

# THE RITE FLYER

MARTIN AIRFIELD

## EAA RELEASES 2023 AIRVENTURE STATS

Posted by [Cessna Owner Organization](#) | Aug 3, 2023 | [News](#)

### Coming Up ...

#### **Meeting :**

Monday , Aug 14, 2023  
7:00 p.m. at Martin Field

#### **Program:**

#### **Board of Directors**

Aug 13, 2023 7:00 p.m.

#### **Next Meeting:**

Sept 11, 2023, 7:00 p.m. at  
Martin Field.

#### *Chapter Website:*

[chapters.eaa.org/ea604](http://chapters.eaa.org/ea604)

### 2023 Officers

President  
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Secretary/Newsletter  
Don Gibbard  
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Comment from EAA CEO and Chairman Jack Pelton:

**“There was so much going on during the week that encompassed the entire world of flight, from the presence of the U.S. Air Force Training Command and NASA, to magnificent aircraft restorations and exciting new flying technology. Oshkosh was again the place that brought the aviation world together.”**

**Attendance:** Approximately 677,000 – A record total (previous mark: 650,000 in 2022). Comment from Pelton:

**“We had record-setting totals of campers, exhibitors, volunteers, and more. It was also a challenging year at times with weather, logistics, and other factors, which makes me even more proud of the efforts by our volunteers and staff to organize an outstanding event.”**

**Total aircraft:** More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone, there were 21,883 aircraft operations in the 11-day period from July 20-30, which is an average of approximately 148 takeoffs/landings per hour when the airport is open.

**Total show planes:** 3,365 including: A record 1,497 registered in vintage aircraft parking, plus 1,067 homebuilt aircraft, 380 warbirds (up 3 percent from '22), 194 ultralights, 134 seaplanes and amphibians, 52 aerobatic aircraft, and 41 rotorcraft.

**Camping:** More than 13,000 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.

**Volunteers:** More than 5,500 contributing in excess of 250,000 hours.

*(Continued on page 2)*

## Calendar Items to share

<b>Fridays</b>	10:00 a.m. Coffee Club, Martin Field Pilot's Lounge,
<b>Aug 19</b>	Fly-in breakfast—EAA 1441, Sandpoint ID, breakfast 8-10 a.m.
<b>Aug 26</b>	EAA 1639, Hermiston, Pancakes Eggs, Sausage, Fruit, Coffee and Juice. Coffee is on by 8am Food is served about 8:30
<b>Sept 3</b>	Fly-In and Airport Appreciation Day. Pancake breakfast at this annual event 8-12
<b>Sept 7-9</b>	Wings over Walla Walla, Warbirds at KALW



## AIRVENTURE STATS *continued*

**Commercial exhibitors:** 848 (record number).

**Forums, Workshops, and Presentations:** More than 1,400 sessions hosted throughout the week.

**Social Media, Internet and Mobile:** More than 18.3 million people were reached by EAA's social media channels during AirVenture (up 78 percent over 2022), with engagement of 1.9 million; More than 189,000 hours of viewing EAA video clips online also occurred during the event (more than double the 2022 total).

**International guests:** International visitors returned in a big way in 2023, with 2,372 attendees registering the International Visitors Tent from a record-tying 93 countries outside the U.S. Adding a significant number of international visitors who do not register at the tent when they arrive, the actual total is much higher.

**The Gathering shines:** The EAA Aviation Foundation's annual event to support its aviation education programs attracted more than 1,000 people and raised more than \$2 million dollars that will be focused on EAA's mission of growing participation in aviation.

**Media:** 863 media representatives on-site, from six continents.

**Economic impact\*:** \$170 million for the five counties in the Oshkosh region (Winnebago, Outagamie, Fond du Lac, Calumet, and Brown). \* – based on 2017 University of Wisconsin Oshkosh economic impact study

**What's ahead for EAA AirVenture Oshkosh 2024 (July 22-28, 2024)?** Comment from Pelton:

“We'll start planning for EAA AirVenture 2024 a little later in August, but we are already looking at a number of big activities, including the 100th anniversary of the Royal Canadian Air Force. Plenty of ideas have also been forwarded to us from EAA members and others that will be part of the planning for 2024.”

