



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

Our web address: www.EAA83.net
President: Keith Welsh, 217-826-2967, welshq1@juno.com
Vice President: Ted Black, 812-299-9395, fly32V@aol.com
Treasurer: John Watler, 812-478-4571, jlw@watler.com
Web Editor: Jeff Tucker, jeff@eaa83.net
Sec/Newsletter: Bill Foraker, 812-877-8219 work/812-877-1518 home, bill.foraker@rose-hulman.edu

June, 2005

From Your President - Keith Welsh

Hello again everyone.

May sure brought some great flying wx except for the meeting at Bussart's. Unlike last year with tornado's and such this one was doable. Unfortunately all but two of those attending drove. The fliers were Throckmorton and Dallman who arrived a little late in order for the wx at HUF to allow departure.

It turned out to be a beautiful afternoon though. The Bussart's were very nice and accommodating hosts and the museum airplanes were a joy to see again. Don and Kako really deserve a warm thank you from Chapter 83 for sharing a day with us. SOB will have the rest a little later.



A small sample of Don's fleet

Curt DeBaun showed pictures of his finished Champ which looks great and is to be here in the very near future. At meeting time, the plane has

been flown and is building time for the trip to Terre Haute which is, I believe, in June. Can't wait to see it up close and personal. Curt's son, Gary and his wife have done the ground up restoration.

The Young Eagle flights for the Marshall IL Jr Hi went very well. You can read more about it later as well.

On the 20th - 22nd I was able to attend the QBA (Quickie Builders Assoc.) fly-in at the SIU A&P facility at the Carbondale, IL airport. About 9 Q's and Dragonfly's from around the country were able to make it in for the weekend event. Chapter 83 member Steve Larabee from Charleston, IL flew down for the day on Sat. in his Dragonfly. The wx was fairly low overcast but good for flying. Going down took 1.7 hrs in the Q-bird to cover 155 miles burning 2.9 gallons which makes for about 53 mpg. That was tach time from engine start to shut down. I believe I can live with those numbers.

On Sunday June 5, I plan to fly the Q down to the Olney-Noble airport for their airport day and pancake breakfast. The times are from 8:00am thru noon on Sunday, June 5th. Lets hope for a good flying day and several Chapter 83 members flying down. The distance is about 63 nautical SW from HUF.

And finally for anyone who would like to attend the Garland Wadsworth memorial at AirVenture the ceremony will be held outside during AirVenture 2005 on Sunday, July 31 at 11:00am. Remarks by Tom Poberezny and a special fly-by will be part of the program honoring the special individuals. If you would like to attend get in touch with me ASAP as parking passes are required for each vehicle. Also a video tape of the ceremony will be

sent to the Chapter in October with additional copies available for \$15.

And with that, let's all have a good time at Shawnee.
Keith

The Last Meeting - Bill Foraker

Our last meeting was another fun affair at Don Bussart's home, grass strip, and aviation museum. We had about 22 people attend, and all but 2 drove in. For any other meeting that we had to drive to, we would get about 5 people, but Don's place is a big draw. And we were not disappointed. Don showed us around his hangars and told us all we could understand. I'll put some pictures in, but you should go to the web site and see the full set.

Don and Kako rolled out the red carpet for us again. They couldn't be nicer, opening up their home to us. We visited the hangars, the garages, their home (to see all of the cool memorabilia), and Don even showed a video of the Air America adventures. Many thanks to them for hosting us again.



Matt and Bruce WERE the flight line...

As shame the weather didn't cooperate, as the field was in great shape. I think many of us were ready to fly over, but the low clouds and the threat of rain pushed us to our cars. The morning was terrible, but as the day progressed, the conditions improved. Just as we were getting ready to start the meeting, we got a call and Bruce and Matt decided to fly over. Their flight made for some interesting landing and maneuvers as the wind was 15G25 out of the west – direct crosswind. They both did great jobs of getting on the ground safely, and Matt did a cool crab/hang on the prop fly by when he left.

