



# 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, 2006

## From Your President - Keith Welsh

Hello everyone and welcome to a new year. I hope your Christmas season brought many pleasant moments and memories. As 2005 unfolded, we found ourselves a little busier than originally expected. With the AirFair dominating much of our early plans, we were surprised with an offer to host the B-17 Fuddy Duddy in August. That was a lot of fun. The returning Thunderbirds and good weather were very instrumental in the Air Fair operating in the black for the first time, and I can't thank enough those chapter members who participated in the Air Fair EAA exhibit. The majority of those entering the show did so by walking past our display. It would be hard to duplicate that kind of exposure.

We also had two successful Young Eagle rallies in 05 -- one involving Indiana students and another Illinois students. Both were lots of fun and look promising for 2006.



Adam, our new YE Coordinator, and some YE's

And I would especially like to thank those who have so graciously given of themselves as host of our meetings. It would be very difficult to incorporate a mix of airplanes, excitement, adventure, and just plain fun without you. With all but three of our meetings located at public and private airports, it is quite an accomplishment and a tribute to the work of many of our members to hold such a variety of meeting and events.



Betty and Barb chatting at our great SIV meeting

We are very fortunate to have such a large aircraft owner base in our Chapter who love to fly, get out and visit other chapter comrades. Your new (old) officers will do all we can to inspire you to want to be a part of such a wonderful thing as your local EAA chapter.

That one Saturday each month for eight months have become the most looked forward to days of my year. It's the one chance I have of leaving my regular world behind for a day and entering one made of dreams.

Have fun and safe flying in 2006,

Keith

## The Last Meeting - Bill Foraker

The EAA 83 Christmas Party Meeting convened at 6:33 after SOB arrived late (go figure – he lives 4 whole minutes away) with a welcome and introductions. Around the dinner table were Curt and Betty DeBaun, Doug and Linda Claybrook, Keith and Vicki Welsh, Eric and Neva Pitts, Steve and Joan Cox, Ted and Barb Black, Bob Holmes and Penny, Adam Springmeyer, Marvin Goodman, Jim Fisher, Jerry Badger, and SOB. We had a nice dinner prepared and served by Wanda Harruff and her staff at the Hanger Restaurant.

After dinner, Keith started talking and that went on for hours. He thanked all the outgoing officers and presented the ones present with their certificates and pins. He then introduced the 2006 officers -- notice I didn't say new officers because they are the same as 2005 people except for the addition of Adam Springmeyer as Young Eagle Coordinator. Welcome Adam and thanks for stepping up into this position.



SOB at the Christmas meeting doing what he does best – boring everyone to death!

Keith then announced the winner of the 2005 Master Flyer Award – Matt Throckmorton. Matt has won this award several years now. It is presented to the member who flies to the most meetings during the year. When Matt gets an engine, he may be flying his new F1 Rocket Evo to some of next year's events.

We then presented the traveling aircraft to their new caretakers. For those who don't know about this, the chapter has two aircraft, one for men and one for women, that are kept by a member each year. The member who gets the aircraft is entrusted to make at least one improvement or change to the aircraft during the year, and bring the aircraft to the following Christmas party where it is displayed and presented to its NEW caretaker... Anyway, Betty DeBaun added a new

prop and some new striping to the 99 airplane, and Marvin Goodman removed the upper wing and added a red paint job to "his" aircraft. For 2006, the aircraft were presented to their new custodians, Neva Pitts and Jim Fisher. We'll see them again next December with their new and improved aircraft.

After all this excitement, SOB talked about the January, February, and March meetings. In fact, once he got rolling, he talked about the schedule for the whole year (you know how he gets). Watch your newsletter for an interesting meeting in January.

After all this talking, it was time for some flying. If you're a veteran of recent Christmas meetings, you know that SOB has been having paper airplane flying contests for the past several years. He built a little airport and over the years, we have had spot landing contests, long distance contests, and two years ago, we had a cross country contest that didn't go well at all.

Apparently, SOB, being a Navy veteran, got bored with the land based flying and decided to build an aircraft carrier, complete with a rudimentary 4 wire trap system. Well, he didn't get the ship done, but it was completed enough to hold our 1<sup>st</sup> annual carrier trap competition.



Looking backwards down the angle deck, you can see the white trap wires...

It took four rounds of heated competition to crown a winner. To advance from the first round, you had to land your aircraft on the carrier at least once in three attempts. For the second round, you needed to catch at least one wire out of three attempts to advance. After this, we were down to five the carrier qualified pilots including Neva Pitts, Ted Black, Adam Springmeyer, Steve Cox, and Eric Pitts. The next round was for points. Each pilot got three traps and they were awarded points for the wires they caught – 3 points for a 3

wire, 2 points for a 2 or 4 wire, and 1 point for the 1 wire. Eric Pitts and Steve Cox tied in this round and went on to the fly-off where Steve Cox took first place.



