



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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May, 2007

A Note from Your Favorite SOB - It has been 3 months since our last newsletter. The fault is mine – Not Keith's nor Jeff's nor anyone else's. I have just been too busy with work and a major remodel on our house that required us to move to a rental (a very nice rental – in fact, Kelvin Roots is my landlord, and a very good land baron at that). Now that the flying season is here, I'll try to do better and get back to our monthly schedule, as I know you are all in rapt anticipation of your monthly edition... With that said, I did just get a new boss at work and we'll be moving again/back in June, so if you want to help me with the newsletter or take it over, just let me know.

In any case, this one is a little long, but I hope you enjoy it.

From Your President - Keith Welsh

It's been awhile since we visited. With being gone a few weeks in Feb. and seeing one weekend after another go by with little or no flying opportunities and being very busy, and add to that SOB in the middle of a home reconstruction and living in another through summer and having a very busy winter at his work, it's been any wonder a newsletter has not gone out. It's just been one of those winters. We're hoping with the return to spring and good flying weather we can begin to return to normal.

The last newsletter went out early due to the USAF Museum trip and I didn't get to say it then. My new year's resolution is the same as it's been for the past several years, fly more this year. We'll see... again?

The USAF Museum trip was lots of fun. Our thanks to the Terre Haute Ultralight club for inviting us as several of us from Chapter 83 were able to make the trip. With the sheer size of the museum these days, it's very difficult to really take it in as one would like. Our Treasurer informed us that there is an airport about 3 miles away from the museum. Being that Dayton isn't

all that far, don't be surprised if you read about a return flyout trip to the museum during the summer. With it about an hour or so flight in a 172 and the long summer days, we could be there at opening and leave at closing and still fly in daylight hours. Now that's what I call doable.

On Jan 21st your officers finally gave up trying to flying somewhere for our officers planning meeting, due to week after week bad weather, and met at the HUF airport restaurant for a chapter planning meeting. Starting in May we plan to have meetings at airports or airstrips through November with a few flyouts in between including the USAF museum, The Air Zoo in Kalamazoo, MI, and French Lick. All 3 are an easy day trip and have been done before.

That about does it for me. Sorry it's been so long but life happens from time to time. I look forward to seeing you all at the May meeting. I think we have a good calendar planned for your enjoyment and hope that you will be a part of it. I'm looking forward to the New Year and look forward to seeing you all.

Happy flying,
Keith

Officer Profile - Ted Black, Vice President

I started taking flying lessons in 1991 at SIV, with no knowledge of aviation whatsoever. I was hooked from the start!

The lessons and my private pilot license led me to buying a 1948 C-120 in 4/96 which I fly to this day. I had NO tailwheel experience but it looked clean and was in my price range, (by the way not really the best way to airplane shop) but it all worked out. I just needed to be hard headed and determined to make it work.



Ted's Baby

Over the years I have accumulated around 840 flight hours in my 120 with over 400 hours being cross country time. We have traveled North to Oshkosh (not during AirVenture) several times to Fond du Lac. East to Rainelle, West Virginia (grass strip on top of hill way cool), south as far as Florida, and west as far as Rogers, Arkansas, and many points in between. My 120 is not very fast and doesn't carry much cargo but the view is incredible.

As you can tell, I have a very supportive wife Barbara, who, with enough bribes, has joined me on a few trips. My daughters Heather now 20 and Jessica 24 grew up flying with Dad. I feel very fortunate to have been able to share this experience with them.

I have spent the last 30+ years in the foreign car industry. Started out working for Shanks Motors in 1976-1997, the vast majority of which was spent with Mercedes Benz, Porsche, and Audi. Now I am at Dorsett's Mitsubishi. I have several hobbies - I ride a Harley and I've been working on a boat lately but can't talk about that, cause you'll change my name to Leroy". (ask Keith for the rest of the story)

I feel that groups like the EAA and AOPA are very important to the survival of general aviation. I have been a member of our EAA association since 2/1995. I have met many very interesting people,

friends and mentors during this period, many of which have helped me greatly in keeping my bird in the air, from parts to advice, and I appreciate them immensely. And I hope I have the opportunity to return the favor to other members in the future, to me that is the spirit of the EAA."

