



EAA CHAPTER 83

Terre Haute, IN.



A Non-Profit Organization Dedicated to the Advancement of
Aviation Education, Homebuilt Aircraft, and Private Aviation

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March, 2004

From Your President - Keith Welsh

Hello again everyone:

Thanks to the weather, not much went on last month except a few annuals on Chapter member airplanes and about one good weekend for flying. While on that note, I might mention the importance of a good annual inspection, particularly on older aircraft. During my C-170's annual it was found that a nut plate had cracked. No particular big deal until one realizes that it is one of two which hold the front of the horizontal stabilizer on, now a big deal. Upon further inspection, which required the entry of the fuselage to the tail cone (very small access), it was found that all the hardware holding the vertical as well as the horizontal stabilizers on were LOOSE!!! Keep in mind that this is a 53 year-old airplane and my point is that the more thorough the annual on these older planes, the better our odds of many years of safe flying and ultimately the FAA off our backs and that cheap is not always best.

Recently, Vicki and I spent a week in the Destin, FL., area camping at one of Florida's fantastic state parks. While there I had the chance to visit the Naval Aviation Museum in Pensacola. For the record, it is a VERY nice museum full of rich history and a must see, but about 1/3 the size of the Air Force Museum in Dayton. Most notable to me was the Japanese Zero on display. When its operational history was researched it was found to have participated in the raid on that fateful morning of December 7, 1941. The

day we were there it rained heavy and I guess there were about 50 buckets and tarps scattered about the museum. When I said something to Foraker, an old Navy guy, he said that water doesn't bother the Navy, in fact they love it. OOOKK!! :-o

I also had the opportunity to visit the battleship Alabama in Mobile, AL. If you ever are near that part of the world, you gotta see it. Ten bucks takes you all the way for a full day of one of the best history stops there is. Just a few stats: the ship is presently maintained by a crew of 7 from the original 2500, sets in about 18' of mud, is the most open of all the retired battleships, open to the public is the #2 barbette allowing access to the lower turret, I could go on and on but Foraker says to keep it short.

The Last Meeting - Bill Foraker

We had 16 attendees at the February meeting at Rose-Hulman. Along with the regular members, Don Lehman was attending his first meeting. He has been a pilot for over a year, but hasn't flown much. He joined the chapter recently, and this was his first meeting. We look forward to seeing more of him as the flying season starts.

Also, Dan Jelski attended as a guest. Dan is the Chair of the Chemistry Department at Rose, and is a student pilot. He has soloed and is doing his cross-countries now as he gets time. He'll do his night flying soon too, and then check that big check ride. We were so nice to him that I'll bet he joins soon.

The big highlight of the meeting was Jeff going through the web site. He took us through each item on the web site and showed us how everything works. I think everyone was impressed when they realized how much work Jeff has done and how great our web site is. Now with the newsletters posted in color, several members have told me to stop sending theirs in the mail. They prefer to see it in color on the web site. If that works for you, let me know and we'll save the money on copying and postage. Right now, it costs us about 41 cents to copy and mail each newsletter.

Of course following the formal meeting was a safety seminar based on the AOPA ASF Trigger Two video tape. The tape showed 6 scenarios that included some good and some bad decision making practices. The situations generate some interesting conversation and give us a chance to share our knowledge and experience.

From Your Treasurer – John Watler

There are about 55 people who have paid their '04 dues, but that means that there are 30 some who haven't paid yet. If you're one of them, you're going to stop getting a newsletter pretty soon. So send me your \$12. John Watler, 2632 Farrington Street, Terre Haute, IN 47803. Don't snooze and loose!

Young Eagles Report – Darrel Zeck

Darrel reports that the credits for last year's flights should be arriving soon. So be thinking about a deserving youngster who might benefit from our chapter's work. Also, the EAA has extended the eligibility to include ages 10 to 18, so some younger kids are eligible who weren't in years past.

Web Report – Jeff Tucker

The web site has been moved to a new provider after we encountered trouble with the first one. The new service should be great and we have email accounts available to our members, too. Another benefit of the new service is that we have two addresses: eaa83.org and eaa83.net.

The photo album link is now active. I'm working to get the pictures posted, so be patient. Your plane will be there soon...



A Piper Comanche, PA-51 seen departing HUF...

