

EAA 1373 NEWSLETTER

September 2021



LOWELL WINS
GRAND CHAM-
PION PLANS
BUILT AIR-
CRAFT AT
AIRVENTURE
OSHKOSH 2021

CONGRATS
LOWELL
AND DEE!

The September Pot Luck Luncheon is September 18th at 11am in Graham's hangar. **NOTE TIME CHANGE**

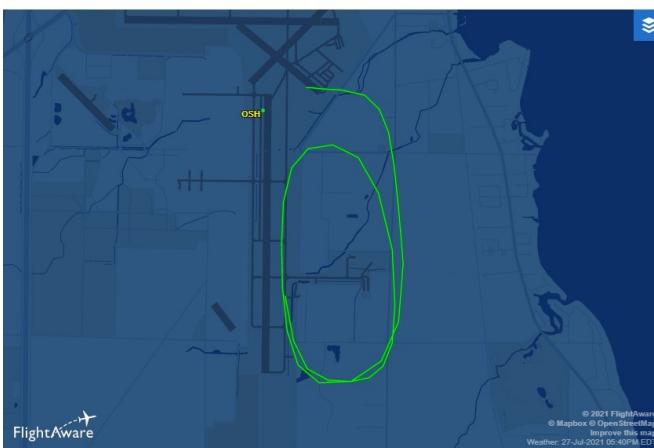
AIRVENTURE OSHKOSH 2021

CHAPTER 1373 AT THE SHOW





BERNIE AND MARTI AND THEIR RV-12A AT OSHKOSH



Text from Bernie Date: July 28, 2021 at 5:21:25 AM MDT

Subject: Hail in forecast tonight

Large hail and strong wind forecasted tonight in this area tonight!

While I hate pulling out earlier than planned, I hate the possibility of hail turning our plane into looking like a golf ball or worse! So we are packing the plane this am and flying out this afternoon to get south west of the storm descending tonight!



At least five tornadoes touched down in southeastern Wisconsin early Thursday morning, weather service says

July 29, 2021

Lindy got lost in the smoke and haze and landed on our veranda this afternoon. We invited him in for supper and he expressed an interest in attending the next EAA chapter meeting to meet the members of the "X" chapter that he had heard so much about during his world travels.

