

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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From your Vice President-Keith Welsh

Hello again everyone.

I apologize for this edition of the newsletter coming to you later than I'd like, just to many irons in the fire, I will try to cover the basics and to make the newsletter somewhat interesting if nothing else.

By visiting the Our Chapter site, once logged in, clicking on the Chapter 83 logo will take you to 83's Facebook page where you can see a listing of the Chapter calendar, Pay Dues, and other things of interest. Many thanks to Alan for his and Jeff's perseverance at getting all this electronic stuff working properly.

Charity did a great job with her minutes of the last meeting and Rick dun purty good for a rookie running his first meeting. This month is the Vice Presidents turn for an introduction.

<u>Member Spotlight: Vice President- Keith</u> Welsh

A born and raised farmer in the East Central IL town of Marshall where I've lived my entire life. I currently own a retail ag seed agency in Marshall working for the Pioneer Hybred Seed company. Married to Vicki and have two children.

My interest in flying began early as I was one of those kids, like many, who liked to look up, however learning to fly seemed like a pipe dream that was unlikely to happen as there was no flying interest in the family despite having two uncles who flew with one who was shot down over France in WWII flying the Douglas A-20 Havoc. Incidentally there is a very nice diorama in the Air Force Museum in Dayton showcasing the very same model A-20 that he was flying at

the time. His memory of that time was pretty vivid, I only wish that I had the foresight to have recorded his story while he was still alive. Like many WWII stories, his experience will likely fade into history.

My flying interest was finally realized when my brother, Bruce, who served two years in the Marine Corps, learned to fly in his off time. Many of you may know him as he was an ISU professor for 30 years in the aviation dept.

When he returned, I got my first REAL plane ride, that was in 1976. Boy was that fun. One day he had me ride with some other guy who put me in the left seat for some odd reason. When done that guy asked if I wanted to continue ... with what? "LEARNING TO FLY ... DUMMY!" And that's how I got started. I soloed at just under 10hrs and there's a story to that too. Long story short, I flew with a different instructor one day who couldn't understand that I hadn't soloed yet soooo... we flew to KPRG and he soloed me.

Like many, when receiving my Privates I had the dumb notion that I could offset the cost of flying by giving rides. Didn't take long for that to dry up. Left with four options, 1. Continue renting, 2. Buy a plane (which I couldn't afford), 3. Look for an alternative or 4. Just guit, which seemed the most likely ... until one day when I met Garland Wadsworth at Sky King. We visited and visited, as anyone who knew Garland knows firsthand. From him I learned about the Experimental Aircraft Assoc., that was around 1978. I attended my first meeting at Garlands shop on 7th street I believe, a complete stranger ... I knew no one. Met a few and the rest is history. I attended my first Oshkosh in 1980, looked at a couple homebuilt's and ordered a Quickie kit. When back home my dad was not very happy that my interest had veered away from the farm. Too bad so sad! Flying was now in my blood.

The Quickie was most attractive because it came as a complete kit including all the hardware and engine which was the Onan 2 cylinder of 22hp. Knowing nothing about aviation hardware etc ... that was the best way for me to go. The first flight occurred on 21 May 1989 after 8.5 years of building.

After many years of finally correcting the engine cooling problems, I was asked to represent the Quickie at AirVenture 2019 for the tribute to designer Burt Rutan. We were very surprised when learning that the EAA chose to put us in the lineup for Thursdays Airshow, act #5. We were told to plan for engine start two acts ahead of our slot which meant that we could be idling for up to an hour. We started out with eight airplanes of Burts designs, however the Catbird's oil temp climbed too high and had to pull out. Several EZE's were revving their engines to facilitate airflow as they too were getting hot and spark plugs were beginning to foul. The Quickie could have idled all day. The oil temp never got over 190.

Later in the week the Quickie was awarded "Outstanding Workmanship" in the Plans-built Category at the Homebuilt Awards ceremony.





It was a thrilling week to say the least. I met many folks from all over the world who had never seen a Quickie before and one photographer who was thrilled to have gotten a flying Quickie in front of their camera ... finally. A lot of photos were taken that can be found on the internet. I've even stayed in contact with one young gentleman from Germany who plans to build one. It was his first time to AirVenture and he got his wish getting to see and set in a Quickie.





I've been very fortunate to have owned 4 airplanes throughout the years. Along with the Quickie, which I still have, I've owned Aeronca 11AC Chief N9305E for about 9 years and Cessna 170A N5762C for about the same.

My flying life has progressed from slow to a little slower to a little faster to one that gets with the program. In 2017 I became the owner of Thorp T-18 N9MR which will probably take me to retirement. It's a splendid personal platform for going places.



All in all, flying and the EAA have been very good to me. I'm a Lifetime Member and feel very blessed to live in a country that allows for the average person to view the world from above and from a different perspective ... priceless!!

ATIS: Communications:

Recently I had reason to be in Robinson and drove out to the airport to see what was going on. Sandy and Howie were gloating about the Packers recent win. I'm a Bears fan, you can guess the rest. Anyway, I got a few photos of the progress being made at rebuilding the airport. The first photos show their temporary office.





Below is the progress on siding the main hangar. By now I imagine that the building is closed in. The photo below that shows the many pipes that run under the 100'x100' building for heat. It should be a very nice place to work.

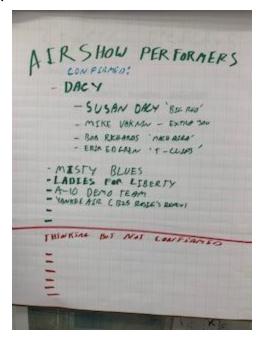




This photo shows one of the now compete T-hangars.



And not to be left out is a list of the scheduled Airshow Performers. The Crawford Co. Airshow is set for September 28-29th.



<u>Air Force Armament Museum, Eglin Air Force</u> Base:

Recently Vicki and I had the chance to visit the Air Force Museum at Eglin Air Force Base near Niceville, FL. We had watched Brian Shul's story of his time flying the SR-71 and have the Golden Anniversary of Sled Driver which is a fabulous two volume history of Brian's photos and history of the jet. Needless to say, she wanted to see an actual SR-71 and we were only about an hour from there so was able to spend a day at the museum.

True to its name, Armament, the museum contained more bombs, missiles, smart and dumb, old and new plus the platforms that carried them that I've seen. As you will see there are many aircraft on display and the inside is very nicely done. It's a very worthy visit if in the area.



The photo below shows their Blackbird #17959 which was the tenth SR-71 built and the only one which had the "BigTail" that was added in 1975 which allowed for an additional load of 864# of electro optical systems, satellite uplink systems or a combination of Optical Bar Camera and rear facing ECM equipment. This Blackbird never served

with the fleet but was instead used as a test bed before being retired on 29 October 1976 and used for spare parts. During its operational time it acquired 866 hours of flight time and had a total of 304 flights to its credit. We Americans certainly owe much to the SR-71 program. They were the sentinels of freedom for many years, were shot at over 400 times with none ever coming close. Its defense was its speed at Mach 3.2, which is all we had in the days before satellites.













Our Next Chapter Meeting:

10 February at 10:00 IN time. We will meet next at the HUF Business Center beside the Corsair Restaurant in the terminal. Laurance Cross will be presenting a safety program.



Hope to see ya'll on the 10th. Fair Sky's: Keith