Recent Sighting – Member News

Matt Throckmorton filed this report. I flew down to Taylor Texas back in December (30th). Made a marathon mad dash down in my Super Decathlon. 7.5 hours down in beautiful blue skies. Stayed about 2.5 hours at the Team Rocket world headquarters and checked out the proof of production wings on the Rocket F1. Sat in the plane, climbed all around it and had a thorough briefing with the rep/US partner one on one. Then jumped back in the Super Decathlon at sunset and had 5.5 hours of night flight back to Terre Haute.



Matt's cross country flyer...

It was a beautiful starry night, without cloud cover of any sort all the way back! And the 40+

knot tailwind on the return trip was nice, too. 13 hours of stick time in one day! That was nice. Put my XM satellite radio receiver in the plane and listened all the way down and back. And didn't pay over \$2 a gallon for gas either! All in all a great little trip.

The trip rejuvenated my interest in the Rocket F1 EVO kit that I ordered after OSH. Engineering and production delays have caused the delivery of the kit to be pushed back to the end of April. So I'm planning on going to Sun and Fun in April, then coming back and doing LOTS of shop work.

John Watler is flying again with new panel and no oil leak. When you see it, you'll want one too (the panel, not the oil leak).

Darrell Gibson has a few hours on his new engine and everything is good so far.

Curt DeBaun reports that his Champ restoration is making progress. The photo below is the first fitting for its new skin. The fabricator says fabric should be fitted and stretched by the time you read this.



The Champ gets a new suit...

Also, from Curt, this report...

We just got back from a Flying Funeral Directors conference in Ft. Walton Beach, FL. Froze our \$#! off. So we ate and drank to keep warm...we toasted the Wright Bros., the Army Air Corps, the Air Force, the Army, the Navy, the Marines, the Coast Guard, the Generals down to the Privates, and even toasted the bread. This is why we meet 3 times a year. A real toasting outfit... Curt



Betty and Curt with their new ride

Keith Welsh is done with his annual and all is well. He was delayed in getting his plane back because of the Apache that bellied in at Casey. The investigation took most of Sandy's and Howie's time for a few days as the FAA visited. The good news is that nobody was badly hurt in the crash and that Sandy and Howie had no part in the incident, other than providing good fuel.

Darrel Zeck says that everyone should check AUA's insurance rates if you're a Vintage member. He says they saved him big bucks on his aircraft insurance.

Dave Jones is headed for Kitty Hawk/Kill Devil Hills in the near future, so look forward to a report on his travels.

Chapter Business

Foraker discussed changing the dedication of the chapter. Presently, the Chapter is dedicated to the memory of John Blouch. SOB is proposing that we add Garland Wadsworth to that dedication. He'll propose a resolution at the March or April meeting, so if you feel strongly about this, let him know or come to the meetings.

We're still discussing a chapter trip to the Air Force Museum at Wright-Patt. We're talking about chartering a bus or doing a group drive, so tell one of the officers your preference. Either way, it will be a long day trip.

Air Show Update

As many of you know, your officers are working to get an EAA Chapter 83 booth and aircraft display in the 2004 Terre Haute Air Fair. Well, it looks like this is going to happen and we'll have our own secure area at the show.

The plans are still in the formative stages, but it looks like you'll be able to show your plane off in a secure area. We plan to have a tent with a table in a roped off area among chapter member aircraft. We plan to have at least 4 chapter members in the area at all times – 2 to man the table and answer EAA and Chapter 83 questions and 2 to provide aircraft security and answer other questions. We plan snow fence around the outer perimeter and rope around in the inside. This will make more sense when you see the layout, but our focus is on informing the public about the EAA and our Chapter and keeping our aircraft safe.

In any case, start shining your bird and tell Keith or SOB if you want to be part of this. We'll need a nice representation of aircraft and volunteers to staff the area for the whole show, so you can participate if you have an aircraft there or not.

ATIS (Communications)

We have been contacted by Steve Haines of the NOAA office in Indy about our interest in having a meeting about weather products that come from his office. Their NOAA office is on the grounds of IND and he offered to take us on a tour of their facility and the Doppler radar site. They can take a maximum of 20, and we're working on a plan to make this our April meeting, so watch for that next newsletter and tell Bill or Keith if you are interested in going over. This may change, but right now we plan to do breakfast at HUF at 11:15, followed by our meeting at noon. Then we'll jump in our cars or aircraft and meet at the NOAA facility at 2:30 for their presentation. I'll be in contact with Raytheon about ground transportation for the flyers and let you know more about that. So if this sounds interesting let one of us know so we can continue with the planning.

