



EAA Chapter 21 NEWSLETTER

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The Official Newsletter of
EAA Chapter 21
Evansville IN

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Time to revisit Airventure arrival procedures?

Oshkosh AirVenture 2006 is now 3 months past, and there has been talk from a few folks about the inbound arrival procedures. Chapter 21 member Earl Schroeder has some definite ideas about how inbound traffic flows to Oshkosh Airventure could be improved. His basic idea is to have slower aircraft on one side of the railroad tracks (Ripon to Fisk) and larger, faster aircraft on the other side of the tracks. I asked him why that would be better than having slower aircraft at 1800 feet and faster aircraft at 2300 feet. Here is what he told me.

My primary goal is to provide a way to segregate aircraft in groups according to safe approach speeds (primarily accounting for safe turns.) The current method does allow for different altitudes for awhile but eventually, everyone is forced to merge to single file. And you've heard the mantra over and over in your ear: NO side by sides, NO over and under, NO passing etc. That is simply not possible with Cubs, Lancairs and twins all in trail. The other egregious decision is to have the high wing airplanes fly the low route (realizing the most all the 'slow' airplanes are high wing) and have the faster airplanes (mostly low wing) fly high. This creates the most difficult 'see and avoid' situation possible when the merge is required.

My suggestion is to allow the slow airplanes to fly to the left side of the tracks maintaining 70 knots minimum and at the assigned altitude knowing that they will be assigned 9-27 passing Fisk. For those that cannot safely fly (and turn) at 70 knots to fly to the right of the tracks at the higher altitude (separation for those that do not know left from right over the tracks) and the controllers to further separate them according to speed requirements to head to 18-36 left (perhaps the slower bunch on the taxiway) and right (twins, faster ones etc.)

Now for this to work, 18-36 can NOT be closed for anything except for an emergency. (9-27 either.) NO large type groups, NO T-6s etc. (This will be the most difficult thing to sell IMHO but it is time to address safety first.)

Perhaps a one hour window just prior to the airshow closing could be considered for the large type groups and be so written in the NOTAM.

Warbird arrivals: I believe the warbirds could fly the standard pattern as described above. The airshow period allows ample time for overheads etc. (This too will be a hard sell... but again, safety first)

I've flown in to Oshkosh since the 70's and the safe times have almost followed my suggestions already. The UN SAFE times have been when the faster airplanes have been forced to get in trail and head to 9-27. In the future if no changes are made and I am asked to head to 9-27 when I see a bunch of slow aircraft ahead, I will decline and if necessary turn out and get back in line behind those with similar speeds. (and hope for a 18-36 assignment)

See my commentary on Page 2. —Pete Wiggin

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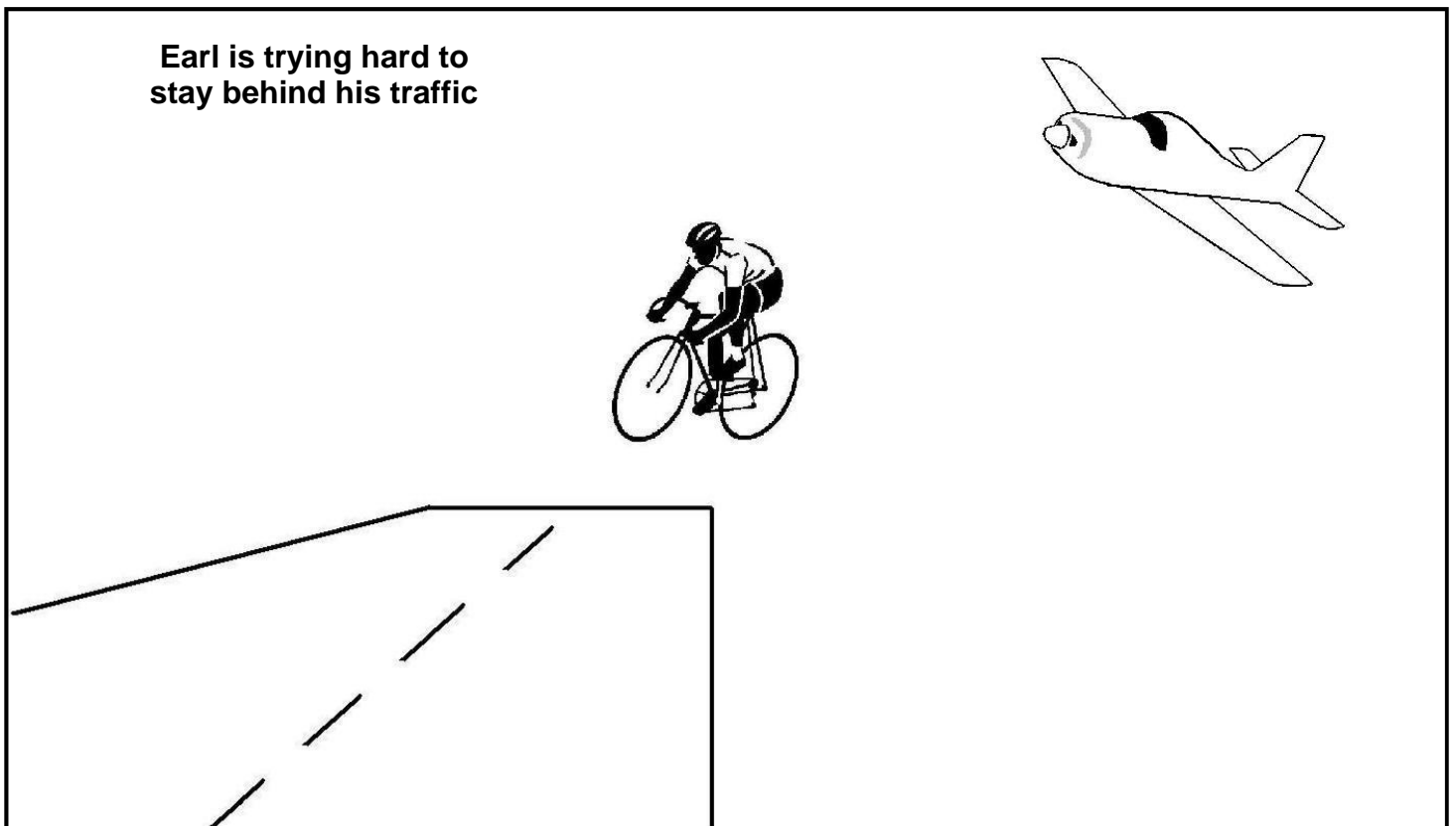
Commentary—

