Welcome to your EAA Chapter 838 monthly newsletter. If you have an article that you would like to have published, please email it to newsletter@eaa838.org.

**President’s Corner**

Our next meeting on May 18 – Rick is hoping to snag the USCG Air Station Traverse City helicopter and crew as it transitions to Waukegan for the summer boating season on southern Lake Michigan (it still is tentative but we are on their planning schedule) If you want to eat before the presentation, please email president@eaa838.org so we have enough food. $5 donations will be accepted.

Our April Pancake Breakfast was a great success. We had over $1,600 in profits. You still have time to send in your check for the tickets that you were sent. If you used them, you need to pay for them. If you didn’t use them, you can send in your donation. Please mark your calendar for September 9th and 10th. We will have another Pancake Breakfast. We need you to support it by volunteering, attending, inviting your friends, neighbors, and anyone you know. Same time frame, 7a until noon with a Young Eagle rally on Saturday at 9am.

We will participate in the 2017 Racine County Open House again this year from 9am – 2pm on Saturday May 6. Contact me if you would like to volunteer. Shifts are 9-noon and 11:30 am–2pm. We expect many people to visit our museum.

We continue with our Bricks fundraiser –EAA Chapter 838 Eagle Overlook Terrace - Paving the Way for Continued Excellence. See the brochure later in this newsletter. This will be a great way for you to help the chapter. Please contact me if you want a brick.

Ken Sack   kensack@yahoo.com   262-488-3807

**Next Meetings**

May 18 – Rick is hoping to snag the USCG Air Station Traverse City helicopter and crew as it transitions to Waukegan for the summer boating season on southern Lake Michigan (it still is tentative but we are on their planning schedule)

If you have any suggestions for future speakers, please contact Rick Goebel at RGoebel@activetransport.com

Rick is always looking for new ideas.

**Note from Dave Finstad**

Please welcome Roy Bartlett from Burlington and Jeffrey Primus from Kenosha.

Do not forget that most of us have an expiration date of 12/31/2016 for our membership dues. Please send in your renewal to the chapter soon. See the last page of this newsletter for current renewal costs. You can renew [on the website now](http://eaa838.org/). Go to the Members tab.
Chapter 838 to Host AOPA ASI Safety Seminar Wed night May 17 from 7:00 – 9:00 pm.
AOPA has agreed to rent our museum to have an Air Safety Institute Safety Seminar. 125-175 pilots are expected to participate on It will be a great opportunity for pilots in our area to see our wonderful facility. If you attend, please talk to those present about joining our chapter. We plan to offer soda and water before and after the seminar for donations. Please help serve if you see lines waiting for a drink.

Flying at nontowered fields is a balancing act. Especially on busy days, it demands concentration, communication, sharp eyes, solid stick-and-rudder skills, and the ability to improvise at a moment’s notice. Sometimes the margin for error can be very slim.
With that in mind, ASI’s new seminar turns a spotlight on real-life accidents in the nontowered environment. Together with our expert presenters, you’ll play the role of accident investigator—starting at the crash scene and working backwards through physical evidence, eyewitness testimony, and other leads to figure out what went wrong, and why.
It will be a great opportunity for pilots in our area to see our wonderful facility. If you attend, please talk to those present about joining our chapter. Check out their poster later in this newsletter.

ASI IN-PERSON SAFETY SEMINARS

Event
Nontowered Case Studies - Racine, WI - May 17, 2017 7:00 - 9:00 p.m.
Location
EAA Chapter 838 3333 N Green Bay Rd Racine, WI 53404-1547
Nontowered Case Studies: What Went Wrong?

Flying at nontowered fields is a balancing act. Especially on busy days, it demands concentration, communication, sharp eyes, solid stick-and-rudder skills, and the ability to improvise at a moment’s notice. Sometimes the margin for error can be very slim.

With that in mind, ASI’s new seminar turns a spotlight on real-life accidents in the nontowered environment. Together with our expert presenters, you’ll play the role of accident investigator—starting at the crash scene and working backwards through physical evidence, eyewitness testimony, and other leads to figure out what went wrong, and why.

Special Thanks to EAA Chapter 838.
Chapter 838 Young Eagles for 2016

We have started flying Young Eagles for 2017. The dates are:
March 11, April 8, May 13, June 10, July 8, August 12, September 9, October 14, and November 11.

In April, we had 38 Young Eagles flown, 3 Explorers and 1 hard working volunteer. Weather was perfect.