Steve waaaay high on final.  
The LSO's are waving him off.



Eric caught a 4 wire...

SOB says he'll have the ship completed and painted for next year. We'll see...

From Your Treasurer – John Watler

Dues – it's time for dues. If you've not paid for 2006, please send your \$12 to:

John Watler  
2632 Farrington Street  
Terre Haute, IN 47803

Or bring them to the next meeting. Also, if you'd like to save the chapter some money, let Foraker know if you would like to receive your newsletter via email or from the web site. Printing and mailing the newsletter is

the largest expense of our chapter. SOB compresses all the pictures and a typical newsletter is from 300 to 500kb, so they're not monster files. You can also always read the current edition and many previous newsletters on Jeff's great web site. You can print them from either place and you probably have a color printer, so your copy is better than the mailed one anyway. We're happy to send them if you need a mailed copy, but if you read it online anyway, save us some money.

Young Eagles Report – Adam Springmeyer

Adam is brand new to the job and with the winter weather, no YE have been flown lately, but come spring – look out.

Web Report – Jeff Tucker

Jeff reports that the web site has been attacked by hackers from Paraguay several times recently. He watches and cleans up after them, but it's a real pain. They seem to be headed for the Forum, so it might be gone for a while, but everything else works great. Also, how many of you saw the special aircraft orbiting the Chapter logo during December?

Recent Sightings – Member News

Pat and Debbie Adams are all settled in their new home in Anchorage, Alaska. I don't get it but they are both excited to weather their first AK winter. Pat can't wait until next summer so he can start bush flying, but for now, it's just pushing snow off the airplane.



He are Pat and Deb with their Pacer.  
And this is just flurries for Alaska...

Jon McGlothan is flying quite a bit in his new Columbia. He bought the aircraft to take trips in and he just returned from Palm Springs. The following picture is of his GPS taken by his phone camera. Note that it shows a ground speed of 339 kts. Now that's just plane fast...



### Local 172 Opportunity

John Blair, a fairly new member, has just bought a new aircraft, and this leaves an opening for a partner in his former aircraft. He is the info:

1969 C-172, shared or full ownership available, major rebuild 1993, 7492 TTA/F, engine - 150 HP O-320, 848 SMOH, IFR, KLX 135A Nav/Com/GPS, KX 170B NAV/COM, KMA 20 TSO Audio Panel, Pm100011 4 place Intercom, KT76A Transponder, S-Tec 50 2-axis Autopilot, fresh annual, 8 inside and 8 outside. A very nice, clean airplane. Always hangared. Based in Paris, IL. For more info, call 217-251-2304. Pics below...



### ATIS (Communications)

I know it's a after Christmas, but this is just too good to pass up...

'Twas the night before Christmas, and out on the ramp, not an airplane was stirring, not even a Champ. The aircraft were fastened to tie downs with care, in hopes that -- come morning -- they all would be there.

The fuel trucks were nestled, all snug in their spots, with gusts from two-forty at 39 knots. I slumped at the fuel desk, now finally caught up, and settled down comfortably, resting my butt.

When the radio lit up with noise and with chatter, I turned up the scanner to see what was the matter. A voice clearly heard over static and snow, called for clearance to land at the airport below.

He barked his transmission so lively and quick, I'd have sworn that the call sign he used was "St. Nick." I ran to the panel to turn up the lights, the better to welcome this magical flight.

He called his position, no room for denial, "St. Nicholas One, turnin' left onto final." And what to my wondering eyes should appear, but a Rutan-built sleigh, with eight Rotax Reindeer!

With vectors to final, down the glideslope he came, as he passed all fixes, he called them by name: "Now Ringo! Now Tolga! Now Trini and Bacun! on Comet! On Cupid!" What pills was he takin'?

While controllers were sittin', and scratchin' their heads, they phoned to my office, and I heard it with dread. The message they left was both urgent and dour: "When Santa pulls in, have him please call the tower."

He landed like silk, with the sled runners sparking, then I heard, "Left at Charlie," and "Taxi to parking." He slowed to a taxi, turned off of three-oh, and stopped on the ramp with a loud "Ho, ho-ho..."

He stepped out of the sleigh, but before he could talk, I ran out to meet him with my best set of chocks. His red helmet and goggles were covered with frost, and his beard was all blackened from Reindeer exhaust.

His breath smelled like peppermint, gone slightly stale, and he puffed on a pipe, but he didn't inhale. His cheeks were all rosy and jiggled like jelly, His boots were as black as a cropduster's belly.

