



Contact!

September 2020

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<i>Vice President:</i>	<i>Charlie Booton</i>
<i>Treasurer:</i>	<i>Gary Bean</i>
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<i>IMC Coordinator:</i>	<i>Chad Baker</i>
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<i>Flight Advisors</i>	<i>Gary Bean & Carl Franz</i>
<i>Web Editor</i>	<i>Chad Baker</i>
<i>Newsletter Editor</i>	<i>Rick Bernardi</i>

Those in attendance for the meeting were:

Chris Foltz
Rick Bernardi
Tim Cook
Chad Baker
John Evans
Lane Watkins
Bob Burnet
Howard Walton
Charley Booton
Bil Cuilik
Ralph King
Gary Bean

The above members were at the IMC meeting and the regular meeting, and , and the ones listed below joined the meeting for the regular meeting at 10:00

Dick Russell
Stan Julian
Butch Raber
Paul Vermillion
Ed Livingston
Matthew Long
Emil Pagliari

There was an IMC meeting held at 09:00 and Chad Baker will provide notes from that meeting.

The regular meeting was called to order by Charley Booton at 10:03. Bobby Goodwin is out of town dealing with some medical issues with his wife.

Butch Raber is building an RV ultralight airplane and more information can be obtained from Butch.

Gary Bean gave the treasurer report. There is \$3008.11 in the bank, and about \$28.88 on hand in cash.

<https://chapters.eaa.org/ea108>
<https://www.facebook.com/eaachapter.oneoeight>

Next Meeting is at CEW FBO 10am 9-19-20.

EAA Chapter 108 meeting minutes, 15 August 2020.
Submitted by Ralph King.

Mathew Long is looking for a tail dragger instructor, and there were two folks in the members who can provide this. Also, Blue Sky Sport And Tail Wheel, owned by Paul Spillane is a tail dragger instructor. He teaches in an Aeronca Champ out of the Chumuckia airport, J24 I believe is the airport number. His number is 850-582-1015.

There is an event at the Gainesville airport on 20 March 2021, the annual Gator Fly-in. There may be a Ford Trimotor there, and maybe a B-17.

There was some discussion about honing up old pilotage and dead-reckoning skills. These seem to have taken a back seat to the modern GPS and other technology. But - - It is a good thing to check on your ability to use these old skills. Modern stuff fails sometimes.

Charley Booton talked about a magazine article discussing flying an aircraft after repairs have been made. It is best to fly locally, and check everything out before any long trip using the installed technology is made. There was mention about the first flight after maintenance is always the nail biter flight. Was everything done right? Were any new problems introduced? There was some discussion about Monty McClean having some work done on his airplane, and on his first flight, the landing gear raised on takeoff as soon as the load on the gear was light enough for the gear to raise. The landing gear switch was wired backward by the installation folks, thus signaling the gear to be raised, even though the switch was in the "gear down" position. This resulted in the aircraft being destroyed, but no loss of life.

There was discussion again about an aircraft taxiing without wings. This is inherently unstable, and the aircraft rolled over on its side. The exact cause is not known. Possibly a brake problem.

Gary Bean thanked Emil Pagliari for arranging for the meetings to take place in the new FBO at the Bob Sikes

Airport. This is a good facility, and will be a good place for future meetings. We just have to ensure cleanliness after the meetings are over. Our next meeting is scheduled for 19 September at the new FBO. 09:00 for the IMC, and 10:00 for the regular meeting.

Emil took orders for the club tee shirts. \$25.00 each, with a minimum of six shirts for each order. There were six folks who wanted shirts. Also Tim Cook will arrange for name tags for members with aircraft logo on them at the cost of \$10 each nametag. These are magnetic attaching nametags, and do not damage the material in any way when worn.

One person joined the club, (Matthew Long, I think) and along with membership comes a hat. Local club membership costs \$15 per year, and also national club membership is required. I think that cost is \$40 per year.

Pilot Edge software program is available. This helps pilots with many aspects of flying. It is currently geared to the Midwest to west US area. If you want more information on this program and its benefits, you can check with Chad Baker for more details.

The meeting was adjourned by Charley Booton at 11:00





Rick Bernardi's hangar ↑

Flying the AIRVENTURE FISK Arrival...from my desk top. Chad Baker;

Did you take advantage of EAA's Spirit of Aviation Week in place of the annual EAA Airventure Fly-in? I sure did. I must have participated in a dozen different online webinars, workshops, and interviews, every one full of interesting topics and people. The highlight for me however was getting to fly the famous Fisk Arrival into Oshkosh. You read that right. I know, I know, there was no Oshkosh this year. Nonetheless, I and hundreds of other pilots, and non-pilots, had the opportunity to fly the famous Fisk Arrival via our desktop sim and it was more accurate and realistic than you would imagine. Home simulation has come a long way in the last 10 years and this demonstrated that in spades.

