



# **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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September, 2006

From Your President - Keith Welsh

Hello again everyone.

The meeting at the Casey airport was again on a very nice August day. For some of us the day started with a flight to the Greencastle, Putman Co. Airport for breakfast. It was a lot of fun till we realized that we showed up just about to late which, was ok till I parked the Quickie and about 20 folks came outside to see this strange looking flying thing. When we finally did get inside we arrived to a cleaned up restaurant, then it WAS too late. Oh well, it was back in the air and off to Casey. The Casey folks did a really great job and this time we met in the unused private hangar on the West side of the ramp. That worked out great as we had a large area all to ourselves. The main order of business was the upcoming Terre Haute Air Fair on Sept. 16-17th. Bill will have more later in the newsletter. Our thanks go out to the Markwell's, the FBO managers (Sandy and Howie), the gals who prepared the meal, the Casey Boosters and of course all of you who took the time to enjoy the day at the Casey Municipal Airport.

### THE TERRE HAUTE AIR FAIR

Your EAA chapter 83 has again been asked to present a display at the airshow. This year we have even asked to add a dimension to the display by hosting pilot and public oriented aviation forums. We have secured two forum tents and have scheduled a full line of forums each of the two days with each tent seating about 40 people. Bill Foraker has been working very hard to accomplish this goal and the list of speakers proves that effort. A great

addition to the EAA area is the commitment of Cirrus aircraft who will be hosting the forum area and will have aircraft on display. Incidentally Cirrus is Patty Wagstaff's sponsor.

We will also be displaying member aircraft for the public to view and enjoy. Recently I sent letters to those of you have participated in the past and hope that as many of you as can will consider displaying your aircraft again. This year we will be located in the grass next to the main ramp area by the static aircraft display. The ingress and egress to our display area will be easily accommodated for those of you who wish to fly in on one or both days. The EAA has been fantastic in their support of our efforts with banners, brochures of all types especially LSA, magazines, bags, pencils, pins and stickers. We should be very visible and in a high traffic area. If I haven't already, I will be contacting those of you to confirm display aircraft and recruiting volunteers to man the tent. All in all it looks to be a good show and one in which the EAA can be introduced to a large audience for a few days. If you would like to help just give me a call at 812-230-2355 or e-mail at [kfly@juno.com](mailto:kfly@juno.com)

See ya at the show.  
Keith

SOB comments...

I know you will be getting this after the air show. Sorry about that. Too much going on last week. Anyway, the Air Fair was a big success with record attendance. The EAA and Chapter 83 were well represented with an interesting collection of aircraft, many workers on the Flight Line Operations and other jobs, and participation in the seminar tents. We'll

have pictures next month, and thanks for all you did to make the show the biggest event in Terre Haute.

### The Last Meeting - Bill Foraker

As Keith mentioned, the Casey meeting was a big hit. We had over 45 in attendance and lots of planes on the ramp. We were scheduled to have a presentation on the Spruce Goose, but our presenter was not available because of a work development. We will try to reschedule him for a future meeting.

Keith mentioned the facility. It was very cool - a private hangar with a residence inside. It's a single kitbuilders dream. You could live with your airplane. If was only at HUF - and for the same price. Thanks to the airport for letting us use that space.

### Young Eagles Report - Adam Springmeyer

We have our annual Young Eagles Rally with the kids at Honey Creek Middle School coming up on Saturday, October 21. You'll hear more in the next newsletter, but if you would like to fly some eagles or work the ground crew, your time and talents are appreciated.

### Recent Sightings - Member News

This from Alan Harder...

The nicest thing happened when I wrote to the guy restoring 'my' Chief to tell him I couldn't swing the deal. He said no! I had felt some pressure to give him a decision—his emails said he had another guy bugging him to buy it—so although I had some vague hope that I might find a partner(s) given enough time, I felt I had to say no to let him move ahead.

He wrote back to say he'd prefer this Chief ends up in my hands, and not to sweat any deadlines for a while. He has another damaged Chief and is going to switch his efforts to that one for a while.

Soooo-- could you put a note in the newsletter that I'm looking for 1 to 3 partners to buy, finish restoring and fly a '46 Chief?

Here's the scoop on the plane:

N86273 was my father's plane for about 3 years. I worked with him to recover the wings, fix a variety of other minor problems and spent a lot of very pleasant right seat time in it—even logged a few hours of solo while I was working on my private. He traded it on a C-140 at HUF in 4/68. -273 was damaged two months later in a takeoff accident at O12 and hasn't flown since. It's currently owned by Chuck Lootens, an

A&P/AI in Mansfield, Ohio, who is in the process of restoring it.

Restoration so far has replaced the longerons and cross-members, the empennage and tail feathers, all the pulleys and control cables. All the fuselage wood in being replaced—most was done when I saw it in July. It began life as an 11AC, but (at my request) is being restored in an 11BC configuration, and can come from Chuck with an A65 or C85. Either engine would need a major. He has new wing spars on hand (wood) and will rebuild the wings using those. My plan would be to either use the C85 he offered (not sure if it's a -12) or find another and rebuild it using the O-200 crank STC. I want electrical, in spite of the impact on useful load, so any C85 would need to be a -12. (Alternately, there is also an STC to put an O-200 in a Chief. Neither mod affects the gross, nor changes its eligibility to fly under Sport Pilot rules.)

