



# 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](http://www.EAA83.net)  
President: Keith Welsh, 217-826-2967, [kfly@juno.com](mailto:kfly@juno.com)  
Vice President: Ted Black, 812-299-9395 [TED@eaa83.net](mailto:TED@eaa83.net)  
Treasurer: John Watler, 812-478-4571, [jlw@watler.com](mailto:jlw@watler.com)  
Web Editor: Jeff Tucker, [jeff@eaa83.net](mailto:jeff@eaa83.net)  
Sec/Newsletter: Bill Foraker, 812-877-8219 work/812-877-1518 home, [SOB@eaa83.net](mailto:SOB@eaa83.net)

June, 2008

### The Last Meeting - Bill Foraker

Our May meeting was at MTO. Steve Larabee, Jerry Cox, and Chat did the hosting and it was a great meeting. We had 29 members and guests and 17 member aircraft on the ramp. Flying in were Keith in the seldom exercised Quickie, Eric and Cindi Hettlinger in their Tiger, Floyd Haumesser in Tinkerbell – the wonder HiMax, Dale Barkley in his Skyrainger, Kelvin in his Cherokee 6, John Watler in one of his 172 fleet, Chris Nicholson in a THAC 172, Jerry B in his hot rod Mooney 252, Wayne Sanders in a stolen 172, Jim Fisher in his 182, Matt in his new rocket, Ken Lorenz in an Air Center aircraft, George Bakken in his new 172, and some SOB in a talkative Comanche. Also on display were the Luscombe of Jerry Cox and Steve Larabee's aircraft. We did stop in to see Chat airplane and engine. Too bad they are two pieces instead of one, but all in good time.

We found out that Kevin Davidson is starting an RV9A and that Jeff Whelum is building an AeroCanard, like an improved version of a Cozy MkIV. We also found out that Jerry Fine, Wayne Sanders' guest, is a carrier qualified P-3 Orion pilot. Good story.

Of course, we heard some additional stories from Mud N Fun and talked about the Tri-motor visit. Then we kind of broke up so we could go look at airplanes. Following are a couple of pictures from the meeting.

This is a picture of Floyd Haumesser's Tinkerbell HighMax parked between a King Air and Kelvin's and Nick's Cherokee 6. And yeah, Tink is that

small. It even has a special light weight front wheel and tire...



As usual, everyone looks at the Quickie. For people who have not seen it before, it's quite a site. For us Chapter 83 members, we haven't seen it for so long that we thought it didn't fly any more...



## Young Eagles Report – Jeff Tucker

I'm in the process of scheduling the Honey Creek Middle School YE day for October, so if you have ideas or constraints, please let me know.

## Recent Sightings – Member News

This is Matt and his new Smart Car. It is very cool, and yes, it's really that small. We didn't photoshop this picture...



Below is the FBO building at OLY. It was jumping during the fly-in. We think there were over 35 aircraft on the ramp (which holds about 30). Look at the second floor windows, which have a sort of ATC tower look.



The next picture is Matt's Rocket getting plenty of lookers at the Fly-in in Moraine, Ohio. He and Jeff flew over for the day to see some airplanes and they both had a good time.



The next picture is of their lounge and you can see what it looks like from inside the 'tower'. It is very cool view out over the ramp.



The next picture is Jeff's first plate at the all-you-can-eat fly-in breakfast at Olney-Noble that some of us attended. The very cool item is the airplane shaped pancakes. Jeff disposed of two squadrons... Chatter opted for the round pancakes because they were waaaaay bigger. But he only ate 6 cause he's on a diet.

I think in all, 5 aircraft from HUF attended the Olney-Noble event.

A couple of weeks ago, several of us flew to Greencastle for breakfast – always a good choice.

The Dixie Chopper FBO is great and the restaurant is better than ever. As we departed 417, Chat said that there was racing at the Putnam County track, so we flew over, and sure enough, there were cars out buzzing around the track as you can see from this picture.



