder

"OK, Let's go fly!" Billy's voice in my headset was accompanied by a fair bit of throttle as we wheeled onto the centerline of 32. Once lined up, the rest of the throttle went in and the acceleration was immediate.

"Tail's up and we have 40!" YES! Great line of sight now. I could feel the rudder pedals twitching as Billy held us straight.

"60" "70" "There's 80 and we're off."

All RIGHT!!! He's going to accelerate in ground effect—this is going to be GREAT!

"110" "120"

I could see the airspeed indicator, but it was fun to hear him calling it.

"140"

Hey, I wonder if he's calibrated in MPH or Kts? KNOTS! Lessee, 140 times 1.15, call it 1.2 for estimating...

"150"

.2 times 150 is about...

"160 and PULL PULL PULL"

"YEEEEHAAAAAAAAAAAAA." I think I said that out loud. Forget the math. Pure Blue. What a view!!! The altimeter ran clockwise like a scared rabbit as we wheeled through crosswind and onto downwind.

"OK. You want to fly some?"

"HECK yes!"

"OK—we'll head south to the practice area. Take us up to about 6000. Your stick."

"Got it."

"Oh," added Billy, as the nose of his Pitts S2C danced east, "your right rudder too."

"Oops, got it too." South again.

Incredibly sensitive and responsive controls! The wingtips flapped up and down as I tried to re-train decades of 172/140/Chief responses.

There's 6000. "Man that was fast."

"Yeah, it climbs pretty good!" (Hmm, that was maybe little understated!!) "What would you like to do?"

I tried a turn, trying to feel my way to coordination. 15 degrees first—crawl before we walk. "Hey Billy, is the turn indicator broken? The ball's stuck all the way over on the right!" (ha ha)

"You can roll in a little more bank if you want to—we are approved for aerobatics."

("Yeah, Yeah Yeah. Think I'll take out a little rudder till this circle's done.")

OK—starting to get it now, we'll add a little more bank this time. The ball's behaving better. Still not great, a little more up elevator—OK got the horizon back. That was better.

"OK, think I'll try it a little steeper now."

"Great—Go for it" came Billy's enthusiastic reply. Here we go. Lead with a little rudder, let's roll on toward 60, stick back—all right! Horizon looks good...

"YES!" said the headphones, "3 G's—that's what we're looking for!"

The ball was off center again, but we more or less maintained altitude, rolled out without much wobble...

"What next?" Billy asked.

I still couldn't quite believe I was up here, in a PITTS, ready to do some upside down flying. I got the word Wednesday that Billy Werth was coming to HUF today, Saturday, to offer aerobatic dual in his S2C. I thought the name sounded familiar—sure enough, there he was in my log book. In 1994 Billy had given me a BFR in the FBO's Decathlon. Like many instructors, he wasn't around the field for long after that, off to professional flying of a more advanced sort. He was wearing 3 hats now: Captain on a Chautauqua Airlines Embraer 145; Captain in the Air National Guard, flying KC-135's; and (currently my personal favorite) flying air shows and giving aerobatic dual in this beautiful Pitts S2C.

"Tell me about aileron rolls," I said, thinking I'd start kind of slow.

I had my name on the list at the FBO early this morning, and had driven there at 1:00, but hadn't connected. My current CFII, Derek VanDyke, had called about 4:00 to give me the final details and confirm that my aging corpulence would probably fit in the cockpit, but my wife had my cell and his message stayed muffled in her purse.

“Enter about 140, pitch nose up about 20 degrees, then throw in as much aileron as you’d like. May want to add a little rudder at the 90 degree marks.”

“All right, here we go!” I got the airspeed up, pitched nose up, neutralized the controls and threw about half left ailerons. “WoooHooooo” and around we went. Didn’t get the rudder very close and exited a little nose down, but not bad.

“OK, you want to try one to the right?”

“You betcha!”

Same deal—airspeed, nose up, neutralize, and right aileron.

This one wasn’t so good. Something bobbed in my orientation and I neutralized the ailerons while we were still inverted. Fun, but my grip tightened a little on the stick, pulling back.

“My plane.” said Billy, as the view turned all brown and green.

“Good! I’m sure not doing anything worthwhile with it at the moment.”

