

# Plane & Pilot News

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A PUBLICATION OF PLANE & PILOT NEWS, INC., JETWAY AIRPORT, 7600 PECK RD., RAVENNA, OHIO 44266

## Merry Christmas



*illustration made from Vecteezy.comfiles*

# "It's My Opinion"

Editorial Column by Beverly Hartong

## Merry Christmas!

First and foremost, I want to wish everyone a Merry Christmas! Please keep in mind the true reason for this celebration - Jesus is the reason. Let's make sure he is included in our daily lives.

Secondly, please support our advertisers. Their advertising dollars bring you this pub-

lication. Please support them with purchases.

Now, it is soap box time again ... I am going to play devils advocate for a minute, so please humor me. I guess I should preface this part of my article with I do not believe in climate change - I believe it is a hoax and a way to ex-

See "It's" on page 10

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# Aviation Law

By William (Bill) Hayes



Bill Hayes

## I Think I will Call it Oshkosh

A phenomenon is happening in Oshkosh, Wisconsin, and many are referring to it as the other Oshkosh. It's not in competition with AirVenture and it is not necessarily in a different place. It would best to think of it as a different place in time.

Officially AirVenture normally starts on the Monday of the last week in July. Many folks, especially volunteers are showing up two and three weeks before the official start to participate in what many view as a return to the old Oshkosh before it became AirVenture.

The nature of the "Other Oshkosh" will depend on your particular interest: Is it experimental aircraft, classic, vintage, warbird or do you just like to camp? This year we flew our plane in to Whitman Field on Thursday, July 20th, four days before AirVenture was to start. Our interests, other than covering the event for Plane & Pilot News, was to park and camp in the Vintage area in our 1969 Cessna Skymaster.

Last year we came in on Friday and were parked on row 78 this year we got to

park on row 72. We also rent a house in Neenah for the week but my son and I camped on the field Thursday and Friday nights.

Pre-Airventure there are plenty of activities on the field, the most popular is watching aircraft land on Friday, Saturday and Sunday. These are the big arrival days and it is a pleasure to wake up on the field early in the morning, have a cup of coffee with another camper, and then sit on the flightline to watch aircraft arrive at AirVenture.

The entire pre-AirVenture time has the feel of the Oshkosh of the mid 70s and early 80s. The focus is on enjoying the aircraft and community. While the field is open to anyone to walk on, the only people that are really there, are the campers in Camp Scholler, the volunteers, and other airplane owners.

Obviously, the crowds are small, but the hospitality is large. Since everyone you see is probably an airplane owner or a pilot, there is no need to keep an eye on your aircraft.

There is another obvious reason for getting there four or five days early.

You can get a much better parking spot. This is, of course is a relative term. Arriving on Thursday was a very low stress event. My son flew the Skymaster in IFR and had a straight in for Runway 27. There was plenty of parking in Vintage, so there was no question that we would get a good spot. On Friday they started parking people in row 80 and because of some reserved parking areas, by Saturday they were parking folks in row 150.

Obviously if you come in on Saturday or Sunday, all the good parking spots are gone and you're going to be parking probably in the South 40.

During the week parking spots do open up, but there is a logically complex formula for who gets these spots. First off, there has to be sufficient parking personal and guides available at that exact moment to get you to the spot. They have to know that there is an open spot. There's a preference for parking: The natural tendency is to pick unique and pretty airplane for those spots if they have

See "Oshkosh" on page 15

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# EAA Honor Five 2023 Halls of Fame Inductees on Nov. 9th

## Five aviation notables recognized for contributions

Five individuals who contributed greatly to recreational aviation were honored on November 9 as they were inducted into the EAA Sport Aviation Halls of Fame during a ceremony and dinner at the EAA Aviation Center in Oshkosh.

