

Frostbitten Flyer

EAA Chapter 850

August 2021

Lake Superior Chapter

North Central U.P. of Michigan

Oshkosh - AirVenture 2021 Numbers

(From EAA)

Attendance: Approximately 608,000 – Only the third time attendance has surpassed 600,000 and within 5 percent of 2019's record total. Comment from Pelton:

"We went into this year not knowing what AirVenture would look like and how big of an event was possible. The aviation community spoke loudly, though – it was ready to come to Oshkosh and we were happy that we could welcome them. Our theme was 'The Wait is Over,' and indeed it was. And the wait was worth it. There was joy and excitement throughout the grounds and it set the stage for the return of AirVenture, making us very excited for the future."

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 16,378 aircraft operations in the 10-day period from July 22-31, which is an average of approximately 116 takeoffs/landings per hour when the airport is open.

Total showplanes: 3,176 included: A record 1,420 vintage aircraft registered, plus 1,089 homebuilt aircraft, 354 warbirds, 148 aerobatic aircraft, 112 seaplanes, 33 ultralights, and 27 rotorcraft.

Camping: More than 12,000 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.

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

Commercial exhibitors: 747.

Forums, Workshops, and Presentations: A total of 1,055 sessions hosted throughout the week.

Social Media, Internet and Mobile: More than 18.95 million people were reached by EAA's social media channels during AirVenture, with engagement of 1.08 million; EAA video clips during the event were viewed 3.48 million times.

International guests: Despite travel restrictions that greatly limited the number of attendees from other nations, EAA still welcomed visitors from 66 countries during the week.

The Gathering shines: The EAA Aviation Foundation's annual event to support its aviation education programs attracted more than 500 people and raised more than \$1.7 million dollars that will be focused on EAA's mission of growing participation in aviation.

Media: 567 media representatives on-site, from four 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

If you did not go to Oshkosh this year, EAA has a great [website](#) to view photos of the event.

Up-Coming Chapter Events

Saturday, August 21st 10:00am EDT: Flying Young Eagles at the Chapter Building across from the FBO at Sawyer International (KSAW) airport. No formal meeting.

Words From Ted

Oshkosh 21 is in the rear-view mirror and it was by all accounts a stunning success. Initial estimates show an attendance of 680,000 people and 10,000 aircraft. I could talk about the many attractions and activities but I think it is best represented by pictures so here are some from my perspective at the Blue Barn which is the home of chapters and Young Eagles.



Thanks to Fred and Beth for hosting our chapter party!



Unfortunately, while setting up our building just prior to opening day, I suffered a fall with a 12-foot ladder which sent me to the emergency room and among other things, severed my Achilles tendon which left me hobbled for the duration of the convention. While slowing me down, I was still able to get through the week and greet all who came through the Blue Barn.

We will not be having a formal monthly meeting this Saturday as we will be flying several Young Eagles that morning but please come out and socialize!



Editor's Notes

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My first two days of Oshkosh

This year started out as one of the busiest Oshkosh's I have ever experienced. It could be because Linda and I pulled the camper down with our two grandchildren and the dog the Friday before Oshkosh. This was done after traveling from Nebraska with the grandkids the week before to spend a week at our place in the U.P.. That week involved a lot of late nights, sleep being interrupted frequently by the kids, early mornings and a lot of daily activity. To say that we were tired before leaving for Oshkosh is an understatement.

Our 2021 Oshkosh experience started with getting the camper in position and setting it up. We have done this a lot, but it was the first time we had the "help" of a 2 & 4 year old. They wanted to help screw down the jacks and level the camper, attach the water hose, attach the gray/black water tank hose, attach the electric connector, disconnect the camper from the truck and get the interior ready. It was amazing how their help added time to the process. However, it was the most fun we have ever had setting up the camper. The people at Sleepy Hollow Farm had a good time watching us.

The next task was to get the dog to a local doggie motel for his Oshkosh experience. Simple task until we realized the road in front of the facility was torn up with no instructions as to how to get there. A forewarning for our next big event.

The next morning we left Oshkosh for Wautoma to meet our daughter and son-in-law who were flying in from Nebraska. The plan was for me fly into Oshkosh with my son-in-law since this was his first time and I had done it a lot. Of course, my last experience flying in was more than 15 years ago. We had hoped to takeoff from Wautoma before 9am in order to beat the mass arrivals which were to start at 10am. My wife, daughter and grandkids were going to drive.

Well, it appeared the weather had a change of heart from the forecast and decided to turn nasty with clouds, rain and wind. On our drive to Wautoma we ran into a lot of rain and low clouds. The decision was made for them to land at Portage which required us to drive longer which would cut the margin of time before the mass arrivals.

Once we got to Portage it appeared the weather gods had decided to bless us with adequate weather to make it in, while at the same time delaying the mass arrivals with bad weather. So, we flew in with only a few aircraft in front of us, had runway 27 all to ourself, landed and turned into a close row, and had 5 people help us back the plane in. My son-in-law had one of the easiest arrivals into Oshkosh. The only hiccup was being instructed to turn base inside the orange dot when we had already passed it.

The rest of Oshkosh was a breeze.



My daughter, son-in-law and 2 grandkids slept in this tent for one night before she and the kids decided papa and nana's camper was more comfortable.