He proposes delivering it in stages as he finishes components, setting a max price on the entire craft and paying for each component upon delivery. I proposed leaving the fabric and engine overhaul to me (Mike Wonder has agreed to supervise) but finishing all the metal work and wings prior to delivery. First off the line would be the fuselage, on gear and ready for fabric @ \$5K..

I've been to Mansfield OH to see the work in progress. To my eye, this guy does excellent, meticulous work.

Final price will depend on how much he does and how much he leaves. He estimated a cap of \$11-\$12K if I (we) do the fabric and engine work.

From Steve Johnson...

You may or may not have heard that I decided this summer to look for a new caretaker for the Staggerwing. Much of my summer went to sprucing the airplane up before placing an ad in Trade-A-Plane and I thought surely it would take the better part of a year to find someone who'd be interested in buying her.

Lo & behold, a gentleman in Wisconsin who'd been looking for a good Staggerwing for some time answered the ad, flew down, looked the airplane over, took a ride in her and promptly offered me my asking price. So after 22 years of lovely ownership, I'm letting her go. I'm to deliver it to Middleton, WI next week and will be staying with the airplane for however long it takes to check the guy out as his insurance policy requires. He's got flying time in a variety of airplanes but not much tailwheel time so I'm packing for a week's stay.

I owned the airplane for 22 years filled with delightful experiences and memories so an era is ending. It's a shame the airplane is leaving the state but then again I expect in future years to see it at Oshkosh parked in its usual front line spot among the antiques just as it has every year. When nobody's looking then I can sneak a fond hug for the sweet bird.

From Pete Peterson...

Bill Humphries of Jasonville built an excellent Hatz Biplane. It has since been sold to Jim Gibson, but now it is for sale and is located at Mike Wonder's place in Bloomfield. Anyone interested should contact Mike.

From Larry Richter...

Ellen and I flew to Mackinac Island (MCD) for a few days at the end of August to celebrate our 32<sup>nd</sup> anniversary. The flight up wasn't much to write about as we entered the clouds flying out of Terre Haute and didn't see the ground again until northern Michigan. While on the island, however, the weather was perfect; high 60's and low 70's with sunny skies every day.

The Indians have their fables about the "great turtle" and Europeans starting influencing the area when a priest set up shop there in the late 1600's. We visited the fort and learned how the British captured it at the beginning of the War of 1812 and how USA got it back at the end of that war. John Jacob Astor worked the fur trade from the island and managed to become the 4<sup>th</sup> wealthiest American of all time (Bill Gates is number 5). Most of the island was made the second national park under Teddy Roosevelt. When the fort was abandoned by the military the state took over most of the island as a state park. The airport is part of the park system. Nice strip but no fuel or services. It is obviously the best way to get there since there are no bridges and the ferry boats are the only other option.

Ellen enjoyed The Grand Hotel. We went to a lecture on its history. It was built in 93 days in the late 1800's. Our room floor sloped down toward the bathroom; not because it settled but because a lot of the workers were unskilled and they had a deadline to meet! We saw the Esther Williams swimming pool ("This Time for Keeps": 1946) and saw the pictures of Jane Seymour on the lobby wall ("Somewhere in Time": 1979). Ellen particularly liked the garden tour. I missed most of what they were saying as I was daydreaming, looking at the blue sky, airplanes, boats, water, etc. I do recall them saying that most of the

flowers on the hotel grounds are annuals and are replaced every year—11,000 geraniums for example.

Ground transport is all bicycle or horse power. The big guys on the three team tour carts looked like Belgians and they buy them from the Amish in Indiana. They eat about 200 lbs of hay a day and produce byproduct on the island by the ton each day. The only other export is fudge. Lots of fudge. You can never buy enough fudge. Ours is almost all gone already; and I even hid it from Ellen when we got home to save her from it. Of course there are lots of trinket shops but we managed to take off again so we weren't too much over gross.



The next time we will have to take our own bikes and try the smaller bed and breakfast places.

From Larry's trip – the Grand Hotel



Just one of the sights on the Island...

From Pat Adams...

Moose and Duck season opened in Anchorage September 1. Woo-hoo...

Local Notams (Upcoming Events)

The annual antique, fabric, and tailwheel fly-In at Lee Bottom is Saturday, September 30. It's a great fly-in at a great grass strip. If you like a variety of old aircraft, go to this one. Details at: [www.leebottom.com](http://www.leebottom.com)

Our Next Meeting... On Saturday, September 23, at Noon,

Is our annual extravaganza at Winter's Air Park in Hall, Indiana. Ernie and Linda always have a great meeting and lunch. We'll meet at Noon and lunch right after that.

For flying in, get your details at <http://www.airnav.com/airport/OII9>

The identifier is OII9 and the comm freq is 122.9 multicom. Let's use 122.85 for air to air. His strip is 1600 by 75, 18/36, and watch for the power line on the north end. Elevation is 755 ft. I've been in there several times, and if I can do it, anyone can.

If you're driving, take I-70 to the Little Point exit. At the end of the ramp, go south on Little Point Road. Go about .3 miles and turn left/East on to IN 42. Go about 2.3 miles and turn right/south onto N Evans Road. Proceed 2 miles south and turn left/east onto McClure Road. Ernie's is about .7 miles on the south side of the road.



OSH pictures from Darrel Zeck. Left is Jim Leroy cutting the ribbon and right is the Zeck girls with Matt Kenseth.



Dave Sloan's new paint on his RV-3... The underside of the cowl is below.