Tracy Miller EAA #794015
Young Eagles Coordinator, EAA Chapter 838

2017 marks the 25th anniversary of the Young Eagles program, which has provided more than 2 million young people ages 8-17 with an introduction to the world of personal aviation.

To celebrate, EAA has planned a variety of events and activities throughout the year starting with a special 25th anniversary exhibit in the EAA AirVenture Museum.

AirVenture 2017 attendees are invited to join EAA for a birthday cake celebration and show their pride in the Young Eagles program with special 25th anniversary T-shirts and hats that will be available during the convention. EAA will also host a Young Eagles volunteer dinner on July 26 to thank those who make the Young Eagles possible and successful.

As a special thank you to pilots who fly Young Eagles during this anniversary year, EAA has created a commemorative prop card and a set of decals. In addition, a special 25 for 25 pin will be given to pilots who fly at least 25 Young Eagles during 2017, and they will also receive recognition on the Young Eagles website.

Aviation Explorer Post 218

If you know any youth ages 14-21 who might be interested, please contact post advisors at aviationpost218@gmail.com
Explorers have been assisting with our Young Eagle rally’s. They will again be spending a week at the Explorer Base during AirVenture.
I received several questions from readers asking if I was successful in obtaining the FAA rebate I wrote about in my previous article relating to the installation of my ADS-B Out solution. I thought I would provide an update on my rebate experience. The rebate program ends on September 19, 2017.

This update is based on my efforts to receive the rebate. I have also included a few anecdotal accounts of attempts by other general aviation pilots to obtain the rebate. I don’t know if my experience is typical of the vast majority of general aviation pilots seeking the rebate.

The rules regarding the FAA’s ADS-B Out rebate can be found at:


Application Process On-Line

My ADS-B Out installation took place in the month of January, 2017. I finalized the quote for the work in December, 2016, having started the process in September, 2016. Knowing the install was scheduled for January, 2017, I went on the FAA rebate website in early November and made my rebate “reservation,” receiving my Rebate Reservation Code by email from the FAA on November 7, 2016. You have a 90-day window from the time you make your rebate reservation and, once the Code is received, you have 60 days from the date you tell the FAA the install would be completed to conduct your Validation Flight.

If there are complications with the install (freight delays, bad weather, installer schedule overruns, etc.), I am sure you can talk with or email the FAA about extending the window if necessary. The installer estimated the work for my aircraft would take approximately two weeks to complete. They were on schedule with only a one day delay for a late shipped item.
The on-line rebate process was relatively simple and straight forward. You will need at the time you fill in the on-line form all of the information and specifications of your ADS-B Out solution, such as make and model number of the ADS-B Out unit and some of its features. The on-line form has drop down boxes and you identify your to-be-installed equipment from the drop-down boxes.

**Validation Flight**

I think the real challenge is not in filling out the rebate form, but in complying with the Validation Flight once the install work is complete. You are required to fly with your new ADS-B Out solution in ADS-B rule airspace for at least 30 minutes. Rule airspace (defined in 14 CFR Part 91.225) includes (partial list):

Class A, B, and C airspace;

Above the ceiling and within the lateral boundaries of a Class B or Class C airspace area up to 10,000 feet MSL; and

Airspace from the surface up to 10,000 feet MSL within 30 nautical miles of certain busy airports (these airports are listed in Appendix D to part 91).

Your time within the Rule airspace must include at least 10 aggregate minutes of maneuvering flight. More details are described in AC 20-165B, which also indicates you should fly at different (but not specified!) altitudes. Note, however, that AC 20-165 also requires certain flight maneuvers but these maneuvers only apply to design approval of aircraft type certificates or supplemental type certificates – so they are not applicable.

In the May 2017 issue of *AOPA Pilot* at page 92 there is an article entitled “*Rebates Remain Available.*” It contains helpful advice in complying with the Validation Flight. The article suggests you wait two minutes after powering up your avionics before you taxi slowly on the ground in Rule airspace clear of any hangars or obstructions so that your equipment has a clear view of the GPS satellite constellation prior to takeoff. It also suggests you fly two right and two left 360 degree turns and vary the airspeed and bank angle. There are some stories out there suggesting that not all install shops are getting the initial installations right and thereby causing ADS-B compliance issues. Apparently, many pilots are having trouble complying with the Validation Flight.

