



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/Newsletter Editor: Bill 'SOB' Foraker, 812 878-0587 flyinsob@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: Jeff Wellum, jwellum@aol.com

June, 2012

Our Next Meeting...

Is as yet undetermined. When the June meeting plan develops, we'll keep you posted.

The Last Meeting - Jeff Wellum

Our last meeting was on May 5 at the Vintage Wings Hanger

Attendance: Bill Foraker, Eric Hettlinger, Jeff Wellum, Michael King, George Bakken, Ken Lorenz, Dale Barkley, Matt Throckmorton, Nick Mahurin, Tim Piroli, Jim Fisher, Jerry Badger, Louie Ladislas, Bill McKown.

Member news:

Bill recently flew to Fort Wayne in the Comanche. He and Matt worked the ramp again this year at the Doolittle reunion. They also flew the T-6 back over to Urbana, Ohio for some more B-25 exposure.

Eric recently flew his Tiger to Washington, PA. He is planning on fixing his leaky wing at the Tiger's upcoming annual.

George Bakken had to cancel a trip to Michigan in his Skyhawk due to weather.

Ken Lorenz has been flying a DA-40 out of Greencastle. He was recently enjoying the wonderful views in Montana flying a DA-40 out of Summit Aviation in Boseman.

Dale Barkley has been too busy to fly lately but was in Arizona over the winter and received his glider certificate. With all the crops in the ground so early this year, he may have some free time soon.

Louie Ladislas is building a Highlander. It is a Rotax powered, two seat, light sport aircraft.

Matt Throckmorton is looking forward to taking the T-6 to the Indy air show. He recently sold what was left of his wrecked Rocket and has been burning up the sky lately in the remix version. I never recognize it from the front because the only view I ever get is of the tail! Matt relayed his experience at the Doolittle reunion and his ride in "Devil Dog"

Jim Fisher had a good morning flying Boy Scouts for the Young Eagles program this morning.

Tim Piroli has been jet setting around to Denver for a convention and Las Vegas for a Bachelor party. He maintains his right to NOT provide video of either event☺.

Nick Mahurin flew his 340 to Cleveland and Pittsburgh. He recommends to NEVER go to Rock airport near Pittsburgh.

Jerry Badger recently made a bug smashing trip back from Memphis in his Mooney 252. He has been dealing with an issue with a fuel sending unit that will hopefully be fixed soon. He has a trip planned to North Carolina in June.

Events:

The "Open Hanger day" for the Rose Hulman students was a great success. There were many students that came out to check out the airplanes at HUF.

EAA chapter 83 did a young eagles program with the Boy Scouts this morning in conjunction with their aviation merit badges. There were several stations set up for the kids to learn about aviation including navigation, weather, preflight of aircraft, model airplane, aircraft maintenance, air traffic control tower tours, and Young Eagle flights. Jerry Badger, Jim Fisher and Bill Foraker did another great job giving the young eagle experience to the kids in their respective aircraft. Nick Mahurin helped with the tours of the tower. The new HUF Director of operations, Darrel Zeck, did the aircraft preflight presentation. I think Wayne Sanders did the navigation and weather. Although things went very well, the presence of Jeff Tucker and his computer system/printer was sorely missed. The printed Certificates are probably much easier to read than the ones filled out by Matt and myself. Wayne Padget and family did a great job coordinating the Boy Scout end of things with our fearless leader, Bill (SOB) Foraker. The new airport director, Bill McKown, was in attendance. He is an active supporter and leader in the Boy Scout program. Thank you to everyone that participated in the event!

Next weekend, May 19th and 20th, is the Red Star Formation clinic at HUF. This should be a very good weekend to check out some awesome flying and aircraft that aren't usually at HUF.

June 9th is a scheduled breakfast at Sullivan airport.

June 24th is the Paris pancake breakfast. Hopefully the ceilings will be a little higher than they were last year!

Discussion of the Dayton Bus trip was tabled for a future meeting.

Tim Piroli gave a few updates with ATC. There will be quite a bit of training on tower and ground through the summer with 6 trainees. He also reminded everyone about the TFR near Crane. It is S/SE of Bloomington, surface to 4600 feet until August 15th.

Meeting adjourned.

Local Notams (Upcoming Events)

June 2, 10am-4pm. Open house at Tom Wood FBO at Indy Metro airport, UMP. If you've never seen Tom Wood's collection, now is your chance.

June 2-3, Rockford AirFest 2012, RFD, Rockford, IL
<http://flyrfd.com/airfest.html>

June 9, Sullivan Airport, SIV pancake breakfast fly in. Always fun.