This is the view a passenger gets in the Rocket. It may not be great out the front, but it's great out the sides and you pass everybody but the jets...



A couple of weeks ago, an F-22 landed and stayed the night at HUF. Of course, inquiring minds want to know, so we flocked (the way pilots do) to the airport. After discussing what we could and couldn't do with the ARMED guards, we were allowed to walk around the aircraft and take some pictures. It was very cool. SOB and his big mouth (thus the new 'Chatter' call sign) even got the pilot to take him, Wayne Sanders, and Jerry Fine on a personally guided tour of the aircraft. The pilot, Rocks, was a very good guy and answered almost all Chatter's questions, but he only had one day

here. This is a seriously cool aircraft. Here are a couple of pictures.



### Chapter Business

As you know, the Tri-Motor will be here this weekend the 12, 13, 14 & 15 of June. If you don't get email and have some time to work the aircraft on Thursday, Friday morning, Saturday, or Sunday, please call Bill at 208-4816 and he'll get you on the escort schedule. It's not hard work, but we need to make sure all the passengers stay safe.



### Local Notams (Upcoming Events)

Just remember the B-17 arrives at HUF on July 14 and is open for tours on July 15 and 16. Please help host if you can so put it in your calendar.

**Our Next Meeting...**

Will be at Shawnee Field, 113, in Bloomfield, Indiana, on June 14. I know I didn't put a time, because this meeting is always so much fun that there often isn't time for much of a meeting. We will try to have a brief meeting around noon, but if you have anything really important to tell, you might send it to me and I'll send an email or put it in the next newsletter. If the weather is good, this meeting will be one of our biggest of the year. It's a composite meeting with us, Chapter 650 from BMG, the Indiana RV Squadron, and Mike's biker club buddies. There will be bikes and airplanes everywhere you look. Anyone willing is welcome to fly some young eagles too. We had lots of kids last year and not enough pilots. I may be banned because I made one poor little girl sick last year. She was a real trooper though and none missed the bag.

I know this is the same weekend as the Tri-Motor visits HUF, but that's just the way the schedules worked out. I know some of us will miss the meeting because we are working the visit, but most of us can probably get to the meeting for a little while anyway.

Table 10. Accidents, Fatalities, and Rates, 1988 through 2007,  
U.S. General Aviation

Year	Accidents		Fatalities		Flight Hours	Accidents per 100,000 Flight Hours	
	All	Fatal	Total	Aboard		All	Fatal
1988	2,388	460	797	792	27,446,000	8.65	1.66
1989	2,242	432	769	766	27,920,000	7.97	1.52
1990	2,242	444	770	765	28,510,000	7.85	1.55
1991	2,197	439	800	786	27,678,000	7.91	1.57
1992	2,111	451	867	865	24,780,000	8.51	1.82
1993	2,064	401	744	740	22,796,000	9.03	1.74
1994	2,021	404	730	723	22,235,000	9.08	1.81
1995	2,056	413	735	728	24,906,000	8.21	1.63
1996	1,908	361	636	619	24,881,000	7.65	1.45
1997	1,844	350	631	625	25,591,000	7.19	1.36
1998	1,905	365	625	619	25,518,000	7.44	1.41
1999	1,905	340	619	615	29,246,000	6.50	1.16
2000	1,837	345	596	585	27,838,000	6.57	1.21
2001	1,727	325	562	558	25,431,000	6.78	1.27
2002	1,715	345	581	575	25,545,000	6.69	1.33
2003	1,740	352	633	630	25,998,000	6.68	1.34
2004	1,617	314	559	559	24,888,000	6.49	1.26
2005	1,670	321	563	558	23,168,000	7.20	1.38
2006	1,518	306	703	543	23,963,000	6.33	1.27
2007	1,631	284	491	486	23,835,000	6.84	1.19

This is NTSB preliminary data for 2007, but there is a good trend in fatal accidents and fatalities.