Impotent Chapter Members

President: Clay Caywood term 2021

Vice President: Alan Collins term 2021

Secretary/Treasurer: Chuck Clemen term 2021

Webmaster: Alan Collins

Newsletter Editor: Merle "Ric" Lynch

ea133733news@gmail.com

Young Eagles Coordinator: Ray Veatch*

Tech Counselors: Bob Trumpfheller, Lowell Manary

Event Coordinator: Bruce Thieking

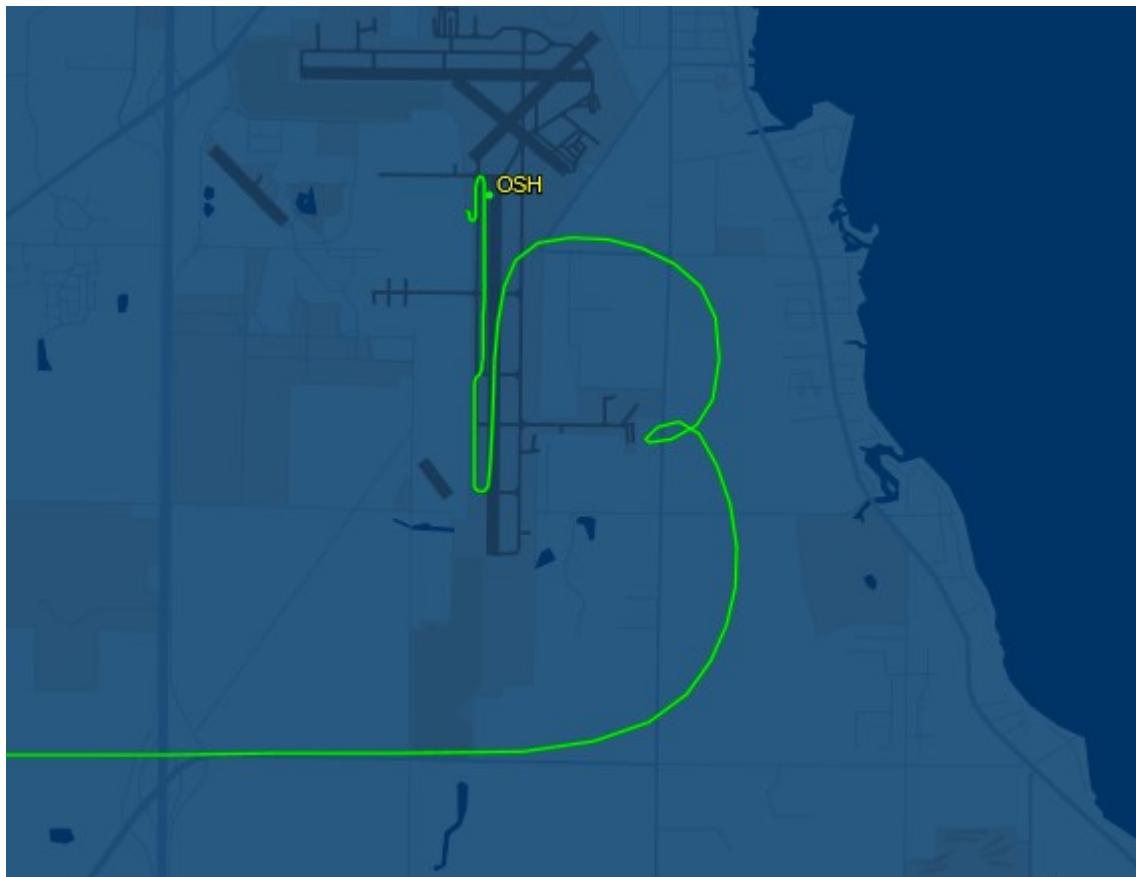
Anyone not termed has a lifetime sentence.



From Jay Scheevel EAA Chapter 800

I Got back home happy after a very enjoyable visit to Oshkosh Airventure 2021. There was a lot of pent up energy after last year's cancelled version, so lots of airplanes (I think the field filled up by late Sunday), and lots of people attending. There was a notable absence of international people this year, and with the exception of a few intrepid Canadians, I did not see international planes or companies. The Germans flew a big NATO Airbus A400 transport in, but that was it. Only 3 of the 4 large exhibit halls were open, and there were fewer rows in the ones that were open than in past years. It was hot and very humid most of the week, with lots of smoke from Canadian wildfires making for almost IFR haze. I had that all the way home. We had the requisite OSH thunderstorms, which pretty much came at night, but not too soggy on the field, and no damage.

Since I flew my Tri-Q2 (picture from someone in the crowd attached below) for the first time I went very early, the Thursday before, so as to avoid the traffic. I came in maybe 1 hour after the field re-opened with "pink shirt" controllers. The traffic was still a conga line even then, but I had a couple miles of spacing. Nevertheless there is always something. There was an RV in front of me as we were landing on 18. The NOTAM explains that the basic idea is to fly downwind to remain short of the tower (blue dot) then turn base and final to land....So...I hear on the tower frequency "Are you going to call my base?" (transmission coming from the RV in front of me)....No answer, so the next thing I see is he has made a 180 and is flying back towards me on downwind. I know there is no one real close behind me so I made a sharp descending left 360 and when I am able to see him again, he has found the base, and I have spacing, so I continue the downwind, then base and land on 18. The tower said nothing to either one of us during this exercise, so I guess they did not see it or thought "no harm, no foul". Shortly after touching down, I hear the controller say "welcome to Sun and Fun" and then catch himself and correct to Oshkosh. Oh well, I guess we were all finding our sea legs. My landing pattern looked like this on Flightaware.



Continued on
next page

I had a Randy Miller texting me asking why I did a snap roll on downwind. These Quickies can make a tight turn!

I camped in homebuilt camping for the first time. It is a little noisier than other places I have camped on the field in the past, but there was a lot of good conversation and camaraderie. I was surrounded by RV's and for most of the week I had the only Quickie of any flavor on the field. However, Matthew Curcio from California came through for one day flying his Q200 and had his new bride with him, and that was the only other Q to show up.

