



EAA CHAPTER 83

TERRE HAUTE, IN

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

March 2003

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ISU MEYERS TECHNOLOGY BUILDING: INDIANA STATE UNIVERSITY

Hello again everyone. I could start this issue like the last and say that I'll bet no one misses the cold wx of the past few weeks but I'd be wrong. A few days are all we've had of nice temps since... Boo Hoo!! This has to be the least amount of flying I believe I've done in many winters. Even ole Doc Throck has been idle.

Last months meeting saw 21 in attendance including a group from Casey. Flight instructor Don Hartrich brought over several new students from the Casey area to learn from the experts on weather. Dan Kuroiwa from the Terre Haute FSS gave a very good program on using the Flight Service services and some history. It was a very interesting program in which much was learned by all. A short meeting followed in which a few announcements were made which you will read about a little later. Next month we will meet again at ISU for the final Weather School. We will learn about the atmosphere and how weather happens, learn the characteristics of frontal weather, pressure systems and tell all signs of what's ahead. This should be a good one. Our thanks for the refreshments go to Darrel Zeck and his wife Lisa for the fruit tray and Foraker and I for the drinks.

YOUNG EAGLES REPORT: by Dave Thomas

Welcome to another year. Actually, this is the year we are supposed to meet our goal of 1 million kids by Dec 17. Is it do-able? ONLY with YOUR help! Jan and Feb haven't seen much action due to those four letter words; snow, rain, wind, and cold. I do see a break in the bad weather sometime in July. For those who flew more than 10 kids your credits should be mailed soon. Remember, we can use these to help offset the costs of sending a candidate to camp. Also remember that the club has set up a scholarship for the candidate. Now, does anyone have a candidate? The dates and prices are on a form I have and will bring them to every meeting I attend. I will also provide the info to you if you call or E-mail me. The age of the candidate will determine which camp/date they will attend. **Reservations are now being taken thru March.** If anyone knows of a young person interested call either Dave or me to get signed up.

Upcoming events/rallies are; Honey creek Middle School and an ROTC class that Mr. Jim Pelkie's son attends. I plan on having these events at HUF. Possibly during the week so that bus transportation is available. Any suggestions to a date will be appreciated. I prefer Sat/Sun just do to my work schedule, but willing to accept a weekday if enough participation is there! Thanks for volunteering. Dave Thomas

MEMBER NEWS:

With all the beautiful flying wx we've been having I'm not sure anyone has done any flying much less braved the cold to heat a shop to work in. Let's see I removed the engine from my mower one day, would like to start working on the Quickie cowling but to cold fer that.

I visited Tom Flock a few weeks ago and learned he was in the middle of another Waco project. This time he is building the upper wings for a Waco 10 belonging to the Waco Foundation Museum in Toledo, OH (I think). It will be a flying member of the museum. They have contracted out the plane to various restorers, the fuselage one place, lower wings another and the empennage still another. I lost the pictures I took when a virus hit my computer. Just got it going again a few days ago, anyway his part, the upper wings, are nearly ready for cover and as usual the workmanship is outstanding. I might also mention that the wings are not restored but rather brand new! Enjoyed my rare private audience with Tom.

And Jim Mills told Foraker and I while at the Airport Restaurant for lunch that he has an open cockpit, custom, one of a kind, 450 Pratt powered plane for sale and will price it right. It started out as a crop duster in which his company, Turbines Inc., has customized. It is a real looker and we all know Jim doesn't kid around. He will be glad to show it only to those interested.

CHAPTER BUSINESS:

As most know Tom Flock will be out of town in April. He will be in CA flying in one of those fighter flights thingy's. Ya know what I mean? The real cool stuff. Anyway I thought that was ample excuse for not hosting a meeting this year. We will instead be tentatively meeting in the IVT Tech Hyperlink room for a GREAT presentation and Wings qualified program put on by the HUF ATC. This is a power point presentation on the many ATC issues at HUF which is a Class D Airspace facility with radar. Issues covered will be traffic patterns, land hold short and communications among others and best of all, all you ever wanted to know about the ANG 181st F-16's procedures. This is guaranteed to keep your attention. Mailers will be sent out to all area pilots via the Indy FSDO announcing the Wings Proficiency qualified program.

