



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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IVY TECH HYPERLINK ROOM: HULMAN FIELD, TERRE HAUTE

My Thanks to Bill Foraker for submitting the following meeting report for April.

“The April meeting was a Wings meeting conducted by HUF ATC personnel Lisa McGlothlin, Jim Kmetz, and Dave Williams. They discussed many topics including TFR’s (specifically Crane and Newport) and other NOTAM’s, regular HUF procedures including pattern work, new HUF procedures for the West T’s and Taxiway F3, military ops at HUF, LAHSO, and many other items. They also answered dozens of questions about HUF procedures and other topics including flight following, when to request what, when it’s okay to do directly to tower, etc. Our hats are off to the controllers for an outstanding and informative job. If you don’t know about the Wings program, ask me (Foraker). I know how it works and can give you the web address for the regulation.

Attending the meeting were 45 pilots based at HUF, 3I3, UMP, OKK, Shawnee Field, SIV, CFJ, 117, 0I2, MQJ, and a few others who didn’t list a home base. Many found out about the meeting through the FAA mailer, Thanks to Lew Owens of the Indy FSDO for coordinating the mailer and providing the Wings information. Also thanks to our hosts, Ivy Tech, who provided the facility for the event.

One interesting note is that if you fly through a TFR area, you will automatically loose your certificate for 6 months. The Newport folks are getting the capability to track flights and they are now calling the HUF facility to ask the info on aircraft they think are flying through their area. Also, Lisa told us Newport and Crane have in place the capability and authority to prevent any aircraft from threatening any of their facilities. I think we’d better pay attention, Also, we found out from Jim Kmetz on Monday, that as we were having our meeting, an aircraft flew through the TRR area at Newport. Let’s all carful out there.”

“The New Hangar”

“Before the meeting, we had 28 Chapter members and guest at the Hangar Restaurant in the main terminal building (formerly George’s) for lunch. Several had flown in and parked right outside the restaurant. The airport personnel are very accommodating about allowing access through the gate by the restaurant which is very convenient for RV, ah, I mean, fly-in pilots. The new management at the restaurant are very appreciative of fly-in traffic as everybody likes to look at

those beautiful RV’s, er, I mean airplanes. Seriously, keep up the patronage of the restaurant so we can have some place to eat on Saturday and Sunday. Actually, the new operator says Sunday’s are typically crowded, so stop in on Saturday’s when you can. Heck, if you’re from HUF, taxi over just so the other patrons can admire your airplane.”

TREASURERS REPORT: by Matt Throckmorton

Dues are still payable to me at a low low \$12 per year. I still have some 2003 calendars for sale. They are going for \$5 now. For the 2004 calendars, please make your reservation with me soon. We are not going to make a bulk order without commitments this year. I’ve reduced the number of calendars each year, and we have still had to eat quite a few of them. And now that the price has gone up on them, the Chapter is taking quite a hit financially. Hopefully the calendar order will go to EAA in August and the calendars should go home with you in September. If (and it’s a big IF) the treasurer gets the order form in a timely fashion.

I would like to announce my retirement as treasurer effective immediately. I’d like someone to take over as soon as possible. Even though positions in the Chapter go on a yearly basis, the treasurer job is year around, and the big part of the job is in the fall, collecting dues for the following year. So now is a good time to start and then be ready to take dues for 2004. We have some 80 active members, and all of their vital stats are in database form on my office computer. Anyone with a computer can take over easily, but it’s not necessary. Many members are paid a year in advance (thank you!). Collecting dues isn’t that difficult. Write a few checks, and make a few deposits at Terre Haute First, and the job is done. Typically the treasurer is the one getting new members to fill out registration and membership forms, too. Easy stuff. Keeper of the crunching numbers and vital statistics of the membership.

The membership roster has been edited, and non-paying members will be deleted from the roster and mailing list. Those of you who do not get next month’s newsletter have not payed, and are being deleted. Thanks to Bill Foraker for trying a last ditch effort to recoup some of the floundering members.