Parked just a few rows up from me was Lowell's beautiful MJ-51. I sent anyone I could find to have a look at it, since it was so beautifully done. The years of careful work paid off for Lowell because he took the GRAND CHAMPION Gold Lindy for Plans Built! Even more impressive that he beat out Mike Paty's very innovative bush plane SCRAPPY, who was mobbed by gawkers with it parked at the Garmin tent for the latter part of the week. Congratulations Lowell and Chapter 1373!

When I pulled in on Thursday, the coordinator of the homebuilt showcase asked me if I wanted to fly in the air show on Tuesday. I said yes and after some paperwork and a briefing which included all the "bigs" in the airshow world, I felt pretty pumped to fly my little Quickie in the big show! For the show we fly a takeoff pass along the crowd line, then another pass at 500 AGL, then on the next circuit we land on the parallel. We were all staged on the infield, right next to the airshow RWY 36-18. We got lined up and I look to my right to see Bernie and his RV-14! So, out of twelve homebuilts to fly in the showcase, the "western slope" had two of them. On top of that Sterling and Russell from EAA800 were two of the three volunteers staging us. So...Go western Colorado!

While waiting we got to watch the Yak 110 fly (two Yak 55's strapped together with a J33 on a pod in the center..retaining all four main gear and both tail wheels). That guy is crazy-nuts! But it is entertaining. We were all lined up 200 yards inside the crowd line, so it was a thrill watching him that closely. He was way to close to the ground for some of the stuff he was doing, but I guess that's why they call it a waiver.

Flying, even for a short time in the biggest airshow in the world is a blast. I found a video online that includes the whole Tuesday show, but if you hit the link below it should start in the middle with my take off roll (if not, go to 2:00:46 and start). It has only my takeoff pass, but is a good look and you will see Bernie with his takeoff pass right after mine. This is really the first time for me flying my plane below about ~5000' DA, so it was fun to be accelerating while climbing at 1000 fpm on the first turn! No one knows what a Quickie Q2 is anymore, so lots of people along the flight line got to ask each other "What is that thing???"

<https://youtube/qPNKXh9zIEQ?t=7246>

I had my Q judged and made it pretty far into the competition, since I had a visit late in the week with a couple golf carts full of judges who pawed over it for 15 minutes or so while I talked as fast as I could. I had total of 13 judges initials on my prop card, but I did not walk away with any hardware. Was a good experience though. I did bring home my "Perseverance Award Plaque" for finishing a homebuilt and flying it to OSH.



Jay's camp spot

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**JAY FROM EAA
800 AT
AIRVENTURE
OSHKOSH 2021
WITH HIS
QUICKIE II**

Departing was also an experience. below is a link to the video of OSH departures right after the field went VFR at noon on Saturday. Gives you a good feel for the pace of things, and also you can see how poor the visibility was. Just barely VFR. My takeoff is shown starting at 2:50 or so. RWY 18 departures are side by side on the main runway only. If you line up on the left side of runway, then 150 is your heading below 500 AGL out to 5 miles, then you are on your own. Right side stays runway heading (180) to 5 miles. Unfortunately, I was going off the left side and wanting to fly west after 5 miles, so I was pretty vigilant. The incoming planes are 1800 or 2300 MSL depending on speed, so I stayed at 2000 MSL flying west. RVSM anyone? What you cannot see in the video, but you can hear in the controller's voice, is that we were doing side by side takeoffs from the intersection, (where I was) ...AND... simultaneously from the threshold on the north end of 18. This is why you hear him occasionally say "...you have traffic coming up behind you!" in an insistent voice once he has cleared an intersection takeoff! I described it as a flock of ducks departing a lake after a shotgun blast!

<https://www.youtube.com/watch?v=s6RTfSOuTG4&feature=youtu.be>

My other flights to and from were typical cross country flights. I managed to have gusty cross winds on almost all landings, so I got better at that. My engine is much peppier. I got off shorter, climbed faster and burned lots more fuel! I don't see how people can breathe down there near sea level!

Coming and going, I flew 1100 miles each way, at MSL cruising altitudes from below 2000' to 12500' and my little Q averaged 160 mph TAS on less than 7 gph (better at higher altitude), so am very happy with that. Great little airplanes, these Q's. Good cross country platforms and fun to fly. You Just don't have much cargo space 😊 , but we have UPS for that.