I have a pilot friend who is located about 60 miles from Madison. He used the installer at KMSN for his install and applied for the rebate. When he picked up his airplane at KMSN his plan was to meet the Flight Validation by flying VFR in Madison’s Class C airspace prior to heading for home. I understand KMSN’s controllers had other ideas and advised him to exit the Class C airspace prior to the 30 minute minimum. I don’t know if he eventually was successful in obtaining the rebate. You may want to contact the Rule airspace air traffic controllers in advance so that you can work out the details of the required Validation Flight. I do not know if air traffic controllers are even familiar with the Validation Flight requirements.
If you are IFR rated and can arrange it, you may want to consider flying some practice instrument approaches and published missed approaches in VFR conditions in the Class C airspace to meet the Validation Flight requirement. The controllers necessarily will work with you, and shooting several approaches and misses should give you the requisite 30 minutes, 10 minutes of maneuvering flight, and flight at different altitudes.

**ADS-B Out Rebate Program Not Going Well**

The May 2017 *AOPA Pilot* article discusses “why rebate participation is languishing.” To date, fewer than 25% of the program’s maximum of 20,000 $500 rebates have been claimed.

In the April 2017 issue of *AOPA Pilot* at page 12, a letter to the editor written by a disgruntled pilot trying to comply with the Flight Validation requirements makes it abundantly clear that a Validation Flight can be a very trying experience. This pilot indicated he would pass the requirements in the air, but fail on the ground; pass the requirements at a Class C airport, but fail at his own uncontrolled airport. His install shop advised him to taxi faster and, when that did not work, to taxi “ridiculously” slowly. He ends his letter “This [rebate] is a scam! I’m done with it after two flights. I know several local pilots who need to upgrade, but give the rebate incentive no thought at all. I did, and now regret it. They [the FAA] can keep their money.”

My install shop confirmed it has heard similar complaints from its customers. The FAA, intentionally or not, has made the Flight Validation requirement confusing for general aviation pilots.

Also, I recently heard the FAA’s ADS-B Out Rebate Program apparently excludes otherwise qualifying aircraft *if the aircraft is owned by an LLC*. This makes no sense to me, as many general aviation aircraft are not owned by individuals. If you were going to design a program to insure low participation, two good ways to do that would be to (1) make compliance with program requirements difficult and (2) intentionally rule out a large swath of potential participants!

**My Rebate Experience**

Happily, my own experience has been better. Since I had the work done at KMSN, I planned to meet the Validation Flight requirements simply by flying out of Madison and then flying in Madison’s airspace as I took some VFR flights over the next few weeks after I picked the aircraft up.

If I had trouble, I figured I could try the IFR practice approach alternative. I had three VFR flights after install in about twenty days: the first was the departure after the install from Madison back to Morey Field; the second was a return trip to Madison from Morey Field to have some non-ADS-B equipment I had installed tweaked a bit; and the third flight was from Morey Field to Racine’s Batten Field flying through Madison’s airspace on the way.
After each flight, I checked the FAA website for my Validation Flight status. You can check your ADS-B Out performance on-line. There are criteria in the computer-generated report (titled a “GA Incentive Requirements Status Report”) relating to “Detection in Rule Airspace” and “ADS-B Rule Performance,” in addition to “Rebate Status” and “Aircraft Registration” status. The Status Report after the Racine flight indicated I did pass the “ADS-B Rule Performance” criteria. The Status Report also indicated that I failed the “Detection in Rule Airspace” criteria because I was in Class C airspace for less than 30 minutes.

However, in the email with the Status Report dated February 13, 2017 for the Racine flight, the FAA advised me not to re-fly. Instead, the FAA indicated a Rebate Program administrator would manually review my aircraft’s performance reports to determine if I could proceed with my rebate claim without the Incentive Code that is supplied with the Status Report when you pass all the criteria. The email indicated I would have a decision from the Rebate Program administrator within three business days.

One day later I had an email from the Rebate Program administrator. ADS-B Out performance was deemed acceptable and I was cleared to receive the rebate. The email was dated February 14, 2017. I immediately went to the Rebate Claim page and completed the rebate request. I did not need to supply an Incentive Code; only my Rebate Reservation number and other details were needed. My rebate was approved in an email from the FAA on February 14, 2017. The FAA said to expect a check in four to six weeks. In other words, the check is in the mail. Damn. So it goes.

Note: There is an error in my original article. I identified an Avidyne product in reference to a non-TSO’d product that (thanks to the EAA) the FAA now allows to be installed in production aircraft. I meant to say Dynon, and not Avidyne.

Note: I did get my rebate check.
Subject: Fly-In Wings of Mercy FunDay, Campbell Airport (C81), Grayslake, IL

Hello!

