



EAA Chapter 100

August 2013 Newsletter

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<http://groups.yahoo.com/group/eaa100/>

EAA Chapter 100 is a nonprofit association involved in the promotion of aviation through adult and youth education, hands-on training, building and maintenance of experimental aircraft, and through community awareness programs.

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Reader submissions and comments are strongly encouraged.

Chapter Picnic

The chapter picnic is this coming Sunday August 11th at the chapter hangar at the Dodge Center airport. The event begins at 11:00; we'll try to eat around 12:00. Plan to bring a dish to pass and meat to grill if you want. There is one grill available at the hangar and, if anyone has another one to bring, it would be appreciated. Also make sure to bring your plates, utensils, drinks, and chairs.

We are really encouraging members to fly their airplanes over this year or drag them out if you are based at TOB. We are going to be doing a spot landing contest and I'm sure there are members that would jump at a chance for a ride in your aircraft. If nothing else, it will just be nice to look out from the hangar and see them sitting on the ramp.

Oshkosh Airventure 2013

I'd like to take a bit of newsletter space to recount the fantastic trip that my son and I had to Airventure last week.

I've been going to Oshkosh since 1979, only missing a few years while I was in the Navy (I made two of the six years that I was in). Throughout all of those years before I was a pilot, I never had the opportunity to fly over and since becoming a pilot in 2001, I've never had the nerve to – until this year.

Back in June I got this hair-brained idea to fly the Hatz and the Parakeet over to Oshkosh this year. The plan was to drive all of our camping supplies over on Saturday July 27th, set up camp, and then drive home. We would then fly back on Monday morning, opening day of the show, stay until Thursday and then fly home. We would then drive back on Friday, stay through Sunday, and then pack up camp and drive home. This is how you do it when you fly two open cockpit biplanes; each with about enough baggage space for an extra pair of underwear and a toothbrush.

After running this by Dad and a bit of discussion, the decision was made that this was the year to give it a try. Weeks went by, airplanes were waxed, NOTAMS were studied, and finally the big weekend was here. We packed the van and headed for Oshkosh Saturday morning. Unfortunately, about half way through setting up camp, we received an urgent call from Mom and so we quickly finished up and headed home. Fortunately my wife was able to help take care of the immediate concerns but Mom was going to be spending a few days in the hospital so that meant only one airplane was going to be making the trip.



Monday morning came and after delaying a couple hours due to good ol' Wisconsin fog, my son, John, and I were on our way in the Hatz. We had a beautiful (but somewhat cold at 5,500') flight to our refueling stop at Adams County's Legion Field airport. We were greeted with

true small airport hospitality while we gassed up, took a break, and got a snack.

After that it we were back in the air for the short 45 miles to Ripon where we would join the procession into KOSH. Unfortunately, leaving Adams County we encountered a solid overcast at 2,000' and so our crystal clear, smooth air was replaced by gray skies and turbulence (much to the dismay of John's stomach). After about 30 minutes of bouncing around through the Eastern Wisconsin skies and one, thankfully available, Ziploc bag, we were established on the tracks and on our final leg in. From there everything went like clockwork. "Red and white biplane turn right and follow Fisk Ave - by the way what are you?" I responded with "Hatz Classic" and after an admiring "Cool" was told to expect 36L. "Red and white biplane cleared to land 36L, rock your wings...good rock, land on the yellow dot." "Red and white biplane left turn on to the grass under control...Welcome to Oshkosh!"



We had made it! Now for all of you who have flown into Airventure many times, I want you to think back to the first time.

This is where we were and it's a feeling that I can only describe as a mixture of excitement, anticipation, and a bit of relief. We were immediately picked up by flagmen and directed to our homebuilt parking spot. Which, much to our delight, ended up right next to the famous brown arch. What a spot to have your airplane sit for the week!

From there began four days of fun. Having an airplane at Oshkosh turns it into a whole new experience. It was a ball spending time at the airplane talking with people about our project, what it was like building with my Dad, and about how fun it is to fly both the Hatz and the Parakeet.

Thursday rolled around all too soon and, it was time for the flight out. We were blessed with beautiful weather and as 8:00 AM rolled around, we were making our right turn to 150° and headed out of KOSH airspace. After another fuel stop at 63C, we climbed to our cruising altitude of 4,500' and headed home. Touching down at Rochester, the first leg of our Airventure week was over.

Friday morning, the second leg of the trip began and we loaded back into the van for the four hour trip back. This time though, my wife was joining the two of us for her first trip into the world of Oshkosh. Yes, after 17 years of marriage, I was finally able to talk

her into making the trip. By mid-afternoon we were again watching airshows and wandering among homebuilts, classics, and warbirds. We, of course, tried to take it easy on her (we had made sure to hit the exhibit buildings earlier in the week).

Saturday began with an interesting conversation with one of the homebuilt judges while he packed his plane for his flight home. While talking about GoPro cameras and mentioning that I had mounted one on our Hatz, we were recognized and, he asked if I had received my letter. After an awkward "no", he proceeded to recommend that I plan to attend the homebuilt awards that night. "You won't be disappointed and, by the way, bring a camera." That night during the awards presentation, as the plaques and Lindy's disappeared off the tables, I began to think either there had been a reason why I hadn't



received that letter or something big was about to happen. With the final award left on the table, the Gold Lindy

for Grand Champion Plans Built, the announcer read off November-1-6-7-Quebec. Dad wasn't going to believe this!

What a week it had been. Many people had heard me say leading up to this trip that if all the stars aligned, this would be the trip of a lifetime. Well, after a successful first flight to Oshkosh, near perfect weather, awesome airshows, enough pyro to blow up my home town, two fantastic night shows, and a grand champion trophy to bring home, I think the only star out of alignment was in the spot where the parakeet should've been parked right next to us in front of that big brown arch. Maybe next year...



Good Links

Here is a link to sign up for a pilot tip of the week from Pilotworkshop.com. These have been out since 2006 and contain good information for us all.

<http://pilotworkshop.com/tips.htm>

This would be getting back to the basics:

<https://www.facebook.com/photo.php?v=303722129764408&set=vb.137249442968997&type=3&theater>

This is a collection of 1950's airshow photographs. They were from transparencies (slides) but the color and sharpness are as good as digital is today:

<http://www.flickr.com/photos/23032926@N05/sets/72157628027548881/>

**If you have problems with the links, just copy/paste the address into your web browser.



Keep thy airspeed up, lest the earth come from below and smite thee.

-William Kershner.