**WINGS OVER**  
*Walla Walla*

**COME FLY HISTORY**  
SEPT 7TH - 9TH

- ★ P-51 MUSTANG
- ★ SBD DAUNTLESS
- ★ T-6 TEXAN
- ★ Free static display
- ★ Veterans BBQ with Pilots
- ★ Drawing for free flight & VIP event at DW Distilling with Pilots

Flights From **\$650** Per Person

**GORGE AVIATION**  
199 Fairchild Ave, Walla Walla  
<https://worbrightsonline/lookalight>  
RESERVED@GORGEMET  
(509) 876-6336

## LEXINGTON YE

Chapter 604 was represented at the Lexington Airport for the first even Young Eagle Rally by Susan and Travis Chlarson, Don Gibbard, and Frank Skorina. The three planes flew approximately 26 young eagles from the Lexington, Lone, and the Hepner Oregon area. There was one family that drove from Umatilla to take part in this event.

The weather was not overly hot but by noon the thermals were noticeable. A slight crosswind made landings more exciting for everyone.

Susan managed the registration with the help of a local mother and Lucy made everyone feel good!



# GENERAL MEETING JULY 10, 2023

Meeting called to order 7:04 PM

**DART drill update** – Saturday was the Thunder Run/Whale Run drill involving both Oregon and Washington DART groups coming to KALW to pick up essentials (for the purpose of the drill, non-perishable foods for various food banks is what is picked up). 9,509 pounds of food were donated by the LDS Bishop’s Warehouse and City Service Valcon LLC and Phillips 66 for distribution to six Counties (3 in Oregon and 3 in Washington). Over 6,000 pounds of food was flown out of Walla Walla by 18 general aviation aircraft. Blue Mountain Action Council’s food bank picked up the remaining 3,384 pounds of food for Walla Walla and the various food banks they support. All in all it was a successful drill experience.

**Scholar reports** - both Klint and Elsie reported working on landings, cross-wind, slips and stalls as well as studying. Klint indicated he didn’t know if he was ready to take the knowledge test and Elsie said she finished a unit test before coming to the meeting. Blaise shared with them the King School test questions. If they click the ‘incognito’ button they will be able to take the test questions over and over until they are confident with them.

**Eagle Flights** – Andrea was not present; Susan will speak with her soon to determine what the plan is for this year.

**Fly baby** – Jim reported that the fly baby wasn’t for sale as the cost of listing it was not something Don wanted to deal with getting reimbursed for. Tim said he would supply the debit card and pin for this transaction to be made without need for a reimbursement.

**Young Eagles updates** – Pendleton’s 6/24 event had 132 and their 7/8 private event had 31 for a total of 163 youth flown. We had several pilots and some ground help at the June event.

Lexington Airport requested a young Eagles Event that is now scheduled for 7/29 9:00-12:00. Two pilots have confirmed, but a couple more would be good to have. Some ground help would be nice as well.

Ultra-lite airplane – Torch’s wife has given the chapter the plans and a beginning of a frame for an ultra-lite airplane that Torch was making. These have been donated, but there is quite a bit more metal tubing available, but Shirley would like to sell that to whomever is interested as it was quite expensive. The plans and frame are located in the storage unit behind the hangars.

Susan asked if we are interested in a fundraising event? There has been verbal support for raising funds for our Scholarship fund, but nothing has been done to make this a reality. Discussion ensued with Jeni elaborating about the different ideas to consider: who is our goal audience, what size event and where, auction items, food options, etc. Susan proposed a fundraising committee, Bill Herrington seconded the proposal and it was unanimously voted in. Jeni Richie said she would spearhead it. Susan Chlarson will participate as will Bill Herrington. Should others wish to participate, the support would be greatly appreciated. A presentation will be prepared for next month’s meeting.

**Projects** – Jim is working on the landing gear and brakes, the brakes are working but the landing gear is ‘possessed by a demon’. Suggestions such as limit switches and how to arrange them were postulated.

Tim said his Kit Fox is down for maintenance due to a Magneto issue. Explanations of what is wrong and what needs to be done to fix it were shared.

Tim said he is working on the Bear Hawk, but will be out-of-town most of this month, including a week of motorcycling in Peru. He signed a con-

tract for a new Lycoming engine that will be ready in 6-9 months, but he will wait to purchase a new propeller.