We would appreciate it if you would distribute and/or post this flier attached. Also, if you have a newsletter and/or members, please distribute to them as well. Please come help support Wings of Mercy at Campbell Airport (C81) in Grayslake, IL. Wings of Mercy flies very ill patients (over half are children) to their medical appointments for free because they are either too ill and/or cannot afford to fly. Food, fun and so much more - see the flier attached!

For those flying in, "Do Not Touch" signs will be available for your aircraft.

Any questions, please contact Karen Murphy, Event Coordinator, 847-636-8095

Thank you!

3rd Annual Wings of Mercy FunDay

Campbell Airport - 22733 W Townline Rd, Grayslake IL

July 15, 2017, Saturday
8AM 5K Runway Run/Walk
10AM-2PM Lunch Served

FunDay offers a full day of outdoor family fun! Come out & enjoy!!!
> Pre-event Wings of Mercy Runway 5K Fun Run/Walk (8AM Start)
> Lunch
> Airplane & Car Show
> Silent Auction
> Pet Adoption
> Sailor the dog show
> Many other fun activities!
Admission: $10/Adults $5 ages 12 & under
(Admission includes choice of hamburger or hotdog for lunch and access to everything that FunDay has to offer)

All proceeds benefit Wings of Mercy, a unique nonprofit organization providing free air transportation to distant medical centers. For more information on the Lake County FunDay, Runway 5K & Silent Auction, visit www.campbellairport.com & click on the Runway 5K Logo
Dear Chapter Leaders,

Here are the final versions of the summer and fall events calendars for the Chicago area chapters. You can post them on your web sites, print them and pin them on notice boards at FBOs, flight schools, and your chapter meeting rooms and include them in your newsletters. At chapter 932 we also include them in our new members welcome packet. I hope this encourages our chapter members to visit each others chapter events. Please forward them to anyone else in your chapter who can use them such as webmasters and newsletter editors.

Thank you for all your help in putting these together and I hope you find them useful.

Beth Rehm
Director, EAA Chapter 932
FAASTeam Representative

The list of summer events for our region:  http://eaa838.org/learning/eaa-2017-summer-calendar-final/

The list of fall events for our region:  http://eaa838.org/learning/eaa-2017-fall-calendar-final/
EAA Chapter 838
Eagle Overlook Terrace
Paving the Way for Continued Excellence

Contact Ken Sack at 262-488-3807
Or email at kensack@yahoo.com

Racine's EAA Chapter 838 is known to be one of the finest EAA Chapters in the world. Its beautiful and well maintained facility has no EAA peers anywhere. For the past twenty five years, it also has an unrivaled reputation for developing outstanding aviation related educational programs including Young Eagles, Aviation Explorer Post 218, Aviation Explorer Club Post 5218, and Young Aviators.

Can you recall your first visit to Chapter 838? Did you--or someone you know-- experience the thrill of a Young Eagles first flight? Or attend a Chapter 838 monthly meeting and enjoy the experiences and perspectives of one of our outstanding guest speakers? Or, was it at one of our delicious pancake breakfasts? Perhaps it was a visit to our summer Young Aviator Program. Whatever the event or circumstances involved, we trust that you had a pleasant and memorable experience.

One of the special areas around Chapter 838 is the outdoor gathering and viewing terrace that overlooks the John H. Batten International Airport. This area is paved with personalized memorial bricks. It is dedicated to past and present individuals who have assisted and encouraged young people who share the dream and excitement of flight.

We would like to add your name to this elite group. Here's how. Individuals, loved ones, families, businesses, community groups and friends can have personalized bricks engraved and installed in our viewing terrace. For as little as $100 a four inch by eight inch engraved brick can serve as a visible token of your support for EAA Chapter 838 and our youth oriented aviation programs. In addition, each brick sponsor will receive a "Certificate of Ownership" suitable for framing. For more details please refer to the attached instructions and ownership options.
Types and Cost of Bricks

$100
4 inch x 8 inch Brick – three lines with 14 characters per line.

EXAMPLE:
John L. and John M.
Laurelle OR Smith
Smith Family EAA 123456

$300
8 inch x 16 inch Family Memorial Master Brick – Six lines with 28 characters per line.

$500
8 inch x 16 inch Corporate Logo Master Brick – Six lines with 28 characters per line.
Your logo will be engraved and reproduced in black epoxy. Any size sample or mat can be used if it is sharp and in good condition.

Contact Ken Sack at 262-488-3807
Or email at kensack@yahoo.com

Order Form

Purchaser’s Name ________________________________

Address _______________________________________

City_________ State _____ Zip ________________

Email Address ________________________________

Phone Numbers ________________________________

4 inch x 8 inch $100 brick for two persons, families, or one individual with EAA #.