Please let me know if you would like to take over as treasurer. I’m looking forward to participating with you in future Chapter meetings and events. Matt



YOUNG EAGLES REPORT:

I have been working on a YE event for the Marshall, IL 6th grade students. A date has been set for **Saturday 31 May at HUF at 10:00am.** There could be 30 to 50 kids. If allowed we will arrange for visits to the tower. I would like to have six pilots for the event and ground crew. Dave and I will be working on securing the needed number of workers.

MEMBER NEWS:

President Darrel Zeck recently purchased a beautiful Taylorcraft. The bird has had a great owner that took very good care of the plane and it shows it. Congratulations Darrel.



The following pictures are of Chad Williams and Ken Brewers recently completed RV-6A. I understand that Chad has been flying off the time and reports that she fly's great.

Saturday, April 26, saw



several members fly over to Greencastle airport to see the T-6's as they worked on their formation skills and satisfied their FAST requirements. There were 11 T-6's on the ramp, one Comanche, one Tiger, one Bonanza, several Cessna's, and a whole flock of RV's. In all there must have been 25-to 30 planes on the ramp, which pretty much filled it up. The T-6's left around 8:45, just behind a group of RV's. Then the buffet was less crowded and we got to eat. If you've not been to a Saturday morning buffet at Greencastle and seen the new Dixie Chopper FBO, you need to. Members attended (according to SOB's unofficial, incomplete, and inaccurate records) included Dave Thomas, Todd Bottorf, Mike Wonder, Gary Rodgers, Vern Bothwell (both Sr. and Jr.) SOB, Matt Throckmorton, Jordan Brown (with his lovely wife and noisy kid), Jack Kleiss, Chad Williams and others I'm sure Foraker forgot.



Interesting news...Greencastle is starting their own EAA Chapter. They are having their initial membership drive right now. See Vern Bothwell if you're interested. You can call him at IVY Tech during workdays at 877-3616.

Sunday, April 27, was the Annual Chanute/Rantoul Pancake fly-in to benefit the U of Illinois Flight Team. Several of us attended and were treated to a nice museum and fresh pancakes, sausage, and drinks. The museum has about 10 aircraft outside, 25 inside, 3 missile silos that were used for training, and many displays of all the events that occurred at the base from its opening in 1917 until it closed in 1991. We especially liked crawling around the nose section of the B-52 and seeing just how cramped 5 crewmembers could be. When compared to the flight deck of the C-130, the 130 guys have it good. Members who flew over included Jack Kleiss, Gary Rodgers, Mike Wonder, Matt Throckmorton, Darrel Zeck and his young co-pilot, Keith Welsh, SOB, and others I'm sure we missed. Two guests, Chat Chatterji and Michael Nearpass, also flew with us. When we arrived around 9:30, the big ramp was almost full. There must have been 80 or so aircraft already there, so we gotta start going earlier, except that Foraker won't get up any earlier on the weekends. Thanks to Bill for submitting the report as though I wrote it. Wasn't that nice.

UP COMING EVENTS:

10 May The Decatur EAA Chapter 274 will again host a Spring Fly-in Breakfast. This will be the same day as our next meeting which will be on the way to Decatur.

17 May The Casey Airport Boosters would like to thank all of it's supporters throughout the years who have helped the Casey Municipal Airport grow. Many have watched their progress this past year as the new facility was built. In November, Sky's the Limit moved their FBO into the new building. A large, well appointed lobby serves as a welcome to the community for those who arrive by air. An open house is planned for 17 May. And.....there will be free food for those flying in. Yum...Yum



1 June The Olney Area Pilots Assoc. invites you to their Spring Fly-in Breakfast to be held at the Olney-Noble Airport (OLY) on Sunday. Serving begins at 8 am. The menu will include pancakes, sausage, biscuits and gravy, doughnuts, orange juice, soft drinks and coffee.