June 9, Wings and Wheels, OKK, Kokomo, IN
http://kokomowingsandwheels.net/Home_Page.html
Matt and Jordan have been invited to fly in this show.

June 8-9, Prairie Air Show, PIA, Peoria, IL
<http://www.prairieair.com/index.html>

June 9-10, Evansville Freedom Festival, EVV, Evansville, IN
<http://www.shrinersfest.org/>
Matt Younkin performing, remote show over the river

June 24th is the Paris, PRG, pancake breakfast. If you've been to one, you know they're fun.

June 22-24, Indianapolis Air Show, MQJ, Indianapolis, IN
<http://www.indyairshow.com/index.aspx>
Plans are for Jordan to take the C-45 and Matt to take the T-6 and fly in the show.

June 30 – July 1, Battle Creek Field of Flight Air Show & Balloon Festival, BTL, Battle Creek, MI
<http://www.bcballoons.com/home.html>
Big show, Billy Werth performing

July 7-8, Vectren Dayton Air Show, DAY, Dayton, OH
<http://www.daytonairshow.com/>

July 10-13, The Flagship Detroit restored DC-3 is planning to visit HUF. This will be very cool. We're in their schedule between the Dayton air show and an event at JFK in New York City.
http://www.flagshipdetroit.org/FSD/Flagship_Detroit_DC-3.html

July 14, Wheels & Wings Fly-In, 5I4, Sheridan, IN
http://sheridanairport.com/Wheels_Wings_Fly-In.html

July 23-29, EAA AirVenture Oshkosh 2012, OSH, Oshkosh, WI
<http://www.airventure.org/>

Aug 1-3, We're on the schedule for the Collins Foundation tour to visit HUF. Final details are still being worked out, but it looks like we're a go. That means their B-17, B-24, and P-51 will all visit together. How cool is that? We'll need some volunteers for this one, so mark your calendars if you're interested.

Recent Sightings – Member News

Jordan, Matt, and Bill participated in the Red Star formation clinic at HUF. So you'll see them now doing element departures, formation breaks to land, and all sorts of other stuff. After spending your time trying to stay separated from other aircraft, now they are trying to fly 3 feet apart. It's a different type of flying for sure. SOB wants to specifically thank Bill McKown for his instruction at the Clinic. Bill did two hops with SOB and is a GREAT formation instructor.

Matt and Bill also did more formation training with the Red Star group at White County airport, MCX, at their open house last weekend.

Also last weekend, Jordan was off to Missouri to do some CAF flying. He got his left seat check out and FAA type rating in the B-25. Jordan is now the second youngest pilot to check out in CAF bombers.

From Your Treasurer – John Watler

Dues are coming in for 2010. If you haven't paid, you're due. \$10. Just bring it to the next meeting.

Young Eagles Report – Jeff Tucker

We had a great YE rally on May 12, with the Scouts of Troop 30. We got a nice thank you letter that I'll scan and attach below.

Chapter Business

At the last meeting, we voted to postpone the bus trip to Wright Patt until the fall.

ATIS (Communications)

Nick forwarded a good article about flying in the outer ring of a TFR. With the campaign silly season upon us, there will no doubt be more and more of them to deal with. Here's a link to the article:
<http://www.aopa.org/flightplanning/articles/2012/120523squawk-talk-and-file-in-tfr.html>

I'm not sure this is my kind of flying, but here's a cool clip of an aviation first...
<http://video.heraldsun.com.au/2238413965/Noparachute-man-lands-safely>

Our restaurant at HUF is scheduled to reopen for lunch daily and breakfast and lunch on the weekends soon. The soft opening should be on Friday, June 8, with a grand opening on June 15 & 16. Please check out the new services and tell us what you think. We want the operation to be a success, so local diners are essential.

I got an email with this link to a new wings and wheels mag. Thought some of you might be interested:

<http://www.speedi.tv/>

A buddy sent the follow excerpt from and ICAS Ops Bulletin to me. It has some interesting info, and while directed at air show people, it has a good lesson for the rest of us too.

FLY THE FLAW

In a recent discussion between air show professionals and aviation enthusiasts, the question was asked, "How do you know what to do when the maneuver goes wrong?" The pilot's simple response was, "Because I have flown that mistake before." While that simple statement provides some insight into what level of practice is expected of professional air show pilots, it also gives us a chance to discuss an element that is crucial to any practice flights: flying the flaw.