Line 1 ________________________________

Line 2_______________________________

Line 3_______________________________

8 inch x 16 inch $300 brick ($500 for corporate Logo)

Line 1 ________________________________

Line 2_______________________________

Line 3_______________________________

Line 4_______________________________

Line 5_______________________________

Line 6_______________________________
**Monthly Meetings**
Board Meetings: Third Tuesdays 7:00 pm
Chapter Meeting: Third Thursdays
  - Dinner at 6:00 pm and Meeting at 7:00 pm
Shop Night Every Monday 7:00 pm
Explorer Post 218 Second Thursdays 7:00 pm and Fourth Thursdays 7:00 pm
Young Eagles Second Saturday 9:00 am (March - November)

**Previous Meetings & Speakers**
Jan 19 – Scott Gronland talked about his experiences flying the KC-135 for the National Guard.
Feb 16 – Jim Foy talked about his experiences as a member of Navy Patrol Aircraft Squadron 42.
Mar 16 – Al Downs talked about Racine Sport Flyers.
April 20 - Col Larry Stys and Capt Peter Bianco, local CAP officers, talked about CAP pilots who defended our homeland during WW2.

**2016:**
- Dec- Christmas Party
- Oct- Terry Gandy at Boeing Aircraft Development
- Aug – Chapter picnic
- June- Eddy Huffman- aviation history in Racine/Kenosha.
- April – Local CAP members- Electronic Flight Bag.
- Feb – Dr. Karl Arriola - Federal Air Marshal Service

**2015:**
- Dec- Christmas Party;
- Oct- B17 Flight Crew experiences with 8th AF in WWII;
- June- Flight For Life pilot - Flight For Life;
- Apr - Drones, history and current issues;

**Committee Chairpersons**
Programs: Rick Goebel ..........262-886-4171
Monday Shop: Jerry Bovitz .......262-639-8583
Librarian: Eddy Huffman ..........262-639-8301
Membership: Dave Finstad .......262-752-0086
Newsletter: Ken Sack ............262-554-9714
Young Eagles: Tracy Miller .......847-420-5098

Building Rental: Carl Bumpurs ...262-497-6446

**Chapter Messaging (262) 634-7575**
**Location: 3333 N. Green Bay Rd.**
Racine, WI 53404
EAA Chapter 838 Membership Application / Renewal

Today’s Date: _______________ EAA Member Number: _______ Treasurer Notes: ___________

Last Name: ___________________ First Name:_________________________ MI: ___ Spouse: ___________

Address: __________________________ City:__________________________ State ___ Zip ______

Phone: ___________________________ Cell Phone:____________________ WorkPhone:_____________________

Email Address: __________________________

Expiration Date for renewal: _______________ Membership Type: (see box below) ___________

<table>
<thead>
<tr>
<th>Membership Category</th>
<th>Annual Dues</th>
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<tr>
<td>☐ Regular (Individual) ……… $40</td>
<td>☐ Senior (individual) ……… $35</td>
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<tr>
<td>☐ Regular (Family) ………… $50</td>
<td>☐ Senior (Family) ………… $45</td>
</tr>
<tr>
<td>☐ Life ……………………… $1,000</td>
<td>☐ Youth …………………… $25</td>
</tr>
<tr>
<td>☐ Associate/Sustaining ……… $50 for a Business or Organization</td>
<td></td>
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</tbody>
</table>

Correct or add any information to this sheet, attach payment and mail to:
EAA Chapter 838, 3333 North Green Bay Road, Racine, WI 53404

Would you like a new name tag? Yes ___ No ___ if yes, please add $5 and enter your name above. Enter your name for the tag: __________________________

Optional Information: It will be shared with various committees at Chapter 838.

Pilot and Mechanic Certificate Types ___________________________

Aircraft owned/flown regularly: ___________________________

Current Projects (homebuilt, restoration, etc.): ___________________________

Past Projects: ___________________________

What kind of work do you do? ___________________________

Primary interests in joining Chapter 838: ___________________________

I’d like to participate in these Chapter 838 activities: ___________________________

Do you have special skill, talents, or hobbies that might be of benefit to your fellow chapter members? Please tell us about them here: ___________________________

Membership Categories Abbreviated information. See bylaws for complete details.

Regular: (18 and over): Enjoys voting privileges, may hold elected office, receive newsletter and name tag.

Family: Member and spouse enjoy voting privileges, may hold elected office. Receive newsletter and name tags.