The 2023 inductees include:

- EAA Homebuilders Hall of Fame: Neal Loving (posthumous)
- International Aerobatic Club Hall of Fame: Lew Shattuck of Yelm, Washington

- Warbirds of America Hall of Fame: Chuck Greenhill (posthumous)

- Vintage Aircraft Association Hall of Fame: John Parish Sr. of Tullahoma, Tennessee

- EAA Ultralights Hall of Fame: Paul Mather of Saint Elmo, Alabama

The EAA Sport Aviation Halls of Fame were established to honor the outstanding achievements of men and women in aviation who share the spirit of EAA and its

community. Those inducted into the halls of fame are selected by their peers for myriad contributions made to their respective areas of aviation.

In addition, Jim Casper of Oshkosh received the Henry Kimberly Leadership Award that recognizes Oshkosh-area residents for volunteer service to EAA. Casper is a longtime volunteer EAA Aviation Museum docent and volunteer.

## EAA HALLS OF FAME 2023 INDUCTEES

### HOMEBUILDERS HALL OF FAME

**Neal Loving (posthumous):** Born in 1916 in Detroit, Michigan, Loving's passion for aviation began at an early age. He took his first flight at age 14, enrolled in an aircraft mechanics course in high school, and began learning to fly in 1938 despite difficulties finding a school that would accept Black students. Three years later, Loving designed the S-1 glider. In 1944, both of Loving's legs were amputated as a result of a crash, but did not let his disability get in the way of his aviation passion. He went

on to design his most well-known aircraft, the WR-1, also known as Loving's Love, which is now on display at the EAA Aviation Museum. He became an EAA member in 1953 and won the Most Outstanding Design Award for the WR-1 at the 1954 EAA Fly-In Convention. Loving died in December 1998.

### VINTAGE AIRCRAFT ASSOCIATION HALL OF FAME

**John Parish Sr. (EAA 43943):** Parish's pilot journey began in high school and

college where he juggled being a student with learning to fly. In 1964, he bought his first airplane, a Cherokee 180 and began attending fly-ins across the country. Over time, Parish grew an affinity for one airplane in particular, the Beechcraft Model 17 Staggerwing. Parish was finally able to purchase one of his own in 1970. Parish became continuously more involved with the International Staggerwing Club and in 1973, John and his wife Charlotte helped establish the Staggerwing Museum Foundation, now known as the Beechcraft Heri-

See "EAA" on page 5

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# CenterPoint Energy Dayton Air Show Presented by Kroger celebrates 50 years

## Blue Angels return to headline 2024 show

air show officials announced the return of the U.S. Navy Blue Angels to headline the 2024 CenterPoint Energy Dayton Air Show Presented by Kroger on June 22 and 23. Fan favorites Tora! Tora! will also join the lineup to light up the skies in celebration of

the show's 50th anniversary.

"We're thrilled to be celebrating 50 years of the Dayton Air Show and look forward to bringing audiences an epic event," said Scott Buchanan, Chairman of the United States Air & Trade Show Board of Trustees,

producers of the show. "The world-renowned Blue Angels will be headlining a world-class lineup that families from across the region will not want to miss."

Last appearing in 2022, the Blues will return with their F/A-18 Super Hornets that

reach top speeds of 1.4 MACH (1,190 MPH). The 2024 show marks the 78th year of the Blue Angels thrilling audiences with their tightly choreographed, high-energy demonstrations – sometimes flying as little as 18 inches apart – that showcase the capa-

bilities of the Navy and Marine Corps men and women.

Also returning to the Dayton skies is the pyrotechnic reenactment of Tora! Tora! Tora! This amazing Commemorative Air Force production features the Decem-

See "Dayton" on page 8



From left, the U.S. Navy Blue Angels, Tora! Tora! Tora! and aerobatic team AeroShell will appear as part of the 50th CenterPoint Energy Dayton Air Show lineup. (Photos courtesy of Demo Teams)

### KEEPING YOU IN TOUCH WITH THE WORLD OF AVIATION



Published monthly  
**PLANE & PILOT NEWS, INC.**  
Jetway Airport  
7600 Peck Road  
Ravenna, Ohio 44266

