



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 again everyone.
As most know, since it seemed that everyone was there, the Casey meeting was again a GREAT one complete with a really good weather day. Bill will have the plane and people count but I can tell you that the ramp was full with about a half dozen planes parked in the grass. I'm told the food was it's the usual best. However, since ole Bill just had to treat Web Master Jeff to his first breakfast at Decatur which, made us late for the meeting, I was only hungry enough for a few chocolate chip cookies and yes they were good too. The Markwells and Sandy & Howie can't be thanked enough for their hospitality. The Casey Airport makes for a fine meeting place, we're glad to have them.

The highlight of the meeting was the presentation of awards to Jeff Tucker who, in his first year as Chapter Web Wizard, won the EAA Web Editor of the Year Award at AirVenture for his outstanding work on the Chapter 83 web site. Since Jeff was unable to attend OSH this year, Foraker accepted for him; however, for the Chapter Presentation, Tom Poberezny sent down a signed AirVenture program and a very nice letter was also sent down by Robert Warner, the executive Vice President of the EAA.

Not wanting our appreciation to go unnoticed, the Chapter presented Jeff with a very nice shirt embroidered with his recognition. Our congratulations to Jeff for a job well done.

Later you will learn of another activity hosted by the Chapter you will want to be a part of - a bus trip to the USAF museum.



Jeff (in his new Chapter 83 hat) with his awards

Darrel Zeck, our Young Eagle Coordinator, has a rally planned at HUF for Honey Creek Jr Hi students. As you see, there's plenty to do along with the weekend flying options Bill will have listed as well.

We will meet next at the Winter's airpark near Monrovia, IN. Lookin' forward to seeing ya'll then.

Keep 'em Flyin',

Keith

The Last Meeting - Bill Foraker

Well, this year Casey was anything but lazy. The weather was great and planes were everywhere—on the ramp, in the grass and even in the air. Cleone, Eleanor, Cleone's Sister, Sandy, and Howie did a great job of hosting a great meeting. It could only have been better if SOB had been on time...

Anyway, most everybody ate around noon and the meeting happened about noon-thirty. As usual, the food was great and the company was even better.



Here's the ramp at Casey. Actually the cloud cover looks worse than it was. It was a great day for flying.

We had 43 members and guests in attendance and there were 24 transient aircraft on the ramp and ramp area. Of those, 20 were Chapter 83 aircraft.

One highlight of the meeting was Sandy's flybuddy ride with Mike Wonder in his RV-6 with the new high compression pistons. She was smiling when they left, but looked a little green upon return. Maybe she was just sad that her ride ended...



Sandy taxiing out for her FlyBuddy ride with Mike.

Mike Wonder told us of an interesting meeting he had at Oshkosh. Seems he found himself sitting across the table from a fellow from EAA Chapter 2, so he asked about where his chapter was located. The gentleman seemed a little confused about Mike's question, and after they talked some, Mike came to realize that this gentleman, Carl Schultz, was EAA MEMBER #2. He was Paul's buddy and signed up second. Mike reported that he had a nice conversation with this man rooted in the history of the EAA.

Jack Kleiss reported that Michael Nearpass has been flying with him and receiving flight instruction. Michael is having a great time and Jack says he's picking things up very quickly. Ah, to be young again...

Curt DeBaun announced, after Betty reminded him, that he is having his 80th birthday party at the restaurant at HUF at 3 pm on Sunday, October 10, 2004. Y'all are invited...

From Your Treasurer – John Watler

Your treasury is solvent and we still have money in the bank. Most of the bills are paid and we're getting ready for the trip to the Air Force Museum. But don't pay me for that trip. Get your money to Foraker and we'll see if he can keep it all straight.

Also, I have Chapter 83 stickers and patches for sale.

Young Eagles Report – Darrel Zeck

Saturday, October 16, is the scheduled date for the Chapter 83 Young Eagle Rally for the students of Honey Creek Junior High. As you know, this is requested and arranged at the school by Joyce Strickland, Garland's daughter. We hope to have another good turnout this year, so bring you plane and fly some kids or just help with the ground crew. All your assistance is appreciated.

Also, at OSH I had two personal meetings with our new YE coordinator, Harrison Ford. I'll report on them in next month's newsletter.

Web Report – Jeff Tucker

To go along with the great chapter golf shirts we now have, I have hats and T shirts to sell. Just let me know if you'd like one. The hats and shirts are white with the EAA Chapter 83 logo on them.



