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This month's issue of Propwash is dedicated entirely to Oshkosh.

Many of us began looking forward to AirVenture 2020 from the moment we left AirVenture 2019.

While most of us have come to grips with the loss of our beloved Oshkosh this year, we can not just move on without paying this magical institution it's due respects.

So, while 2020 will go down as the year there was no Oshkosh, in this issue of Propwash we remember AirVenture's past with photos and stories from our chapter members. A huge thank you goes out to everyone who contributed to this month's issue.

Remember only 354 days until AirVenture 2021!

Please be safe, stay healthy and enjoy this month's issue of Propwash.

Mike





PHOTO BY CHUCK NEWELL

The original Brown Arch, built in 1971, served as the official flightline entryway. The arch became "the gateway to aviation," a symbol of the innovation and craftsmanship brought to AirVenture each year. Those who pass under its span view the arch as the front door to their home away from home. Friends and family gather at AirVenture and the phrase, "Meet me at the Brown Arch," is heard throughout the grounds as they spend another year together. The arch has become a tribute to AirVenture's past and a reminder to always look to the sky knowing you have a firm foundation at Oshkosh. With the significance of the Brown Arch stretching across generations, the arch was restored and the area expanded in 2009 to allow for people to "leave their mark."

The Brown Arch is surrounded by 3,000 inscribable bricks allowing you to "leave your mark" at Oshkosh. Your legacy, friends, or family will be treasured under the arch as you join the ranks of others who have carved their place in AirVenture history. Within the overall design is a biplane representing the beginnings of aviation and EAA's grassroots. Four Compass Rose bricks, two flanking north and two flanking south, combine to form the biplane's "cowling." The center of the Compass Rose marks the distance to Kitty Hawk, the historical place where Wilbur and Orville Wright landed their first sustained flight and created the most significant development in aviation history.



PHOTO BY CHUCK NEWELL



Sikorsky S-64 Skycrane – 2010  
Delivering 2011 Ford Explorer



PHOTO BY MIKE BAER

C-47 – 2010  
Duggy, The Smile in the Sky



PHOTO BY MIKE BAER

B-29 FIFI – 2011



PHOTO BY MIKE BAER

Sean D. Tucker - 2011



PHOTO BY MIKE BAER

AeroShell Aerobatic Team – 2012



PHOTO BY MIKE BAER

F-4 Phantom – 2016



PHOTO BY MIKE BAER

# The Soul of Oshkosh

by Robbie Culver

I grew up in Wisconsin, and an annual summer trip to EAA's convention was a tradition. It was there that the seeds of building an airplane were planted in a young man's mind. My brother Mike flew me up there in his Piper Tri-Pacer a couple of years, and we camped under the wing.

Things I remember well:

That brown flight line fence.

I started on the wrong side. The round cardboard pass that I treasured, the one that let me through that fence - that was a special treat.

Taking photos with my Dad's Rangefinder 35mm still camera, bad photos mind you - the aircraft were blurry dots - dreaming that I'd capture the moment, envious of the "real" photographers. Many years later, I got my chance in "the ditch." This time the photos were close and crystal clear.

It was at Oshkosh that I first learned people actually built their own aircraft, and some flew these custom built aircraft to the show. That thought etched itself inside and many years later resulted in the Sonex kit I built and flew to Oshkosh. I landed on the dot on 18 Right! Can't remember the color, but I swear the mains touched down right on it!

Oshkosh, to me, is what inspired so many aspects of my life. My passion for aircraft led to a love of jumping out of them. Skydiving is how I met my wife, and we were married at the Hinckley airport. Oshkosh is where we went for a memorable day in 1998 when we were dating, just a couple of years after we met, walking slowly through the rows, soaked in memories. She grew up going there also. I know that's the day I realized who she truly was and that she was "the one."

Oshkosh means seeing old friends and making new ones, the sound of radial engines and the smell of jet fuel. Ok, some 100LL too, please. Thank you. Wandering through vintage, and trekking up north to the warbirds, and then further still into the North 40. Walking past where Jerry's One Man Band used to play, year after year after year. Thanks Jerry! We miss you!

Yodeling. Not sure I miss it, but hey - you knew you were at Oshkosh when you woke up to that sound. Ok, I confess. I don't miss that.

My wife and I knew we were at Oshkosh one morning in the North 40 when we awoke in our tent next to the Cherokee we flew up - the sound of P-51's departing on 27 tore up the still morning air. Then we laughed, looking at our young son, sound asleep and dreaming, oblivious to the sweet sound of Merlins. We weren't. We still talk about that moment at Oshkosh. That's full circle, right there.

I've written about Oshkosh, about the soul of Oshkosh. It's all around us, every day we are there and far beyond. The heart, the soul, the dreams. Now my favorite thing to do is....nothing. To sit, to listen, to soak it all in.

There are memorial bricks. My brother, the one with the Tri-Pacer. My good friend Dane, who built a beautiful RV. Others, in memory of friends old and new. One day there will be a brick for me. But not so soon. There are many dreams yet to come true, and many rows upon rows of aircraft to wander through.