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3"	63.13	60.63	51.88
4"	81.25	77.50	66.25
5"	103.13	97.50	83.75
6"	120.00	113.75	96.25
7"	138.75	132.50	112.50
8"	160.63	152.50	131.25
9"	180.00	170.00	143.75
10"	196.25	186.88	170.63
11"	208.75	196.88	166.88
12"	214.38	203.75	172.50
13"	227.50	214.38	181.25
14"	261.25	248.75	211.25
15"	280.63	263.13	222.50
16"	298.75	281.88	240.00
18"	335.00	316.25	268.75
20"	398.44	375.00	293.75
30"	591.25	554.69	484.38
Full Page	937.50	867.50	790.63
Rear Cover	1,200.50	1,054.69	937.50
Center	1,107.88	934.38	835.00
Inside Rear and Page 3	1,092.50	920.00	790.63



“EAA” from page 3

tage Museum, in Tullahoma, Tennessee. Parish's involvement with EAA has included serving on the organization's board for more than 30 years, and working as director and vice president of the EAA Aviation Foundation.

### INTERNATIONAL AEROBATIC CLUB HALL OF FAME

**Lew Shattuck (EAA 88175):** Before getting started in aerobatics, Shattuck enlisted in the U.S. Air Force in 1952, where he gained experience flying many different military fighter aircraft. In the summer of 1966, Shattuck was captured after his F-105 was shot down in North Vietnam and was held as a prisoner for more than six years before being released. He retired from the Air Force in 1976 as a full Colonel. Despite an eye injury suffered during his time in captivity, Shattuck wanted to continue flying. He purchased a Pitts Special and began practicing aerobatics. Shattuck won the Pitts Cup trophy in the 1978 IAC Championships. He continued to fly in

### HOMEBUILDERS

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1995: Tony Bingelis, Molt Taylor, John Thorp  
1996: Sam Burgess, Nick D’Apuzzo, Ed Heath, Volmer Jensen  
1997: Ladislao Pazmany, William Ghan, Harold Best-Devereux  
1998: Curtis Pitts, Burt Rutan, Bill Warwick  
1999: Henri Mignet, Richard Van Grunsvan, Chris Heintz  
2000: Jean Delemontez, Leslie Long  
2001: John Monnett  
2002: Jack Cox, Ken Brock  
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2004: Bob Whittier, Pete Bowers  
2005: Robert Bushby  
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2017: Rob Hickman  
2018: Darryl Murphy  
2019: Robert Nuckolls  
2020: Frank Christensen  
2021: Flo and Bob Irwin

competitions until 2018 at the age of 85. Shattuck also served as a mentor for pilots and judges for many years.

### WARBIRDS OF AMERICA HALL OF FAME

**Charles “Chuck” Greenhill (posthumous):** Greenhill's involvement in warbird restoration began soon after his time serving in the U.S. Army. His skills as a tool and die maker helped bring warbird aircraft back to life. Working alongside his wife Bev, they restored warbirds back to their original condition. Notable among his numerous restoration projects is the only surviving Grumman J2F-4 Duck from the Japanese attack on Pearl Harbor. Greenhill's restorations frequently appeared at EAA AirVenture Oshkosh during the 2000s and 2010s, earning him 2007 World War II Grand Champion, 2003 and 2005 Reserve Grand Champion, and the 2014 Preservation award. He also used his aviation passion to inspire the next generation by attending fly-ins and letting children see his aircraft up close and learn about their

importance in American history. Greenhill died in April 2022.

### ULTRALIGHTS HALL OF FAME

**Paul Mather (EAA 154506):** Paul Mather began flying in 1974 at age 18 and has flown a variety of ultralights, including hang gliders and Quicksilver footlaunch models. In 1980, Mather landed a job with Quicksilver, primarily in sales and marketing with the goal of establishing a dealer network. His work took him across the globe, as he became an international representative in 1982. One of Mather's greatest achievements came in 1984 when he flew a MXL II aircraft nonstop from Annaba, Algeria, to Monaco over the Mediterranean Sea, setting multiple FAI records. Mather left Quicksilver in 1995 to start his own venture, M-Squared Aircraft, which produces a variety of aircraft including the Breese-XL, a part 103 ultralight vehicle. Mather also became a Designated Airworthiness Representative for the FAA in 2008, having certificated more than 500 LSA and amateur-built aircraft.

