



# **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](http://www.EAA83.net)

President/Newsletter Editor: Bill 'SOB' Foraker, 812-877-8219 work/812-877-1518 home, [SOB@eaa83.net](mailto:SOB@eaa83.net)

Vice President: Jim Fisher, [jfisher488@hotmail.com](mailto:jfisher488@hotmail.com)

Treasurer: John Watler, 812-478-4571, [jlw@watler.com](mailto:jlw@watler.com)

Young Eagle Coordinator/Web Editor: Jeff Tucker, [jeff@eaa83.net](mailto:jeff@eaa83.net)

Secretary: Jeff Wellum, [jwellum@aol.com](mailto:jwellum@aol.com)

---

July, 2009

### Idle Chatter

Wow. What a month. I don't know where to start. Lots has happened in the last month, most of which you'll read more about later in the newsletter, but what a month: Terre Haute/ISU women take top honors in the Classic Air Race, new airport director, big runway project, Matt's deal, Alan's new temp aircraft, Indy air show, North Vernon air show, missed Sinful Sunday, airborne fireworks, Edgar County pancake breakfast, Jerry's trip west, Eric gets the Tiger back, another great movie night, and more... Who says nothing ever happens in the Wabash Valley?

As you know, it's the heart of flying season, but it's been raining lots, so we probably haven't flown as much as we might have by now. But it's July now and maybe our luck (and the farmers) has turned. Anyway we'll hope for good weather as AirVenture approaches and we get more flying in. Our last meeting was a mini bust due to lack of coordination with Chapter 650 and not great weather, but this month should be interesting.

In any case, let's get flying (safely) and tell me what you're up to so we can all hear your stories.

### The Last Meeting (and Jeff's flying report) - Jeff Wellum

Our last meeting was held at the Bloomington airport on June 6, 2009. Members in attendance were, John Watler and Jeff Tucker in the 172, Jim Fisher in the 182 and Jeff Wellum in a 152. No official meeting was conducted. We looked around at a few airplanes and then took off to do some more flying. EAA 650 had a good meeting earlier in the day, but we hadn't coordinated so we arrived after their meeting had ended. It was still a good day though. This was the first time that I traveled to an EAA meeting as pilot in command. It was a pretty good day for flying with occasional light turbulence and some haze. I am a student pilot and it seems that I learn something new every time I fly. After departing 313 and contacting Hulman departure for flight following to BMG everything seemed to be going well. Hulman released me from radar coverage and Bloomington airport was in sight. That's when I realized that I could not dial in the right frequency for BMG. How do you fit a six digit frequency into a five digit radio? After a few moments of confusion, I realized that I needed to flip the toggle switch on the radio to use the half frequencies! For some reason, I do not remember having to do this before. With the switch in the appropriate position the voice of the tower operator was received loud and clear. I was told to report 3 miles for runway 17. At approximately 3 miles I reported in and was given clearance to land. The landing was pretty good considering some of the ugly ones that I have done lately. It was a good thing too because the rest of the Chapter 83 members in attendance were lined up watching. I knew John would be there before me because I heard him on the radio leaving Putnam County Airport while I was calculating my route at Sky King (313) but I didn't think that I would be the last one there.

For some reason (probably because that's what some SOB said), I thought the group from Bloomington was having a lunch meeting. Turns out it was breakfast. By the time I got there at about 11:40, they were cleaning up and the ramp was emptying out. There were still a few planes on the ramp including a Velocity, Long EZ, and Zenith. We met a few EAA members from the Bloomington chapter. They were busy cleaning up but

indicated that a few of them were going to town for lunch and offered us a ride. The general consensus of our small group was to get back in the air so their generous offer was declined. John and Jeff T. took off in the 172 in search of food. John mentioned Greencastle or Mattoon but I haven't heard where they ended up or if Jim F. went with them in his 182. I needed to continue my planned solo cross country to Bedford (BFR) and then back to 3I3. Take off on 17 was with a slight crosswind from the right and it wasn't long before the lake was to my left and Bedford was in sight. At BFR I decided to land more into the wind so I set up for runway 24 and did another respectable landing! As per my CFI's instructions I came to a full stop and back taxied for my take off run on runway 24. Back in the air again, the heading was set direct to 3I3. There are not very many visual check points on this leg but the first 20-30 miles I could still make out Bloomington on my right. By that time, the VOR signal was received from Terre Haute. Hulman provided me with flight following into Terre Haute where I was released just north of HUF and entered the pattern for runway 26 at Sky King. This is where the worst landing of the day was made. Not real bad but there had to be some last second drift correction before touchdown. While back taxiing back to the ramp I knew the best part of my day was over. I really like this flying stuff!!