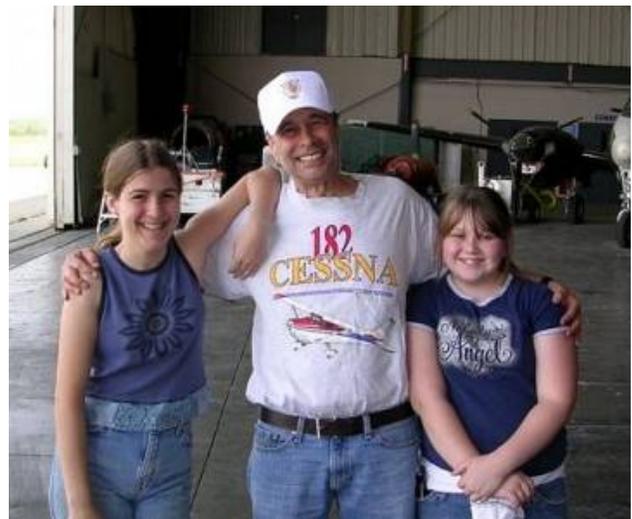
From Your Treasurer – John Watler

All is well with the treasury. You'll be seeing a list of paid members very soon, and if you're not on that list, shame on you. Foraker hoped to have the list ready for this newsletter, but he's running behind again. Anybody want to be a newsletter editor? We need a good one.

Young Eagles Report

After years of service as our YE coordinator, Darrel is stepping down. The demands of a growing family and a growing business are taking most of his time, so if anyone is interested, Houston, we have an opening.

After 2 cancellations because of lousy weather, Saturday, May 7th dawned as a great day. The weather was almost perfect for a rally and kids started arriving about 9:30. The tower was very busy that morning. In fact, they were so busy that we couldn't have our preflight briefing with them. They had YE pilots arriving, 6 CAP planes arriving, 5 aircraft flying in from Evansville for breakfast, 2 ISU students trying to get their hours in at the last minute, and lots of other traffic too. Four of us went to the tower at 9 to brief, and I have never seen the scope so lit up. So they called later with our squawk codes and N number request.



Jim and some new preflight friends

We finally got all the pilot briefings complete and Jim Fisher started the day with the first flight. Joining Jim on flying duty was Jerry Badger, Kelvin Roots, Jeff Sanquetti, Keith Welsh, and Darrel Zeck. Working the ground crew was Bob Holmes, Pete Peterson, Kevin Davidson, Jeff Tucker (and his daughter) and me. As you can see, we were ready for the 30+ kids who were signed up to fly, but only 16 of them showed up. So we flew all them and did some tower/TRACON tours too. Mike Christian and the ATC folks did several tours for us after their morning rush ended. Thanks to HUF ATC and the THAC for making this event possible. We had lots of smiling kids and one who was dropped off early in the late stages of prebarf syndrome, but he recovered nicely when back on the ground. The kids really liked their pilots and we made some good friends today.

We even had one Dad (who happens to fly F-16s) give a donation to the Chapter for our efforts. Now if I can just remember to give it to John W...



Kelvin (with his new airplane) and some Young Eagles

The Post Rally Festivities

Then after the rally, several of us headed to MTO for lunch. Keith and SOB were going to be the only ones going, but then Jon McGlothan in his brand new, shiny clean, technology intense, really fast Columbia 400 went along too. Copilots included Jeff Tucker and Katie, Bob Holmes, Kevin Davidson, and Jerry Badger. The first one to ride with Jon was Bob Holmes. He was quickly overwhelmed with the gadgets in the new Lancair, but had a great flight. I have yet to hear a report from Jerry who rode home from MTO with Jon.



Keith and his copilot – She was asking if the cars were supposed to be passing the airplane...

The ride over was just what you'd expect. Keith left first and arrived first, SOB left second and arrived second, and Jon departed and arrived

last. What held up Jon was waiting for fuel, though.

After lunch (the mushrooms were a hit), we departed in the same order, but one right after another. SOB caught Keith, but couldn't doodle long as the Columbia was gaining fast. With SOB dismayed that a chapter member was going to pass him, pulled a typical SOB stunt... He called HUF TRACON early and got Jim Kmetz. After getting his code, he then told Jim to do whatever he had to so that SOB got to HUF before Jon. SOB begged for vectors for the Lancair or any other delaying tactic to slow Jon down. Jim kept SOB informed about how fast Jon was catching him, and SOB knew the worst was going to happen... and then it happened. The tower controller called Jon and told him to reduce speed for a SLOW Piper ahead, and to SLOW to approach speed for the SLOW Piper. (HEY, I was doing 168 kts! That's pretty good for a 47 year-old airplane. Unfortunately, Jon was doing 195 kts and chewing me up. -Ed) Oh, well. There's always somebody faster and Matt's F-1 Rocket EVO will be done soon too. At least SOB can still outrun the Quickie...