Senior: (65 and over): Same as Regular membership

Life: Same as Regular plus special recognition

Youth: (14 through 17): May not vote or hold office. Receive newsletter and name tag.

Associate/Sustaining: May not vote, hold office, use hanger, nor participate as a pilot during Young Eagles. This would like be a business or organization membership.

Note: Regular, Family, Senior, or Life chapter membership requires membership in EAA. Family requires only one adult member to a member of EAA, and Youth members are not required to be members of EAA.

Modified 1 July 2016 Any questions? Call Dave Finstad 262-308-3216, Membership Chairman
Information about AirVenture 2017  
By Ken Sack

Volunteer & Get Free Admission to AirVenture

You could be the difference in making EAA AirVenture Oshkosh 2017 the best year yet. Join us for a weekend day or two in Oshkosh, meet some other great EAA members, and help the biggest fly-in in the world come to life by volunteering at an upcoming spring or summer Weekend Work Party!

EAA is looking for volunteers who would love the insider's perspective as we prepare the grounds for AirVenture Oshkosh 2017. Projects have varied over the years, but have included grass cutting, tree planting, building construction & remodeling, fence removal, material staging, landscaping, painting, gardening, and more.

We provide all volunteers with overnight accommodations in the EAA bunkhouse for the weekend, plus meals and beverages during volunteer shifts, one free daily admission exchange ticket for AirVenture 2017, and special evening programming, so there's some fun and fellowship, too! Come as an individual, a family, or group – we welcome everyone, no matter your age, skill, or availability!

Sign Up Now →

2017 Weekend Work Party Dates

- **May 6-7**: Chris Henry / Tuskegee Airmen Presentation
- **May 20-21**: Zack Baughman / Nose Art Tour
- **June 3-4**: Chris Henry / Apollo Presentation
- **June 10-11**: Kyle Voltz & David Leiting / Chatting with Chapters
- **June 24-25**: Joe Norris / Aviation Presentation
- **July 8-9**: Pioneer Airport Tour
- **July 15-16**: Timeless Voices of Paul Poberezny
Grounds Improvements Announced for AirVenture 2017

April 27, 2017 - A number of changes and improvements will be coming to the grounds of EAA AirVenture Oshkosh this year to provide more comfort, service, and convenience to members and visitors. As always, many of the upgrades come from ideas forwarded by volunteers and attendees.

New this year is the Blue Barn, a destination for EAA chapters and Young Eagles, which will be located across from the Forums Plaza and adjacent to Aviation Gateway Park. This site will serve as a home base for events including meet and greets and chapter forums.

Other changes on the north end of the grounds include improvements to the Warbirds in Review area. Audience space will be expanded and a Quonset hut is being built to provide additional staging and support for presenters.

In the Homebuilts area a new social pavilion is being constructed as a gathering space for those camping with their aircraft. Ace’s Café is also expanding with a covered pavilion for improved seating.

The activities center/craft tent is being relocated this year from its previous location in the Homebuilts area to a new space between the Fly Market and Hangar D. This move makes it more convenient for patrons of the activities center, who largely come from Camp Scholler.

Previously on the west side of Hangar D was GES Services, which will be moving south near the Vintage and Ultralights entrance for improved delivery from UPS and FedEx. A small service center will instead be placed outside Hangar A for attendees to pick up mail.

In Vintage, a new judging facility is being constructed along with a new charging station where attendees can drop off various electronic devices for charging. The Red Barn is receiving a little TLC and improvements for better traffic flow.

Both the flightline and Theater in the Woods will see improvement to their audio systems, and Theater in the Woods will have a new ramp up to the stage this year for better mobility.

Changes are also coming to the tram service, which is being renamed this year as the shuttle service to clear up confusion about modes of transport. Both trams and buses will service these stops, and announcements and maps for the new shuttle service will be released in the coming weeks.

All your grocery needs in Camp Scholler, (Red Barn, West Camp Store) North 40, and now South 40 will be met by stores operated by EAA whereas in years past these were operated by an outside vendor. These locations will be your one-stop shop for various grocery needs including ice.
C-123 Thunder Pig Returning to Oshkosh

Images Courtesy of the Air Heritage Museum

April 27, 2017 - There are many aircraft that would emerge famous from the war in Vietnam. Aircraft like the F-4 Phantom and UH-1 Huey are icons of the conflict. Another aircraft, an unsung hero of the war in Southeast Asia, was the Fairchild C-123 Provider. Today, not many C-123s remain and most of them are on static display in museums. But a museum just north of Pittsburgh, Pennsylvania, the Air Heritage Museum, works tirelessly to ensure that at least one stays flying. Their C-123, affectionately known as Thunder Pig is a flying memorial to the men and women who gave all in Vietnam.