Ted Black
N2132V

The Last Meeting - Bill Foraker

Our last meeting was our trip the the Museum of the US Air Force at Wright-Patterson AFB. We had a great time, but not many Chapter members went. The museum continues to improve and this time some of us even took time to go to an IMAX movie. I actually think SOB's feet were tired... This is a trip that we'll probably do every 2 years or so, so if you missed it, just hang on. Sorry if you missed this one, but don't miss the next one.

From Your Treasurer – John Watler

Dues are due. Send your \$12 to me please.

John Watler
2632 Farrington Street
Terre Haute, IN 47803

SOB will print a list of paid members in a subsequent newsletter, and after that we'll delete the delinquent... And you don't want to be on that list.

Also, I provided an accounting of expenses for the past 2 years to your officers. We are spending more than we take in, but with the B-17 visit income, we'll be fine for a few years. There is talk of trying to host the Ford TriMotor, so maybe we can get another shot of income to keep our dues low. Anyone is welcome to see that report if you like.

Young Eagles Report – Adam Springmeyer

Hard to believe that the Young Eagle Program will be 15 years old on July 30th, and that we are approaching 1.3 million by this summer alone, and could see 1.5 million by the end of the year. With this great program some new rules have been placed and everyone I hope will take note of. First is that a new set of FARs apply to our program. The FAA has specifically mentioned us in 14 CFR 91.146 and 14 CFR 91.147.

These rules are discussing the new Air Tour rules. From what I have read and heard from the Executive Director, the EAA is exempt from

these new rules as long as there is no reimbursement for any YE flight expenses. If there is any money paid or reimbursed, then the flight falls under the new air tour rules. You should check them out or ask SOB if you have questions. He's checked into it in detail.

There are a couple of changes that we do have to respect. First, it is no longer the responsibility of the Young Eagle Coordinator to insure that a pilot is allowed to fly - the pilot must know the rules and abide by them. Secondly we are now limited to carrying only 3 Young Eagles. If you have any questions about YE requirements, here they are:

- All participating pilots must hold an Appropriate Airmen's Certificate (Sport Pilot or greater)
- Pilots must possess a current Medical Certificate (if applicable)
- Pilots must be current EAA National Members
- Pilots must be current to carry passengers in the aircraft the plan to use.
- Pilots must have a current Flight Review
- Aircraft Passenger Liability Insurance is required for the aircraft used (owned, rental or borrowed)
- The Young Eagles registration form must be completed before the flight including parent or guardian signature.
- The aircraft used for the flight must be in airworthy condition.
- Flights must adhere to all applicable Federal Air Rules (FARs)

Recent Sightings – Member News

Michael King passed his Private Pilot Check ride in April. Congratulations and welcome to the pilots' lounge, Michael. WooHoo!

Michael Nearpass is scheduled to have his Private Pilot Check ride early in May. Good luck, but SOB says he's a shoo in...

More on both these guys in the coming newsletters.

Matt Throckmorton's former Super Decathlon has a new home in Arkansas. A club of pro pilots banded together and bought N716AC. Matt is now going to have to beg rides while he finishes his Rocket.

More from Matt on his F1Rocket EVO: Now that I have some hangar space, I've started prepping the wings for installation. Sometime this summer I should be ready to take the fuselage out

of my basement and head for the airport for final assembly. BTW, my F1 Rocket is officially registered as N540MT. The paperwork went through the FAA on the first try and it only took 3 weeks. I was pleasantly surprised. Over the next couple months, you'll find me more and more at HUF west T hangar 11 working on the wings. Then throughout the summer you will probably see me there regularly getting the plane ready for engine start and taxi testing. Hopefully by the end of the summer I'll be ready for inspection and first flight. I probably won't be ready by OSH (in fact I probably won't go at all), but there does seem to be light at the end of this long tunnel.



Two of these three are now gone from HUF!

From Dale Barkley:

My Skyranger passed the airworthiness inspection today and is almost an airplane now. I have a 5 hour, 25 mile radius limitation to fly off before it is free to go any place I want. This is not bad as the few hours I had as "fat ultralight" kept it from being 25 hours of flight restrictions. I was really glad to get this done before planting time. My inspector was Tommy Georges of Edinburgh, IL, just south of Springfield. Would most definitely recommend him if anyone needs a DAR later this year. He was thorough but fair. Now I just need some time to get in the air and make a living at the same time.