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Only negative was, the barely VFR visibility due to smoke that was present at OSH was pretty much all the way home. I was flying west a 10.5K MSL, due south of Cheyenne, WY and I could not see the mountains! First time that ever happened to me. Could see 4-5 miles of cultivated fields below me, but no horizon. Cleared up at about Rabbit Ears pass.

Cheers, Over and Out,
Jay Scheevel, Tri-Q2 N8WQ, 176 hours, Mack EAA 800

Thanks Jay!

Taxiing out for the Tuesday Airshow flight



Marti and I flew back from Joseph Oregon today in about 4.5 hrs.. After a fueling stop in Payette ID. We stair step climbed to 13,500' and leveled off. At that altitude & with O2 we cruised at around 150 knots TAS and GS at 45% power & burned 6 gal fuel per hr.

While we went through a time change, it was a wonderful and scenic way to travel what would have been a two day trip by car, one a few hours by air! And even though the fuel is about a dollar per gl higher than auto gas, the trip also cost less in fuel than the same distance in a mid size car.

Home and unpacked and looking forward to the next adventure! **Bernie**

**EAA Chapter 1373
Chapter Meeting
August 7, 2021**

AirVenture / Oshkosh reports

Lowell described his trip to Oshkosh and winning the Gold Lindy - best plans built home built for his Sperocco. Lowell said he was surprised, he was hoping for an article in Sport Aviation but didn't think he would win an award. I'm not sure the rest of us, who have seen the airplane and watched it come together, were as surprised. The airplane is magnificent and this is well deserved recognition of Lowell's skill and ability. Lowell was kept busy at the fly-in giving mini presentations and answering questions about the airplane and how he built it. He was on his way home when he started getting text messages, from friends, that he had won the Gold Lindy. He promised to bring the trophy to a Chapter meeting, when he gets it, so we can all see it. Way to go Lowell!

Alan Collins showed pictures and described his trip to AirVenture in his C-182. He especially enjoyed a stop in Mason City where he met a local pilot who had a hangar full of interesting airplanes. He described it as a mini Oshkosh on the way to Oshkosh.

Clay Caywood also flew the Murphy and enjoyed taking classes on welding and engines while he was at AirVenture. His trip was 10 hours each way and went well. He would have preferred less smoke from wild fires.

Dave Casler has decided on a price for his Rans ES-6, \$45,000.00. Anyone interested should contact Dave. (970-901-4092)

Ric Lynch is interested in forming a partnership to buy Dave's airplane and asked anyone interested to join him at Dave's hangar after the meeting.

Meeting was adjourned for coffee and doughnuts, which arrived late.

Thanks Chuck

Upcoming Events for the X-Chapter:

- Saturday, 18sep21: Monthly Meeting followed by Pot-Luck Luncheon for EAA Chapter 1373 members and family. A social gathering, so bring your favorite dish to share with our X-Chapter Members.***
- Saturday, 23oct21: Young Eagles Day hosted by Chapter 1373. More information to follow.***

Saturday, 6nov21: Fly-In to KAJZ with hamburger BBQ, hosted by Chapter 1373. Fly-In Lunch will follow the Chapter monthly meeting, held the same day at 10:00.

Thanks Bruce

Greg has hangar space available for rent at AJZ. Call or email for details:

775-762-7550 aerhart@unr.edu.com

**Dave's Light Sport Rans S6 is for sale. Complete details available at
Www.dcasler.com/n8053r**

Dave's contact info: casler28@gmail.com 970-901-4092

X-Chapter Potluck

Hosted by

EAA Chapter 1373 – The X-Chapter



**Starts 11:00 am, Saturday, September 18, 2021
Graham's Hanger at Delta-Blake Field**

- September's Monthly EAA- 1373 meeting at 11:00 (brief agenda)
- Followed by X-Chapter Potluck Lunch
- X-Chapter will provide venue, tableware and drinks
- Members bring your favorite dish to share
- All Members and family are invited
- Special Guests: Lowell Manary and his EAA Gold Lindy for 2021 Grand Champion Plansbuilt



More Information:

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