



# EAA Chapter 83 Terre Haute, IN



A Social Organization operated for the Advancement of  
Aviation Education, Homebuilt Aircraft, and Private Aviation  
Dedicated in the memory of Garland Wadsworth and John Blouch

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## September 2022



From your  
President-  
Keith Welsh

Hello again everyone.  
Welcome to another Chapter 83 newsletter.

The meeting at the Sullivan Co. Airport turned out to be a very nice event especially considering the threatening weather forecast which didn't happen until later in the day. Mother Nature held off very nicely during the time we needed....then it rained. On my way back to HUF the tower asked me for a report to which I wondered why as it was a beautiful day...ahead. Then I looked to my left and there was a pretty big rain shower passing over West Terre Haute. I reckon the twr just wanted to know where it was exactly. (As if they don't have radar or maybe they were just bored and wanted someone to talk to.)

Seven airplanes flew in including John Watler in his 172, Wayne Sanders / RV6A, Jerry Badger / Mooney, Tom Milligan / Citabria, Rick Ramsey / RV12, Jeff Wellum / Grumman Tiger and me in my Thorp T18. There was one other on the ramp I didn't recognize and that was an American Champion 7ECA 8307A registered to George Pearce of Aurora, IL.

Eighteen signed the attendance sheet and the pilot discussion was fun especially when I asked Tom where his brother John was. Unfortunately, John had placed his only airplane key in a safe place where he wouldn't lose it.... y'all can fill in the rest. No key, no airplane, no John. Been there-done that.

We have three new members in the Chapter they are Mike Davis, Kevin Hammen and our host Chris McCammon. Welcome aboard. I hope you find the EAA and Chapter 83 a rewarding experience.

The SIV Airport and the McCammon's did a nice job hosting and the lunch was GREAT!! I'm thinking of having them on call. From everyone in Chapter 83...THANK YOU!!

Here are a few photos from the Sullivan meeting.



## **ATIS: Communications:**

### **Balloon Festival:**

Vicki and I went on Saturday and had a good time. In all there were about 10 balloons. Most of the balloon activity seemed to be later in the day though. The crowd was large with loong lines at the food vendors. The entertainment for the kids was nice. One thing we might want to look into for next year is an EAA display. From what we saw there seemed to be idle time for much of the day and that a display of chapter aircraft would be a nice way to promote EAA. It'd be a nice way to promote Homebuilding, LSA, Ultralights, GA and the Young Eagles program and come to think of it our Chapter is blessed with examples of all those types. Food for thought!

The only chapter members we saw were Cathi Sweatt and Elliot and Melanie Abel. It looked to Vicki and me like they were golf cart gophers.

The photos below will give you an idea of what it was like if you were unable to attend.



### **Crawford Co. Airport Fly-in/Cruise in:**

At their semiannual flyin-cruise in on Sept 17 went very well with 130 people given rides. There was lunch with Jersey Mikes sandwiches and Half Acre Foods "barbeque plate". I'm sure there were many opportunities for Young Eagle rides. Definitely something to keep in mind for the future.

### **Olney Airport Chili Fly-in:**

On Saturday 1 October I was able to fly down to their annual chili fly-in. There were about 30 airplanes from all over attending. The weather was nice but a bit breezy but right down Rwy 4. Many thanks to those who put on the event.

## **NOTAMS: Upcoming Events:**

### **8 October, Experimental Aircraft Fly-in Sky King Airport, 313**



**COME ONE  
AIRCRAFT**

**Sky King  
Airport**

**313**

Terre Haute, IN  
Ph. 812-466-2229  
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**COME ALL  
AIRCRAFT**

**EXPERIMENTAL  
AIRCRAFT  
FLY-IN**



**Saturday, Oct. 8th, 2022**

**COFFEE AND  
DONUTS FOR  
DAWN PATROL!**

**BURGERS AND  
HOT DOGS, ETC  
FOR LUNCH!**



There'll be coffee and donuts for the dawn patrol arrivals and burgers, dogs & grilled chicken with sides for lunch. Chapter 83 volunteers will be greatly appreciated to help with gathering tables and chairs from the local volunteer fire department. Anyone with an experimental, LSA or an Ultralight are encouraged to bring your airplane over. Contact Duane Skoog at [gdskoog@outlook.com](mailto:gdskoog@outlook.com) for more information.

### **Featured Member: Lt Robert "Bob" Holmes**



Robert "Bob" Holmes was born on Oct. 30, 1922. He was a long-time member of EAA Chapter 83 and served as President in 1975.

His is an interesting story of following the path of a young cadet's aviation training and service during WWII...which was probably typical of that period in time.

His first flight was in a Stinson Gull Wing the day before going before the Navy Selection board to become a Navy Cadet and sworn into the US Navy on 20 August, 1942 at 20 years of age.

On 11 November 1942 he was called to duty and to report to Rosco Turner's Flight School at Weir Cook Airport in Indianapolis, IN now Indianapolis Intl. Airport.

He soloed on 8 December 1942 in a Taylorcraft tail # NC29754

He then reported for Preflight Training at Iowa City, IA then on to Ottumwa IA for his Primary Flight Training and was checked out in an N2S, Stearman Model 75, on 28 June 1942.

His secondary training was at Pensacola, FL to fly and get checked out in an SNV (BT-13, the Vultee Vibrator) on 21 October 1943 and on an SNJ (Texan) on 10 November 1943.