When I bought a Sonex kit and began construction, beginning the completion of the dream that began at Oshkosh, it was much more than completing a project. From the time we began to the first flight in October 2015, my brother lost a battle to cancer. This made the flight up in an airplane I built for Oshkosh 2016 even more poignant and special.

As my family gathered in front of the brown arch at his memorial brick, the full circle of the moment wasn't lost on me. Years and years of Oshkosh memories came pouring back over me - a reminder of all that I'd felt, and learned, and seen there.

This year will be a tough one for so many reasons. But missing Oshkosh, well, that may be the toughest part for me....

Blue skies!





PHOTO BY CHUCK NEWELL



PHOTO BY CHUCK NEWELL



PHOTO BY CHUCK NEWELL



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PHOTO BY CHUCK NEWELL



PHOTO BY CHUCK NEWELL



PHOTO BY CHUCK NEWELL



PHOTO BY CHUCK NEWELL



PHOTO BY CHUCK NEWELL



# Airplane People are Great! by Ed Collins

One year my friend and I were tent camping at Oshkosh when we got up on second day we noticed that our sleeping bags were damp along with most of our gear. Before we left the camp area for the show grounds we hung up everything to dry. It was a hot clear day until late in afternoon when all of a sudden rain was coming down so hard it could have drown a frog. We knew by the time we got back to the tent everything would be wet. When we got to the camp site everything had been folded placed in the tent and the tent closed up... everything was dry! We checked with other campers to thank them, but never found out who saved our gear. Just a great group of people, like your family, looking out for each other. Airplane people are great!

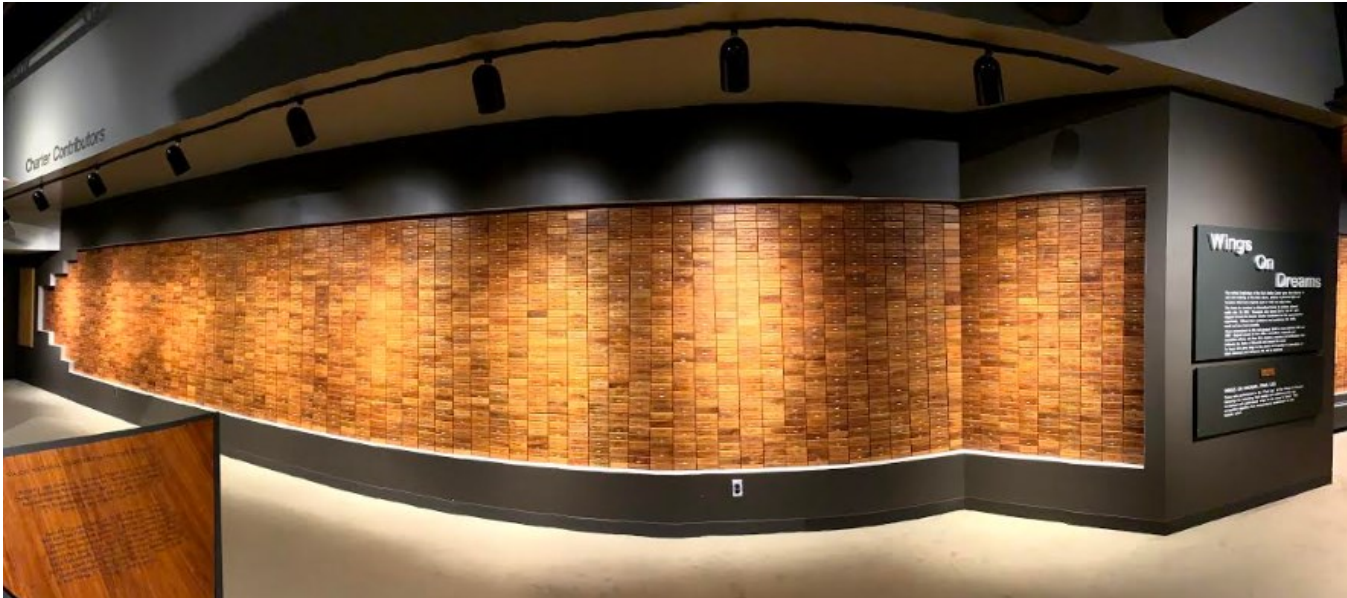


PHOTO BY NEAL AMENT



PHOTO BY NEAL AMENT



AirVenture in 2018 (Saturday)  
The afternoon airshow was particularly dramatic,  
with a line of clouds that came through



PHOTO BY JOHN ROBBINS

AirVenture in 2018



PHOTO BY JOHN ROBBINS



PHOTO BY JOHN ROBBINS

AirVenture in 2019  
Gene Soucy always puts on a good show



PHOTO BY JOHN ROBBINS



PHOTO BY JOHN ROBBINS

# Who Saw This?

by Todd Ashcraft

Who saw.....