### INDUCTEES – EAA HALLS OF FAME

2022: Budd Davison  
2023: Neal Loving

### INTL. AEROBATIC CLUB

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2018: Thomas Adams Jr.

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2020: Verne Jobst  
2021: Kirby Chambliss  
2022: Maurice Hunter “Pappy” Spinks  
2023: Lew Shattuck

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2016: Phil Coulson  
2017: Jim Moss  
2018: Ron Alexander  
2019: John Turgyan  
2020: Stephen Dyer  
2021: Steve Nesse  
2022: Forrest Lovley  
2023: John Parish Sr.

See “Halls of Fame” on page 7



# PROP TO TAIL

## It's That Time



Tim Hartong

Wow, I can't believe December is here already and hope everyone had a great Thanksgiving. Christmas will be here before we can say Airplane, LOL.

Thanksgiving is my daughter, Jamie Schoemaker, and my favorite holiday. We love the family get togethers and all the great food, especially my mother's Mary Ellen -who just turned 93!- famous dressing; it is my favorite! My mom always made the best dressing in the whole world and the best thing is that she taught Jamie and Beverly how to make it and they both make it the exact same as my mother's and just as good! I might be biased but it's the best dressing you will ever have.

Now that Christmas is

just around the corner you will need to start shopping for your favorite pilot or copilot. When you are shopping please try to support all of our advertisers.

When people buy from the big box stores or from Amazon that impacts all these advertisers, which are small businesses. Most of them are mom and pop businesses so please support them so they can survive and thrive in this economy.

At AirVenture this year I spent a lot of time visiting all our advertisers like Sporty's, ForeFlight, MyGoFlight, Stratus, Guardian Avionics, and many more. When I stopped at the Flight Outfitters booth and the owner was wearing a nice UPF long sleeve white shirt that they sell

and I was saying how nice that shirt would be to wear on my trips to the beach. They sent me one and it fits great and is very comfortable. I'll be putting this one into the rotation. They also have an awesome looking Foil Aviator Jacket they sent me to test and write about. Check out their site, [www.flight-outfitters.com](http://www.flight-outfitters.com), they have some pretty cool hoodies which I'm ordering for my wife Beverly and myself. In addition to those items they also sell aviation accessories like kneeboards and flight bags.

Thanks for checking in this month. Have a Merry Christmas, Happy New Year's and a safe flight!



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"Halls of Fame" from page 5

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- 2008: Connie Bowlin
- 2009: George H. Baker
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- 2011: David B. Lindsay Jr.
- 2012: Preston (Pete) Parish
- 2013: Lee Lauderback
- 2014: Jay Wisler
- 2015: Nelson Ezell

- 2016: Doug Champlin
- 2017: Clarence E. "Bud" Anderson
- 2018: Jack Roush
- 2019: Dennis Sanders
- 2020: Mark Clark
- 2021: Carl Scholl, Tony Ritzman
- 2022: Tom Reilly
- 2023: Charles "Chuck" Greenhill

**ULTRALIGHTS**

- 1999: Homer Kolb, John Moody, Chuck Slusarczyk
- 2000: Boris Popov, Wayne Ison
- 2001: Mike Sacrey
- 2002: John Chotia, Tom Peghiny
- 2003: Mike Jacober
- 2004: Klaus Hill, Bert Howland
- 2005: Larry Mauro
- 2006: Bob Lovejoy, Volmer Jensen
- 2007: Mike Markowski
- 2008: Mike Loehle
- 2009: Roy Pinner
- 2010: John Ballantyne
- 2011: Jack McCornack

- 2012: Taras Kiceniuk Jr.
- 2013: Frank Beagle
- 2014: Lowell Farrand
- 2015: Leonard Milholland
- 2016: Tracy Knauss
- 2017: Mary Jones
- 2018: Eugene Smith
- 2019: Morry Hummel
- 2020: Dan Johnson
- 2021: Roy Beisswenger
- 2022: Gene "Bever" Borne
- 2023: Paul Mather

*About EAA*

The Experimental Aircraft Association (EAA) is based in Oshkosh, Wisconsin, and embodies The Spirit of Aviation through the world's most engaged community of aviation enthusiasts. EAA's 270,000 members and 900 local chapters enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. For more information on EAA and its programs, call 800-JOIN-EAA (800-564-6322) or go to [www.eaa.org](http://www.eaa.org). For continual news updates, connect with [www.twitter.com/EAA](https://twitter.com/EAA).

