



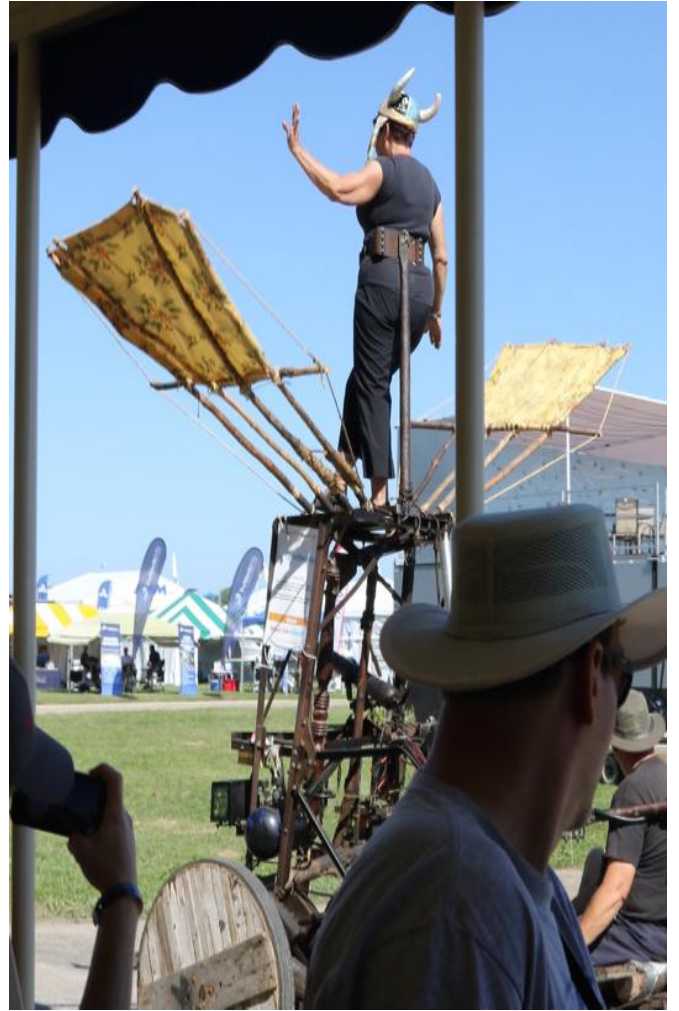
---FUN DESTINATIONS---

NRI Flying Club

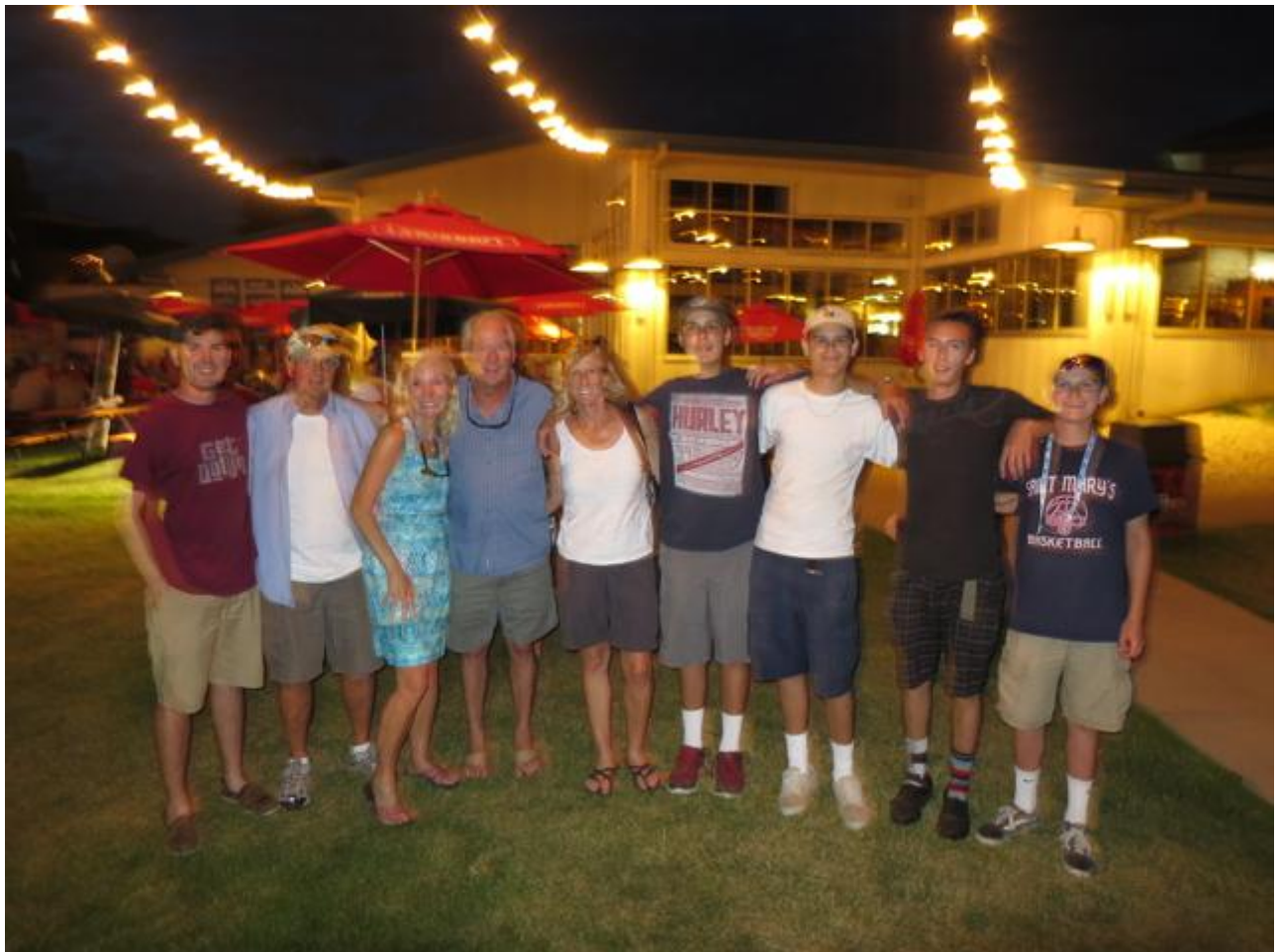
Oshkosh – 2016
Part 1--John Webb

I attended Oshkosh this year with fellow club members Geoff and Jennifer Richards, Griffen Schwartz and Don Whiteside.











Part 2 --Tom Hammitt

The Bellanca CH-300 Pacemaker was a six-seat utility aircraft built primarily in the United States in the 1920s and 1930s. In 1929, one flew the first nonstop flight from New York to Cuba in 12 hours, 56 minutes (1,310 miles, 101.3 mph). In 1931, a Bellanca fitted with a Packard DR-980 diesel set a record for staying aloft for 84 hours and 33 minutes without being refueled.



The Luscombe 10 was a single-seat sport aircraft conceived in 1945, but apparently never produced. The wings, tail, and engine section were all adapted from the Luscombe 8. Wikipedia says the prototype was destroyed in 1948 for tax reasons, so this may be a replica.



The Aero 45 was a twin piston-engined civil utility aircraft produced in Czechoslovakia after World War II. It was the first product of the nation's post-war aviation industry and proved successful, with many of the 590 produced being exported. The engine are LOM 4-cylinder inline units rated at 150 hp each.



Martin Mars on Lake Winnebago.



C5 --- Welcome to OSH !



Part 3 – Don Whiteside

Since meeting Geoff Richards 25+ years ago, when he was the GM at the Oakland Piper dealer and I was the Sales Manager at the Oakland Cessna dealer, we've shared many adventures, most of which the statute of limitations has expired on. When Geoff started pestering me to go to Oshkosh this year, I couldn't resist. I've been flying for nearly 50 years and have never gone. I spent 5 days on the field, looking at thousands of planes, watching hundreds of warplane and other flybys, took classes on TIG and gas welding, learned to do fabric rib stitching, and had lots of fun hanging out with Jennifer and Geoff Richards, along with their 3 nephews. It was HOT and humid and my skin's need to be covered from the sun made it even warmer. A highlight for me was the "Valdez style" STOL contest at the ultralight field. One SuperCub clone had a combined takeoff and landing distance of 165'. Incredible!





I got a tour of the tower during one of the airshows when the tower was idle (they turn the airspace over to the "Airboss". A friend of a friend was the tower manager for the Oshkosh show. What a fabulous view of the entire area, and while we up in the tower cab the Martin Mars did a low pass and dropped 8,000 gallons of water between the runways. Wow!