It was called SIMVENTURE, an obvious twist on AIRVENTURE, and was made possible by the folks at Pilot Edge, EAA, and the NATCA controllers that usually work the Fisk Arrival and the OSH tower during the real event. Pilot Edge is a subscription service that uses current and former air traffic controllers to provide live, real-time ATC services for personal and commercial use in simulators, both the fancy sims like Redbirds as well as your own home desktop sim like Microsoft Flight Sim or X-Plane. Pilot Edge adds an unbelievable realism to your home flight sim by providing the key ingredient that's been missing from flight simulation since its beginning...live ATC.

All that was needed was a home desktop flight sim, a subscription or free trial to Pilot edge, and an internet connection. After downloading a few files to provide the appropriate scenery for Airventure, and be able to accurately see the other participants, I was set to chose a starting point like a local airport or someplace on the OSH grounds, connect to Pilot Edge and have fun. But first, what are the procedures?

In the real world, the FAA publishes a large NOTAM with every detail of how to fly into Oshkosh via the Fisk

Arrival. The sim world was not much different. Pilot Edge published a 37 page NOTAM with all the procedures and frequencies that would be used with SIMVENTURE. This would be a VFR only procedure with landings on either 27 or 36L or 36R. Enhanced scenery downloads provided everyone consistent visual waypoints like Ripon, the railroad track to Fisk (the town) and FISKE (the waypoint) and beyond, and of course Whitman airport surroundings during a normal Airventure with all the airplanes, displays, buildings, and of course the colored runway dots you'd expect to see.

The controllers...these were the real deal. They were the controllers who work FISKE and the OSH Tower every year during AIRVENTURE and it showed. I listen to OSH arrivals every year on liveatc.net and this had that same rapid fire ring to it. At FISKE it was one aircraft right after another coming through and rocking their wings for a landing assignment. The tower, again just like the real thing, called out last minute changes...changes to your colored dot, "speed up there's a Baron behind you", go-arounds, etc. bringing everyone down safely. While not quite as busy as the real thing, it was busy. Across the four 3-hr sessions that you could fly SIMVENTURE, Pilot Edge logged 1066 arrivals into OSH with 666 different pilots many of which flew the approach more than once. Personally, I ended up flying four arrivals and three departures.

From a procedural perspective, flying the approach in the sim is basically the same as flying it in real life. For my first time, I departed Fond du Loc airport (KFDL) heading WNW to Green Lake at 3,500ft where the procedure started. There I entered the track around



the lake at a 45 degree angle (per the NOTAM) and descended to the appropriate altitude and speed. For me in a trusty Cherokee, that's 1800ft & 90 kts. For those that can't safely fly that slow, it was 2300ft & 135kts and ½ mile spacing in trail for both. After looping around the lake to get in line and head East, Ripon was in my sight and I could see the grain silos that would reveal the railroad track to Fisk.

Following the tracks and all spaced out with the other aircraft (yes...you can see the other aircraft participating) I was just waiting to reach FISKE to receive that famous request to rock my wings. Coms are mostly one-way. There's just no airtime for every pilot to confirm ATC instructions. Using some technology tricks the controllers are able to know what my a/c color and type was just like if they were there on the ground at FISKE watching me fly over. Suddenly it was my turn... "Blue and white Cherokee rock your wings". I got my assignment, Rwy 27, and off I went toward OSH continuing to follow the RR track to the gravel pit on the West end of the Rwy 27 downwind leg. At mid-field downwind I'm behind a red Cirrus when I got the next call, this time from the tower... "cleared to land, green dot". I landed just after the dot and quickly taxied off the runway into the grass making room for others behind me, a standard practice at Airventure. I think the only thing I couldn't do was hold a sign in the window telling the flagman where I wanted to park.

SIMVENTURE was reportedly a huge success and there's talk it may be held a couple of times a year. Not only was it a fun escape, it's actually a great training tool to get the sight and feel for what it will be like flying into OSH for real, a chance to rehearse before you step onto the stage. I have to believe that as more pilots learn the value of desktop simulation, events like this it will end up increasing the overall safety of OSH arrivals. The combination of a realistic flight sim, the appropriate scenery, and ATC squawking in your ear made this about as real as it could get from home. Sure, you're missing the vibration of the engine, the turbulence, the

g-forces from turbulence, and of course the actual risk of hitting another airplane, but if you will suspend reality for a short time and treat it as if those risks are still there, the immersion a desktop sim can offer can be an incredible training and procedural practice tool for many scenarios.

If you want to see what flying the Fisk approach was like on the sim, you can find a recording of one of my flights here. <https://youtu.be/OJgzAikfCtg>

Other PilotEdge SIMVENTURE videos:
https://www.youtube.com/watch?v=Ng9FMifkOCE&list=PLPT_UgYDSwmcxS63fompYW2SSY7w7mc3a

For more articles reporting on SIMVENTURE.
<https://www.pilotedge.net/pages/simventure>

For more information about ATC services for simulation, check out www.pilotedge.net.