I also have Chapter 83 license plates for sale. The hats, T shirts and license plates are all \$10 each.

You may have noticed the info box link on the home page for the trip to the Air Force Museum. Just click on that box to get all of the latest info on the trip.

Don't miss the new pictures on the web site—especially the ones of the Casey meeting and of some of the Hurricane Charlie damage.

New web site features I am working on are the member area, and the swap meet page. I hope to have the swap meet page ready by the end of September, and the member area finished by December.

Recent Sightings – Member News

Rusty Bogue has many of the test hours flown off his "new" Sonerai. So far, very good.

Matt and Bruce had an interesting flight into OSH. Here is Matt's report:

Bruce Dallman and I flew to Oshkosh on the Wednesday after AirVenture opened. Our first stop was Morris, Illinois. They have relatively cheap gas and a great little restaurant on the field. I'd highly recommend C09 for a stop anytime you're SW of Chicago.

We tried to go slow, but ended up getting to "the Dells" before the grounds opened after the air show. So we did lazy circles in the sky around a lake SE of Ripon. There were already some 30+ planes in a hold around the town, and based on radio traffic, many were in the area waiting to go in. We decided to wait. It was a beautiful afternoon for flying, and being in a loose formation with Bruce's red and white Citabria 7ECA was a lot of fun. I have to admit that it started getting a little boring toward the end of the flight, and I worked hard to resist the temptation to go upside down in my Super Decathlon.



Matt in his Super D...

The word from Fisk approach control was that they were expecting mass exodus from the show, and that it would be some time before they would allow any planes even to begin holds at Rush lake. So Bruce and I continued our lazy path. I tried to do slow flight, but I either had to fly with a very nose high attitude and the stall warning going off, or stay just above the red restrictive arc on the tach. I found going too slow, my oil temps were too high, so we were running around at about 85+/- knots.

Finally, the word came that planes were to begin a hold at Rush lake, in order for controllers on the ground to peel planes off to land. We didn't want to get in right at the start for fear of a Charlie Foxtrot, and we continued our slow turn back to a northerly course and headed toward Ripon.

At Ripon there was a string of planes in about a 7 mile arc, coming in from the northwest. I thought by the

time we got there, all planes would be turning along the tracks from directly over the city and water towers. I was wrong. The line was way south to way out northwest of town. Consequently, when I got close to town, I found myself the flight lead and head on into a stream of piston aircraft where I did not expect them. I'm sure I more than raised a few eyebrows. I turned west to avoid the stream of planes and try to find a gap for Bruce and I to fall into place. We kept going, and going, and going west.

Finally, a break came and we got into the flow. I was hoping Bruce was still behind me, because I hadn't seen him since about 10 miles earlier. I turned toward Ripon with the flow and started looking for the tracks. We were nowhere near over the tracks. This gaggle wasn't following the notamed instructions at all. I could understand that, because there were just too many planes to make the "pattern" that tight. The controller at Fisk must have been a rookie, too, which did not help at all. He gave instructions that were unclear. He misnamed planes and then flat out gave the wrong instructions.

During all this, and little red highwing called a Mayday! I saw him below me heading for the trees, along a road. He reported engine trouble and asked to be expedited to the runway. The controller ignored him. Smartly, the gentleman in the red highwing (probably a Kitfox or T'craft... I wasn't THAT close) decided to fly the plane to an off-field landing. It looked like he was going to put down on the road, then he must have seen the looming trees at an intersection, popped up over them successfully, and headed just over the treetop for a field to the northeast. The next thing I saw was a big cloud of dirt just over the trees in a field. During all this, of course, I'm still flying in line with DOZENS of other aircraft, so there's not much I could do. I had to fly MY plane.

I called approach and told them he went down in the field. They ignored me. I went along a little further and was relieved to see the little plane relatively intact nosedown in the dirt. I'm up at 1800 MSL, so I can't any detail. As the dustcloud dissipates, I see the pilot out of the plane and waving. I report again on the radio that the pilot is out of the plane and is waving. Again I'm ignored. Then someone reports the plane down, giving errant information, and I contradict the report on the radio again without response from control. Finally we get a radio report from the controller that they called 911. Boy, if I ever have that kind of emergency, I hope a get a better controller, and a better response from the ground! I'm just glad that the pilot was out, looked unhurt, and the plane looked salvageable. As always, anytime you can walk away from a landing, it is a VERY good day.

