



Welcome to the Chapter 770 newsletter. Please share your news and updates from the chapter, upcoming flying events, info and more. And also share your experiences from this year's AirVenture. If you have flying stories, photos etc to include feel free to send them to etf6911@gmail.com.

UPCOMING EVENTS

Chapter Meeting August 18,2022
B-25 Berlin Express Visit: August 20-21,2022

UPCOMING EAA WEBINARS

The Culver PQ-14	August 9 , 7:00pm
Handling In Flight Emergencies in Small Airplanes (WINGS)	August 10, 7:00pm
Traffic Patterns at Non Towered Airports (WINGS)	August 17, 7:00pm
IFR Routing Tricks For Workload and Reduction	August 31 7:00pm

Register for upcoming webinars at:
www.eaa.org/ea/news-and-publications/ea-webinars

AirVenture 2022

There is something about going to AirVenture and I can't quite put a finger on it. I'm not the biggest fan of huge gatherings, dealing with traffic, noise, and yet, I can't think of anywhere I'd rather be in the latter part of July.

2022 was only my 4th visit, and I really can't explain why I missed so many through the years outside of the usual excuses of work obligations. My first visit was as a Civil Air Patrol cadet back in 1991. I was selected along with other cadets across the country to attend the CAP national event usually known as Blue Beret (although for several years they dropped the Blue Beret name for CAP/EAA Oshkosh).

The Civil Air Patrol experience at Oshkosh was an interesting learning opportunity. Their missions there included search and rescue which thankfully the year I was there consisted of going through the GA parking areas searching for ELT's that had been bumped while unloading camping gear etc. I did not get to go on any SAR missions and I was too young (If I remember correctly you had to be at least 16) to marshall aircraft, so most of the tasks I was assigned consisted of attending aircraft in the warbird section and the trade show buildings. Another activity we took part in, which I really enjoyed being a part of was logging tail numbers of arriving aircraft which was done at a makeshift tower on the warbird "ramp". As an aircraft arrived we would log the tail number, type and color so if a pilot forgot to close their flight plan (if they filed one) we could verify the aircraft arrived.

I don't remember the work as much as just being there though, although it would be hard to forget being awakened by the piercing horn of Revile and the occasional trash can banging, as we were bunked in military style barracks and maintained our military customs, although they weren't as disciplined on our

hospital corners on our bunks as with some other CAP functions! (All tongue in cheek, I enjoyed the military aspects of my CAP experience and got a lot out of it!)

What I remember most about that time at Oshkosh was being a young aviation enthusiast and seeing things I had only seen in books and magazines. The Beech Starship was new and on display, I've seen 4 at SPI since (very rare then and even more-so since) and back then the chances of a Starship being where I was, was nil but I got to see it inside and out!

I was working one of the trade show buildings one day, in full battle dress uniform and military decorum, and word was spreading that the F-117 was showing up and it might be here soon. It took everything I had not to, you know, get like I get (still to this day) when I see a type I haven't seen before. Childlike describes it I guess (much like I still get every time I see the SR-71 at the USAF museum).

I made a lot of friends there too. This was an international CAP event. Only one other cadet from Springfield attended and he was an officer (I was a non commissioned officer at that point) and was older so he was sent on different missions and operations than I. There were cadets from California, Florida, Washington, and even a group from a similar organization from England. I was bunk mates with a cadet from Effingham IL and we became friends and often spent our downtime walking the show together, his dad flew up in his Bonanza and took him home when it was over and was nice enough to add an extra leg to SPI and brought me home as well.

It wouldn't be until 2019 that I would be able to return. For years I'd make the "Oh I'll get up there next year" excuse and it just never materialized, regrettably. But 2019 I finally made it back.

What struck me this time was just how encompassing AirVenture is in all aspects of aviation. You walk in the main gate and every

general aviation, propeller, or avionics company has a display of their latest products. The newest Pilatus PC-24 business jet is on display and two spots down is Waco showing off aircraft. Interested in Diamond aircraft? They're right over there, or maybe you're a Piper person, well you can check out their newest Malibu right over there across the way.

Continue walking and you reach Boeing Plaza where you'll never know what kind of military and airline equipment you can explore. That first year was a new UPS 747-800F, and sitting next to it was the new KC-46 refueler the USAF started operating, and there's an F-35 right there for you to see.

