



**CHAPTER 182
OSHKOSH FIELD
COMMAND POST**



**GARY MAIDMENT'S
"NEW" AIRFIELD LIMO**



**GERHARD'S
GRANDSON BUILDS
WING RIBS, OSHKOSH**

182 FLYER



President's Column

Hello, All,

I want to thank all of you so much for all the prayers and well wishes during the time of my surgery as I continue to recover.

My recovery continues along about as expected considering my good health going into the surgery. Next will be cardiac rehab for about 10 weeks.

Contact us at
eaal82memphis@gmail.com

Find us at
182.eaachapter.org

Nevertheless, I will attend our next gathering on September 14th at McNabb Field. Susan will have to drive me out there as I am not allowed to drive for at least 3 more weeks. But, I will not miss this great event that is always a good place to meet, do some hangar talk and flying and have fun and good food!

I hope to see you all there.

Blue Skies,

Gerhard Schubert,

President, EAA 182, Memphis

VP Ramblings

Restore or preserve? I just bought a 1952 M38 Jeep, supposedly untouched since new (no true as it turns out). When I posted on a Jeep page, I had mixed comments as to whether should do the minimum necessary to keep it roadworthy but not restore it fully as it is a 'survivor' and there aren't many unrestored copies around. I guess we've all seen antique furniture shows (and junk shows!) where they talk about patina and I know that in the automotive world there can be a premium on 'barn finds' that are untouched even though they may actually be rotting away. So, what about aircraft? One of our members has a PT19 that has been untouched since its military days and which truly has its original paint. All he plans to do is maintain it to keep it airworthy but not to bring it back to 'as new' condition which would cause it to lose some of its history. Maybe we should all think about that. I wonder how many aircraft, civilian and military, have been found and restored to 'better than new' condition (which in my mind means it must have been modified from the original spec) that could have been made airworthy with a very light touch and which, while looking maybe a little bit shabby, would truly reflect its life and history? I guess it's all a matter of taste, but for me, if anything is truly only showing its age and hasn't already been 'tainted', then do as little as possible to keep it safe to use - in other words, preserve it. If it has modifications, then restore to original spec, but touch only what needs to be restored and preserve anything original just as it is. History is being lost all over the place and we must try to preserve what is left in as near as possible to its original form...

CAVOK and tailwinds...

August Meeting Post Oshkosh Wrap Up



(Top): EAA 182 President Gerhard Schubert discusses 2019 Oshkosh facts & figures. (Center): August Meeting Attendance (Bottom): Our Illustrious Treasurer, Frank Civera.

Gary

August Meeting Minutes

For our August chapter gathering (EAA doesn't want us to call them meetings anymore, they are 'gatherings' - don't ask) over 20 members descended on Gerhard's hangar for coffee, donuts and AirVenture slide shows and stories. Coffee and donuts went well, not so much the slide show! Gary brought a projector but no laptop. Gerhard had the screen, but also no laptop - communication is a wonderful thing when it happens, in this case it missed! However, Ina saved the day as she had her laptop with her, so after maybe 45 minutes of 'technical consultation', we finally got under way! Gerhard presented first with pictures and stories of his grandson's first visit to Oshkosh and the three days they spent in the kid's workshops. These workshops sounded amazing and they built all sorts of stuff, including a working radio receiver to hear ATC! Gerhard had some photos of electric aircraft and there was some discussion about Uber-copter and other personal electric transport based on drone technology. In the end I think most of us said we'd rather commute in our cars as the skies would be far too dangerous! Troy Kent then showed slides followed by Alan Howell who is a professional photographer who had a different perspective on the show finishing with a stunning shot of a DC-3 with a lightning storm behind it. Finally, your VP showed a few pictures and included video of the De Havilland Mosquito taxi and takeoff and also video of a Supermarine Spitfire MkIX taxiing in from display. A nice morning was had by all with lots of good stories, pictures and video from the world's biggest aviation gathering - AirVenture 50.

CAVOK and Tail Winds

Gary

Chapter Vice President

September

2019

August						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

October						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7
8	9	10	11	12	13	14
						Chapter 182 Meeting & Fly-in, McNabb Field
15	16	17	18	19	20	21
22	23	24	25	26	27	28
						Chapter fly-out, TBD
29	30	1	2	3	4	5
						Oct. 5, Fayette County Airport (FYE) Aviation Day
6	7	8	9	10	11	12

Editors note: All photos this issue (except 3 top photos by Gerhard Schubert and Gary Maidment): Copyright, Alan Howell Photography (www.alanhowellphoto.com). This chapter newsletter will be refined and improved with each subsequent monthly issue - A.H.

4

1