Happily, I found the tracks to Fisk. And I'm waiting for the call to peel us off to "the show". Instructions report

that taildraggers are supposed to go east and cross the runway and land 18 left. Nosedraggers are supposed to go NE from Fisk and enter the right downwind for 27. The controller is telling everyone ahead of me when to peel off. I pass over Fisk, follow the tracks, and I keep waiting for a call. It never comes. And I am NOT happy about crossing over the field for the left downwind on 18. Typically you'd think these two patterns are going to put you in a head on with someone. Our old friend "Charlie Foxtrot" might have inspired this pattern.

At this time, I've switched to the landing frequency, and a new controller comes on to say that the landing pattern instructions are wrong. I'm following another Kitfox taildragger who is still heading NE along the tracks, so I just follow him and he's headed for 27. I keep waiting to be told ANYTHING. I never get a call. By this time you can see thousands of cars and thousands of parked planes!

11 knot direct crosswind. OK, I can do that. Hope Bruce is OK with that, too, wherever he is. I just keep following the little Kitfox and I'm looking for him to turn downwind. Keep in mind that my downwinds are usually less than 1/4 mile out from the runway (if they let me!). The 27 controller is telling everyone to bring the pattern in close (SWEET, just like I like it!), and stay inside the water tower. This little Fox just keeps going north and doesn't turn. So I decide it's time for me to fix this pattern, and turn downwind. Directly into an oncoming plane which is NOWHERE he is supposed to be!

Evidently he is not talking to anyone. Not even listening. He keeps coming at me and doesn't look like he even sees me. I'm afraid to go right OR left, fearing this wayward 172 will turn at me. So I stuff in the throttle and pull up. And over. Then I think: "I hope Bruce sees all this!" WHEW! I cleared without any problem. I've had closer calls at Hulman and other controlled fields, but I wonder now what's going on behind me!

After that, I stayed on a normal downwind, saw another wayward plane in the pattern, who is told to turn out. The controller is talking to an RG on a wide right base, so I cut a tight pattern and point my nose at his tail. I fall in behind him out over Lake Winnebago. He is of course running away from me a bit. Then turn final. "Decathlon, good job, cleared to land on the blue dot, turn left ASAP into the grass, follow the orange shirted controllers..."

"Welcome to OSHKOSH!". Those words sound soooooo sweeeet!

I don't know where the 11 knots went. It was more like 4. Talk about an easy landing. One gentle bump (not

a greaser, darnit!), stick forward, and taxi over to the left side just in case Bruce is on my tail. Throttle back, stick back, stick that tailwheel and turn off. Ground controllers are putting us on the south side of the "North 40". WOOHOO! We end up in row 521, very close to the entrance gate. SWEET. They even park Bruce and I next to each other! Ahhh! He was right behind me and right with me all along. Excellent! Sometimes things just work out the way you want them too. Even if there are bumps in the road, er, sky!



Bruce and his Citabria

The show was great, even though it rained both of the days we were there. I was planning on getting lots of Team Rocket F1 exposure and info. I was able to sit in a completed F1 that was for sale, and the builder took a lot of time going over his plane and build decisions with me. That alone was worth the trip. I got the good news from Team Rocket that my completed wing control surfaces will be in my hands by the end of September. I was even given some backordered parts and tools to install them. Tools on loan, of course.

I'd have to say that the highlight of my trip was listening to Burt Rutan talk about and show a video of the Space Ship One flight. That was amazing. And he's far from finished with space ventures. Even after he finishes the Ansari X Prize flights in September. Burt mentioned that he was going to talk that evening about 2 of the SEVEN projects he has underway, and made references about what it is going to take to go into orbit. And the fact that he EXPECTED to see tourism in orbit in his lifetime! That guy is just amazing. What an inspiration.

Bruce and I sat in on a Superior engine build forum. They had some very interesting things to say about their improvements to the Lycoming 4 cylinder engine. That's good news to Bruce, who's building an RV6. I wanted to get an idea how hard it is to work on one of these engines (and it is NOT!). I also need an IO-540 for my F1, but alas no earthshaking news at OSH about a new 6 cylinder kit engine. Although Jimmy Tubbs, chief engineer at ECI, did hint that if I could wait until NEXT OSH, he might have something of interest to me. That was good news. But with a little luck, that might be too long to wait. I think I might need that engine this Winter or early Spring.

