



EAA CHAPTER 1652 NEWSLETTER BURLINGTON AIRPARK, ON



May / June 2021

[HTTPS://CHAPTERS.EAA.ORG/EA1652](https://chapters.eaa.org/ea1652)

Issue 4

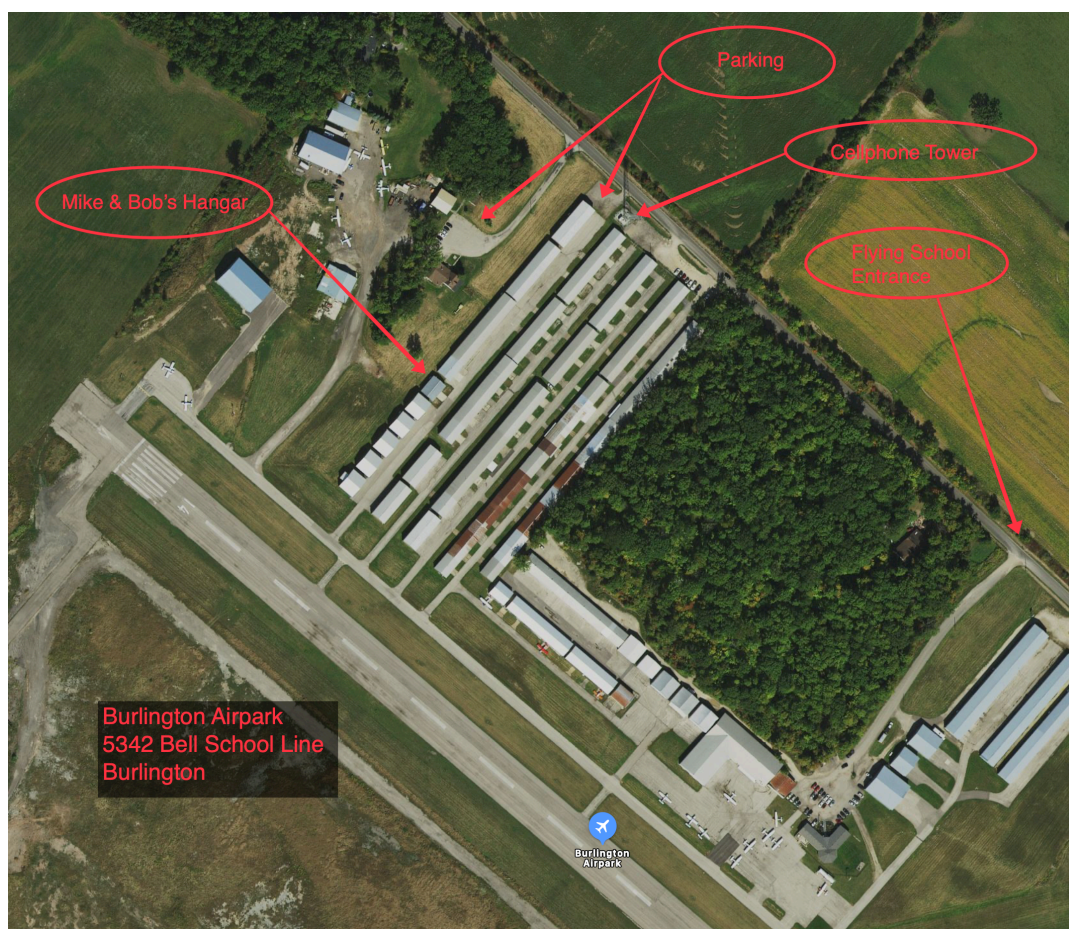
Hi Everyone and welcome to the bi-monthly newsletter.

It looks like we will be able to hold our first in-person meeting for our Chapter in over a year this Thursday, June 17, 2021 at 6:30 pm. Mike and Bob have offered to fire up their BBQ. Burgers and Drinks will be available for a small fee. My Hangar is a couple of doors down and I'll be setting up for the evening's presentation at 7:30. Please remember that certain Covid protocols are still in place. Safety first!

We have Upright Aviation joining us to tell us about the Extra 300 Aircraft and the training they offer right here in Burlington Airpark. I'm personally very excited to hear about their Aerobatic Training courses! <https://www.uprightaviation.com>

Please drop us a quick note if you're coming. Looking forward to see everyone!