Taking a right from there is a flock of DC-3s in the vintage area and scattered amongst them you'll find a Stinson Trimotor in American Airways colors, maybe an old Lockheed Electra (the twin radial not the 4 engine turboprop, although I'd be just fine with the latter as well!).

Keep walking south and you start to enter the GA parking and camping area. This is one of my favorite areas. You see tents under wings of amazing aircraft and airplane people sitting in camping chairs talking flying. And some of the GA aircraft down there, the polished aluminum Piper Comanche that I see every year might be my favorite with it's cowling always open displaying the most engine chrome I've ever seen on an airplane. The first Cessna 172 off the line is probably one of the cleanest Cessna 172's out there (based in Quincy IL by the way).

The ultralight field is down this way and you'll always see something in the pattern, be it an ultralight, helicopter or gyrocopter. Rows upon rows of GA aircraft loosely grouped by aircraft type. You'll see 8 or 9 like types sitting next to one another. Like the Staggerwing section, have I used the word favorite yet, because seeing 8 or 9 Staggerwings wingtip to wingtip is probably my favorite.

Walking back north of Boeing plaza the experimentals and homebuilts line the grass ramps. What percentage of the RV's in the

world are there, maybe 80%? I don't know but it has to be a good chunk. Long EZ's VeriEz's, you name it, it's probably there.

There are constant forums going on throughout the day, you can learn welding methods, riveting, wood working and any other facet of aircraft building, as well as guest speakers, pilot forums, career forums, it's amazing just the information you can get from a visit!

If you don't get stopped by a taxiway guard holding traffic for an aircraft coming through you'll end up in the warbird section (and you'll get there even if you get held up by the taxiing aircraft). Rows of B-25s, C-47s, P-51s, P-40s, and Vietnam era awesomeness like Bird Dogs and Skymasters, Hueys and OH-58s (for the helo fans) and even jets. L-39s, Alphajets, Aermacchi S-211s, A-37s, MiG-17s, F-86.

In 2019, Buffalo Airways, as featured in the Ice Pilots NWT television show, brought a C-47 that they resurrected from a ramp in Montreal less than a year before. I was over there when it arrived and Buffalo Joe, Mikey and crew taxied in and deplaned. Of course arriving to a lot of fanfare people asked a lot of questions and they were eager to meet with everyone. I decided to hang out close to where Buffalo Joe was just to listen to him tell his stories, just small talk and everything from flying down that day to his experiences in the arctic. That alone was all I needed for that year's AirVenture. That was truly an awesome hour or two.

The North 40 parking area is out this way and much like the South 40, there are amazing GA aircraft and people camping with them. Jim and Chris Bildilli and the Explorers post as well as the CAP compound.

As you head back towards the main entrance the flight schools are well represented and usually have a few of their aircraft on display to show prospective students what they'll be learning in.

Simulator companies like Frasca are usually back here with their latest simulators available for you to show off your flying skills to anyone watching and to see how realistic they have made virtual flying.

I know I've probably left a lot out, and not for ignoring it, but because there is so much to see year after year, you're always discovering something new each time you go. I guess I'll have to go next year and get back to you on that.

The best way to put it, it's aviation's homecoming. An aviation family reunion maybe. homebuilders, GA'ers, military, airliners, ultralighters, gyro flyers, all in one place, anything and anyone who flies is linked in a relatively small world, even a fighter pilot and a glider pilot speak the same language and probably do what they do for the same reason in the grand scheme of things. There's an un-explainable feeling of connection when everyone is together at Oshkosh.

Below are some pictures from members from this year's AirVenture. Thanks to Chris and John for the photos, and check out Chris' awesome aviation photos including many more from AV22 at [Aviation - SPI-Photo](#)



Grob Egret in flight, a German design that was to be their Cold War recon aircraft similar to the American U-2. This aircraft is now a "high altitude towplane" for the Perlan glider below. (Photo by Chris Bildilli)



Airbus Perlan high altitude research glider which cruises normally at 50,000ft but can operate at up to 90,000ft. (Photo by Chris Bildilli)



John working hard at the B-25 booth.