Blaise worked lots of hours on the 120 he is now a partner in with Joe Englehart: rivets missing and loose were replaced, cylinders, base gaskets, oil filter, and tires will soon be replaced, amongst other things. He used Olivia’s commercial steam cleaner on everything and it shines. It is scheduled to be inspected Wednesday and Joe will test fly it Thursday.

Bill said he is taking his RV (motorhome) to Oshkosh next week.

Jim brought apple slices and caramel sauce for our snack.

Blaise handled the presentation on Non-towered Airports including the AOPA Op pdf and liveATC.net video on the Concord, CA fatal accident at a non-towered airport. There was much discussion about the accident, other high-wing/low-wing related accidents, and radio use, flying pattern rather than a straight in approach, and more. At the end of the presentation Blaise brought up the FAA’s Personal Minimums link to share with the Scholars.

There was no formal adjournment of the meeting, but lights were turned off and A/C returned to unoccupied temps about 9:00 PM.

## 2023 REFRESHMENTS

JANUARY	Ray Bankes
FEBRUARY	The Chlarsons
MARCH	Matt Haris
APRIL	Jim Edwards
MAY	Andrea Moore
JUNE	Larry Moore
JULY	
<b>AUGUST</b>	<b>Bill Herrington</b>
SEPTEMBER	Don Gibbard
OCTOBER	?
NOVEMBER	Blaise Szallasi
DECEMBER	CHRISTMAS PARTY

## A-Weigh We Go by Susan Parson, FAA Safety Briefing

One of the joys of GA airplane travel is that you don't have to limit liquids and gels, remove your shoes, or go through airport security scanners. So you pack everything you want, only to discover that your personal pilot is far more ferocious than the stone-faced screeners at Big Airplane Airport. Upon seeing your bags and bundles, your pilot freezes, scowls, and states (or shouts): **You can't take all THAT in THIS airplane!**

Your offer to squeeze it all in doesn't soothe the pilot. On the contrary, he or she gets even more agitated because **"you just don't understand how it works!"**

Because knowing something about the basics of aircraft weight and balance could reduce some of the tension that can arise, here's the story.

The description of GA aircraft as "light airplanes" is apt, because light is the name of the game. The lighter the airplane, the faster and higher it can fly with a given engine. Also, keeping the aircraft light enables the pilot to carry more fuel, more passengers, and/or more cargo.

Notice that I said "and/or" — not just "and." GA flying involves tradeoffs. The presence of four seats doesn't mean it can always carry four passengers, especially if those passengers have baggage. Nor can the pilot just fill the tanks and launch. Here's why.

To stay aloft, the airplane's wings must be able to generate enough lift to equal the weight of the airplane and everything it carries. When an airplane is made, its manufacturer determines its maximum gross weight — stating, in essence, that the airplane can generate enough lift to carry that amount of weight. The pilot decides how to use the set "weight allowance" on any given flight. In most cases, it is simply not possible to load a light GA aircraft with full fuel, full seats, and passenger bags without grossly exceeding maximum gross weight. So the pilot has to make choices about how many passengers, how much baggage, and how much fuel to carry (which could result in more fuel stops).

Having dutifully limited your luggage, now you wonder why the pilot starts rearranging the items you've stowed in the baggage compartment, and why there are passenger seat assignments.

That's where the "balance" part comes in. To be stable in all phases of flight, an airplane's weight must be balanced around a point within a fairly narrow range of values established when the airplane is manufactured. The idea is to avoid loading the airplane in a way that makes it either nose-heavy or tail-heavy.

To achieve this goal, the pilot uses the manufacturer's charts and graphs, or apps containing that data, to make a weight and balance calculation. To determine weight, the pilot starts with the airplane's published empty weight, and totals the weights for passengers, bags, and fuel to calculate the total weight.

After verifying that total weight is below maximum gross weight, the pilot calculates the airplane's "center of gravity," or CG. This process involves multiplying each component of the weight by the published "station" value for its position in the airplane to produce a value called the "moment." The pilot divides total moments by total weight to determine the CG — the airplane's balance point. The final step is verifying that the CG is within the acceptable range. If so, good to go. If not, the pilot moves passengers or bags until the CG is acceptable.

Once weight and balance and CG are within acceptable limits, away you go!