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“Dayton” from page 4

ber 7, 1941, bombing of Pearl Harbor with replica fighter and bomber aircraft that combines pyrotechnics with a thrilling airshow, including the fan-favorite, the Wall of Fire. Tora! Tora! Tora! has been providing an epic living history lesson to audiences for more than 50 years.

Last appearing in the Dayton Air Show in 2021, the AeroShell Aerobatic Team is bringing their

award-winning formation team of AT-6 Texans to the lineup. The team’s four 600-horsepower World War II trainers will perform tight maneuvers and awe-inspiring formation aerial maneuvers by a team that has thrilled millions of fans across North America.

Air show officials also announced the return of Rob Holland Aerospots, one of the premier airshow performers and freestyle aerobatic competition pilots in the

world. Last seen during the 2017 Dayton Air Show, Holland pushes his single-seat MXS-RH to the limits with innovative maneuvers unequalled in the airshow circuit.

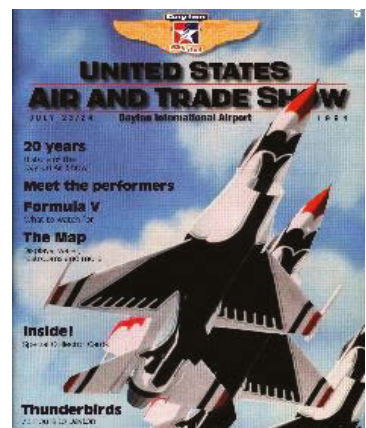
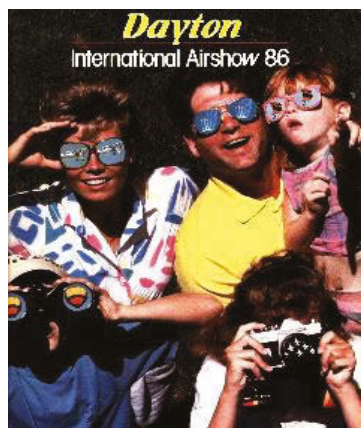
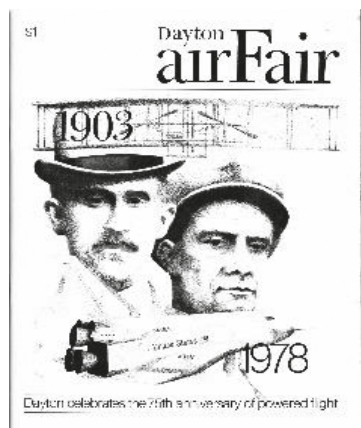
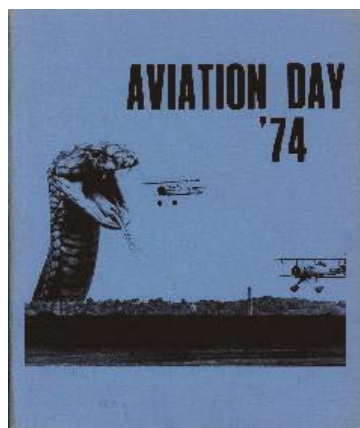
“Stay tuned for more announcements leading up to the show. This is going to be a world-class lineup befitting this significant anniversary,” Buchanan said.

What started as Aviation Day at the Dayton General Airport in 1974,

to celebrate and highlight the region’s rich aviation history quickly grew into an annual Dayton tradition. Today, the event is one of the best air shows in North America, ranked fourth by USA Today in 2018.

Air show officials plan to announce more exciting attractions to the air and ground show over the coming months. Tickets will be available for purchase online with print-at-home or mobile ticket options.

