

## A Different Airventure

**Meeting will be held at Jim Martins hangar. West side of the airport. Monday, Aug. 14, 7:30**

**PM.** Use the gate through the fence near Jims hangar, it will be open. Jim will talk about the restoration of his PT-19 and building their hangar. Jim will provide refreshments.

**Last Month** we discussed walling off the workshop (Jim C. will get estimates), having an Apple Fest booth (Bob B. will chair), Flyin grossed \$1400.00.

### The trip up:

Sunday morning started out with sunny skies and mild temps. I hitched up the trailer and was off by 9:30. All was fine until I neared Michigan City on I-94. Suddenly, the oil pressure gauge went to "0". I pulled off the road. After sitting for a minute at idle the needle popped back to 40. I decided to try to make it off the interstate and pulled into a Speedway on US-20. The gauge was fluctuating between 0 and 40. I called Dick Haigh, he was pretty

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Below, L to R, Dale Neddeau, Jim & Dick Haigh, Jim V., Dale and Jim C.



### The Prez Sez

By  
Jim  
Coffman



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By Jim Coffman

**Air Adventure (Oshkosh 2006)** has come and gone. Nine brave souls came to and I hope enjoyed our campout there. Oshkosh was interesting and informative, as always. The highlight of the show and in fact the thing that stole the show was the U.S. Air Force F-22's (Raptors). They performed maneuvers and flybys that seemed almost impossible, but we witnessed them first hand. I was simply blown away.

As is always the case, we meet many interesting characters both at the show and the campground. Airplane stories and previous "adventures" were freely shared and laughed at. It was a good time for all.

Jim

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sure it was a faulty gauge. I wasted about an hour and a half with that situation. For the rest of the trip, up and back, the engine ran like a top. As usual, Chicago construction and traffic was a factor, but not too bad. The problem was that I missed the lane for Hwy 41 and ended up on the Tollway where I waited at the toll booths for over 30 minutes, paid them eight dollars and waited my time. I was getting hungry as I crossed the Wisconsin border, so I stopped at the Cracker Barrel for a late lunch. I decided on chicken livers which were over cooked. As I chewed the hard bread, I felt something pop in my molar. A piece of filling had broken off, Great! I finally reached Camp Schoeler at about 6 PM, where Dale Neddeau had our Chapter camp site already set up. I had brought along my generator, so I got it started and ran a tank (about a gallon) of gas through it. I filled it up with gas and it wouldn't start. When Dick arrived we worked on cleaning out the carb and filthy tank. I got it started and ran another tank of gas through it. Then, it wouldn't start. I ended up buying a new generator. Jim Coffman arrived on Sunday, shortly after I did. Bob Baird and his friends Dick Sayer and Dale, showed up after midnight. The next day, Bob got the sad news that his Daughter had given birth, and that the baby had died. It was a very difficult decision for him to stay, but his wife Connie assured him, that there was nothing he could do. Bob's sister, whom he had not seen in four years was in Wisconsin, so on Tuesday he went to meet her. He returned on Thursday. Our condolences go out to Bob and his family. Bobs friend

Dale was Helping Dick Sayer, who has neurological problems, slurred speech and balance. Tuesday he had gotten lost in the camp ground, but had a radio to contact Dale. Wednesday evening, Dick was late returning to camp and Dale had lost track of him. We decided to report him missing to camp security. Fortunately he showed up as we returned to camp.

As for AirVenture, we had a good time perusing the planes and vendors wares, watching the F-22 Raptors and checking out the light Sport aircraft. Jim Van Hulle has already contacted the Allegro 2000 dealer in Valparaiso for a test flight. Jim Coffman did a lot of research on engines for his RV and has put in his order.

### **Our most troublesome Oshkosh attendance, by Dick Haigh.**

Dick's troubles;

I had originally hoped to fly my RV6A to Oshkosh, but didn't have the Gear Fairings finished. Plan B was to ride with Jim Coffman leaving Sunday afternoon. However, Sunday morning found me not feeling well, probably from the restaurant meal Saturday evening. I decided to wait until I was sure I was OK and go later.

As I was recuperating, Donna reported the brakes on her Blazer were suddenly not there. I installed a new master cylinder on Monday and it worked fine. I made a For Sale Flyer with photo to put on the bulletin board at the EAA Warehouse. It was there for a day, then disappeared. I made a handwritten replacement without photo. Dale's troubles; Dale drove his van to live in at Oshkosh. When he started it to go on an errand, there was a very loud ominous sound from the engine. A tow truck/mechanic told him changing the oil

filter was a long shot, so Dale changed it (no small feat on that van). The engine still made the same bad noise. Dale ended up riding home with Bob Baird to get his pickup and a borrowed dolly to bring the van home. Another not so serious problem was, Dale wasn't able to find anything he felt remarkable at Oshkosh. He and I usually debate the merits of any such discoveries, so we had nothing to debate.

Jim Coffman's troubles; Jim only had one trouble, but it pained him a lot. While looking up at the F-22 Raptor demonstration, he stepped in a hole or depression and hurt his store-bought hip. It hurt to the point he took some pain meds and left for home immediately. He had earlier had a demonstration ride in Van's RV7A which he enjoyed.

All that said, there was still much to enjoy about this trip. I stayed with my brother Jim from So. Dak. Jim C. and I reviewed the RVs in attendance, the fake Japanese Zero, and the real Lancaster Bomber. We had the as usual tasty steak at Chapter 132 Cookout, Ralph cooked hamburgers, Jim VH cooked sausage and eggs.

The highlight of the cuisine experience was Ralph's Fish Boil, attended by only Jim H., Ralph, and myself, all the rest had gone home by Thursday supertime.

The F-22 Raptor demonstration was very impressive, with its full-load straight up climb, its low speed pass, high speed pass with an illegal ever-so-short breaking of the sound barrier over the runway in front of the crowd, its high overhead motionless hover demonstration, Mach 3+ speed capability, and not the least its appearance of a futuristic stealth machine design far beyond any existing aircraft.



**Top Left: Dale and I checked out the B-1B and hung around for the Beach Boys concert, which turned out to be one Beach Boy and several other boys. Right: a Heath Parasol with a 40 HP engine.**  
**Middle Left: Jim and Kelen look over the Patriot in the ultralight displays. Right: Dale and Bob survey the crippled Windstar.**  
**Bottom Left: The Lancaster bomber was awesome. Right: Two of the three remaining campers, Jim and Dick Haig chow down on the seafood boil Thursday night.**



Top Left: The F-22, as we saw it, tweaking the sound barrier.  
 Right: Jim Van Hulle and I liked the performance and price of the Allegro 2000. Bottom Right: An RV7, what Jim Coffman is building and got a Ride in. Left: Nemesis just looks fast.



## Calendar of Events

**August 13:** South Haven Fly-in & Pancake Breakfast

**August 19-20:** Duffield Fly-In, Purdy Field

**August 19:** AirAffair, Holland Park Twp. Airport, 7:00-3:00

**August 19:** Kalamazoo Newman's Field Fly-in Lunch

**Aug. 20:** Ducks Picnic Fly-in

**Aug. 24—28:** EAA 1929 Ford Tri-Motor will be at Elkhart, hosted by Chapter 132

**Sept. 1-4:** ASC/USUA Ultralight Nationals, Brooks Field, Marshall MI

**Oct. 7:** Octoberfest, Wolverton Field

**Sept. 16:** Nappanee Airport, Apple Fest, Breakfast by EAA 132

**FOR DETAILS ON ABOVE EVENTS CALL RALPH @ 269-684-0972**

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