Anyway, we all had fun and made some new friends. Oh, and you should see SOB in his "new" flight suit. Rumor has it that it's the biggest one made, and it's still too tight. Good thing he has a 4 place aircraft. He'd be over gross in anything else...

Web Report – Jeff Tucker

We are almost ready to implement the new improved email system through the web site. It will be on line as soon as SOB (seems like we're always waiting on him) to finish reconciling his lists with mine. The new service will have 2 options. One will be an announce only option for members to send news and other time sensitive info to the chapter members. The other service will be more of a discussion group to ask questions and get answers from our members. I'll send more info as we get them started.

Recent Sighting – Member News

Matt made a nice report of his trip to SnF. He had a slow trip due to winds in his face, but got in lots of good flying. And SnF is always great. This year, they had good weather for the show, but you know how Florida can be, and it seems like there's always a front between here and there.

Curt's champ will not only be delivered soon, but rumor has it that the old/new Champ will fly to

OSH this year. Curt says that he's not flying in, but he thinks that Gary will. That should be fun.

ATIS (Communications)

From Matt Throckmorton...

I'll be working the Terre Haute Air Fair, which is July 23 & 24, the weekend that butts up against the start of Oshkosh. The Air Fair at Hulman Field is still looking for volunteers in many capacities. I am chairing the Ramp Patrol, and would appreciate any volunteers that would work both days doing what is essentially crowd control around the display planes.

Our EAA Chapter 83 is also hosting display of our own aircraft. Any EAA member who would like to display his/her aircraft and get into the show both days should contact Keith Welsh. Your plane does not have to be experimental or special (just to you) to be on display. There is a ton of ramp space and we plan on having as many GA planes roped off on display as possible. You may fly in and out both days, but you will have to arrive early (before 9, preferably around 7 - 8) and be prepared to stay until after 6, when the airport re-opens and the crowds have subsided. Bring a lawn chair, sit by your plane, and come enjoy the show.



Our EAA Chapter 83 tent at the 2004 THAF

If you want to work ramp patrol, bring good walking shoes, lots of sun screen and be prepared to be on your feet most of both days. (ED - Our chapter will also have a tent by our aircraft, and if you are interested in working the tent (think shade), please let Keith know. All you do is answer questions about EAA and our chapter and hand stuff out. Keith and Bill will organize the tent.)

If you are interested in working the Air Fair, you can contact WWW.TerreHauteAirFair.com, or go to my website, WWW.DocThrock.com, and click on the contact me page to send me an email. Sorry, I don't publish my email address, I hate junk mail.

Soon as the Air Fair is over, I'm going to Oshkosh. Hopefully, I'll be flying the Super Decathlon and camping under the wing. At the show, I'll be around the Team Rocket F1/HPA tent and display planes. There should be half a dozen F1's there at any given time, depending on the weather. Hope to see many of you up there!

From Vern Bothwell...

Looks like ISU will be offering a class on preventive maintenance for pilots -- we now have that class in the ISU Aerospace curriculum - I teach it and go through stuff like changing tires, changing oil, servicing struts, repairing cracks on non-structural components (i.e., cowlings), etc., and go through a few regs that folks who do their own preventive maintenance need to know. I give the class at IVY TECH A & P school at Hulman - it is tentatively scheduled for the fall semester on Monday nights 1800 - 2045 hours. It is a three credit hour course - folks would need to enroll as non-degree seeking students and pay tuition + fees to take the class - if anyone is interested, they can email me -- since we work on real aircraft, we have limited class size to 16 students and ISU students have priority, but I think there will be slots open!! ED - Vern's email address is: janvern@ccrtc.com

From Keith and Bill...

Looks like we may try to fly into OSH this year - a scary thought - not for us, but for everybody else. So if you're going, watch out for us. I'm trying to talk Keith into taking the Quickie, but so far, no joy. I can carry the stuff in the old Comanche.

We'll actually have one more newsletter before OSH, so if anyone has plans to go, let me know and I'll post them. Maybe we can do some coordination and getting together. Even in the big crowds, every year I seem to always see somebody I know.

From the TH Air Center - HUF Flight School
The Air Center will be running its Aviation Summer Camp - Operation Aviation - again this year on June 20-24. Kids in grades 1-6 go in the morning and middle and high school kids go in the afternoon. This is a great fun camp for kids who like airplanes. They will have ATC tower & TRACON tours, get to climb around on an F-16, learn all about flying, get some flying time of their own, and have lots of games and prizes. For more info, contact Chris or Victoria at 877-7600. Reserve your spot early so you don't miss out.

