



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

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March, 2005

From Your President - Keith Welsh

Keith is on vacation in Florida this month, so I'm (SOB) filling in. Just some quick items about our 2005 meeting schedule... One more inside meeting and then we start our fly-out season. In that regard, your officers are still firming up the meeting schedule, but he's what it looks like: April in Greencastle, May in Sullivan, June at Shawnee, July is open for AirVenture and the TH Air Fair featuring the Thunderbirds, August at Casey, September at Winters, October at Aeroplaines, and November at Sullivan again. Barring schedule conflicts or other good reasons, all meetings will be on the 2nd Saturday of each month. SOB is cooking up something different for the Christmas party this year and he says the flying contest will be easier...

The Last Meeting - Bill Foraker

We had another excellent safety meeting in February with Dan Kuroiwa from the TH FSS as our speaker. He gave us much good info on how to best use the FSS services, especially with respect to radio procedures, radio frequencies to use, the differing training levels of the various positions at the FSS, and how to get the best in-flight weather. We now know that in-flight we should make our first call up with aircraft ID, closest VOR, and frequency info. We also know that they have lights for each frequency so they can tell what receiver they heard us on, but the lights only flicker when we're keyed, so sometimes if they're busy, they don't see them. While they don't use the old Direction Finding equipment any longer, they can still find you when you're lost.

Then we launched into a discussion of what is expected to happen during the Lockheed transition. Dan thinks that everything will be mostly the same for the next year or so. For the next 6 months, nothing changes, then all the FSS system employees become Lockheed employees. Then in the spring of 2006, the physical transition will start to occur system wide. Many existing FSS will be closed, especially in the Midwest, as the 3 superhubs in Leesburg, VA, Dallas/Ft. Worth, TX, and Prescott, AZ begin operations. We should probably expect the Terre Haute FSS to end operation sometime in mid to late 2006. The only remaining FSS around here will be Kankakee.

From an operations standpoint, Dan thought that there may be some good come of all this, but initially, there is no way that Lockheed will have enough trained briefers to do the job properly. The initial level of service is bound to suffer as the large influx of new employees begins to assimilate their training in the real job.

Our thanks to Dan for a great presentation.

At the meeting, 19 people signed in, and again, we had several fly-in guests who learned about our meeting from the FAA SPANS service. If you haven't checked out the new FAA Safety site, you should. It has some interesting stuff and is getting better all the time. You can actually sign up for email services and they will send you announcements of safety and other meetings in your area. The web address is: <http://www.faasafety.gov/>

Also at the meeting, Foraker gave out 2 DVD's from Van's on the history and current state of the RV line of

kit aircraft. He doesn't remember who took them, but ask at the next meeting and maybe somebody will loan you one. SOB says they started at the RV-3 and described the line through the RV-10.

Another give away was a certificate for a free copy of KitLog Pro, a package for keeping all builders records including the construction log, expenses, printing reports, test flight and maintenance logs, as well as reference materials. If you're interested, check them out at Kitlog.com.

We also have a DVD entitled Firewall Integrity for the Experimental Aircraft. It's free for the asking and Keith has it.

Young Eagles Report – Darrel Zeck

Keith is still working with the teacher to do a YE rally. We'll keep you posted...



The new Young Eagles Poster

Web Report – Jeff Tucker

The interactive email server is back online. All subscribers have been deleted from the server, so we are starting over. If you would like to participate in email discussions on the list server, just sign up by sending an email to list@eaa83.net with a subject line of **Subscribe**. Visit the email list page on the website for more details.

Work on the new pilot shop page continues. We will not have to spend the \$100 approved at the January meeting for a secure connection. Our web host has provided software and a secure connection free of charge. When completed, you will be able to join or renew your EAA 83 membership, and buy shirts, hats, calendars etc.

Work on the member area is progressing. The login system is complete. I am now working on the member

area pages. I hope to have login information for all members at the May meeting.

As always, please email me at jeff@eaa83.net with any comments or suggestions for the website.

Recent Sighting – Member News

From Larry Richter - This is an omission from last month. Larry sent me a picture (below) of him and Ellen taking off from Larry Wheelock's airport, XS56 Bell Field, in south Texas, in December of 2004. Looks warmer there than here...