The Provider was originally designed as a glider by the Chase Company. Through a change in hands of the contracts of the Chase Company, Fairchild was selected to develop the Chase design into the C-123 Provider. The aircraft did not deploy at first, but the U.S. Army was using the Caribou on short and rough runways with great success and the U.S. Air Force decided that they too needed an aircraft in theater with the same capabilities. The C-123 was initially powered by two Pratt & Whitney R-2800 radial engines and later models were upgraded with supplemental jet engines, culminating in the K-model that carried two J-85s in pods under the wings. These aircraft would serve many roles under the flags of many countries. While their main mission would be airlift, they would also serve as VIP transports, and even night surveillance aircraft on the Ho Chi Minh trail. The aircraft would also take part in Operation Ranch Hand, which was a mission to defoliate the jungle in order to expose enemy troops. The CIA’s covert airline, Air America, also used the Provider extensively.

Thunder Pig served in numerous units in the United States through its military career and found itself in storage at Davis-Monthan Air Force Base in Tucson, Arizona. There, warbird collector David Tallichet purchased the aircraft along with a fleet of others. Eventually the group from Air Heritage was approached about the aircraft and asked if they would like it for their museum. The museum dispatched several expeditions to explore any issues with the airplane and research how to repair it to flying condition. When the door was first opened it was discovered to be a home for a coyote who was none too pleased to have visitors. Through hard work and dedication, along with support from the home base in Beaver Falls, the team repaired the aircraft in to a state that it could be ferried back to Pennsylvania. Pilot Bob Huddock flew the aircraft back along with several crew members including a former C-123 crew chief named Virgil Wyke. With the C-123 safely back in Pennsylvania, restoration work continued, and the airplane is now the sole known flying example of this proud warbird you see today. The aircraft can be seen at air shows across the country and even in a few movies. This summer the C-123 Thunder Pig will be a proud addition to the warbird lineup here in Oshkosh.

This airplane has another EAA connection as well. Our own museum program representative Chris Henry, EAA Lifetime 41434, had the privilege of working on Thunder Pig as a teenager.

“I was part of the crew who restored this airplane,” he said. “Through this restoration I worked closely with mentors who would help guide my aviation career. I am very thankful that they were the teachers they were, or I might not be doing what I get to do today. The crew of the C-123 Thunder Pig truly carry forward The Spirit of Aviation.”
Commemoration of Doolittle Raid 75th Anniversary at AirVenture 2017

People and airplanes among activities that recall daring World War II mission

Crew of the No. 1 Doolittle Raiders aircraft in April 1942 (from left): Lt. Henry Potter, navigator; Lt. Col. James Doolittle, pilot/commander; Staff Sgt. Fred Braemer, bombardier; Lt. Richard Cole, copilot; Staff Sgt. Paul Leonard, engineer/gunner. (U.S. Air Force photo)

April 17, 2017 - The lone remaining veteran of the famed Doolittle Raiders mission of April 1942 and at least 16 B-25 bombers will be part of the raid’s 75th anniversary commemoration and air show activities at EAA AirVenture Oshkosh 2017.

The activities will honor those involved in the daring mission that included 16 B-25 bombers that departed from the aircraft carrier USS Hornet on April 18, 1942, and bombed military sites in Japan. The Doolittle Raiders, led by legendary pilot Jimmy Doolittle, then faced hardships after their airplanes made forced landings in China and other areas.

“The Doolittle Raid 75 years ago was important not as much for its military gains as it was a morale lift to an American military and public that had been buffeted by bad news in the months immediately following the attack on Pearl Harbor,” said Rick Larsen, EAA’s vice president of communities and member benefits who coordinates AirVenture features and attractions. “Our activities at EAA AirVenture Oshkosh this year will connect our attendees with the importance of this mission, as well as the people and aircraft involved.”

Among the highlights of the 75th anniversary commemoration will be an evening program on July 26 with 101-year-old Dick Cole, the only remaining member of the 80 original Doolittle Raiders, as well as Jimmy Doolittle’s grandchildren, Jimmy Doolittle III and Jonna Doolittle Hoppes.

“I want to thank EAA for honoring the Raiders at their 75th anniversary,” said Cole, who was copilot for Doolittle in the lead aircraft. “Thank you for paying tribute to us even though we never felt like heroes. We were just doing our job. We can also never forget the men who fought at Wake, Midway, and all across the Pacific. See you at Oshkosh.”