Cheers Jim



President's Notes

First up we'd like to thank Stephan Edelman & Terry Hodek of Nemoscout for their Zoom presentation last month to the Chapter. Very interesting! They have a fabulous product that offers real safety enhancements with regards to traffic in the air. Their website is definitely worth a visit! www.shop.nemoscout.com

The Best news in a long time is Ontario is accelerating the "opening" of businesses and Canada is evaluating when the Canada/USA border will re-open.

If you are like me, you are likely planning the annual pilgrimage to airplane heaven in July. My hotel is booked in Appleton where I have stayed so many times.

I started going to AirVenture way back in 1978. I had started construction of a Chris Heintz design, the Zenair CH-300, a low wing, three-seater, when I met up with a friend who became my co-builder. But job changes got me behind and before you knew it it was 1987, the airframe was built and I had lost touch with my coworker. Time to sell and buy a Piper Warrior!

Other than the pandemic caused shutdown of AirVenture in 2020, I have been to Oshkosh every year except one. AirVenture never fails to rejuvenate one's love for aviation whether building, flying or simply enjoying everything to do with flying.

This year AirVenture is from July 26 to August 1 and it promises to be a great event. Start planning!

Wheels Up.
Michael Schuler

Treasurer's report:

All our bills have been paid and we have \$656.19 in the bank account. One new member will be etransfering their initial fee and 2021 dues in shortly which will bring our total membership to 16.

Bob



10 Tips for Flying in to AirVenture



Read the NOTAM

If the headline for this story was “One Tip for Flying in to AirVenture,” this would be it. Some NOTAMS are one or two sentences — ours is 32 pages, and it’s an absolutely mandatory read before you fly in. Wittman Field in Oshkosh becomes the busiest airport in the world during the week of AirVenture, and that only works because people follow the rules in the NOTAM. It’s available as a [download](#) or you can [order a printed copy](#) and we’ll send it to you for free, as long as you promise to read it.

Arrive Before You Get Here

If you have a PC-based simulator like Microsoft Flight Simulator X (currently available from Dovetail Games via the [Steam marketplace](#)) or [X-Plane](#), you can fly the Fisk arrival, or any of the others, for that matter, before you leave the house. Enhanced scenery packages are available for both platforms, but even out of the box, you’ll see important landmarks and can get familiar with the routes. You’ll occasionally find prepackaged scenarios, especially on simulators from a company like RedBird, which run on a variant of Microsoft Flight Simulator, that include custom ATC and traffic, but using the simulator is more about landmarks and time and distance than it is about what you hear on the radio. If you don’t have a sim at home, you can do much the same thing on a platform like Google Earth.

Learn the Language

Once the AirVenture NOTAM goes into effect the Friday before opening day, you can listen in on arrivals and departures, and even the air show air boss, from anywhere in the world via [LiveATC](#). LiveATC also has some archives available, which, while dated, can still give you a feel for what you’ll hear when you get here. YouTube is another great source for ATC audio, with examples like [this](#) and [this](#), among hundreds. There are even some unfortunately spectacular examples of what [not to do](#).

Watch Somebody Else Do It

You can hop in the right seat with one of our volunteer pilots and the NOTAM chairman Fred Stadler and take a detailed look at each step of the traditional VFR arrivals as well as a typical VFR departure in this [five-part video series](#). And, once again, YouTube is also a great place to get a pilot’s eye view of the arrival procedure, which can go a long way to letting you know what to expect. You can watch some examples like [this](#) or [this](#), or you can just head to YouTube directly and search for terms like “Oshkosh arrival.”

Go to School

Every year, we present a live webinar that steps you through the AirVenture arrival procedures. These presentations last about an hour, and include time for questions and answers. If you missed the live presentation of this year’s webinar, you can still watch the [archived version](#) as many times as you like.

Know Your Numbers

This seems like common sense, but you might be surprised. When you arrive at Ripon, the procedure in the NOTAM mandates that you fly at 1,800 feet at a speed of 90 knots (or 2,300 feet and 135 knots for faster aircraft.) This doesn’t mean 85 knots or 97 knots — it means 90. Know your power settings so that, when the time comes, you can nail your speeds.

Hit the Dot

Here’s another one from the common sense file: If your spot — or, in our case, dot — landing skills aren’t up to par, go out and practice. If you need to, get a little extra dual instruction. When you’re cleared to land on a given dot, our procedures only work if you do just that. Landing short or floating and touching down a couple of hundred feet past the dot can cause all kinds of separation problems.

Bring a Friend

Just make sure it’s the right kind of friend, the kind you trust to help provide you with an extra set of eyes and ears to watch for traffic, listen to ATC, etc. The kind of friend who’s flown in to AirVenture before is a bonus. If you bring the kind of friend who’s loud and distracting, brief them thoroughly and firmly before you leave so that they know when it’s time to be quiet.

