



EAA CHAPTER 83

TERRE HAUTE, IN

A Non-Profit Organization Dedicated To The Advancement Of Aviation Education.
Homebuilt Aircraft and Private Aviation

June 2003

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DON BUSSART'S: DUDLEY ILL

Hello again everyone. After a very nice, warm April we got the typical midwest changeroo and suffered through one of the coolest windiest, and unflyable May's I've seen in a while. And of course most of the rotten wx fell on the weekends as was the case of our May meeting at Don Bussarts. Lets see was that the day the tornado's hit the Pairs, IL and Terre Haute areas. Yip I believe it was. So much for that. It's not often you have such thick clouds that it gets dark. A few of us attempted to make the trip but caved at the last minute. I was told that Don made use of the day anyway and went to a sale. At least all was not lost.

I want to take a moment to reflect on something we perhaps don't often think about and that is the other side of flying. I, like most, adore the luxury of our freedoms as Americans and in particular our freedom of choice. The freedom to fly, the choice to go where we want and forge friendships is something to cherish. While flying can be one of the most rewarding of endeavors it also has the immense power to overcome ones emotions with both joy and sadness, the latter of which I have been all to unfortunate to experience. We have lost two beloved fliers recently. One was a gentleman who you will read about a little later and the other who was a very close friend of mine from Evansville. I visited with him on the phone the day before his ill fated flight, enjoyed our visit and his enthusiasm toward the upcoming maiden flight of his immaculate Q200 which he had spent the previous 10 years building. The sadness the sorrow and the tears can't begin to replace the trips to OSH camping, to the Quicke Builders Assn. fly-in's and the infrequent visits that we enjoyed. And I'm sure I'm not the only one to have experienced such a loss. I guess it's a reminder of just how fragile human life is and how high the price can be. Godspeed Bud Starnes, you'll be missed.

TREASURERS REPORT: by Matt Throckmorton

Last month Matt announced his desire to find a replacement for the Treasures job. This month we need to welcome past President John Watler for volunteering for the job. As of recently he has taken over all duties of Chapter Treasurer.

YOUNG EAGLES REPORT:

Dave Thomas assisted with YE flights at New Castle, IN where several scouts flew on their own. The Boy Scouts have put such insurance and flight restrictions on YE flights that it is very difficult for pilots to comply therefore the kids had to take the flights without the support of the Boy Scouts which ruined the chances for them to receive their aviation merit badges.

The planned flights of the Marshall 6th grade was canceled to the very windy conditions.

MEMBER NEWS:

As most know by now we lost Chapter 83 member Tim Crowley a few weeks ago during his departure for home from the Rans factory in Hays, KS. I didn't know him as well as others. Follows are memories from Gary Rodgers.

"Funerals are tough. Ane when a friend and fellow pilot like Timmy Crowley is taken from us, well, it's even tougher. The funeral at the DeBaun Chapel was huge. I knew it would be.

I met Tim for the first time five years ago this summer. I was puttering around the airport one evening in June when a truck pulling a long trailer wheeled in. Loaded on the back were what appeared to be the parts of an airplane of some sort. Who was driving? A new guy with red hair? I was curious so I checked it out.

Tim already had his wheelchair out and was strapping in. I liked him instantly! A wide grin. A very firm handshake. (He could crush your hand, when you move solely with the use of your hands and arms, they become very strong). He was Brazil's newest resident ultralight pilot. Earl, Rick, and a couple more of his flying pals had parked near the South hangar after following him in. We all proceeded to unload his gorgeous new RANS. What an aircraft!! It was bright blue and black. Just beautiful. I looked it over in detail (pilots are like that I guess). He smiled every time I asked a question. "That's a twist grip and hand lever-brake off a Harley-Davidson" he said. "This controls the rudder, like this."

His newly purchased RANS S-12XL was specially modified (lowered, and with those special "hand" controls) for his use. Tim flew it regularly. He flew when most of us looked skyward and found some excuse not to. It's to windy, it might rain, it's too hot, it's too cold. It didn't matter to Tim. He told me, "When I'm up there (pointing skyward) I'm free of this chair."

Never complaining about his handicap he always had a joke, a funny story, or a flying tale to tell. He once told me he didn't worry to much about his landings. He said, "in fact I've never walked away from one yet!" He didn't ask for pity. In fact, he took pride in opening the hangar doors himself, and he was truly self-sufficient around his airplane.

The Brazil Airport is under funded like so many other small county entities. When he approached the board three years ago with plans to build a wheelchair ramp to the South hangar, where he kept his plane. The BOAC (board of aviation commissioners) didn't have the funds for such a project. He detailed the construction plans and brought them to a meeting. Supervised the construction, with board approval, and funded the improvements with his own money. The BOAC was able to reimburse Tim later with the next years operating budget.