In the expo building's Bruce and I found a portable 7 inch color screen GPS. Very nice. \$1400. That is now on my short list of toys for the F1. It will look nice next to the Grand Rapids Technology Horizon I setup I'm planning to install. I spent a bit of time with GRT doing a demo of their EFIS/engine monitor package. I was a bit disappointed in some of the features, but still think it's the best bang for the buck. Of course by the time I need avionics, perhaps next year, the whole industry might change.

Saturday AM, we packed up and headed for home. The departure was a Charlie Fox due to a moron ground controller in charge of a taxi intersection. Bruce and I were not able to depart as a flight of two. But we caught up with each other easy enough. We stopped for fuel and food again at Morris, and made it home mid afternoon.

Oshkosh is always a great time. If you like airplanes, you HAVE to make it to Oshkosh and Airventure. And if you love a challenge and have the nerves of a steely-eyed jet jock, you HAVE to fly into "the show". It's never a dull moment!

ATIS (Communications)

A correction from the August newsletter...

One of our sharp-eyed readers caught the fact that I said the Kerry Class carrier had an F-15 aboard. The aircraft was actually an F-14, so it was indeed a Naval aircraft... Hey, I'm a sub sailor, so how would I know. The Navy wouldn't let me around aircraft.

Adrian Manuel, a young man in our area, just came into a partially completed Ragwing Special Kit. He is not an experienced builder and is looking to either sell the kit or get some help to complete it. You can see pictures of the kit in the Photo Gallery under the Ragwing category.

You can reach Adrian at 208-5033. Call him if you're interested in buying, helping him complete the project, or can offer him any advice.

Local Notams (Upcoming Events)

Saturday, October 2 is our big trip to the Air Force Museum at Wright-Patterson AFB. We have chartered a bus from the Star of America (formerly the Star of Indiana) and will depart from the long term parking lot at Hulman Field at 5:30 AM. After our visit, we plan to leave when the museum closes at 5 and we should arrive home between 8:30 and 9:00 PM.

Cost for the bus is \$25 and you must sign up and pay to get your name written in ink on the list. We have a 47 passenger bus and when it's full, it's full. Call or

email Bill to get your name in pencil on the list. Get money to Bill to get your name changed to ink on the list. If you are not paid and the list gets full, it's then first with the money gets a seat. Sorry to be an SOB about this, but we have to pay for the bus ahead of time and we don't want the chapter left holding the bag if you sign up, don't pay, and don't show. I know you all have the best of intentions, but having done this before, I also know it happens. Please make your checks payable to EAA Chapter 83, but give all checks and money for the trip to me. I'll keep track of all payments and give the wad to John when it's all accounted for. If we both try to keep track, it will be a mess, so if you want to go, tell me (SOB, Comanche Bill) and pay me.

To sign up, call Bill at (812) 877-8219 work days, (812) 877-1518 at home, or email me at bill.foraker@rose-hulman.edu

Here is some general info about the trip. The Museum hours are 9-5 every day except Thanksgiving and Christmas. Museum admission is free and parking is Free. The Museum phone number is (937) 255-3284 if you want to call. Their web address: <http://www.wpafb.af.mil/museum/index.htm> or you can link to it from the links page of our web site at www.eaa83.net There is a cafeteria on the second floor of the Museum (for lunch). The IMAX Theater has 3 different shows at different times. Cost starts at \$6.00 per show with discounts for multiple shows, seniors, students, children, Museum members, etc. The Presidential and R&D Hangars are open, but only accessible by shuttle as they are on the AFB. If you are interested, you should make a shuttle reservation at the main museum desk as soon as you arrive at the museum. There is not charge for the shuttle, but Photo ID required!

We plan to have some snacks for breakfast on the trip over and we plan to stop for dinner on the way home. Lunch will be on your own at the museum.

Our Next Meeting...

Our next meeting is on Saturday, September 11, 2004 at Winters Airpark (0119) near Monrovia, Indiana. You know Ernie and Linda always have a great meeting (hope for wind from the north). We meet at noon (if SOB can get there on time) and eat right after the meeting. For more info on Winters Airpark, go to www.airnav.com/airport/0119/ See you there!



See more pictures and get the story of this Cub from the web site...



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