1. The P-51 Mustang pull up at probably 5+ G to make it through the smoke ring over the runway?
2. The skywriter who typo'd and wrote "TEMEST" above the festival crowd?
3. The first video of Reese's Pieces quietly clicking against the inside of SpaceShip One?
4. The very first public viewing of a Waco with a turbine engine, which did vertical 8s from takeoff to about 8000'?
5. The SR-71 flying by at treetop level, with probably 25 shock diamonds in the exhaust plume (the airplane was 2 minutes early, so they routed it down past central Illinois for a turn)?
6. Some old guy with sideburns leaning against a Long-Eze talking to a group of builders?
7. A Pietenpol that won the class for the Air Race?
8. The rocket powered airplane races?
9. Bruce Bohannon's trials at the Aeroshell Speed Dash?
10. The first public F-22 flight, which could have fit inside the regulation aerobatic contest box and was filled with maneuvers so awesome you could hear 20,000 half-chewed bratwursts hit the ground?
11. The scuba-suited swimmer climbing up out of the ditch after the Martin Mars waterbombing run?
12. Gene Soucy lose at pool to a lousy High School kid at Herbie's?
13. John Dyke arguing with that same kid about aerodynamics roughly 5 years later (at the same place)?
14. The first public viewing of the F-117 Stealth Fighter, and more importantly the earlier camping sites where there was a set of tie down ropes pointing to mid-air, with a Stealth Fighter sign? (PS: my scruffy hungover friend walked up to the front of the F-117, turned to look at me, and said "Man, that's an ugly tent.")
15. The motorized couch? And later the matching loveseat/cooler and then a gas powered bar-stool?

... I did.





PHOTO BY JOHN GARRETSON



PHOTO BY JOHN GARRETSON



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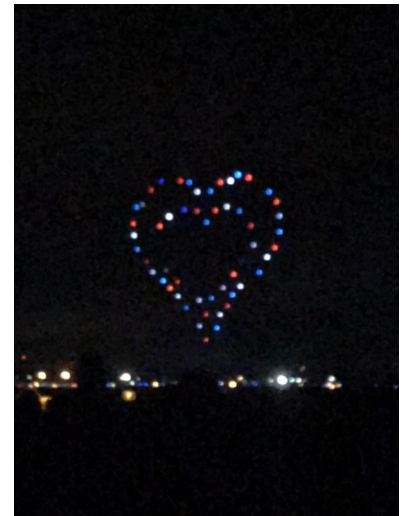


PHOTO BY JOHN GARRETSON



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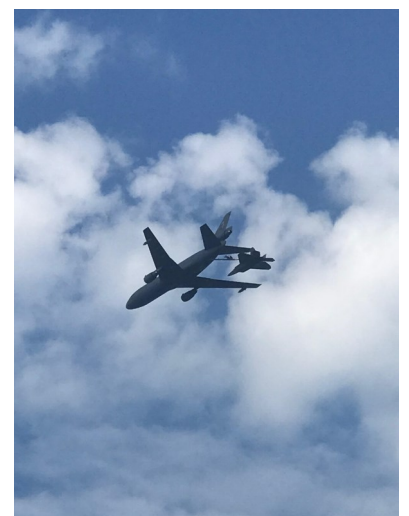


PHOTO BY JOHN GARRETSON

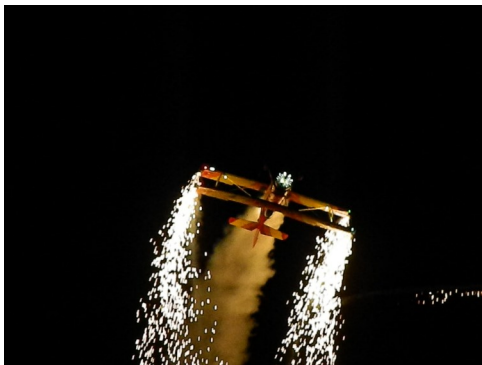


PHOTO BY CHUCK NEWELL



PHOTO BY CHUCK NEWELL



PHOTO BY CHUCK NEWELL

One of the most popular additions to AirVenture over the past quarter century, the Night Air Show, has proven to be a must-see "skylight" for every AirVenture enthusiast.

Tens of thousands are dazzled by an unmatched display of precision aerobatics from many of the world's top air show performers mixed with dazzling pyrotechnics.

Each of the night air shows will conclude with a thunderous fireworks display that has been termed as one of the best in the entire Midwest.



We were walking around the war birds area when we came up to the B25. They had some of the bay doors open and you could look up into the airplane. Nobody was allowed on board. There were a couple of kids that were helping out with the display that were in the plane. They saw Nathan and asked if he wanted to come up inside and they would give him a tour inside. He climbed in and got a tour front to back. Much to the chagrin of the of the older "kids" (like myself).

PHOTOS AND STORY BY GREG STONEHOCKER





PHOTO BY GREG STONEHOCKER



PHOTO BY GREG STONEHOCKER



PHOTO BY GREG STONEHOCKER



PHOTO BY GREG STONEHOCKER



PHOTO BY GREG STONEHOCKER



PHOTO BY GREG STONEHOCKER



## View from above in a Bell 47



PHOTO BY NEAL AMENT



PHOTO BY NEAL AMENT



PHOTO BY NEAL AMENT



PHOTO BY NEAL AMENT



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