Local Notams (Upcoming Events)

Several of the members know Don Bussart and have been to his cool place. We are thinking about organizing a fly-out wash-out to go to Don's and help him wash his planes. It would be on a nice Saturday or Sunday, probably later in May. Let one of the officers know if you're interested.

The Paris newspaper has recently done some reporting on Don's colorful career in aviation. Jerry Cox was kind enough to forward me this material and I'll include excerpts in the next few newsletters as space permits. I have the full version available and I'll bet Jeff can figure out how we can put it on our web site. This is some exciting and interesting reading. I hope you like it.

Our Next Meeting...

The next meeting will be held at NOON on Saturday, March 13, 2004, in the Myers Technology Center at ISU. It will be in the same place as the January meeting if you made that one. The program will be on weather decision making to help get us ready for the flying season. We'll show the AOPA tape on Weather Strategies and talk about being safe up there.

If you've not been to the Myers Building at ISU, it's just west of the corner of 7th and Cherry Streets near downtown Terre Haute. The best place to park is one block north of Wabash on 7th Street on the NE corner of 7th and Cherry. Then walk straight west and go in the doors on that end of the building. The room is to your left as you enter the east doors, or you can go to the lobby and just look around and you'll see it. Our host will be Bruce Dallman.

The Don Bussart Story (Part 1)

He learned to fly off an Edgar County farm field. He flew more than 34,000 hours over 34 years, mostly in Southeast Asia, mostly with a secret air force. Those of you who know him realize we are talking about Don Bussart, holder of the U.S. Distinguished Flying Cross, and Chinese Medal of Honor, and collector of several classic and antique airplanes.

Captain Donald E. Bussart spent his entire flying career working for corporations that had the United States interests at heart, primarily in the Orient, Middle East and South America. These civilian airman and crews were sometimes described as "Soldiers of Fortune" although most took offense at the term, and many times they never returned from their secret missions. For decades, families never knew where they died. After the Central Intelligence Agency (CIA) recently declassified some of the Nation's aviation history, one of our own Edgar county pilots is now free to explain the missions he flew.



Soldiers of Fortune

DON AND KAKO BUSSART stand in one of the Bussart farm hangars, in front of one of Don's favorite "toys," his perfectly reconditioned Howard DJ15P, originally built in 1943 in Chicago. After a lifetime of flying for some of the world's most unorthodox airlines, Don retired to his family home and farm and over the past 15 or more years has collected a number of unique and antique aircraft. See feature and additional photos on Pages 6-7. (Beacon-News Photo)

The Early Years

As a youngster from Dudley, Bussart couldn't wait to fly and work on neighbor Dave Sunkel's airplane after school. "Dave was six years older

and knew when plane parts were missing that I had removed and taken to school to keep him from flying without me," Bussart said laughing. "After Dave married Biddie Guyer and sold the plane, I rented one in Westfield from Charlie Phillips for two dollars an hour."

Don's Career Almost Ends Over Paris

Don Bussart's amazing career almost got cut short right back in his home county. In the summer before WW II broke out for America, Bussart had left his Home in Dudley and was working for an aviation business in St. Louis. With a friend, Don borrowed a plane to fly home. He recalled that his parents were probably in Paris so he headed for the county seat, "just to let them know I had arrived."

That arrival created some excitement for Parisians, as Bussart circled the courthouse- at clock tower level - then sped up Central Avenue - at treetop level.

The next stop was over Twin Lakes. A party of young ladies, enjoying a canoe ride, saw the monoplane heading over the water - wheels at wavetop level - and promptly dove overboard. And later when Bussart called the home of one of the girls, her father was not one bit amused.

"We're in big trouble," Bussart remembers saying to his friend while flying back to St. Louis, and he was accurate. The head of the FAA St. Louis office called Bussart to his office. He had heard from Paris officials that the community had been "blitzkrieged."

"I could take your license and you wouldn't fly again," Bussart heard him say. "But if you promise you won't do anymore flying until you hear from me, we'll see what happens."

A month later, Bussart said, he was once again called to the office. "Have you been flying?" was answered with dry lips and a "no sir, not a bit!" The FAA examiner smiled and said, "Well, I think we've got it worked out - but for heavens sake don't fly over Paris, Illinois again!"

The image at the right shows the newly developed DOD "smart" gun pod the Air Force is testing. It is said to have on-board vision, targeting, and decision-making systems. It is now being tested on piloted aircraft, but is slated to be used on the new breed of unmanned aircraft.



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