Also we are trying to put together a day at the Hulman hangar for a private Chapter tour of the facility, the Challenger and their new Lear 45. Tony George has given the ok and has expressed an interest in meeting us and our planes. Their schedule precludes any commitment to a date at this time but could come on short notice. We will form a phone tree if necessary. Plans are for a Saturday visit when, hopefully, Tony can be present. Our thanks to Kelvin Roots for offering to put this together.



PILOT PROFILE

I've wanted to do this for a long time but never seemed to get around to it and don't know how often I will. Since the Chapter formed in 1970 it has grown in many ways over the years and as you know it's through the dedication those early members that we are still here. Pete Peterson is one who still actively attends meetings and Chapter events. This is his plane story, airplane story that is.

Pete is like a lot of us who loved airplanes from an early age. Upon graduation from High School in 1942 he enrolled at the University of Minnesota majoring in Aeronautical Engineering. Unfortunately WWII happened. After one year he was drafted in July of 43. In Sept 43 he began training in the ASTP (Army Specialized Training Program) and studied basic engineering at the Univ. of Kentucky. That was one place he really didn't like and, when his class was offered testing for Pre. Med. he took the chance to get out of there. His reward for testing into pre-med was another 3-12 week terms there. Not exactly what he had in mind. His class of 36 carried 22 credit hr. loads in each of the 12 week terms. Everything was done military style much like the academy's today. In the mean time the engineering school folded at KY and he felt pretty lucky after all. On a side note some students opted for pre-dentistry at the same time Pete began pre-med. That school also folded and they found themselves as infantry replacements. Pete never knew what happened to the engineering guys.

In Sept 45 it was on to the Univ. of Cincinnati where he finished studies in 49 and after one year of internship he graduated in 1950. He then served in the USAFMC (medical corp) from 1950 - 52 during the Korean War. One of his class mates was lost when the Chinese invaded S. Korea. He served his country for 2 years before getting out in June of 1952. During that time he met his wife, Marge, a nurse and a beautiful lady, while at Cinn and married in 1950. After that he spent the next four years getting his residency behind him and graduated with a medical degree in radiology in 1956 from Indiana University.

As you can see aviation hadn't play the part in his life that he had wanted. But that was about to change. In Feb of 73 Pete quit smoking and for his reward he began flight training at SIV. During the summer of 74 he finally fulfilled his childhood dream by receiving his PVT pilot license at the age of 49, 3 months before his 50th birthday. Pete had the chance to buy half interest in Cessna 175 N6683E in 1977. In 1978 he bought the other half and that's how it's been since.

Pete has flown many local flights and x-countries through the



years with one memory of a day trip to Blakesburg, IA to the Antique Fly-in. Enroute they stopped at Fairfield, IA for fuel and found themselves in the pattern with the Goodyear Blimp.

About a day or two later a tornado went through there and destroyed that Blimp making Pete one of the last to see that particular one fly.

Pete, EAA 43991, is one of thirteen Charter members of EAA Chapter 83 when reorganized in 1970. He served as Chapter Secretary and newsletter editor from 1979 thru 1984. His first EAA convention was during the Rockford years and has attended many Oshkosh's since. Pete has given many years of dedicated support to both the local Chapter and the EAA. He is to be commended.

NEXT MEETING:

We will meet next on **SATURDAY 8 MARCH at the ISU MEYERS TECHNOLOGY BUILDING on the INDIANA STATE CAMPUS in TERRE HAUTE at 1:00 pm IN, 12:00 noon IL.** Look for room directions when you get there. Please note we will be on a 1:00pm start time for this final winter meeting. Meyers is located 1 block North of Wabash on Cherry St between 6th and 7th. Cherry is 1 way West so turn West onto Cherry at about 7th or 9th as 8th is one way South. Parking is available to the East of Meyers between 8th and 9th or between Meyers and the Hulman center. This will be the third of three Weather School meetings. Hope to see you all there.

Fair Sky's

Keith



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