I have flown into the Oshkosh Convention a number of times in my Luscombe. I have not had the problems that Earl has had—but then I fly one of those “slow” airplanes that always seem to get in his way. In 1996 I flew in via the Fisk arrival. There was a strong west wind that day, and it was impossible to stay over the railroad tracks without flying at a rather large crab angle. I was instructed to enter a right downwind for Runway 27. At about the runway mid-point on downwind, I happened to look behind and to my left, and saw a Bonanza about to saw off my elevator with his propeller. I immediately turned base, and the controller instructed me to land on the last “dot.”

This experience showed me that, yes, there needs to be a way of separating those who must fly downwind at 70 kts from those who must fly 40 kts faster. But on the other hand, when there is a strong west wind, everyone is going to need to use runway 27, so that “merge” is going to be necessary somewhere along the way.

I have also flown into Sun n’ Fun. Once. I thought the arrival procedures were less well thought out than at Oshkosh. I had a number of aircraft pass me on downwind and turn base to final in front of me. It showed me that well thought-out VFR arrival procedures are necessary for a fly-in with a high aircraft attendance rate.

—Pete Wiggin



Steve Eberhart's RV-6A

Our October Chapter meeting was held at Steve Eberhart's hangar at Skylane. Since only about 6 of us showed up, there was no business meeting. Instead we just talked to Steve about his RV-6A under construction. At 3:00 we all went to the airport office where Larry Helming had grilled some delicious hamburgers. Since there weren't many of us, we all ate our fill.

Gary Zimmerman provided some wall art of a pretty young lady standing on the wing of a WWII fighter, with a P-47 flying overhead. A drawing was held to see who would take it home and Kurt Lindenschmidt won. No word yet on Tiffany's reaction to the prize.

From the Chapter President:

Our next meeting will be held at Skylane Airport Wed Nov 8th at 7pm. It is my wish that we have a good turnout as this meeting will determine who the next Chapter Officers will be.

There has been some recruiting done already. And actually some jobs have been taken over. I want to thank those folks for stepping up and volunteering. This Chapter needs new ideas and ambitious members to take on the challenges of leading this organization.

The following individuals have agreed to accept the positions listed:

PRESIDENT: Larry Helming
VICE PRESIDENT: Keith Schlageter
SECRETARY: Gary Zimmerman
TREASURER: Bill Gowin
WEB PAGE: Steve Eberhart
NEWS LETTER: Pete Wiggin
YOUNG EAGLES: John Rudolph

Any other nominations will be accepted at the meeting and a vote will take place so at the December Christmas Party all the new officers can be introduced. Please participate in this important agenda. Thanks

Keith A Schlageter
President
EAA Chapter 21

Chapter 21 Monthly Balance Sheet		
		Oct. 2006
Sept. 25, 2006	Beginning Balance	\$2,323.59
	Receipts	
	Interest	\$.47
	Dues	\$15.00
	Disbursements	
	Oct. Newspaper print	-\$51.15
	Oct. Office Rent	-\$10.00
	Stamps	-\$39.00
	West Host, Inc	-\$14.95
	Young Eagles	-\$28.60
	Kipplee's Party House Dep.	-\$125.00
	Food 10/14/06 Meeting	-\$37.45
Oct. 25, 2006	Ending Balance	\$2,032.91
Bud Starnes Fund for Young Eagles		Current balance is \$0.00
Phillip Dawes, Treasurer		

EAA Chapter 21

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Address Service Requested



Upcoming Chapter 21 Events

November Chapter Meeting

Wednesday November 8 — Skylane Airport Office — 7:00 PM

Our November Chapter meeting will be Wednesday November 8, 7:00 PM, at the Skylane Airport Office. We will be electing our Chapter Officers for 2007. See the letter from Keith Schlageter on page 3 for more information.

Christmas Party

Wednesday December 13 — Kipplee's Party House — Boeke and Division — 6:30 PM

Mark your calendar now for our annual Christmas Party, to be held once again at Kipplee's Party House at Boeke and Division Streets. (Lloyd Expressway.) On the menu will be — Pizza of course!