Check on Parking

While we’re always committed to accommodating all of our visitors, sometimes being the busiest airport in the world can mean some temporary parking delays. You can check our parking status and get other updates on field conditions [here](#).

Tie a Knot

If your airplane is hangared full time, you might be a little out of practice when it comes to using tie downs. Take a minute to practice, and, while you’re at it, check out your tie downs themselves. If they don’t look like they’re up to the task, you can build your own. Find instructions, as well as some tips on knots, rope types, and all other things tie-down-related [here](#).

Save Money Along the Way

FBOs and airport managers all across the U.S. offer everything from free snacks and discounted ramp fees to courtesy cars and fuel discounts to pilots heading to AirVenture. Before you set off for Oshkosh, check out our [list of special offers](#) that might be available along your route.



AirVenture 2021 COVID Updates

The Latest Updates And Guidelines For This Year's Fly-In

Find the latest COVID-19 information in relation to EAA AirVenture 2021 right here as the situation evolves. Please check this page often for updated news, safety protocols, and information on how we're planning to make AirVenture as safe as possible this year.

EAA AirVenture Safety Protocols

Last updated May 28, 2021.

- EAA members now have the option to receive admissions credentials including wristbands in advance through our [Express Arrival program](#). This is offered at no extra charge when you purchase your tickets online and eliminates the need to go to an admissions building.
- If you are not fully vaccinated, masks will be recommended if you are unable to social distance (roughly 6 feet or 2 meters).
- Proof of COVID vaccine will not be required to attend.
- International visitation is dependent on current international travel regulations and mandates in the U.S. and individual countries of residence.
- Increased physical distancing will be encouraged in all areas.
- EAA is adding significant numbers of sanitizing facilities and working with industry-leading companies for continual disinfection throughout the grounds.
- Theater in the Woods, forums pavilions, and other outdoor venues will operate with reduced seating capacity, with social distancing opportunities on the open grounds at that location.
- There will be fewer exhibitors in each indoor exhibit building, creating more walkways and separation between exhibitors. Additional venues on the grounds are being re-purposed to accommodate indoor exhibitors that are moved this year.
- Wherever possible, ventilation will be increased in tents and indoor facilities.
- Several annual events where physical distancing is not possible will not be held this year, including the Monday night concert; the EAA Lifetime Member Dinner, International Visitors Dinner, and Young Eagles Volunteer Award Dinner; the Runway 5K run/walk; the WomenVenture social; the Seaplane Base's Watermelon social, and large corporate events and receptions.
- High-demand forums and presentations will be scheduled more than once to accommodate demand while allowing for distancing.

We Value Your Feedback

As always, we invite your ideas and input at feedback@eaa.org. We'll see you on the Oshkosh flightline this summer!



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The King of Classics



TAKE FIVE... for safety

Five minutes reading
could save your life!



HOW TO STAY CURRENT AS A PILOT

What you need to fly

The *Canadian Aviation Regulations* tell us that pilots must have:

- [a valid licence or permit](#)
- [a valid medical certificate](#)
- [a valid aviation document booklet](#)

How to stay current

In addition to meeting the requirements above, pilots must also stay current. Here's how:

1. **Every 6 months:**
 - Pilots who wish to carry 1 or more passengers must complete at least 5 takeoffs and 5 landings in the category and class* of aircraft in which they carry passengers
 - Pilots who wish to carry passengers at night must complete 5 takeoffs and 5 landings at night
 - Glider pilots have the option of completing 2 takeoffs and landings with an instructor
 - Balloon pilots are not allowed to land at night: if part of a balloon flight carrying passengers departs before dawn with the plan to land in the daylight, the pilot must have completed at least 5 landings during the day and 5 takeoffs at night (before dawn) in a balloon during the last 6 months

*Class refers to whether the aircraft is meant for land or sea, whether it is single-engine or multi-engine, etc.

2. **Every 2 years**, you must complete **one** of these training activities:
 - Complete a flight review with an instructor
 - Attend a [Transport Canada safety seminar](#)
 - Participate in a [Transport Canada-approved recurrent training program](#)
 - Complete the [self-paced study program](#), which is updated each year
 - Complete a training program or pilot proficiency check required by Part IV, VI or VII of the *Canadian Aviation Regulations*
 - Complete the requirements for the issue or renewal of a [licence, permit or rating](#)
 - Pass the written [exam](#) for a licence, permit or rating
3. **Every 5 years**, you must fly as pilot-in-command or co-pilot at least once in a category** of aircraft for which you're licensed.