This just in from Kelvin Roots...

It is with great pleasure that I announce that I am back in the air with a new plane! I fell into an opportunity to acquire a ¼ interest in a Cherokee Six at HUF on terms that I just couldn't pass up. Because of the higher fuel consumption I may be a little more judicious about multiple trips to Mattoon and Greencastle for breakfast, but I'm always up for regular runs to Rick's (EYE). The plane has recent paint, recent interior, new engine (260 hp), new prop, Garmin 430, STEC 60-2 and handles better than you think.

The latest from Pat Adams

My trip to Anchorage was wonderful...except flying up/back commercially. It would be nicer to fly my own plane than to be crammed into a full Boeing B737 for 1.5 days/12 hours. I went to Anchorage to interview for a Tower Supervisor position at Ted Stevens International. If you like airplanes and beautiful country side, Anchorage is the place to visit.

The city is beautiful and is surrounded by mountains and water. I went to Lake Hood Seaplane Base and Merrill Field to look at the planes. Each airport must have had 900 planes each. Most of the planes are Piper PA18 Super Cubs and Cessna 180/185 Sky

Wagons....all in different states of repair and condition. After that, there were a lot of PA12 Super Cruisers and most of all the PA14 Family Cruisers in the nation. There were a lot of Aeronca Sedans (15AC), Taylorcrafts, several Piper Pacers and Citabrias/Scouts. And every lodge owned a very nice **deHavilland** Beaver (mostly because the hunters expect to be flown in something with a round engine). I guess every plane has at least one "Alaska Mod." Big tires, skis, floats, bigger engines, beefed up landing gear...all standard in Anchorage.



In Anchorage, almost all the planes were parked outside. Here in Indiana, we protect our planes, keep them clean and hangered. In Anchorage, everything sits outside. An airplane is a tool....to go fishing and hunting. Without a plane, you cannot escape from civilization. Some float planes do not fly at all in the winter.

With all the planes, it was like being at a really big fly in. We stayed on Lake Hood. From the Motel, we watched the ski planes coming and going from the frozen lake. You can drive around both airports and see the bush planes and look in them. The most bizarre thing I saw, was a Piper Cherokee on floats.



Deb and I look at houses for sale. In one neighborhood, a typical subdivision, we found a moose eating in the front yard....pretty normal for Anchorage. When we drove out in the country, we saw moose all over the place. Housing is very expensive. If you don't want to live on Crack Street, plan \$250,000.00 for a home in Anchorage or Eagle River. 45 minutes away in Wasilla, housing is like Indianapolis. You can get a nice home for a lot less money. The Tower Supervisor at Merrill flies his Citabria 7ECA with 31 inch tires to work in the summer. Last year, he only had to drive to work 20 days....he flew the rest.



Anchorage is an amazing place to visit and/or live. I have attached a few of the many pictures I took of airplanes (I was in heaven).

Chapter Business

EAA Air Academy

If you or someone you know is interested, you should get your applications in soon. They are available from the EAA web site and Keith has some. As a side note to this topic, it was noted that Chapter 83 has offered a scholarship to participants who attend the Air Academy; however, last year Jesse went and we never awarded him his scholarship. We'll get to the bottom of this and get Jesse (or Ernie or Linda) a check. We'll talk about a scholarship for this year at the April Meeting.

ATIS (Communications)

Some good safety news from the NTSB via AOPA. Last year's preliminary GA accident data from the NTSB shows the fewest GA accidents since record-keeping began in 1938 and the lowest number of fatal accidents since 1945. The number of GA accidents in 2004 dropped 8.4 percent compared to 2003, and the number of fatal accidents declined 11.4 percent. The

numbers also improved for flying during instruction. There were 17 fatal instructional accidents in 2004, half the total of 2003. Total instructional accidents were down almost 12 percent. Let's keep up the good work!