He was chubby and plump, in his suit of bright red, and he asked me to "fill it, with hundred low-lead." He came dashing in from the snow-covered pump, I knew he was anxious for drainin' the sump.

I spoke not a word, but went straight to my work, And I filled up the sleigh, but I spilled like a jerk.

He came out of the restroom, and sighed in relief, Then he picked up a phone for a Flight Service brief. And I thought as he silently scribed in his log, these reindeer could land in an eighth-mile fog.

He completed his pre-flight, from the front to the rear, then he put on his headset, and I heard him yell, "Clear!"

And laying a finger on his push-to-talk, he called up the tower for clearance and squawk. "Take taxiway Charlie, the southbound direction, Turn right three-two-zero at pilot's discretion."

He sped down the runway, like the best of the best, "Your traffic's a Grumman, inbound from the west."

Then I heard him proclaim, as he climbed thru the night, "Merry Christmas to all! I have traffic in sight.

HO, HO, HO...

Here's some info from the Quickie Builders' Newsletter on the new ELT regs headed for us...

As you may know, the FAA has announced plans to end satellite monitoring of emergency locator transmitter (ELT) distress signals broadcast over 121.5 MHz and 243 MHz on February 1, 2009. At that time, the only satellite monitoring will be on 406 MHz, so if you're thinking about replacing or installing an ELT, you might do some reading. You can check:  
<http://www.sarsat.noaa.gov/>  
<http://www.aopa.org/members/files/pilot/2005/anp0501.html>

### Rantings from SOB

Okay, I know it's been a while since our last meeting or newsletter, but I've been busy, and not just with music. We almost had a January safety meeting, but something happened that I can't ever remember now. Then we almost had a February meeting tour of Smith's Aerospace, but

they were too busy to host us. Then we almost had a bus tour to Wright-Patt arranged, but I didn't have enough time to book the bus full of 55 people, so we're trying to reschedule that one for later.

Finally, we do have a March meeting, but it's short notice, so read the next section and reply to me quickly.



Please don't try this at home, or anywhere for that matter.

And just for your calendars, after March, we should be back on a second Saturday of each month schedule. In April, we'll be at Rose-Hulman to hear Dr. Keith Baird, the NASA lead flight surgeon on the Apollo 13 Recovery team. He is a great guy and has some fantastic stories. May is our meeting at Sullivan. We hope for really good weather as SIV has been hosting in November and even though we've had some good Nov meeting weather, we think May will be way better. Then June is Shawnee Field in Bloomfield for Mike Wonder's fly in blow out. As you know, we team up with Chapter 650 from Bloomington and with the Indiana RV Air Force. When the weather is nice, we have over 50 aircraft at this one. July is still up for grabs with OSH around the corner, but August, we're back at Casey. Then September is Ernie Winters in the grass again and then October is our annual trek to Aero Plaines. For November, we're thinking Greencastle, but we may move that to July. Just keep reading the web site and newsletter for all the gory details.

Curt DeBaun has been under the weather for a little while with some medical trouble. Send him a card with an airplane picture to help him get better.

Curt DeBaun  
4 Woodsdale Lane  
Terre Haute, IN 47802

## Our Next Meeting...

Is finally a plant tour of Smith's Aerospace. They manufacture all sorts of jet engine and other parts for aircraft and other military vehicles. My wife takes her manufacturing classes there each semester and she says it's a great tour, especially if you like manufacturing processes. Here are the details:

Tuesday, March 14, 2006, 6:00 pm

Meet at the Main entrance at Smith's Aerospace, 333 South 3<sup>rd</sup> Street (the old Tri-Industries/Montgomery Wards building for you old time Hautians.)

To go on this tour, you must make reservations with me, SOB, Bill Foraker. Call me at 877-8219 at work, at 208-4816 on my cell phone, or email me at [bill.foraker@rose-hulman.edu](mailto:bill.foraker@rose-hulman.edu). Without reservations, you can't get in. Maximum people for the tour is 36 people, so we're going to limit reservations to one guest per chapter member, but I will do a waiting list in case we don't fill up. Call fast if you want to go. We'll break up into 3 groups of 12 for the tour and they only have 3 tour guides available, thus the limitation.

**MORE DETAILS – READ THIS:** You must wear long pants and close toed shoes – **NO SHORTS OR SANDALS**, or you won't get in. This is for safety. Also when you call to make your reservations with me, I need to know: your full name, your place of employment, your city and state of residence, and you must confirm you are a US citizen. You must be a US citizen to go through Smith's because of the military contract work. I will have a roster at the tour you must sign before the tour that will have this info listed. Please arrive by 5:50 to get the paperwork done. Call or email me if you have any questions.

Here are a couple extra photos for the email newsletter recipients... This can't be good situations...

