



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
President: Alan Harder, 812-240-6772, anharder96@gmail.com
Vice President: Jim Fisher, jfisher488@hotmail.com
Treasurer: John Watler, 812-478-4571, jlw@watler.com
Young Eagle Coordinator/Web Editor: Jeff Tucker, jeff@eaa83.net
Secretary/Young Eagle Coordinator: Jeff Wellum, jwellum@aol.com
Newsletter Editor: Bill 'SOB' Foraker, 812 878-0587, flyinsob@gmail.com

July 2013

Our Next Meeting...

Will be Saturday, July 13, at Freeman Field in Seymour, IN, KSER, about 73 nm from HUF on a heading of about 115. We'll need to arrive by 10:30 to tour the museum, and we'll have lunch about noonish. Ken Campbell and Jerry Badger report 5/23 is closed, but 14/32 is open. We'll put out a NOTOF (Notice to Fliers) by Friday with more details--what runways are open, where to park, status of the MOA's, etc.

In the meantime, here's a link to some of the Freeman Field history:

http://www.freemanfield.org/images/data/freeman_field_history.htm

And here's another very interesting article:

<http://www.dailymail.co.uk/news/article-2109029/The-story-secret-Nazi-airplanes-buried-Indiana-field.html>

Local Notams (Upcoming Events)

If you're not going to our meeting at Freeman Field on July 13th, there's a fly-in/drive-in with a small air show at Sheridan.

http://sheridanairport.com/Wheels_Wings_Fly-In.html

and that's all I can find for this weekend... so we need a plan for a Sunday breakfast flyout to somewhere. Let's talk at pilot lunch at Rollie's on Friday.

Recent Sightings – Member News

Here's some big news from Glacier Flyers George and Laura Bakken:

Greetings from Prince George (darn, just means I'm in a city in British Columbia)

As the pictures show, we chartered with Sheldon Air Services in Talkeetna to fly around Mt. McKinley. They are a fairly small operation, but with an illustrious pedigree. Owner Holly Sheldon-Lee is the oldest daughter of famed mountain pilot Don Sheldon, who worked out how to land on a glacier. He is most known for the famous 1960 McKinley rescue operation. He repeatedly landed his non-turbocharged Super Cub on 1000' of glacier at 14,200' to rescue 3 badly injured climbers. There are several books on his exploits.

Amazingly, he died in bed of cancer after surviving several crashes, including the mid-air breakup of a Super Cub in severe turbulence and a departure spin of an Aeronca Sedan into a lake (wind shear; better to spin into a lake than hit a

rock wall).

We had a long chat with Holly while her dog and Fitzroy got to be friends. Holly was thoroughly into aviation by the age of 8 when her dad died, but obviously there was a long gap. She wanted to keep up the family tradition and got a BS in aviation and her commercial ticket, but then ran into a Park Service "no new concessions" policy when she wanted to run upscale flights to a cabin her father built on a high ridge near McKinley. A few years ago she and husband David Lee bought an existing flight concession and changed the name. She still has her dad's last Super Cub.

McKinley is 20,300', but we only went a bit over half way. But, going to 11,500' starting from 350' or so is a pretty good show as it's all mountain all the way up. Not a lot of wind so I could have done most of the flight in my Skyhawk. Except the glacier landing. There is no depth perception over the snow; even after we landed, I couldn't tell if we were going uphill or down. I managed to figure out how he did it later by carefully examining the pictures I took. Bottom line: Fly to Talkeetna, tie down, and go with someone who knows what they're doing. Our pilot was Jok Bondurant. Your other choice is David Lee, Holly's husband.

Just to remind us of home, the small glacier we landed on gave a good view of Mt. Foraker, 17,400' and worthy of Bill's ego, rising behind the Cessna 180. A big perk of flying with Sheldon was that we landed there instead of the large glacier strip crowded with the turbo Beavers and Otters used by the tour-bus type flight services.

George & Laura

Great Pictures below

Matt, Eric, and SOB all got BFR's/Wings flights last Saturday. I think we all passed and so we're all airworthy again... JP is doing his part to keep us all legal and safe!

President's Column

Four things this month:

Thing 1—Eagle Flights:

At the June meeting, one of the questions raised was how to go about giving "Eagle Flights." (Informally aka "Old Eagles, Gray Eagles, Bald Eagles, etc. solely to distinguish them from "Young Eagle" flights.)

Eagle Flights have lots of similarities to Young Eagle flights but, as the name difference implies, they target a different group of people; Eagle Flights are primarily for adults who have some interest in flying and are more likely in a position to follow through with flight training. An Eagle Flight participant receives a free 6-month membership in EAA after the flight.

Similarities:

- Pilot requirements are the same;
- Flight conditions are the same;
- Insurance coverage is the same;
- The goal, introducing people to flying, is the same;
- There is a registration form to record the flight. (Small difference here—When the Eagle Flight registration is returned to EAA headquarters, it starts their 6-month membership.)

EAA info on all these points is attached, as is a more complete treatment of insurance for Eagle and YE flights.

Then we get to the point of how you would give an Eagle Flight to someone who is interested. It's not at all hard to do, just unknown. Here's how:

- Ahead of time, get a Eagle Flight registration form from Michael King, our Eagle Flights coordinator, or me. Note—these have to be printed forms—they can't be downloaded or reproduced;
- Fill it out before the flight with your guest;
- Mail it to EAA HQ after the flight, copy to Michael.

That's all there is to it!

Thing 2—July Meeting at Freeman Field

We'll head over to Seymour on Saturday, July 13th for a tour of the Freeman Field museum. The Pilots' Association is making their (air conditioned) building available for us for our meeting and lunch. Several have noticed the 5/23 NOTAM—it's closed for resurfacing and (contrary to earlier speculation) won't be open by the time we get there. The asphalt is down, but has yet to be grooved and striped. 14/32 is open and in good condition, but has been shortened to 4000 feet and change during the 5/23 work. There is a pizza and sandwich place (Mike's Pizza) located on the field that will deliver lunch.

Thing 3—Nametags

The nametag order went in June 30. They should be in hand soon. If you missed ordering one, we'll do a second round in another month or two.

Thing 4—Chiefly progress

Work on the Chief grinds along. I just got back from 4 very long days of work on it. It's farther along than when I got there, but completion is now back to "3 weeks," I'm afraid.

Fly lots, be safe--
Alan



And now, some pictures from George and Laura Bakken taken on their glacier flight...



And from Alan, here are Young Eagle and Eagle Flight guidelines, and Young Eagle Volunteer Insurance info are attached to this email.

And also attached is the most recent newsletter from Flagship Detroit, the DC-3 that recently stopped at HUF. They had really nice things to say about Niki, Jordan, and HUF.