There are a couple of good T shirt sites on the web full of airplanes and of patriotic interest. They are www.airplanetshirts.com and www.choiceshirts.com. The choice shirt site is also great for pet lovers. I got my wife one of the Pomeranian and it was worth the money. Excellent detail.

CHAPTER BUSINESS:

EAA 83 Members Get To Fly Hulman Jets...

Well, not quite fly, but sit in the powered-up glass cockpit and make jet noises we did. About 35 chapter members and guests were treated to a really terrific experience on Saturday, April 19, at the Hulman & Company hangar at HUF. Jeff Campbell and Randy Kuhn, two of the Hulman & Company pilots, and Brian Sherwood, their chief mechanic, opened the Hulman hangar and their aircraft to us. We got to see up close and personal, the Hulman Challenger 604 and their brand new Lear 45. We were allowed to go in the aircraft, sit in the cockpit, and do everything but drink the beer and use the loo. They also answered hundreds of questions and provided a very informative presentation about flight planning for, flying, and maintaining the jets.

In addition to opening the cabins for us, Brian had opened engine and fuselage panels and exposed parts of the aircraft that pilots don't usually want to see. If you missed this one, you really missed one. Talks are underway for a repeat performance next year, but to get that going, we have to take Randy, Jeff, and Brian flying with us to some of our fly-outs. Bussard's and Shawnee would be good ones to help influence their opinions of us as responsible and/or interesting pilots. So if you have room, call them at 877-9668 and invite them along sometime. Also, give them our thanks for a great event.

NEXT MEETING:

I know you think the next meeting will be at Clinton like it has for over 100 years, but alas, not this year. After a long history of wonderful hospitality, the guys at Clinton cannot host our meeting this year, so we have to move. The airport is under new ownership and under a new insurance carrier who is very interested in the usage of the asset is has in the airport. For now activities such as ours are being discouraged, however, after talking to John Roehm the feeling is that this is only temporary and hopefully we can return next year. Now for the good news...

Don Bussart and his lovely wife Kako have agreed to host our meeting at their very nice grass strip in Kansas, Illinois. Our chapter has been there before and if you went, you know what a treat you're in for. Don has many historic aircraft and you won't believe your eyes when you see them. You don't want to miss this one.

We don't want to burden Don with preparing a meal for all of us, so we're planning brunch at MTO at 10:30 am. Then on to Don's for a noon meeting. Bring your lawn chair and prepare to have your picture taken. Don keeps an album of all aircraft and pilots who have landed there.

For those that have never been to Don's, he is retired and has ten antique / classic aircraft. Don's former employers include the likes of General Clair Chennault and the CIA. He also participated in the Bendix Air Races and has flown EVERYTHING from the J2 Cub to Boeing 727's. Don, never having been IN the military (but has flown many missions for the US Govt...wink wink) was recently awarded the Distinguished Flying Cross, as well as citations from the Director of the CIA and the President. SO....even if it rains, there's a lot to see and learn.

Don's strip is not on the sectional so here's the scoop. Lat - N39.34.45, Lon - W87.50.55. Elevation is 707. The 18/36 strip is 2,600 of smooth grass but the threshold for 36 is displaced. His house and aircraft parking are at the southeast end of the strip. Use 123.0 as a CTAF. For wind under 5 knots, use 18 for landings and 36 for departures. Windsock is on the hangars. Avoid flying west of the strip so make all traffic to the east.

If you don't have GPS, Don's strip is in Dudley, IL about 1 mile to the North of Rt 16 which runs WSW out of Paris. The RR tracks (no longer in use or physically there, but the trail is visible) and Rt 16 should get you there. Dudley is the only tiny town directly between and Paris and Kansas. There are a couple of web sites for your viewing which can help: <http://www.airnav.com/airport/IS13> and <http://teraserver.microsoft.com/image.aspx?t=1&s=14&x=133&y=1368&z=16&w=1> Just fly the RR siding at 2500 ft. and look for the airplanes. This will be big fun.

My thanks to Foraker, Zeck, and Throckmorton for their contribution to this months newsletter.

Fair Sky's
Keith