Another interesting item sent to Keith...
Air adventure at its best! Blue Goose Aviation, Inc. proudly introduces America Air Tours, providing fully guided, self-flown air adventures throughout the western Rocky Mountains. America Air Tours provide an excellent opportunity for pilots to fly to exciting western mountain locations, soak up the local attractions and breathtaking views, but not have to worry about making arrangements. Accommodations, attractions, and most meals are included in the tour package. Are you little rusty or uncomfortable about mountain flying? Blue Goose Aviation, Inc. can provide biennial flight reviews, mountain flying training, assistance with foreign pilot's license conversions, and make arrangements for aircraft rental if needed. Contact Blue Goose Aviation at (719) 683-6504, or 1-800-Fly-Mtns (1-800-359-6867), or e-mail FlyBGA@msn.com, or visit our website at www.bluegooseaviation.com for tour details and dates.

Our Next Meeting...

Saturday, March 12, 2005
Okay, this is complicated, so stay with me. For March, we're going to have a combined meeting with the Terre Haute Ultralight Club. They are holding their annual safety seminar on the same day we would have our meeting, so it was a good fit and I think many of us will be interested in the topic – Everything you every wanted to know about Light Sport Pilot. It will be in the Hyperlink Room of the Ivy Tech building at HUF – the same room we had our Feb meeting in. They are having 4 speakers, several of whom actually participated in the writing of the new rules and guidelines. I'll enclose a copy of their seminar flyer so you can get all the details. This is a great seminar if you are interested in Light Sport and there will be pilots here from all around the Midwest.

In a nutshell, the two morning sessions cover certification of LS pilots and aircraft. They have two great speakers who actually worked on the rules. The afternoon sessions feature Mike Devenport, a HUF controller, and Jim Stephenson, a noted authority on the SL field.

Jim will speak on SP transition issues that may be of more interest to most of us.

You'll notice there is a charge of \$10 to attend. Your officers have conferred and decided that the chapter will pay \$5 if you attend. Also, SOB talked with the organizer of the program, Robert Bedwell, and he agreed that we could attend the afternoon sessions only for \$5, so the chapter will pay your admission if you opt for pm only.

So, with all that said, here's the plan. If you would like to attend the whole day seminar, you need to be at the Ivy Tech building at HUF at 8:30 to get registered and checked in. Pay your \$10, and let John Watler know you attended and he'll refund \$5.

If you only wish to attend the afternoon sessions, we'll have lunch at the Hanger at 11:00 and have our regular business meeting at Noon in the HUF East Conference Room, upstairs in the main terminal building (go up the stairs toward FAA ATC and follow the signs). At 12:40, we'll head over to the Hyperlink room and attend the afternoon sessions. The chapter will pay the \$5 admission for the pm only folks. One hitch – you only get registered for the doors prizes (and they have some really good ones) if you do the entire day.

The pm only attendees aren't in the prize drawings, but if you want to learn about how Sport Pilot might be in your future, this is the place to find out. Also, we're hoping to get more THUC and Chapter 83 members introduced to each other. We're going to be much closer together from the regulatory perspective and we can learn from each other about our respective types of flying.

As always, call or email SOB Foraker if you have questions. 877-8219 work or 877-1518 home. Bill.foraker@rose-hulman.edu for email.

For more info on the seminar or the THUC, check out their web site at:

<http://www.evinger.com/thuc/>

I'm working on a plan to have us fly into their field sometime this summer for a joint gathering, so be practicing your STOL procedures...

The Terre Haute Ultralight Club #195

Proudly Sponsors The

Indiana Ultralight Safety Seminar

Saturday, March 12, 2005

Seminar will be held in the Ivy Tech State College Facility at the
Terre Haute International Airport (HUF)

Registration 8:00am - 9:00am

Seminar 9:00am - 4:00pm

\$10 Donation

Emcee - **Lester Morrison**

Fun-Air, Inc.

Coffee and Donuts
will be served

Speakers to include...

Jim Stephenson - President and CEO of ASC
Sport Pilot and transition issues

Allistair Wilson - Astra Trikes
Sport Pilot Examining

Adam Morrison - Rolls Royce Corp.
Light Sport Aircraft from a DAR's point of view

Mike Devenport - (HUF)
Air Traffic Controller

Box Lunches will be
available for an addi-
tional charge of \$4.00.
Buy your ticket at the
door.

Static Displays and
Vendors will be on
hand before and after
the seminar.

Check out our website for further information
<http://thuc.evinger.com>

Or call
Robert Bedwell
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