



Several EAA 172 members went to the 2011 AirVenture Oshkosh. Among those attending were Gary Ward and our club president Al Nodorft with his family. Al flew his Christen Eagle. His wife and children came in a car.

The event was thoroughly covered by the various aviation Websites. The EAA Website had videos, sound, and photos, as well as a number of articles. Excerpts of some of the articles along with photos are in this newsletter.

The announcement below was first e-mailed by AvWeb, then all the aviation organizations sent out special e-mail announcements about it. Some indicated that this was a surprise announcement. Others wrote that it had been planned earlier.

AVweb Breaking News Alert -- July 26, 2011

Just about a year after hiring Rod Hightower to take over the day-to-day operations of EAA, Tom Poberezny on Tuesday officially announced his retirement from the organization founded by his father. Poberezny announced his decision in a last-minute news conference held under the historic brown arch at the edge of the flight line, near the center of the show.

This is an excerpt of the "official" EAA announcement:

Jul 26, 2011 3:13 PM

From: EAA Communications

July 26, 2011

Dear Members:

As we gear up for an exciting AirVenture Oshkosh 2011, I want to share some important information about the future of the Experimental Aircraft Association.

Tom Poberezny has informed our Board that he has decided to retire as chairman of EAA and AirVenture Oshkosh after decades of leadership and success. Tom will become chairman emeritus on Aug. 1, when his retirement takes effect. Upon learning this news, we unanimously passed a resolution honoring Tom's years of leadership to our group and success in helping make EAA the world's leading aviation association.

Rod Hightower, current EAA president and CEO, will assume Tom's responsibilities. Rod and Tom have worked closely together over the past year, and while Tom has left big shoes to fill, Rod is well-

prepared for these new duties.

Sincerely,

**Louie Andrew
EAA Board Vice Chairman
Chairman of the EAA Board Executive Committee**



Tom Poberezny



Large panoramic view of Oshkosh - Photo by Marko Edwardo, EAA

TEAM CHAOS AT OSHKOSH

EAA 172 Member Gary Ward with Team Chaos was a hit at Oshkosh. An EAA article had this about Team Chaos:



It may look like chaos, but the two pilots and jet-truck driver who make up the Team Chaos show say it is scripted and safe. The team made its debut at EAA AirVenture 2011. Randy Harris, who flies a Skybolt 300, Gary Ward flying his MX2, and Neal Darnell, of Flash Fire Jet Truck, make up the group and are sometimes joined by Darnell's son, Chris, in the jet truck. Harris describes their act as a “reality TV show where you get to see grown men acting badly.”

The routine follows a story that has both pilots wanting to race the jet truck, and so they try to impress the driver with their aerobatic maneuvers in order to get the driver’s nod. It ends with the “winner” of the competition racing the jet truck and the “loser” trying to disrupt the race. “When we all meet together and there’s a wall of fire, we have had people run away screaming, thinking that we hit each other,” Harris said. Most of the time the planes are about 200 feet away from each other, Harris said. “We just create the illusion, and convince the audience that these two pilots are idiots.”

But they’re far from idiots. “It’s like meeting another car on the highway,” Ward said. “You pass cars all the time without having an accident. “There’s just a lot of smoke and noise with two airplanes and a jet truck in the same place.” In other words, it just looks like the planes are so close that they will hit each other.

Darnell also makes safety a priority in the jet truck, which can go from 0 to 375 mph in six seconds. Harris has been flying his modified Skybolt, which he built primarily in his living room condominium, on the air show circuit since 1995. Harris said he actually prefers flying Team Chaos compared to his solo act.



Ward, however, prefers his solo act. “It’s my signature act, and I really get to express myself,” he said. “Team Chaos is just an added attraction typically done as a closing act....” Ward said he has been passionate about aviation all his life. “I live, breath, and eat airplanes; I always have.” In the 1990s, he bought and rebuilt a Pitts S-2B, never thinking that by 1998 he’d be performing in air shows. And although he just turned 70, Ward said he doesn’t plan on stopping soon. “I have a need for adventure,” he said. That would explain why he enjoys racing upside-down a jet truck. “I can feel the heat through the canopy; it’s pretty exciting.” (Information adapted from EAA e-HOTLINE July 29, 2011)



HUMMEL ULTRACRUISER SERIAL NO. 1 FLOWN TO AIRVENTURE FROM NEW YORK

Some of our members own a Hummel Bird. This year the original Hummel Bird was flown to Oshkosh:

The original prototype all-metal UltraCruiser ultralight designed, built, and flown by Morry Hummel was flown to AirVenture from central New York state by its new owner Kirk Mills. It was his first long cross-country flight. The engine is a two-cylinder 1/2 Volkswagen that gives the FAR 103 legal ultralight a range of nearly 150 miles. He had planned to have some flying companions but ended up going solo.



The flight was plagued by worrisome erratic fluctuations in the engine oil pressure that were traced to a sticking check valve in the oil system. He had a ground support vehicle for the flight to Oshkosh but will be returning home to New York unsupported. His friends thought he was crazy for trying it, but he believed he could do it because a long cross-country flight is just a lot of short flights strung together. (Information adapted from EAA e-HOTLINE July 30, 2011)