Pilots **who do not complete this requirement** must:

- successfully complete a flight review with an instructor, and
- pass the [Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, Air Regulations](#) examination

**Category refers to whether the aircraft is a glider, airplane, helicopter, balloon, gyroplane, etc.

To review the requirements in full, see the [Canadian Aviation Regulations, 421.05](#).

canada.ca/general-aviation-safety



Transport
Canada

Transports
Canada

Canada



Aircraft of the Month: Zenith CH300

https://en.wikipedia.org/wiki/Zenair_CH_300

The **Zenair Tri-Z CH 300** is a three-seat [Canadian](#) homebuilt light aircraft. A single-engined low-winged [monoplane](#), the CH 300 first flew in 1977, with several hundred kits sold.

The CH 300 is an enlarged three-seat derivative of the [Zenair Zenith CH 200](#), designed by [Chris Heintz](#) in the mid 1970s as the Tri-Zénith.^[1] Like the CH 200, it is a low-winged [monoplane](#) of all-metal construction with a fixed [nosewheel undercarriage](#), but is larger and more powerful, and is fitted with a rear bench seat capable of accommodating a third adult or two children, and is fitted with a forward sliding canopy. It is designed to be powered by an engine giving between 125 and 180 hp (93 and 134 kW).^{[2][3]}

The first example made its maiden flight on 9 July 1977, with over 400 sets of plans sold by 1982.^[2] One CH 300, modified with extra fuel tanks and piloted by Robin "Red" Morris, made a non-stop trans-Canada flight between [Vancouver International Airport](#) and [Halifax International Airport](#) on 1–2 July 1978, covering the 2,759 mile (4,440 km) in 22 hours, 44 mins, setting three [FAI](#) Class C-1c point-to-point speed records.^{[2][3][4]}

Plans for the CH 300 remained on sale in 1999.^[5] The Zenair CH 300 formed the basis for the factory built [Zenair CH-2000](#), which first flew in 1993.^{[5][6]}



Specifications (150 hp O-320 engine)

General characteristics

- **Crew:** 1
- **Capacity:** 2 passengers
- **Length:** 22 ft 6 in (6.85 m)
- **Wingspan:** 26 ft 7 in (8.10 m)
- **Height:** 6 ft 10 in (2.08 m)
- **Wing area:** 129.2 sq ft (12.00 m²)
- **Aspect ratio:** 5.48:1
- **Empty weight:** 1,100 lb (499 kg)
- **Max takeoff weight:** 1,850 lb (839 kg)
- **Powerplant:** 1 × [Lycoming O-320](#) air-cooled [flat-four](#), 150 hp (110 kW)

Performance

- **Maximum speed:** 160 mph (260 km/h, 140 kn)
- **Cruise speed:** 143 mph (230 km/h, 124 kn) (75% power)
- **Stall speed:** 53 mph (85 km/h, 46 kn) (flaps down)
- **Range:** 530 mi (850 km, 460 nmi)
- **Rate of climb:** 1,000 ft/min (5.1 m/s)



Application for New Membership



EAA 1652 BURLINGTON

EAA Chapter 1652 Burlington
c/o Mark Gayowski - Secretary
1-641 Greenwood Drive
Burlington, ON, L7T 3P2

NAME Mr. (), Ms. (), Mrs. () _____
(First Name) (Surname)

Street Address: _____

City: _____ Postal Code: _____

Home Ph #: _____ Work # _____ Mobile #: _____

E-Mail: _____

EAA Membership #: _____ EXP: _____. Since: _____.
(MM/DD/YY) (MM/DD/YY)

Own an Airplane? YES () NO: () Building an Airplane? YES () NO: ()

Type and/or Model of Airplane: _____

One time initial Fee of \$100 + Annual Dues \$ _____ + Optional Donation \$ _____
Total \$ _____

(Annual dues are \$50. New sign ups after April 1st - Dues are \$5/month to Dec 31st)

Dues are payable via e-Transfer.... payable to EAACHAPTER1652@GMAIL.COM

**As a member of EAA Chapter 1652 Burlington, I will
abide by the conditions and amendments in the
Corporate Charter and the EAA Chapter 1652 Guidelines**

Applicant:

EAA Chapter 1652:

Name: _____

Date Approved: _____

Signature: _____

President: _____

Date: _____

Member Notified: _____