From Bob J., an Indy RV guy, on the Sun n Fun Crash:

The Wheeler Express that crashed was next in line behind me when I landed on Monday. Huge fireball. It was a weird feeling of despair knowing that the folks right behind me just died. The

traffic was light, but the controllers seemed like they were in a real hurry; at that point there was at least 3/4 mile spacing between aircraft. There were three different controllers on the tower frequency from the time I passed over the power plant to the time I landed, which couldn't have been longer than ten minutes. I think it's pretty obvious that the pilot forgot to fly the aircraft and maybe got overwhelmed by the excitement of the tower controllers.

Interesting stuff about Bob Holmes

While on the bus trip to Wright-Patt, Bob asked me if I wanted to see his first log book and I said sure. Well, the more I read, the more amazed I was. As it turns out, during WWII, Bob was current in every single that the Marines flew. His log book is fascinating and he says all the fun starts in the next book when he left the Marines, joined the Air Force, and started flying P-51's. While that may be so, following is a list of the aircraft in his USMC log book from 1943 to 1946:

N2S, (several models) Navy Version of the PT-17 Stearman Kaydet
SNV – BT-13, The Vibrating Vultee
SNJ, (several models) Navy Version AT-6
F4F, The Grumman Wildcat
FM-1, FM-2, also Wildcats
F4U, The Corsair
FG-1, the Corsair built by Goodyear
F3A, The Brewster Corsair
SBD (several models), Douglas Dauntless Dive Bomber
SB2C, Curtiss Dive Bomber
NE-1 and the AE-1, Navy versions of the Piper Cub
SBW, The Helldiver
SNB, The AT-11, C-45 built by Beechcraft
TBM, Torpedo Bomber
PBY, the Consolidated Catalina flying boat
R4D-1, the Navy version of the C-47/DC-3



Is that an impressive list or WHAT? Bob, you da Man!!!

Chapter Business

The Casey Airport is seeking renewals from the members of the Casey Airport Boosters, of which Chapter 83 is a member. The annual dues are \$20. We will again be asking for chapter approval at the next meeting so Treasurer John can forward a check. Also sometime in the early spring they will be receiving a new porous coat of asphalt and new striping on the runway. The porous coat will aid in stopping on wet surfaces by whisking the water away faster and improve drying time. Casey will look like a new airport when done. Other happenings are that Sandy and Howie have been replacing all the doors on the T-hangars and Chris White replaces Cleone Markwell as the airport manager. Cleone, who we all know, has served in that capacity for many years and the airport they have today is a testament to his leadership and hard work. Several of us know Chris and wish him well in his new position. And finally they have a new flight instructor pilot who is able to teach not only primary students but instrument students as well. As of the middle February he had four students.

ATIS (Communications)

Local rumors have it that the Clinton Airport is about to be donated to the County and operated as a public airport. This will allow for the attraction of Federal Funds and the big plan is to add a 5,000 runway west of the present runway and make the present runway a taxiway. Also T hangars may be coming and other improvements. If you all know anything about this, let SOB know...

Local Notams (Upcoming Events)

Saturday, May 19, 10 to 3, Sporty's Fly in at Clermont County Airport, I69, in Ohio. This is their annual big event with lots of vendors and other stuff. For more info, go to: <http://www.sportys.com/flyin/>

The Annual Spring Fly-in and breakfast on Sunday, June 3rd from 8:00am - 12 noon at the Olney-Noble Airport (OLY). OLY is approx. 60 miles from Terre Haute and is a very nice fly-out. The event is co-sponsored by the Olney Area Pilots Assoc. and EAA Chapter 1304. This is an all you can eat breakfast with airplane shaped pancakes and a few cloud shaped ones for our IFR friends.

From Dick Gaynor EAA 729 Columbus, INDIANA
The EAA Ford Tri-Motor will visit Columbus BAK on June 11th thru 13th, 2007. Number 146 of 199

built was one of the two planes which started Eastern Airlines... and is a pure joy to fly. We'll be doing rides from later Monday (11th) thru late evening on Wednesday (13th). To register for a ride, you can call 1-800-843-3612 or via the internet at: <http://www.flytheford.com/>



Our Next Meeting...

Will be on Saturday, May 19, at SIV, Sullivan County Airport at Noon, Indiana Time. We're going to meet in the main FBO building and Ted will have chairs for us. We're working on a speaker, but don't have the details worked out as yet. But since we haven't met in 4 months, we should have some great member news and updates to share!

