



President's Corner

Dear Chapter members and friends,

Oshkosh 2021 is history and many had a successful trip. See several stories in this issue.

The Husted and Brown families are hosting the 30th pancake breakfast Fly-In or Drive-In at the Husted Airstrip in Hicksville—This Sunday, Aug. 8 from 8 am—11 am. All are invited to this beautiful gathering. At 02381 St. Route 18, just North of town.

David Resler has a speaker from the Fort Wayne Police Dept. coming to talk to us on Aug, 12—Featuring FWPD Drone operations. Thanks David—it should be very interesting. This will be held in the old FBO building at Smith Field at 7:00 pm.

Be sure to sign up as a Young Eagles pilot or ground volunteer for the Aug. 14 and Sept. 11 YE Rallies!

Fair Skies and Tailwinds!

Larry Zepp, President

Coming Events:

- ⇒ Sat. Aug. 7—Van Wert - Fly-In breakfast, and new airport terminal celebration all day!
- ⇒ This Sunday, Aug. 8 from 8 am—11 am. The Husted and Brown families are hosting the 30th pancake breakfast Fly-In or Drive - In at the Husted Airstrip in Hicksville—All are invited to this beautiful gathering. At 02381 St. Route 18, just North of town.
- ⇒ Thurs. Aug. 12—7 pm—Chapter Get Together – Smith Field Old FBO = FW Police Uses of Drones. Held in the old FBO at Smith Field.
- ⇒ Sat. Aug. 14— EAA 2 Young Eagles Rally – Aug Hangar 2 at Smith Field - 9:00 AM
- ⇒ Sat. Aug. 28— VAA 37 Young Eagles Rally – Vintage 37 Clubhouse at DeKalb County Airport - 9:00 AM
- ⇒ Thurs. Sept. 9, 7 pm—Chapter Get Together at Garvey's Hangar—Tropria, Churubusco, Farm use of drones
- ⇒ Sat. Sept. 11—EAA 2 Young Eagles Rally – Hangar 2 at Smith Field - 9:00 AM

Are you a pilot? Are you building an aircraft? Are you an aircraft owner?
Are you just “plane nuts” about aviation?
If so, then join us! Visit our website at www.eaa2.org and click on “Join EAA2”

Features of AirVenture Oshkosh 2021— July 26—Aug. 1.

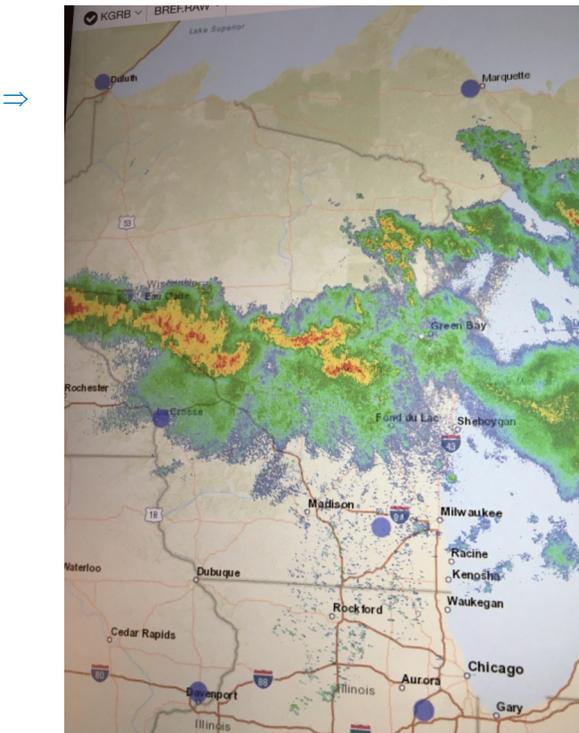
OUR AIRVENTURE 2021 ADVENTURE. July is a special month for aviators because this is when Oshosh AirVENTURE takes place. As July 26, 2021 approached Gladys and I began to prepare for our flying adventure to Oshkosh in our 1961 Cessna 172B, you know making sure all of the squawks are taken care of including any mechanical issues.

Our plans never included visiting AirVENTURE for the entire week, but arriving Thursday July 29th and departing Sunday August 1st. So on Wednesday with a watchful eye on weather at KOSH we weighed everything we planned on cramming into the plane and armed with this data doing a weight and balance to determine if we had room for fuel. Eureka, we could fill the tanks and still remain 25 pounds under gross weight.

Ok, Thursday arrives and the thunder storms from Wednesday evening tracked SE and erring on the side of safety, we unloaded the plane and loaded the car in preparation for what was now going to be a road trip to Oshkosh.

Thursday and Friday crowds were light but considering the storms this wasn't a surprise, making maneuvering thru the display areas very easy. Very good turnout of aircraft early in the week, and as always a great selection of forums and workshops to attend. Food and souvenirs aplenty, and only a very light rain Saturday making for a great air show finally.

Paul & Gladys Camp



Thurs, Oct. 14, 7:00 PM - Project Tour at DeKalb Airport—Come out to see Matt Parmelee’s Wheeler Express. Entry through Gate 6



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AirVenture was good this year. It was almost full by the first weekend. I heard Jack Pelton say there were 7900 planes there. Normally, there are 5000. Even though there were that many more people, it didn't seem that much more crowded when walking around. The aisles in the hangars were wider. The most popular vendors were crowded as usual.

There were signs that said if not fully vaccinated, wear a mask. I didn't see very many masks. All vendors were supposed to have hand sanitizer available. Most of the usual vendors were there.

There is a new fuel, 100UL, from GAMI. There were some new concept planes and helicopters. Some electric. Tall Pines Cafe served over 3900 meals.

Several of the gatherings were not held - the Monday night concert, the Young Eagles dinner Vintage party were a few. I'm sure there were others that I don't know about.

It seemed normal to be there. **Laramie**

Observations from Airventure Oshkosh 2021 By Mark Beck

Oshkosh Arrival—I flew solo in my RV6A again this year to AirVenture as a flight of two with my hangar neighbor as wingman in his Mustang Two on Saturday, July 24. This was my thirty-second time flying into Airventure Oshkosh, eleventh time in N670B, my RV6A. My flights in 2018 and 2019 had encountered heavy traffic so I was interested in seeing how the new, more distant transition waypoints would help manage the traffic.

As we arrived at the bridge, controllers at FISK put everyone into holding patterns, ours being Puckaway Lake, and said that anyone not already passed the bridge should go away and land at an alternate airport. We made two laps around Puckaway Lake, keeping in contact with each other on an air to air frequency, and switching to FISK control for updates. As we finished the second lap around the lake, I noticed all the traffic targets on my iPad were in a straight line for FISK. The hold was over.

Before getting to the orange dot, they cleared me to land on the green dot, another 1500 feet down the runway, so with a little power I coasted on down to the green dot, landed, and taxied into the grass as instructed to pick up guidance from the flagmen on the ground. The traffic ahead was already cleared out, but traffic behind was landing as my tires touched grass. I don't know how they do it! But I do know that pilots must be well prepared to control their aircraft throughout a series of instructions that may involve slower or faster approaches, steeper turns, unusual approaches to the threshold, and extended flying down the runway. **Recap**—please, get the NOTAM, study the NOTAM, plan for being routed to any of the runways. I get the printed NOTAM booklet and tab my booklet for quick reference according to runway. Practice your skills. On a long runway practice an approach to the numbers, then simulate control asking you to extend your flight another 2000 feet. **Mark Beck**

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Ch. 2 Classified—790 interior



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