Local Notams (Upcoming Events)

I'll try to send details on these events via email the week before they occur...

Sunday, June 5 Olney-Noble Airport and EAA Chapter 1304 Spring Fly-In and Breakfast, 8 am to noon. See the famous airplane shaped pancakes. (No price listed in the announcement.) Olney-Noble Airport, OLY, Unicom 123.0, AWOS – 119.275, 60 nm from HUF of course 223, 2 paved runways. For more info: <http://www.airnav.com/airport/KOLY>

Saturday, June 11 – Our next meeting at Mike Wonder’s Shawnee Field – details at the end of the newsletter...

Sunday, June 12, Wilson’s Last Resort (NE of Indy, S of Muncie). “Ice Cream Fly In” at The Last Resort, 7IN9. 95 nm from HUF on course 068. It’s on a Sunday afternoon and it’s FREE!!! 18/36 great grass strip with parking at the N end. If you’ve never been there, it’s a treat – the way grass strip flying should be.



SOB with the RV boys at Wilson’s. If the grass looks like a carpet, it should...

Saturday and Sunday, June 11 & 12. Blue Ash Airport Days, Air Show and Car Show in Cincinnati. Fly-ins welcome. For the details, check: <http://www.airportdays.com/>

Fri-Sun, June 17, 18, 19, Summer Heat Air Festival at Muncie Airport, MIE. For details, check: <http://www.munciecvb.org/default.asp?ID=140>

Sunday, June 19, The Mishawaka Pilots Club (3C1) annual Father’s Day Fly-In Breakfast will be held for the umpteenth year. 145 nm from HUF on course 024. 2 runways, one hard - one turf. Special parking for RV’s. No menu surprises. Eggs, ham, sausage, pancakes, coffee, juice and milk. \$5 for adults and \$4 for 12 and under (biological age, not mental age). We plan to begin serving at 6 am and continuing till noon or until we collapse.

June 25, EAA Chapter 129 Bloomington/Normal, Fly-In at 1IL9, Holland Field, McLean, Illinois, 98 nm from HUF on heading 301. This is Jack Holland’s grass strip. Jack is an RV builder/flyer, but he’s a good guy anyway. The event is a hog

stuffed with turkey roast with the trimmings for \$4. This would be a fun place to go. Jack has 2 turf runways and the short one is 2200 ft. For more info on the field, go to: <http://www.airnav.com/airport/1IL9>.

And for those of you who want to go a little farther...

June 25th & 26th, 2005, Gaston’s White River Resort (3M0), Lakeview, Arkansas – The White River Fly-In. Details at: <http://www.eaa732.org/aopa/>



Here’s a 172 on the newly designed Quad Gear for those pilots who need more than 3 wheels...



This was just too good to not print...



Another one of Don’s aircraft...

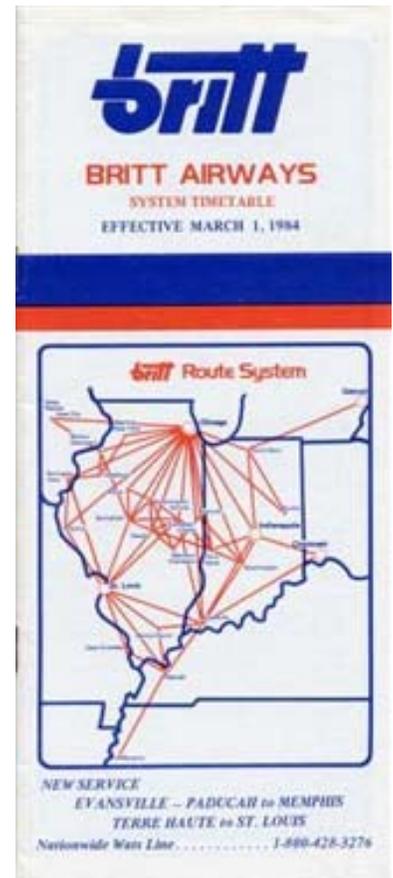
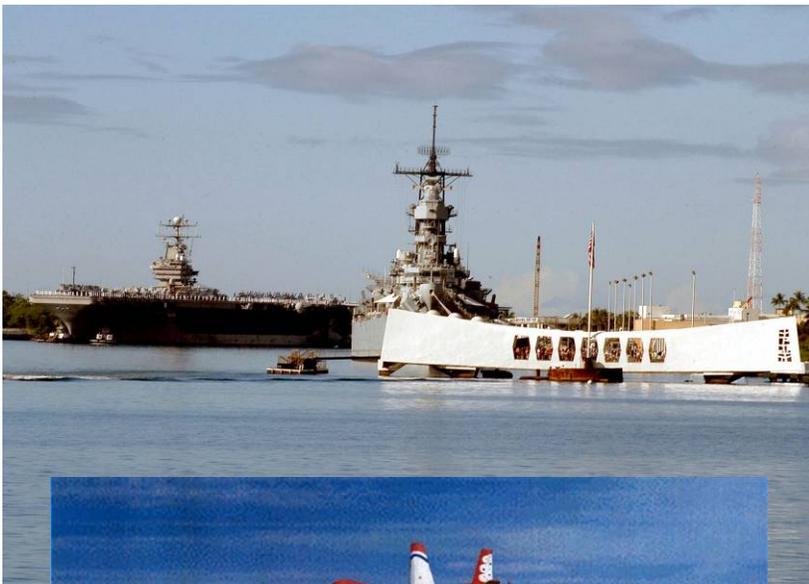
Our Next Meeting...