### Young Eagles Report – Jeff Tucker

The Young Eagle event on June 13 for Boy Scout troops 434 and 24 was a great success. Twenty-one kids received YE flights. The main purpose of the event was to help with their aviation badge requirements. In addition to the flight, the kids were given instruction in pre-flight inspection, toured the control tower, viewed a variety of aircraft, and heard a presentation on being a professional pilot. There were many people who made this event a success: Pilots Jerry Badger, Nick Mahurin, Jim Fisher, Kelvin Roots; Ground crew Jeff Wellum, Mike King, Chat Chatterji and Murrell Schriver. A special thanks to Scott Crowe for displaying his 421 twin and speaking about being a professional pilot. And last but certainly not least, thanks to George Bakken who did a tremendous amount of work organizing the Boy Scout side of the event. We received a very nice thank you card signed by the scouts. You can see some pictures of the event on our main web page.

### Web Report – Jeff Tucker

As you might have noticed, we have a new events calendar in the middle of the home page. It is updated regularly by Bill, and contains info on events happening in the near future. A special feature is the ability to click on the event title, which takes you to a separate page containing detailed information on that event. Bill will also be using this format for his weekly emails. I did reinstall the pictures as I got several complaints when I removed them for Bill's events section. I think we have room for both and hope you like them.

### Recent Sightings – Member News

#### Not so Good News:

From Matt Throckmorton: As most of you have heard, I had an off-field landing in my Rocket a couple of weeks back. I'm fine but the Rocket – not so much. You can get the details at: <http://www.docthrock.com/Flying.shtml>

#### And some GREAT news:

Jessica Campbell and Victoria Dunbar won first place in the collegiate division and second place overall in the 80th Annual Classic Air Race. This is a huge accomplishment for both of them. You can find out lots of details at:

<http://isuflylight.blogspot.com/2009/06/and-winner-is.html> It's a running blog of their experiences. Big thanks to John Layne and Dixie Chopper FBO and the ISU College of Technology for their sponsorship of our girls. Here are Victoria and Jessica with their first place trophy and second place medals. What a great accomplishment!!!!



And now, the regular news:

From Pat Adams: have the inside track to purchase a 1946 Cessna 140 in the \$12k area. My thoughts are paint it, install an interior, good annual inspection and sell it for a couple of bucks, but you could buy it too. The engine is a 90 hp Continental with 600 hours since new. Let me know if you want details...

Also from Pat: Just returned from a fun filled week in Alaska. While I was there, I earned a seaplane rating in a Piper Pacer on floats, landed on a gravel bar in a Piper Pacer and got current in a Cessna 180. Had a blast and the experience makes me want to retire this December.

From Eric Hettlinger: My Tiger is done and I could use a ride to Rensselaer to retrieve it this week if anyone has the time. It's about 90 NM north of HUF by Kentland. Tell SOB if you can give me a hop. Thanks.

From Alan Harder: I completed my biennial last week. Can still fly, more or less—at least in a C-172. Also I'm about to get my own real, flying airplane, just not my Chief yet. Chuck, the A&P AI doing the work on my Chief, feels so bad about it taking this long that he's giving me a Stits SA-6b (Flut-r-Bug) to fly until the Chief is done. Then I give it back. This might happen in about 2 weeks, though we haven't had any rulings on Murphy's Law yet. The Stits belonged to a friend who died recently, and it's destined to go to Chuck eventually, but he already owns a Bonanza, a Chief and a Ryan PT-23. With little use for another airplane, he thought I'd have fun with the Stits. The plan is for Chuck to fly it from Mansfield OH to HUF, with a buddy in an Ercoupe flying chase to take him home. Chuck will ck out my CFI, the CFI will check out me, and voila! Fun days ahead. Oh, and there's a hitch about my hangar at HUF, but I think that's all getting cleared up.

From George Bakken: I'm getting some mountain flying instruction in Grand Junction, Colorado in preparation for a flight to North Dakota. My aircraft should be out of annual soon.

From Kelvin Roots: Despite protestations from the naysayers, the short field capabilities of the Cherokee Six (otherwise known as the big fat pig) were demonstrated last night with four (4) on board and a full load of fuel. When cleared to land on 36 I set it down and made the first turn off on to Fox 3 after only light braking. Yes, I understand this is a routine occurrence for a few tail draggers I know, but it's something I never accomplished previously in either the Cherokee Six or the Beech Sierra. Here is how it happened. When cleared to land on 36 the tower also cleared me to do a 180 and back taxi to Fox 3 assuming I could not make the turn. The gauntlet had been thrown and I accepted the challenge. I asked if it was ok to simply land and turn off on Fox 3 without the 180. The controller chuckled and I immediately added the 3d notch of flaps. My passengers grew silent as I nailed the airspeed and descent rate and held it firm. With a one second burst of throttle just before flare to slow the descent rate (a technique taught to me by Jeff Hampton) I set the plane down with minimal float and quickly decelerated. I asked the tower controller if I won the prize for the best short field landing of the day. He said he would send the trophy over. Made me wonder if I could ever do it again without the challenge from the tower. Also made me wonder what my life has become if a short field landing is the high point of the week. (I thought a good short field landing was the highlight of everyone's week. – Editor comment.)