Other highlights include:

- Arrival of at least 16 B-25 bombers at AirVenture by Tuesday, July 25, with the aircraft parked in AirVenture’s Warbirds area. Notable aircraft already confirmed include Panchito (Delaware Aviation Museum); Briefing Time (Mid-Atlantic Air Museum); Yankee Warrior (Yankee Air Museum); Miss Hap (American Airpower Museum); Barbie III (Cavanaugh Flight Museum); Devil Dog (Commemorative Air Force); and Miss Mitchell (Commemorative Air Force – Minnesota Wing).
- Several programs at the popular Warbirds of America Warbirds in Review speaker series.
- Sixteen B-25s flying in the warbirds air show on Tuesday, July 25, and re-enacting the 1942 Doolittle Raid to start the night air show on Wednesday, July 26.
U.S. Customs and Border Protection to Host Global Entry Enrollment at AirVenture 2017

April 20, 2017 - U.S. Customs and Border Protection (CBP) will host a Global Entry enrollment event at EAA AirVenture Oshkosh 2017, conducting interviews for conditionally approved Global Entry applicants. The Global Entry program allows expedited entry into the United States at 47 U.S. airports and 13 preclearance locations around the world for prescreened, low-risk travelers. Global Entry participants are processed for entrance into the U.S. at designated kiosks rather than waiting in line for processing by a CBP officer.

To become a conditionally approved Global Entry applicant and participate in the enrollment event at AirVenture, individuals must first apply online and undergo a background investigation with the CBP's Global Online Enrollment System (GOES). With the convention quickly approaching, any applicant wishing to take advantage of this opportunity needs to start the application process immediately. CBP strongly suggest that applications are submitted no later than June 20, as the application vetting process typically takes two weeks for conditional approval.

Interviews will be held from Monday, July 24 through Sunday, July 30 from 9 a.m.-5 p.m. inside the Federal Pavilion. If no disqualifying information is found, travelers receive the benefit of expedited processing. The $100 application fee allows for five years of Global Entry membership.

Global Entry also provides access to the TSA’s PreCheck initiative, which offers expedited screening through domestic airport security checkpoints. Benefits of TSA PreCheck include being able to leave shoes, light outerwear and belts on, and not having to remove laptops from carrying cases.

More information on CBP’s Global Entry Program can be found at Global Entry or by visiting the CBP homepage.

Achtung! Spitfire!

April 6, 2017 - The Collings Foundation has announced that they’ll be bringing one of their latest acquisitions, a British Supermarine Spitfire, to EAA AirVenture Oshkosh 2017. Collings, a nonprofit educational foundation based in Stowe, Massachusetts, was founded in 1979, and has actively toured a number of warbirds around the country, including a B-17 and a B-24, for more than 25 years.

Their Spitfire, a 1942 Mk.IX, numbered BR601, is a veteran of 116 combat missions during World War II. Two aces were known to have flown BR601 during its career with the British Royal Air Force. The first was Australian Tony Gaze, the commanding officer of 64 Squadron RAF who amassed more than 12 1/2 victories (11 plus 3 shared), including a Messerschmitt 262. The other was Colin Falkland Gray, a New Zealander who was also with 64 Squadron. By war’s end, Gray had chalked up 27 1/2 victories.

After the war, BR601 transferred to the South African air force, and after serving a few years, was eventually put on static display on a pole. From there, it changed hands several times, heading to England in 1986, then New Zealand in 2008, and back to England in 2014 for final restoration by Biggin Hill Heritage Hangar.

“Any time we see a Spitfire at Oshkosh, it’s a big deal,” said Rick Larsen, EAA’s vice president of communities and member programs who coordinates features and attractions at AirVenture. “But this one, not only a fresh restoration but a documented comb
Items from April 2017 Newsletter:

EAA AirVenture Oshkosh 2017 NOTAM Now Available For Pilots Flying to Oshkosh

Cry Havoc! An A-20 Is Coming to AirVenture Oshkosh

B-29 Doc to Attend AirVenture

Movies Under the Stars at EAA Fly-In Theater

Featured Aircraft Anniversaries Announced for Oshkosh 2017

EAA to Celebrate Apollo Program’s 50th Anniversary

Historic Flights, Great Aviators, Latest Innovations Featured at AirVenture 2017

AirVenture on Initial 2017 Blue Angels Schedule

EAA team at ICAS convention to build air show roster

Chapter Camping Now Available for AirVenture 2017