When practicing your air show maneuver sequence, it is important to practice the full routine uninterrupted, ad nauseam. Practicing your ideal profile builds muscle memory, and comfort with the sensory, visual and auditory feelings generated by the aircraft as you fly. This understanding of how the airplane flies and what it feels like to you when everything is OK is critical because it provides you with a clear, deep sense of what "normal" feels like, sounds like and looks like...an understanding that is particularly important for you to have when abnormalities occur.

But, as always, there is a "yin" to that "yang" and it often goes ignored. In their pursuit of flying the perfect profile, some air show pilots forget about the value of flying – and even practicing – the imperfect profile. Deliberately mis-controlling the aircraft, cutting power at every inconvenient moment in a maneuver sequence and, generally, trying to make mistakes (at a safe altitude, of course) will give you the knowledge needed to adjust your profile to make it safer. "Flying the flaw" also allows you to more quickly identify a problem should it occur unexpectedly during a performance or practice sequence so that you can spend less time on diagnosing the problem and more time on solving it.

Whether the maneuver is as docile as a photo pass or as aggressive as gyroscopics, it is critical to practice both the mistakes that you can make as well as the mistakes that the aircraft can make. "Flying the flaw" will let you know just where you need to add a buffer in your performance. For many, this type of pro-active effort to identify and mitigate likely hazards is a minimum prerequisite to be considered a truly professional air show performer.

RESPECT THE STERILE AREAS

Recently, the ICAS office has fielded some questions concerning the sterile area at air shows. What are they? Who is allowed in them? Who is in charge of keeping them sterile? FAA Order 8900.1 Volume 3, Chapter 6 is commonly accepted as the rulebook by which air shows are governed in the United States, and this document states clearly the answer to these questions.

According to the FAA: "With respect to crowd control, it is the event organizer's responsibility to ensure that all reasonable efforts are made to confine spectators to the spectator areas, ensure that sterile areas are evacuated and remain sterile, and to present a plan to the IIC (Inspector-in-Charge) in sufficient detail that specifies how this will be accomplished and who is responsible to police the aviation event."

The performer pit or warm-up area is considered one of these sterile areas. This means that no person shall be permitted in this area who is not directly involved with the aircraft's

movement. Aircraft marshals, gas and smoke oil trucks, crew and performers are the only persons that should be in the sterile area. Sponsors, families, spectators, FAA inspectors, friends and pets should be watching from a designated spectator area. Maintaining a sterile pit area elevates the safety of both the performers and the spectators. The performers are not distracted by worrying about non-essential personnel and the spectators do not have to worry about moving aircraft.

The responsibility and plan for maintaining the sterility of the pit area falls on the shoulder of the event organizer and should be considered sacrosanct.

SMOKE OIL CUTOFF

Respectfully, this should be an easy decision.

Problems related to smoke oil pumps continuing to pump oil after an accident have plagued the air show business for many years, resulting in injuries and fatalities.

Demonstrating our industry's capacity to respond quickly to a clearly identified problem, the gear heads in our business got together and came up with multiple solutions to this nagging problem. These solutions have been demonstrated to be simple, inexpensive and effective. In each case, they shut off the smoke oil pump in the event that engine power is lost. Details on the two simplest and least expensive solutions can be found [here](#) and [here](#).

Please, don't fall victim to a known hazard for which our industry has already identified multiple, simple, inexpensive solutions. Find time to read about these solutions and then install one of them in your aircraft.

Idle Chatter

June looks to be a pretty good month for flying, especially if you like sweating in the cockpit. We've had a pretty good flying season so far and if that continues, there's no excuse for not putting some hours on that hangar queen. I know I've flown lots this spring and I have the Avgas bills to prove it. That's part of the price for exercising our freedom to fly.

As you noted above, we have a good number of events of various types in our area in June. Try to get to a couple and enjoy aviation from a new perspective. Fly if you can and drive if you must.

I'll be gone for a few weeks, but I'll keep in touch via email. Hope you have a good flying June and be safe up there.

I did this newsletter quick, so not many pictures, but I'll do more in July.

SOB

Here are a few images from our formation weekend at HUF.

Here are a couple of T-6s departing HUF for a formation hop. On the left is Jordan in Texas Twister and on the right is Laura Stants of Kokomo in her Checkerboard Clan T-6.



And this is John Shuttleworth's Yak 52TW. John was the Red Star Pilots Association organizer of the event.



And this is SOB taxiing out for a formation hop. The important thing about this shot is that Bill McKown is next to him to show him how to do this formation stuff.



And here's a cool picture of the Comanche after a hanger fly though...

