



# 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

Our web address: [www.EAA83.net](http://www.EAA83.net)

President: Keith Welsh, 812-230-2355, [kw544@juno.com](mailto:kw544@juno.com)

Vice President: Rick Ramsey, 317-900-2815, [crbunt@yahoo.com](mailto:crbunt@yahoo.com)

Secretary: Alice Ramsey

Treasurer: John Watler, 812-478-4571, [jlw@watler.com](mailto:jlw@watler.com)

## March 2023



From your  
President-  
Keith Welsh

Hello again everyone.

The last meeting was presided over by your VP Rick Ramsey with the last meeting report as follows from the airport conference room. There were ten who signed the attendance sheet.

By Rick Ramsey

- Guest speaker Jeff Hauser, HUF Director started off by discussing his upcoming retirement. He has announced that he will be retiring at the end of the year ... or sooner if a replacement can be found beforehand.

-Discussed his state of the airport report he gave earlier in the month. The economic impact that the airport and aviation have on the city and county. There are copies of his handouts for anyone who would like one.

-Hangars: The airport is in the planning stages of building a new set of t-hangars and box hangars due to demand.

Mostly waiting on funding.

-The airport is trying to get possession of the old air guard hangar and ramp. Jeff said that it would likely be a two-step process. The ramp is in need of work so they would like to get that first before it gets too bad. Then hopefully the hangar would come next. The plan is to try to get everything on the West side of a line down the main North South Road and have the old entrance reopened.

-Questions about the Hunt Road pothole farm ... (If you've been on Hunt Road, you know what is meant) he said they are going to chip and seal it this summer. Ed note, Chipping and sealing will be a good start but the irregularities will remain unless the road is torn up and relayed. I have seen this many times on country roads that were allowed to get to that point of deterioration...ed. Also, they are looking at extending Hunt to parallel runway 23 out to Margaret.

-Questions about the warehouse type building outside gate

23 ... it is owned by Greg Gibson and is used for storage and whatever else.

-The gate controller on gate 23 and some others are being replaced ... forgot how much but he said they were not cheap.

-Also discussed the request for t-hangar tenants to shut off unused items which will cut back on the utility bill saying that it has tripled year over year.

-Air Show: They are in the preliminary planning stages and said that we, Chapter 83, should be getting a letter to discuss the EAA's participation.

-There was also some discussion about being careful when flying in and out of HUF ... this is a training site so think about what the controllers are telling you and watch for conflicts.

-So far, the FAA has not mentioned moving approach control to anyone. This was brought up a couple of years ago about moving it to Indy but I think with Covid they kind of forgot and Jeff said no one is going to remind them about it.

Other items talked about at the meeting will be covered later the newsletter.

Many thanks to Rick for his nice report.

### **ATIS: Communications:**

With being out of town for the month of February and having no internet at home for the last two months has made it difficult to have a newsletter out before now and why there was no February newsletter. For that I apologize. Some things just have a way for dominating beyond our control from time to time. Looking forward to things getting back on track. Keith

### **EAA B-25 Berlin Express:**



The B-25 is scheduled to arrive at HUF on Monday June 12<sup>th</sup>. This is the schedule of events while here.

1. Media Flight  
scheduled for Thursday  
June 15<sup>th</sup> at 2:00pm

2. Friday June 16th – Sunday June 18th. Flights at 10:00 / 11:00 / 12:00 / and 1:00pm
3. Ground Tours at 2:00 thru 5:00pm each day.
4. Departure of the aircraft - Monday June 19<sup>th</sup>.

Flights are open to the general public and are being advertised on the EAA website for the purchase of tickets. Tickets can also be purchased on-site. And there will be a merchandise van on-site.

We will have many responsibilities in support of the aircraft during its visit to Terre Haute. We here at HUF are blessed with one of the finest facilities the Berlin Express will have the pleasure of visiting this year and I hope we as a chapter can pull together to make this a memorable stop for them.