Customers interested in purchasing a Private Chalet can email info@daytonairshow.com or call 937-898-5901 ext. 2040. Beginning mid-summer 2023, discount general admission tickets can be conveniently purchased at over 100 area Kroger stores in the Dayton/Cincinnati region. For more information, visit the show’s website at www.daytonairshow.com.



Dayton’s first Aviation Day was in 1974 to celebrate and showcase the region’s rich aviation history. (Photos courtesy of the Wright State University Libraries’ Special Collections and Archives)







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"It's" from page 2

trapolate money from taxpayers! I also believe the black gold under our feet is definitely not "fossil" fuel and very much renewable!

So know that I either have you in a tizzy or giddy with joy I want to share an little excerpt from Reuters today -

Biden administration to release aviation fuel subsidy guidance by year's end-Agriculture Secretary

The follow section made me scratch my head:

When asked if he was confident that ethanol will become an SAF feedstock, Vilsack said he was. The billions of dollars of subsidies the ethanol industry hopes to have access to are part of last year's Inflation Reduction Act (IRA), President Joe Biden's signature climate law. SAF producers seeking tax credits must demonstrate with an approved scientific model that their fuel generates 50% less greenhouse gas emissions over its lifecycle than petroleum fuel.

Midwest ethanol producers have asked the administration to adopt

the Department of Energy's Greenhouse Gases, Regulated Emissions and Energy Use in Technologies (GREET), which would enable ethanol-based SAF to qualify, while environmentalists want standards that would favor inputs like used cooking oil and animal fat.

Vilsack also said that updates to GREET underway at USDA primarily deal with how the model calculates emissions from tilling land to grow crops.

I was amazed that BILLIONS OF DOLLARS WILL BE AVAILABLE FOR SUBSIDIES. That's our money! Is this the best expenditure for our tax dollars?

What if climate change truly is a hoax? What if our land is full of oil? Would we need ethanol? Is this money really going to help farmers with their corn crops? Would we need most of the regulatory policy they have burdened us with?

Your turn to answer. Now you get to scratch your head and think....

Let's hope 2024 truly is a Happy New Year!



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# How does the Lightspeed Zulu 3 compare to the Bose A20?

We are often asked by pilots, what is the difference between the Zulu 3 and the Bose A20. We know that this is an important choice to have to make, because both represent the very best in pilot headsets in the market at this time. They're actually a lot more similar than they

are not...so let's start by going through the items where 'parity' is the rule. Both headsets are very quiet and very clear. The Zulu 3 has better low frequency attenuation while the A20 has some advantage in the mid frequencies. In both headsets (and really ALL headsets), the

audio frequency characteristics for voice are fixed by the electrical design. The fidelity of the communications is excellent in both headsets for ATC and both provide very high music fidelity. While the timbre may be slightly different between the two, they both deliver clear com-

munication.

The microphone noise cancellation is very much industry standard on both headsets...actually ALL headsets now use electret noise canceling capability. For the noise levels that we're working with in the GA market, the noise cancellation is excellent

for both of them.

Controls and features are virtually identical in both functions and form. Whether it's Bluetooth connectivity for voice or audio, auto shut off, or comm priority, they're virtually identical. They both utilize 2 AA batteries with a useful life of 40+ hours. Both headsets offer a panel powered, "LEMO" single audio and power connection for planes equipped with a jack system.

So what ARE the differences?

There are specific design details that allow the Zulu to deliver greater comfort. With the Zulu, the ear seals have 30% more padding which provides a better seal and distributes side pressure more evenly. The ear opening has 50% more room in the cup for your ear. The stainless steel headband shape and head pad system are VERY different than the A20. The Zulu has a very low profile, designed to naturally contour to your head.

While comfort is sub-  
*See "Zulu" on page 17*



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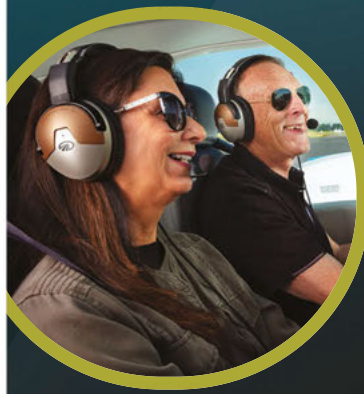
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# EAA Foundation Scholarship Applications Now Open



Photo: EAA

The application process for next year's EAA Aviation Scholarships is now open. Every year, the EAA Aviation Foundation awards more than \$1 million in scholarships for students over the age of 16. The window for applying for the funds closes on March 1, 2024.

