



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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From Your President - Keith Welsh

Hello everyone. The meeting at Aero Plaines happened on a very nice day. The sun was bright and the winds light. Four of those attending flew in for the meeting. They were Floyd Haumesser, Gary DeBaun, Matt Throckmorton and Bob Holmes. There were twenty three who signed the attendance sheet.



The Flightline at Aero Plaines

After the introductions and reports there were a few items of business conducted. Most already knew of the death of Chuck Rubeck in September from his battle with leukemia, the B-17 Fuddy Duddy results from it's two and a half day visit to Terre Haute which were good for the most part, the Honey Creek middle school Young Eagles rally which was that morning at HUF, the new 2006 EAA calendars and the election of your Chapter officers for 2006 which was without much fanfare. Those unanimous ballots can be a little lack luster.

Also among the guests was a special someone whom we haven't seen for quite some time. That

was Drina Welch Able. She has lived in the Destin, FL area for a number of years after moving there from Terre Haute. During the late 70's and early 80's, she hosted several meetings at her home on S. Center St. She and her son Alan are the owners of the Sunshine House Publishing Co. which is still in Destin and specializes in aviation books, both published books and books they have published. Drina has also published several type club magazines over the years namely the Stinson club, the WACO club and for the Natl. Aeronca Assoc. during its early days. Several of us have gotten their flyers for a number of years. She comes from an aviation background whose brother Orin Welch was a well known aviator in the early days during the golden age of aviation. The Ables are a prominent family in Terre Haute and we certainly welcome her back which I understand is permanent. I expect we'll be hearing more from her rich aviation history in the coming months.



Floyd and Tony yammering about something aviation related – probably Floyd's airplane...

Our hosts the Jones', Peterson's, and Atlogic's really did a great job hosting us. Thanks a bunch!! Jim & Kathy Gibson sent their regards as they were unable to come up from Florida as planned. They were about to get started heading back when the hurricane Wilma warnings came in for their area. They had windows to board up among other things in preparation for the storm. We hope to see them next year.

Keep flying,
Keith

The Last Meeting - Bill Foraker

Yeah, right. Keith already did that! But he didn't say that the food was OUTSTANDING! I got there last because of some last minute Young Beagles (flying pups), but I still got a serious gut full of great vittles. My thanks to the chefs.

From Your Treasurer – John Watler

It's time to order your 2006 EAA calendars. Keith says that they are larger and even better this year, but the price has gone up a little. At our purchase volume, they will be \$8.50, but the chapter has decided that dues and a calendar is still \$20.00 if you pay for them together. We will send in the calendar order right after the Sullivan meeting, so if you want one, let Keith or me know right away.

Other than that, the bills are paid and I've deposited the nice check from EAA for our work hosting Fuddy Duddy. Our work paid off too, as with that nice check, we can keep our dues at \$12.00 for another year.

Young Eagles Report

Young Eagle Rally for Honey Creek Middle School
Saturday, October 22



Larry Wheelock with some Young Eagles

Joyce Striclyn (Garland's daughter) organized her annual YE rally and it was a big hit. Pilots Jim Fisher (10), Jerry Badger (11), Darrel Zeck (3), Larry Wheelock (9), Adam Springmeyer (8), and SOB (13) flew 54 Young Eagles (and a few parents) on a beautiful fall morning. Of the kids Larry flew, 8 of them had never been in an airplane before. He said they all had a great time.

The weather forecast was for low clouds and scattered rain showers, but none of that occurred. We started the day with blue sky and sun and finished with some winds and cloud cover, but the event went very well.



Jerry Badger briefs some hopeful flyers

Thanks to Joyce, the pilots, and the parents for allowing 54 kids to have a great introduction to aviation. SOB has a great story about a brother and sister you should ask him. I'm sure each of the pilots has a story or two about how the day went.

Web Report – Jeff Tucker

The web site just keeps getting better and better. Check out the new pictures from the Air Force Museum at Rantoul and our fly out to Frasca Field for Rudy's annual taildragger fly in. And always check for news and info on the next meeting.

Recent Sighting – Member News

Jerry Badger has bought a new airplane. Well actually it's a '68 Mooney, but it's new to him. Here is his report:

At last I own my own airplane! It's a 1986 Mooney 252 with 210 turbo charged little ponies under the hood (err..., I mean cowling). The air speed is about 175 kts at low altitudes (3000 to 5000 ft.) and goes up to about 190 kts at 15000 to 16000 ft. If you are foolish enough to take it up to its

certified ceiling of 28,000 feet, it will zip along at 219 kts. (For you nonflying types, that's 252 miles per hour - hence the "252" name.) All this on about 13 gallons of fuel per hour. What more could a guy want! (Actually, there is one other thing; but more on that later.)