Our responsibilities include:

1. Tour Stop Chairman: Has the overall responsibility for the B-25 visit and serves as the main POC with the Air Tours stall.
2. Volunteer and Equipment Chairman: Leads onsite volunteer team, makes equipment arrangements to ensure a successful visit, and works with the Senior Tour Coordinator after the B-25 arrives.
3. Onsite Volunteers: In order to run the operation safely and efficiently, four to six volunteers are necessary, two shifts per day, during the visit. Depending on the airport or FBO requirements, additional volunteers may be required.
4. Marketing / Promotional Support: Hosts help distribute EAA-provided promotional materials within their communities. EAA provides additional marketing support in the following ways. While the budget is limited, the marketing team will place paid advertising for the tour stop location. If we have any suggestions of possible radio / print outlets to look into please share those with us as early as possible.

An EAA eBlast is sent advertising our location approximately four weeks prior to the event. This communication will be sent to all EAA members and non-members in our system, within a 200-mile radius of the tour stop.

EAA Communications will also reach out to media outlets in our area to invite them to our complimentary media flight the Thursday of the tour stop. At every tour stop, we aim to make at least one flight full of local media representatives with a minimum of five and max of eight. On behalf of the EAA team, thank you for contributing to the Spirit of Aviation.

I will have a signup sheet at the meeting for anyone who wishes to volunteer to begin gathering our crew.

## USAF Museum Tour:

We will be visiting the USAF Museum in Dayton, OH on Saturday 12 August 2023 traveling on a 54 passenger Turner motor coach. Reservations are on a first come first serve basis. Right now, we have 12 seats reserved which leaves 42. The cost for the trip is \$50 / seat however, pending a sponsorship the actual cost will be announced at a later date. Payment will be required by July 1<sup>st</sup>. Your

reservation can be made by texting or emailing me at 812-230-2355 or [kw544@juno.com](mailto:kw544@juno.com).

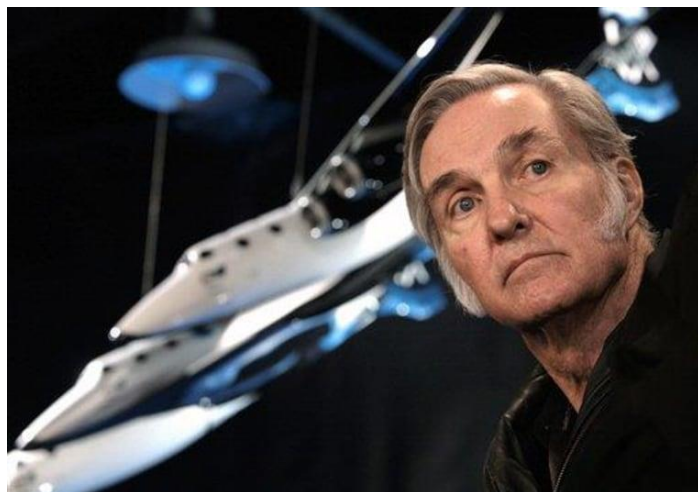
In May 2018 a very historic airplane was put on display, one which I'm sure you have all heard of. If you get the time, I encourage you to watch the 58-minute u-tube presentation of the "Memphis Belle: Her Final Mission", a presentation that will prepare you and help you appreciate what you are about to see. Here is a sneak peek.



A history of the museum can be found at the link below.  
<https://www.nationalmuseum.af.mil/Visit/Museum-Exhibits/Fact-Sheets/Display/Article/195668/history-of-the-national-museum-of-the-us-air-force>

## This Month's Feature:

We are all aware of the potential liability concerns of selling kit-built airplanes whether it be plans, kits, or completed aircraft. No other person, arguably, has more experience on the topic than Burt Rutan.



This note from Burt popped up on the Canard Forum, in response to a discussion on this topic, so I thought everyone would gain a little something from his post.

From Burt Rutan:

"This is not a lecture directed at any individual.

I really can understand why those posting comments have those 'opinions' on the liability risk of a builder selling an aircraft that he himself manufactured. They know only a very small percentage of the story

There is a huge amount of data and experiences on the subject that I was directly involved in for the 49 years that none of you are aware of and has not been covered by any CP (Canard Pusher) newsletter or magazine article. I've spent a lot of time and money helping builders avoid losing their own nest-eggs to greedy plaintiff lawyers.