He was commissioned on 29 February 1944 as a Naval Flight Officer in a Vultee Vibrator SN 0350515.

Bob's operational time began at Jackson Mississippi getting checked out in an F4F Wildcat on 18 March 1944 then on an F4U Corsair on 2 April 1944.

He was then stationed at El Centro, CA and was checked out in an SBD Dauntless during July 1944 and an SB2C Helldiver, called the Beast, on 19 October 1944. He trained rear gunners by towing targets, never left the States and had his tail shot up twice. The photo below is of his class while at El Centro. Bob is on the lower right.



A very young Robert Holmes and his wings.



Their wedding day 10 August 1944

WWII ended with the Japanese signing of the surrender on 2 September 1945 aboard the battleship Missouri in Tokyo Bay and also the day his first daughter, Charlotte, was born.

Ed note...It is she is who provided these photos.

He was then assigned to VMF 223 MAC 33 in EL Toro CA and released from active duty on 8 December 1946.

During 1947-1948 he worked for Bill Long at the Shank airport in Indianapolis under the GI Bill to get an A&P license while flying J3 (Cubs), Champs, Cessna 120's and 140's a Swift and Bellancas. Before completion he took a job with the Air Force Reserve recovering aircraft, at that time he resigned from the Marine Corps Reserve and joined the Indiana Air Natl. Guard. On 29 November 1949 Bob was checked out in and regularly flew the P51 Mustang.

After that he was away from flying for approx. 10 years due to a hearing loss (wearing a hearing aid). He had a successful Stapes operation and passed his medical. Herman Brown of Brown's Flying School at Sky King airport checked him out in a Cessna 150.

In 1971 he bought PA-22-150 Tri-Pacer N6005D, recovered it and flew it for 15 years before selling it and shipping it to Iceland.



In 1985 he purchased a PA-28-161 Piper Warrior N2942R which he flew for the remainder of his flying days. The Warrior is still privately owned in Whitehall, MI.



**Bob and Mary with the Warrior**

In 1990 he bought a PA-22-108 Colt and was in the process of recovering it. Since his retirement in 1986 he has recovered a Glider a Tri-Pacer and 2 Colt fuselages and rebuilt a J3 and recovered the control surfaces for an Ag Cat.  
Ed Note...he also recovered the elevators for my Aeronca Chief during the mid 1990's.

His last project was the building of this Spacewalker which he flew to one of the Terre Haute Airfair's in the early 2000's. Upon his death the airplane was donated to ISU.



In all Bob accumulated 2000 plus hours, had 2 forced landings, 1 accident (not his fault, a British Cadet stopped on the runway during night landings), had a lot of harrowing experiences and LOTS OF FUN!!

Bob Holmes passed away on 25 June 2010. EAA Chapter 83 performed the Missing Man formation during the grave site ceremony. Participating in the missing man was leader Bill Foraker / Comanche, Ted Black / C-140, Reed Usrey / RV6 and Jeff Wellum / Grumman Tiger. After the missing man Dennis Meng with pilot Steve Alcorn flew over in Dennis' Citabria in tribute.

The following was read by me, Keith Welsh, at the grave site ceremony announcing the:

#### MISSING MAN TRIBUTE

"The missing man formation is an aerial salute performed exclusively for departed military pilots.

The first recorded missing man was performed during WWI when the French and British honored German Ace Baron Von Rittchoven after his shooting down over Britain.

The first time a military aerobatics unit ever performed the Missing Man formation was during the Vietnam War in 1969 by the USAF Thunderbirds flying the maneuver to honor the POW's in Vietnam.

In more recent year's civilians have performed the Missing Man which until recently had been flown exclusively by military aircraft.

There are a lot of events where a flyover or a flyby is performed, but the "Missing Man" formation is an honor normally reserved for military aviators.

The formation you will see today is based on the Fingertip Four aircraft combat formation composed of two-aircraft elements. The aircraft fly in a V-shape with the flight leader at the point and his wingman on his left and the second element leader and his wingman to his right. This formation is known as the Fingertip Strong Right.

As the formation approaches the gravesite or other ceremony area, the wingman following the leader's right (our left as they approach) leaves the formation in a spectacular pull-up, suggesting the hero's soul going up to God. Typically, the missing man pilot will turn to the West, signifying the honored pilot has "Gone West" toward the setting sun.

The pilots of EAA Chapter 83 are proud for the opportunity to perform the Missing Man Formation for our departed comrade WWII Marine Aviator Lieutenant Robert Holmes."

## **Our Next Meeting:**

**We will meet next at the Edgar County Airport (KPRG) at Paris, IL. Saturday October 15<sup>th</sup> at 1100 for those in IL and 1200 for those in IN. Lunch will be served.**

**Airport manager Tom Tuttle is very excited to have us visit their facility. I believe this will be our first time there. Paris is a very nice two rwy airport with plenty of ramp space and meeting area. They have 17 tenants based there and some with an interest in the Young Eagles program.**

**I plan to be there early to set up. So come early and watch airplanes arrive or to just visit.**

**And if we're lucky, maybe...just maybe...mother nature will be good to us again to wrap up our flying meetings for 2022.**

**See y'all on the 15<sup>th</sup>.  
Fair Sky's  
Keith**