Becca Greskoviak, EAA Scholarship & Fund Steward Coordinator, said, "The costs of training and education can

be one of the biggest challenges students face when trying to achieve their goals. EAA is able to help break down that barrier through our scholarship program."

Money is available through the EAA Aviation Foundation scholarships for flight training at any flight school in the United States or Canada that is not affiliated with a university program. In addition, post-secondary collegiate scholarships can help cover tuition and associated costs for programs in the United States including, but not limited to, aerospace or aeronautical engineering, aviation business administration, air traffic control, aviation maintenance, professional flight or any aviation-related STEM

field, according to EAA.

One of the newest among the EAA scholarships is the Aviation Tax Consultants (ATC) Fred McCarter Scholarship Fund. The scholarship was created to honor McCarter, an accountant who recognized a need for specialized consulting for people who purchase general aviation aircraft and started ATC to fill the need. McCarter died in September 2022, and the post-secondary scholarship was created to keep his legacy going. It will be awarded for the first time in May 2024 to someone seeking a career in aviation, with a preference to someone going into a non-pilot career.



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*"2023" from page 2*

the time to do so in the first place.

As far as Vintage is concerned there are some short cuts to get a good spot. I would suggest flying in a Beech 18 or any vintage twin amphibian. I would not recommend DC-3s however, they were parked down near row 190.

Based upon the tracks that are available on FlightAware and other airplane tracking apps, it looks like some folks are only attending the pre-Air-

Venture event or leaving on Monday after the first airshow.

There are some disadvantages to showing up early, there is limited or no food service. You can however order pizza or use DoorDash to have food delivered. The distributors will not be open. There is no organized transportation system on the field until Saturday. If, however you have made arrangements for a car, you have all of Oshkosh to explore without the crowds.

There is no question that the formal AirVenture has

an energy and excitement. It is unlike any other aviation event in the world. I have attended every one held since 1973. For us it is a family event and would not miss it, but I do miss the old days.

I think I am going to start calling the pre-AirVenture event, "Oshkosh."

You can contact Bill Hayes at [WilliamHayes-law@Gmail.com](mailto:WilliamHayes-law@Gmail.com) or show up early next year for AirVenture and have coffee under the wing.



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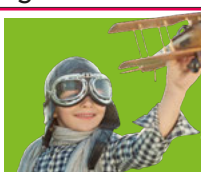
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# PILOTS CALENDAR

**PLEASE CHECK WITH CONTACTS FOR THESE EVENTS FIRST. IN CASE EVENTS ARE CANCELED AND POSTPONED AGAIN.**

NOTE: IN AN EFFORT TO HAVE SPACE AVAILABLE TO EVERYONE WHO WISHES TO LIST THEIR EVENT IN THIS COMPLIMENTARY SERVICE, ALL PARTICIPANTS NEED TO FOLLOW THESE GUIDELINES:

WHO: ABC CLUB  
WHAT: AIR SHOW/CHILI DINNER  
WHEN: DECEMBER 1-2  
TIME: 1 PM TO 7 PM  
WHERE: PORTAGE METRO (INCLUDE IDENTIFIER)  
CONTACT: JANE DOE (000)000-0000

EMAIL TO:  
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**SATURDAY, DEC 9, 2023** - CLEARWATER, FL. WINGS AND WAFFLES - [HTTPS://FLYUSA.COM](https://flyusa.com), CLEARWATER AIRPARK