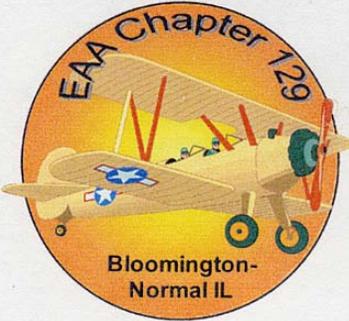
Our next meeting is often our biggest of the year. We will meet on **Saturday, June 11, at Shawnee Field in Bloomfield, IN.** The ID is 113 and it's a great 18/36 grass strip 2160 ft long, but there are runoffs at both ends and no obstructions. I think any of our chapter aircraft can get in and out of there with no problems. Shawnee is on the St. Louis sectional and is 28 NM from HUF on a heading of 150. I was just there last night, and if I can do it...

If you've been to one of these before, you know they are a combined meeting of our chapter, Chapter 650 from BMG, and the Indiana RV wing, and airplanes come from everywhere. Last year, I think we had over 50 aircraft. Actually, we have to struggle to have a meeting, because someone is always coming or going, but I'll bring a PA and we'll try to make it work. Mike and his friends put on the burgers and dogs, and we supply the salads and desserts, so bring something, but there will be plenty of food if you can't. We'll try to have hold our **meeting around noon**, so arrive early to eat and watch the fly-bys, er, ah, I mean low approaches... there will be plenty of them.

If you're driving, the airport is about 3 miles west of Bloomfield, right on 231 at North road. 231 runs west out of Bloomfield and then turns North. Right after that turn to the north is the airport on the east side of 231. If you're coming from the west or southwest, take 54 east or 57 north until they merge with 231 just west of Bloomfield. At the 4 way stop, turn north on 231 and the airport is about ½ mile on the east side of 231. If you still have questions, email SOB at bill.foraker@rose-hulman.edu... See you there.

Here are a few extra pictures for you email guys (as you don't need the mailing panel...).





**4th Annual
Fly-in,
Drive-in**

**Saturday, June 25th, 2005
11 a.m.—?????**



"Holland Field" (1IL9)
McLean Illinois
Monitor (advise traffic 123.45)
N 40 18' 138" W 89 07' 421" elev 710'
Runway 36-18 (2400 ft useable)
or 29-11 (2200 ft useable)
From Bloomington (BMI) 223—14.2 nm
From Logan County (AAA) 049—13.0 nm

Driving??
Take Rt 136 1 1/2 miles
East of McLean then
1/2 mile South on the
Waynesville Road, (2nd
farm on the left)

For more information
contact Jack at:

309-874-2822

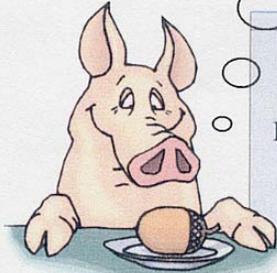


**Bring your lawn
chair, sit back,
pig out and don't
miss a thing!**



**Ultralights and
experimental aircrafts**

- Badge recognition
for:**
- Farthest Distance
 - Youngest Pilot
 - Oldest Pilot
 - Newest Airplane
 - Oldest Airplane



**Lunch Menu
\$4 donation**
Hog-roasted and
stuffed with
turkey!
Chips
Soda, tea or
coffee