You can ask anyone standing around, that when I saw that big wing flying overhead, I shrieked and said "CATALINA!!!" and maybe jumped up and down 3 or 6 times... I don't know if it was common operating procedure in the Catalina or just the crew showing off for the airshow, but the aerodynamic braking these guys did all the way to the end of the runway would make the F-16 pilots turn their head and notice. (photo by Eric Fromm)



Delta showcased their "Team USA" Airbus A330 for several days including both static display and fly-bys. (Photo Chris Bildilli)



Cessna 185 on floats. This one caught my eye because of the similarity to TWA's final paint scheme (the classiest airline scheme ever), especially on the floats. (photo Eric Fromm)



Ultralight Mosquito Air helo at the Ultralight Field (photo Chris Bildilli)



Parris and I drove up early Friday morning around 1:30am. We wanted to get to Oshkosh early enough to spend the whole day there. By around 5:30pm and after 15 miles of walking, we were starting to feel it. We made our way to the gate to leave, standing right inside still. I'm not sure what possessed him to look, but Parris checked FlightRadar24 and said, "this can't be right". I asked "what?", "there's a MiG-29 over Fon Du Lac. Being an 80's kid, Russian built airplanes were only in books and if you saw one anywhere around here, it could only mean something like the movie Red Dawn. We've seen a few on the ground, but I wasn't going to let rest get in the way of seeing one fly. We ended up walking 2.5 more miles altogether to get back to the showline to see it and back to the car. Even if it was a false alarm it was a risk I was willing to take to see a MiG-29 in flight.. We got back to the showline just in time to hear the announcer say that a MiG-29 was on the way. It is seen hear doing a break from two Dornier Alphajets. It flew in formation with those as well as 3 L-39s. (Photo Eric Fromm)



Temp Aviation's Delta Dyke was getting a LOT of attention. Everytime I was near it there were people checking it out. (Photo Eric Fromm)



When was the last time I've seen a Varga Kachina? (photo Eric Fromm)



The MiG-17 with full afterburner on an evening departure. The unique afterburner on the MiG more closely resembles an F-111 fuel dump as the flame doesn't look focused as most afterburning engines. It's quite visible during the day as well. (Photo Chris Bildilli)



Ft. Wayne IN based A-10 in all black. This aircraft spent a weekend at SPI a few months back. (Photo Eric Fromm)



Is there an airplane with finer lines than a Staggerwing? While I think of them in dark red, they look good in just about any color, I've seen orange, yellow, green I think, but royal blue with red accents? This was a looker (photo Eric Fromm)



This is a very rare 5 Banger Cub on floats. Yes it has 4 cylinders however if you look closely at the right side door, there's a banger mounted so the right seater can do some aerial target shooting, mounted just so not to hit the float or the prop. I don't think it was real though.... (Photo Eric Fromm)



US Navy Heritage Flight perfectly captured by Chris. Here we have WWII, Korea, Vietnam, Gulf War and present day all represented with the F-4U Corsair, F/A-18, F-35C, and A-1D. (Photo Chris Bildilli)



There were a lot of T-38s (and a 2 seat F-5) there this year.. I'm glad Chris caught this one because it wasn't there when we were, and I had no idea the USAF had one heritage painted in the Southeast Asia colors. Note the former fleet of the unit in silhouette on the rudder. (Photo Chris Bildilli)



The Blue Barn, home of Young Eagles. (photo Eric Fromm)



A panoramic of the crowd to see Top Gun Maverick. I would assume this was probably the largest audience for one showing of the movie. There was also an F-18 fly by prior to the show (photo John Salz)



4 C-47s approaching for a flyby. These are always neat to see in flight, especially in numbers, several of them wearing D-Day stripes. (Photo Chris Bildilli)



An American A-321 gets a water cannon salute as it brings back veterans on an Honor Flight. The aircraft taxiied up to the edge of Boeing Plaza where it deplaned and the vets were greeted by thousands as they returned home. (Photo Eric Fromm)



There's a lot to learn at AirVenture, from the workshops, to the guest speakers, to talking to pilots and crewmembers, but having seen my first C-5 over 40 years ago, it wasn't until this weekend that I found out there is tail access through the vertical stabilizer. (Photo Eric Fromm)



John and his grandson at the Brown Arch (photo from John)

Chris has many more awesome AirVenture photos on his website, including a lot of really neat night shots and runway action and past years as well...

[Aviation - SPI-Photo](#)