EAA Webinars

Register at: [Webinars](#)

All webinars are 8 pm EDT unless otherwise noted

8/17/21	Alluring Figures in Aerobatics: What the Rules Say, What Judges Like, and What Pilots Do*	DJ Molny
8/18/21	How to Become a CFI*	Radek Wyrzykowski
8/25/21	Tundra Tires Rule: Alaska Style*	Laura Herrmann
9/1/21	Machine Learning**	Mike Busch
9/8/21	Avoiding Carburetor Icing - A Cool Pilot's Guide to Carb Heat**	Prof. H. Paul Shuch
9/14/21	Air Racing History - Part 2	Connor Madison
9/21/21	Buying Your First Aerobatic Airplane	Budd Davisson
9/29/21	Flying With the iPad — Your Digital Co-Pilot*	Bret Koebbe

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

LODA Requirement To Last Four Years

FAA Administrator Steve Dickson says it will take about four years to rewrite regulations governing flight instruction in aircraft other than those in the standard category and until that's done instructors will need extra paperwork. Speaking at the annual Meet the Administrator event at EAA AirVenture last Thursday, Dickson told the generally disappointed crowd that in the meantime instructors will need a letter of deviation authority to teach people to fly experimentals. If they want to teach on limited or primary category aircraft, they will need a written exemption. Dickson said he agreed the process is a "big documentation exercise, no doubt" but it is also a legal necessity. "I am not any happier about this situation than you are," he said. *(para from 8/2/21 AVwebflash)*

(Ed Note: Dickson stated the LODA was a four letter word and that he was no happier than we are about the LODA. I call BS and feel he was just placating the audience. He is the perfect example of government inefficiency.)

Take Action On Critical Flight Training Issue

(From EAA 8/13/21 email)

Earlier this year, a federal court determined that compensated flight instruction in experimental, limited, and primary category aircraft, even instruction obtained in an individual's own aircraft, was contrary to FAA regulation. While the FAA has used letters of deviation authority (LODAs) and exemptions to temporarily address the issue, a long-term fix is years away under the normal rulemaking process.

This is unacceptable to EAA and the rest of the general aviation community. That is why we are backing the Certainty for General Aviation Pilots Act to quickly address the issue. With the help of EAA, twin bills have been introduced in the Senate and House that would require the FAA to recognize flight training and the Additional Pilot Program for homebuilt flight testing as permitted activities not requiring any special authorization. The Senate bill is S.2458, introduced by Senators James Inhofe (R-OK), John Boozman (R-AR), and Angus King (I-ME), and the House bill is H.R.4645, introduced by Representative Sam Graves (R-MO).

Contact your members of Congress today and ask them to cosponsor the Certainty for General Aviation Pilots Act. While personal phone calls, emails, or letters are the most impactful ways to make your voice heard, EAA has set up a convenient way to send a note of support to your congressional delegation.

TAKE ACTION

Flying Events *(within 200nm of KIMT): (B) Breakfast (L) lunch (D) Dinner Times CST unless noted*

Wisconsin/Yooper Flying Hamburger Socials are a go for 2021 Go to www.wiflysocial.com

2nd Saturday of Month	Jay's Breakfast Antique Aerodrome (9WS2) Depere, WI	7:00am - 9:00am Turf
Aug 18	Fly-in Food Fest Watertown, WI (RYV)	5:00pm - 7:00pm
Aug 21	It's time to fly! The newest airport in Michigan, Clare Denton Farms, MI1 is hosting a flyout Saturday morning from 8 AM to 11 AM with Cops and Doughnuts goodies and coffee. Please confirm attendance by sending an e-mail to eea.chapt.234.com , texting/calling 231-268-0117 as parking is limited.	
Aug 21	Reopening Fly-in Shawano, WI (EZS)	9:00am - 2:00pm
Aug 22	Fly-in (B) pancakes Boyceville, WI (3T3)	7:00am - 11:00am
Aug 28	Fly-in (B) pancakes Rusk County (RCX) Tony, WI	7:00am - 11:00am
	Annual Deaths Door BBQ Washington Island, WI (2P2)	10:00am - 5:00pm
Sept 4-6	Aerobatic Competition Sawyer International (SAW), Marquette, MI	
Sept 4	Fly-in (B)(L) events Mauston/New Lisbon, WI (82C)	7:00am - ????
	Fly-in (B) Shell Lake, WI (SSQ)	7:30am - 11:00am
Labor Day	Antique Airplane Association Fly-in Antique (IA27), Blakesburg, IA	
Oct 2	Fly-in (L) Ontonagon County (OGM), Ontonagon, MI	11:00am - 3:00pm

FORD AIRPORT DAY



Ride a Helicopter (\$35 - \$79)

SATURDAY, SEPTEMBER 18th

8AM to 4PM

PLANES, CARS, FOOD

\$7/person (Under 8 free) or \$20/family

Free Aircraft Rides for Youth 8-17

(Registration 9AM TO 11AM)

Wings of the North Aircraft

Brought to You by EAA Chapter 439 & U.P. Truck Center

Major Donor - Bacco Construction



ALL VETERANS ARE WELCOME

TO ATTEND THE

“Veteran Tribute” Event

AT

FORD AIRPORT

FRIDAY, SEPTEMBER 17TH

AT 11:00AM

SPEAKER: Denny Olson

(Breitung Township Supervisor & Veteran)

FREE LUNCH

Thanks to our Sponsor – M.J. Electric

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Dues are \$20.00 a year From January 1st Please send them to our treasurer!

Website: www.850.eaachapter.org/