I went to St. Louis Thursday evening. I spent Friday with the A&P/IA mechanics who inspected "everything" on my target plane. They found only three small problems. (Two hoses chaffed, one piece of equipment was out of date for its recertification.) I've never been around one so disassembled before. I got to look in all the inspection panels, see where all the control linkages run, and do an "emergency" gear extension while it was up on the jack stands.

These problems will be corrected Monday and they will take pull one of the Garmin GPS units and send it back to have the new Terrain Awareness Feature added. They have a special low price right now. The unit will be back on Wednesday.

It looks like the weather will be good on Wednesday. So a flight instructor will fly the plane to Terre Haute, spend a couple of hours with me to be sure I know "everything" about the plane, and then I will take him back to St. Louis. And get the updated Garmin put in then also.

I was able to rent one of the new T hangers at Hulman. So I'll have a nice place to put it.

Wow! I can hardly wait to start going out for those \$100 hamburgers!

Congratulations, Jerry. We want pictures for the next newsletter...

Chapter Business

Adam Springmeyer is a new member of EAA and Chapter 83. You may note that he was one of our YE pilots for the Honey Creek rally. Adam is an ISU student from Batesville, Indiana. He is majoring in Professional Pilot & Aerospace Administration and in his 220 hours has his Private Certificate and Instrument Rating. His goals include Commercial, Multi-Engine Instrument, CFI, CFII, and MEI certificates and ratings. He would like to work either for a cargo company or as a corporate pilot. Adam is very active in Civil Air Patrol where he is a 1st Lt. and Aerospace Education Officer. He is 1 of 5 CAP Mission Flight Line Supervisors for the state of Indiana. Welcome to Adam... We'll make an old bird out of him.



Adam with some Young BEagles...

Local Notams (Upcoming Events)

With the weather getting iffy, just watch your email for fly-outs. If you want to be on the fly out email list, send a message to bill.foraker@rose-hulman.edu and tell SOB to add you to the list.

And mark your calendar for the Christmas party on Saturday, December 3rd. Details in the next newsletter and on our great web site.

Our Next Meeting...

Hope for good weather for Saturday, November 12, at NOON, when we'll meet at the beautifully resurfaced Sullivan County Airport, SIV. Fly or drive 21.2 NM SW of HUF and you'll find a new runway (mostly) and a great meeting. We'll meet in Dennis Meng's hangar, and if you've not seen it, that's worth the trip. It's the southernmost hangar on the ramp on the west side. You'll see the aircraft.

If you're driving, get on 41 to (the North side of) Sullivan until you see the sign for the airport. You'll turn west at CR200/West Frakes Drive and go about 1 mile to the T and turn left. The airport is on your right. Dennis, Ted Black, Reed Usrey, and Bob McCammon are our hosts and the food is always great. Bring a side dish or dessert if you can, but come anyway if you can't. This has been one of our best meetings year in and out...



Matt departing Aero Plaines. He wasn't upside down, but the photographer (Keith) was.

From Pete Peterson... On Charles Rubeck

I met Charlie at the 1st or 2nd meeting Garland held when he trying to reactivate EAA Chapter 83. At that meeting Charlie said, "I'm not a pilot, but I'm a carpenter and I'm going to learn to fly and build a wooden airplane." I had a set of plans of the Pietenpol Air Camper and offered them to Charlie to study and decide if that design fit his needs.

Charlie joined the chapter and attended meetings regularly. In the next few years, he got his private certificate at the grass strip near Gosport, and he built a Pietenpol. He also became a fixture at the gathering of Pietenpol builders at Brodhead, Wisconsin.

Charlie flew the Piet to many chapter 83 fly-ins in the last half of the 1970's, including trips to HUF for the air show chapter 83 co-sponsored in 1976 & 1977. The Piet was wrecked when he spun in from pattern altitude at Lincoln trails Park in October of 1978. I believe it was a wind shear type of incident and Charlie had only minor injuries. In a couple of years, the Piet was rebuilt and back in the air. He flew it to Brodhead several times and a few times to Oshkosh. I don't know how many years he flew the Piet, but eventually it reached the point that it needed extensive refurbishing he never found time for. So it was disassembled and finally sold.

While he was flying and after his Piet was retired, Charlie became well known in the Pietenpol world as the builder of quality wing ribs. Each year, he would take 4 or 5 sets to Brodhead and to Sun-N-Fun. He told me recently that he thought he had sold at least 100 sets of Pietenpol ribs in the US and Canada. In the last few years, several antique builders he had met at Brodhead asked him to build ribs for their projects. Those I know about include a Waco ASO project in Ohio and Dick Weeden's Rearwin Speedster at Brodhead. In July, he delivered sets of ribs for 4 Curtis Wright Junior projects (2 at Brodhead, 1 in Kansas, and 1 in Oregon).

So for years to come, a significant number of homebuilders and antiquers will be carried aloft by wing ribs built by a quiet man from Spencer, Indiana, our friend, Charles Rubeck.

Curt departing Aero Plaines...

After this, he did a high speed pass, sort of...



Bob doing his fly by in the Colt after departing...