## ATIS (Communications)

We had another great movie night thanks again to John Van Etten. We showed the History Channel version of 'Suicide Mission: FAC' and it was fascinating. It was better than the BAT-21 movie because it was more factual and the aircraft pictures and footage were great. But what makes it special is having it narrated by a guy who lived it. John sure has some fascinating stories – the kind I don't want. My military experience is boring compared to his, and that ain't all bad!

We've heard rumors about somebody in Clinton restoring one of the 7 or so original Rose Parakeets. He might be related to John Roehm. Details, anyone???

The Kalamazoo Air Zoo is offering free admission until Sept 30 of this year. It is one of the best museums for wing nuts ever. Check it out at: [http://www.airzoo.org/index.php?menu\\_id=7](http://www.airzoo.org/index.php?menu_id=7)

## Local Notams (Upcoming Events)

Friday, July 10 thru Sunday, July 12, Prairie AirShow 2009, KPIA, Greater Peoria Regional Airport Peoria, IL. For more info, check:

Fri-Sun, July 10-12, The 4th Annual Pig Roast and Fly-In at IKK, the Greater Kankakee Airport  
6:00 AM - 10:00 PM each day. For more info, contact: Jim Leon at [JLeon123@ameritech.net](mailto:JLeon123@ameritech.net) or 815-529-3000  
[http://www.theultralightplace.com/2008\\_fly\\_in.htm](http://www.theultralightplace.com/2008_fly_in.htm)

Sat and Sun, July 11 & 12, Gary's 2009 South Shore Air Show, Gary, IN.  
Celebrate the South Shore Air Show's 10-year Anniversary! Relax on the beautiful beaches of Lake Michigan at Marquette Park and watch one of the largest over-water air show's in the nation! For more info, contact: Speros Batistatos at 219-989-7770 or check the web site at: <http://www.garyairshow.com>

Sat, July 18, from 10 to Noon, at BMG. Come meet a world record holder. CarolAnn Garratt will speak about her recent record setting around-the-world flight in her Mooney. For more info, contact John Hayes at 812-322-6214.

Monday - Sunday, Jul 27, 2009 - Aug 2, 2009, AirVenture 2009, Oshkosh, WI. You may have heard about it.

### Our Next Meeting...

Will be on Saturday, July 11, at NOON, in the boardroom at HUF. Our speaker will be Dennis Wiss, our new airport director. He will give us the scoop about the happenings at HUF including the runway upgrade project, and we'll get to know him a little. We also hope to talk about how to promote more GA activities at HUF. Dennis will be showing us some aviation artwork owned by the airport that is for sale, so you may go home with more than you bargained for... We also invited Ted Green, the new head CFI at HUF, but he's out of town so we'll have him at a later meeting.

And now, some pictures...



Jim Fisher got this picture having lunch at HUF. Sometimes you just have to know where to eat...

Matt, John, and SOB went to a small air show at North Vernon airport in June and had some fun. They had a car show also and there were some very nice restorations. There was also a very nice SSR. John, we know where you can get some new tires for your vehicle...





This is part of the flight line at North Vernon. What you can't see is Billy Werth's airplane. Billy flew in the show and was a crowd favorite.

John has a couple more pictures of the ramp showing more aircraft. It was a nice show.

John took this on the way to North Vernon. This is the Muscatuck Urban Training Center about 6 miles east of OVO. It is the former Indiana State Hospital facility for challenged children, but was shut down a few years ago. It has been procured by the military (the National Guard bureau, I think) and is now an urban training facility. It is a fully self contained city and makes an outstanding training site. You can find out more at their web site:



<http://www.mutc.in.ng.mil/HOME/tabid/56/Default.aspx>



Here's a shot of Nick's GPS showing 218 kts ground speed in his Bonanza. Think he's having fun with it???



Here is an image of an F-22 getting close to breaking mach 1. It was taken over a carrier recently.

Here's the story if you believe what's on the web...  
A U.S. Air Force F-22 Raptor aircraft participating in Northern Edge 2009 executes a supersonic flyby over the flight deck of the aircraft carrier USS John C. Stennis (CVN 74) while the ship is underway in the Gulf of Alaska on June 22, 2009. The visual effect is created by moisture trapped between crests in a sound wave at or near the moment a jet goes supersonic. Credit: DoD/Petty Officer 1st Class Ronald Dejarnett, U.S. Navy

And this from the flying Badger's recent trip west...

The shot was taken at 16,000 MSL just east of Cortez, CO. It was a fun trip. And the flying was good, too. I needed that instrument rating to get out of here, but I avoided the thunder storm area. On the way back, there were more thunder storms here waiting for me; but I was able to go around them.



Finally, as you may know, Matt and SOB worked the Indy air show with the Ramp Rats and had a great time. Here is a picture of SOB with a Corsair. It was the only time he was even close to doing anything that resembled work. Rumor has it he actually bent over and set some chocks, but there is no independent verification of this act.