Straight and level (and right side up) again, we debriefed, and the next couple went better.

I had retrieved my cell phone about 6 and found Derek’s message. I left a return message, but had little hope. We had just finished dinner, and I settled down to finish Sunday’s sermon. Derek’s return call came at 6:30: “Hey, Billy’s still here in fact he’s landing right now. If you still want to go up, head on over to the field.” “Gimme 5 minutes!” I said, already heading for the door.



This is not Allen, but it could have been...

“OK,” I said, “now tell me about a loop.”

He did, and around we went! Several times! By the last couple, I’d gotten better at judging when to push going over the top, and to look up at the ground to get the twist out as we came back down.

“What next?” said Billy. He seemed to be enjoying himself as much as I was. Stalwart fellow!!

I was out of creative thinking.

“Oh, man, just take me for a ride.”

And, oh man, he sure did. No Lomcevaks, though he’d probably have done one if I’d thought to ask, but plenty of Cubans, hammerheads, Immelmans, Punts, cloverleaves, vertical rolls, 4 and 8 point rolls, barrel rolls and probably more that.

All too soon, it was time to head back.

“How was it?” asked one of the Air Center guys who had already had their turn.

At 58, I don’t admit to giggling any more.

Chuckling, maybe. But I couldn’t help myself.

“It’s, (chuckle) going to take (laugh) at least a month (woohoo) for the grin to even begin fading (long laugh)!!!”

“Oh great,” Derek said. “You’ll never want to fly with me again.”

[Not so—3 days later we did an hour of aerobatics in the Decathlon, but that’s another story for another day.]



The Pitts in its natural state...

As we were taxiing back in, I asked Billy if he had been at HUF long enough to overlap with Derek. “Maybe a little” he said, “Why?” “I think there are a good many parallels between the ways both of you instruct” I said. I didn’t explain it very well to him at the time. Both of these guys are great sticks. But more than that, they have a remarkable ability to teach both the skills of flying AND the love of flying. They clearly love it a lot themselves—that’s probably the start.

It’s been two weeks now, and I’m still giggling, er, chuckling, every time the memories flash through my mind. I think my wife’s beginning to wonder, but so far she hasn’t mentioned commitment proceedings.

So, fliers, if you haven’t taken one of these flights with Billy, keep your ears open for the next opportunity. It was absolutely the most fun I’ve ever had in an airplane. Maybe even the most

outside an airplane too. Check out Billy's And if you want to get a head start, see if you can schedule some time in the Decathlon with Derek VanDyke. That was the next most fun I've had in an airplane.

website: <http://www.grayout.com/index.html>
Next time you see me, ask me about my granddaughter OR the aerobatics; there won't be time talk about both!!

Local Notams (Upcoming Events)

Whelen Field Fly In

When: July 8 starts at 10:00 A.M.

Where: Whelen Field, GEZ, located about 8mi. South East of Shelbyville, North-South grass strip 2600' long. Joe is building an RV6 and Dick, his Dad, are in the final stages of completing a Papa 51 Mustang. 122.75 will be monitored on the ground and air. Caution of the high power lines West of the field for the low flyer's. They normally have a good turnout of people and planes including a skydiver to kick off the day.

"17th Annual Wings Weekend at Mattoon, Illinois" July 13th and 14th. Seminars and flight training. Coles County Airport, MTO, 432 Airport Road, Central Illinois Aviation Hangar, Mattoon, IL, For more details, check out this web site:
http://www.faasafety.gov/SPANS/event_details.aspx?eid=15408

Our Next Meeting...

Our next meeting will be on Saturday, July 14, at Don Bussart's grass strip SW of Paris, Il., IS13, 26 nm from HUF on course 287. It doesn't get any better than this, and if you have ever been to Don's, you know why. Don and Kako may have some food for us, but we hate to put all that pressure on them, so we'll eat at 11 am IN Time at MTO and head to Don's at NOON IN Time. You'll remember from last year that we had lots of aircraft fly in for this one...

And only for the email recipients...



Jack Underwood's beautiful T-craft at Shawnee

Airdale 1, Jerry O'Neil with a Raptor that he and some buddies rescued from an entanglement at their last air show. He said the little guy was tired, hungry, and very friendly...