Tim enjoyed giving rides to friends. He instructed too. Teaching future pilots the skills they would need. Heck, if this guy could fly an airplane without even being able to walk I know I can learn to fly. He also made several cross-country trips in the next few years commuting back and forth to California on occasion, and visiting with friends and relatives out west. This got him some well deserved recognition in the local newspapers. Tim loved the spotlight and enjoyed promoting his aviation hobby to the masses. But, I believe, he was happiest right here in Indiana near home and family, surrounded by the Terre Haute Ultralight Club members, and his many friends here at the Brazil Airport where he kept his plane.

I will miss seeing him in the late afternoons of summer and miss his infectious smile. I could never remain in a sour mood around Tim. He could lift you out of the doldrums of the day with just a few kind words and that silly wide-eyed grin of his.

The county airports and local turf strips in middle Indiana will miss him. We will all miss the happiness Tim brought with him every time he strapped on the RANS. "I'm going FLYING,,,come on!" he would say. Then he would turn up the throttle and the raspy Rotax would start to snarl. A short takeoff run and the XL would claw for the sky like a miniature space shuttle, and turning now, he's winging his way West."

Chat Chatterji, one of our newer members, is looking for an airplane. He found a C-140 he wanted to look at and the only person he found who could fly him to Sikeston, MO., to look at it was SOB. So he bought some extra life insurance and went in the antique Comanche. The 140 was a nice plane, but he's still looking. After the trip with SOB, he may give up. Keep in mind, Foraker's not instrument rated. Do you see any holes in the overcast they are above at 9,500 feet???

On Sunday, June 1, SOB and Chat flew to the Olney-Noble Fly-In. They report that there were at least 35 aircraft there coming and going. They saw all kinds of aircraft including a Pitts, a Cassutt, a Bucker Jungmann bi-wing, 4 RV's including Reed's



amputee that is looking good, a Commander 114, a Mooney, at least one Tcraft, a Champ, a T-18, a Pulsar, a Lancair, several other experimentals, a few Pipers (including a Tripacer, a Cherokee 6, an Archer, and 1 old Comanche), and a flock of Cessnas including a nice fixed gear Cardinal. The RV (all you can eat) Breakfast was great and featured airplane-shaped pancakes to go with biscuits and gravy and sausage. Other 83 members they saw included Mike Wonder, Jerry Cox, and as mentioned earlier, Reed Usrey and his wife.

With breakfast only partially digested, Chat and SOB then headed for Mt. Comfort for Chat to look at a C-140. Nice airplane, but a little high on the price. So Chat is still looking.

UP COMING EVENTS:

Sat. 7 June: Mount Carmel, Illinois Airport Appreciation Day. (54 nm from HUF) Mount Carmel Municipal Airport (AJG). Fly-in/drive-in pancake breakfast; displays from the Prairie Air Museum, warbirds, helicopters, and experimentals. No charge for admission. Contact 618/948-2413.

Sat. 7 June: Paoli, Indiana. (65 nm from HUF) Paoli Aviation Awareness Day takes place at Paoli Municipal Airport (I42). Civil Air Patrol displays and talks. Door prizes every 30 minutes for registered pilots. Free food and drink for all pilots. Contact Bill Grefe, 812/723-4019.

Sat. 7 June: Rochester, Indiana. (110 NM from HUF) The Mentone Flying Club's Pancake/Sausage Breakfast takes place at Fulton County Airport (RCR). All you can eat breakfast from 7 to 11 a.m. Next to beautiful Lake Manitou. Contact Rex Sullivan, 574/936-5997.

Sat 5 July: Coles Co. Airports (Mattoon, MTO) 50th Anniversary Airshow. Several of the HUF performers will be there. I'm sorry but as of this printing I did not have any more info.

Sat 6 Sept: Sullivan Airport Days. This is in conjunction with their sesquicentennial celebration for the city. They have asked, and I agreed, to provide a Young Eagle event. Bob is also trying to find old aircraft and cars for display (and "old time picture" taking).

NEXT MEETING:

SATURDAY 14 JUNE at SHAWNEE FIELD, BLOOMFIELD, IN at 12:00 noon. Arrive by 11:00 and watch the planes arrive. Our host again will be Mike Wonder and friends. This year he has invited Chapter 650 from Bloomington as usual, the Ind. RV'ers and the new Chapter in Greencastle. It should be a good time for all. Mike has been to several of the local schools promoting the Young Eagles program and hopes to fly several kids that day as well. So be prepared to volunteer to help out.

Mike has a young man, Chris Kimball, who's been apprenticing in his shop on Thursdays learning the A&P trade. He is 17 years old and has his pvt. pilot license. The reason I mention this is that his uncle, Ken Bowersox, just returned from the Space Station. That's right Ken is an astronaut. Should be lots of fun visiting with Chris.

As usual Mike will provide the burgers and dogs. We will need to help out by bringing a carry-in, drinks and your own service. Lets hope June gets going on a better note than May and lets get the summer going right.

Fair Sky's Keith