Bottom line: as a RAF (Rutan Aircraft Factory) designer / plans seller I've spent an enormous amount of time and money dealing with lawsuits – tasks that are not enjoyable ones. At one time I nearly made a decision to leave America and move to Australia or New Zealand in order to avoid my Net Worth being zero.

Still today, 38 years after RAF sold the last set of plans, each year I write a personal check for a huge amount of money to extend a protection insurance policy. Those policies have cost me a total that is huge compared to all the RAF profits.

Now, at nearly 80 years old I feel that I should publish ALL the details, for no other reason than to allow historians in the future to peer into what we dealt with at RAF.

SO, chapter 61 of BRAB (Burt Rutan AutoBio) will be huge, not just a discussion of my methods for defending lawsuits. BRAB has 86 chapters. You can see what has been published so far at [burtrutan.com](http://burtrutan.com). I have not extensively promoted BRAB so far, since the most interesting chapters are yet to be published.

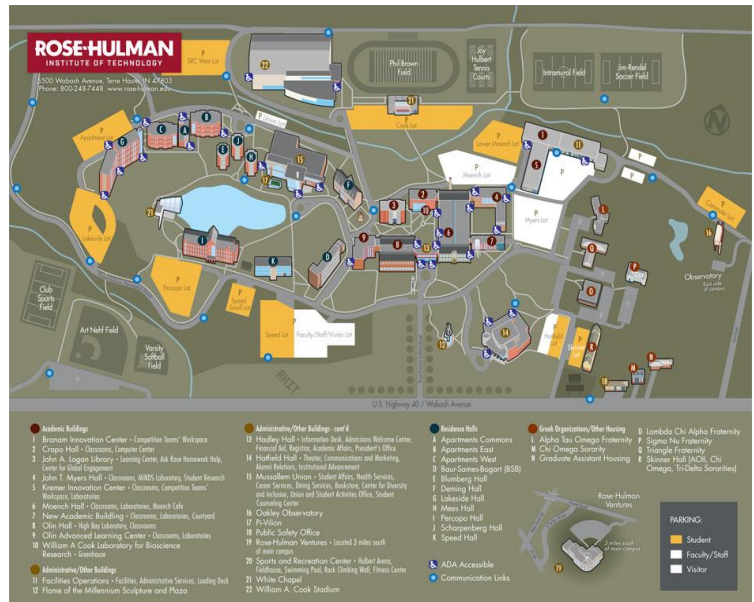
Anyone who reads that chapter will fully understand why I never sold an airplane I built, why my brother Dick is forced to not sell his very expensive custom Berkut and why Mike Melvill and Dick's LongEZ's are never to fly again.

Burt Rutan

## Our Next Meeting:

**18 March 2023 at 10:00 est.**

Jim Mayhew has graciously invited us to Rose Hulman. We will meet next at the Rose Hulman Kremer Innovation Center at Rose. Looking at the map from the entrance you will TR at the Myers Lot (P). Building #5 is the Kremer Innovation Center where you will enter on the West side of the building. You will need to sign a waiver from as we will be in the Wind Tunnel lab. Waivers are required and will be on site to sign.



Here is a summary of their wind tunnel lab equipment: They have 4 wind tunnels of varying sizes which can produce winds up to 150 mph. Some of the things they do is measure lift and drag forces on scale model wings, aircraft, trucks, sports balls and interesting shapes. They can measure pressure at various points on the surface of a wing, illustrating the pressure distribution during normal flight and stall and show flow patterns using a wing model with tufts of string, illustrating stall and wing tip vortices.

They can also inject a liquid dye and or steam to illustrate air flows.

Afterwards we are welcome to have lunch at building #15, Mussallem Union, in the cafeteria Dutch treat.

This sounds like a great opportunity to see some very interesting things not normally accessible to the general public. So come one come all to what promises to be a great Chapter 83 meeting.

See y'all there.  
Fair Sky's  
Keith