Since we won't have a meal at the meeting, we're going to MTO at 10:30 Indiana Time for breakfast before the meeting. That will be 9:30 Illinois time so we shouldn't have much trouble with a big crowd. We'll eat and then head to SIV for the meeting.

Just for Fun...



Flying is going to the dogs...



I don't need no stinkin' instrument rating. What I need is a Tora, Tora, Tora headband...



Flying with SOB! "Nuff said..."



To make schedule, Airbus makes some cuts

Additional notes for your calendar:

May 18 – 20, KEZI Kewanee Municipal Airport Kewanee, Illinois, USA

Midwest Aeronca Festival, 5th annual Aeronca festival/convention. Flying contest, seminars, breakfast hog roast and entertainment.

June 3, OLY Olney-Noble Airport Olney-Noble, Illinois, USA, 8:00 AM - 11:00 AM

EAA Chapter 1304 Fly-in/Drive-in Breakfast, Serving Pancakes, Sausage, Biscuits, & Gravy, Juice & Coffee

June 3, I22 Randolph County Airport Winchester, Indiana, USA, 6:00 AM - 12:00 PM

Fly-In Breakfast, 57TH ANNUAL FLY-IN BREAKFAST. EGGS SAUSAGE TOAST - \$6 ADULTS

June 10, 64I Lee Bottom Airport Hanover, Indiana, USA

1:00 PM - 3:00 PM, Sinful Sundays

In 2007, Lee Bottom Flying Field will once again feature 'SINFUL SUNDAYS'. Scheduled for the 2nd Sunday of every month (no rain date) during the months of June, July, and August. Join us for a 'sinful' dessert. There might be Hot Fudge Sundaes, Shakes, Sodas, or whatever else strikes our fancy. These events are very relaxed in nature and intended to give you a place to go for a Sunday afternoon flight. We've also found that if you mention ICE CREAM, it is usually easy to entice someone else to go with you. This is only being held once per month so that you can justify a treat to yourself for being good the rest of the month.

June 16 & 17, KVPZ Porter County Municipal Airport Valparaiso, Indiana, USA

Father's Day Weekend

Book dad a ride for Father's Day weekend aboard a vintage warbird aircraft. To insure that your ride can be scheduled on the weekend of June 16-17, schedule your ride now by calling 219-548-3123. Aircraft giving rides include a 1941 Boeing Stearman, a 1952 AT-6G Texan, a 1957 T-34 Mentor, a 1943 L-2 Grasshopper, and a A-37A Dragonfly. There will be photo opportunities, children activities and free parking. Indiana Aviation Museum has been invited to participate with the local EAA members in their pancake breakfast on June 17 (Father's Day). We will invite visiting warbirds. The day will begin at 7:00a.m. with pancakes. Admission: \$5.00 Adults, Seniors and Veterans \$4.00, kids under 12 free No admission for those who purchased Dad a ride Parking at the museum.

July 23 – 29, EAA AirVenture 2007

Sept 1, KMZZ Marion Municipal Airport Marion, Indiana, USA

Fly/In Cruise/In, 7:00 AM - 2:00 PM

The action starts early at 7:00 am and runs until 2:00 pm. This annual event features antique, classic, homebuilt, ultralight and warbird aircraft as well as vintage cars, trucks, motorcycles, and tractors. An all-you-can-eat Pancake Breakfast is served, with all proceeds going to the local Marion High School Marching Band.

Sept 15 & 16, The 2997 Terre Haute Air Fair

Sept 29, 64I Lee Bottom Airport Hanover, Indiana, USA

Wood, Fabric, & Tailwheels Fly-In, 9:00 AM - 5:00 PM

You've read about it in Air Classics, AOPA, Aeroplane and watched it on Sport Pilot TV. Why not add the 2007 Wood, Fabric, & Tailwheels Fly-In to your calendar? Lee Bottom Flying Field(64I) is home to the regions favorite antique & classic fly-in. Called Wood, Fabric, & Tailwheels, the name says it all. With models like Great Lakes, Swallow, Stearman, Tiger Moth, and Spartan Executive the line up is sure to please every enthusiast. Intended to be a relaxed event for pilots, the gathering filled a void that your typical county airport fly-in could not. Beautiful scenery and great planes mixed to create something special. Hope to see you at this year's event!



Harold Plunkett in the Radio Room of the B-17, Fuddy Duddy at HUF



Yaking around at Lee Bottom...