(KCLW) TOYS FOR TOTS AT CLEARWATER AIRPARK.IT'S THE HOLIDAY SEASON AND WHAT SAYS THE SEASON MORE THAN THE TOYS FOR TOTS PROGRAM.ADD TO IT THAT IT'S A GREAT TIME OF YEAR TO GO FLYING AND ON TOP OF IT, THERE'S A FREE BREAKFAST TO BOOT!FREE WAFFLES AND \$1.00 OFF EACH GALLON OF FUEL PURCHASED AT CLEARWATER AIRPARK KCLW THANKS TO THE FOLKS AT FLYUSA.YOU NEED ONLY COME BY WITH A DONATION OF AN UNWRAPPED TOY FOR KIDS AGED 12 AND UNDER AND ENJOY THE FREE WAFFLES AND THE FUEL DISCOUNT. FREE PICTURES WITH SANTA TO BOOT!THE FUEL DISCOUNT IS ONLY AVAILABLE ON THE 9TH SO MAKE YOUR PLANS NOW TO BY KCLW, ON 12/9 FROM 9:00 TO NOON GIVE A HOLIDAY GIFT TO A KID AND ENJOY FREE WAFFLES.

**SATURDAY, DEC 9, 2023** - LAKE CITY, FL. PILOTS WITH PRESENTS FLY IN. LAKE CITY GATEWAY

(LCQ) JOIN US AS WE HELP KIDS HAVE A GREAT CHRISTMAS THIS YEAR. FLY INTO LAKE CITY GATEWAY LCQ AND DONATE A TOY TO THE MARINE CORPS TOYS FOR TOTS AND RECEIVE A FREE HOT DOG LUNCH AND A CUSTOM CHALLENGE COIN! YOU HEARD IT RIGHT! A FREE LUNCH AND A ONE-OF-A-KIND CHALLENGE COIN WILL BE GIVEN TO EACH CREW MEMBER FLYING IN WHO DONATES A NEW AND UNWRAPPED TOY. THIS EVENT WILL ALSO FEATURE A SRRRAACA CAR DISPLAY. SANTA AND MRS. CLAUS WILL BE ON HAND HANDING OUT TOYS TO ALL ATTENDING KIDS AND MORE. DON'T MISS IT. COME ON OUT AND BRING THE KIDS TOO. PLEASE REFER TO THE ATTACHED FLYER FOR MORE DETAILS. LCQ IS CLASS D, BUT THE TOWER IS GENERALLY CLOSED ON THE WEEKENDS. IF CLOSED, PLEASE USE TOWER FREQUENCY OF 119.2 FOR ALL RADIO CALLS. \*

**SATURDAY, DEC 9, 2023** - MCALPIN, FL. ANNUAL FALL FLY-IN LITTLE RIVER. LITTLE RIVER AIRPARK

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SLAW AND BAKED BEANS STARTING AT 11 AM. WE HAVE A DESSERT TABLE WHICH GOES WITH THE MEAL TO CHOOSE FROM. LUNCH INCLUDES A DRINK. A 50/50 RAFFLE IS AVAILABLE. COME PLAY SOME CORNHOLE WHILE YOU'RE HERE.

**THURSDAY, DEC 14, 2023** - SOUTHAMPTON, NJ.

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**THURSDAY - FRIDAY, JAN 25-26, 2024** - MEXICO, MO. KIT AIRPLANE BUILDING WORKSHOP AT THE ZENITH FACTORY - [HTTPS://WWW.ZENITHAIR.CO/ZENITHSTORE/PRODUCT/JANUARY-WORKSHOP/](https://www.zenithair.co/zenithstore/product/january-workshop/), MEXICO MEMORIAL AIRPORT

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THE REQUIRED SKILLS, ZENITH AIRCRAFT COMPANY WILL PROVIDE YOU WITH THE OPPORTUNITY TO LEARN ALL ABOUT BUILDING YOUR OWN ZENITH AIRCRAFT KIT AT ONE OF ITS FACTORY WORKSHOPS, WHERE YOU CAN ACTUALLY START BUILDING YOUR OWN AIRPLANE. WITH AN EMPHASIS ON GAINING HANDS-ON BUILDING EXPERIENCE, THE INFORMAL WORKSHOPS ARE COORDINATED BY ZENITH AIRCRAFT STAFF AND HELD RIGHT IN THE FACTORY. SMALL GROUP SIZES MAKE THE WORKSHOPS VERY PRODUCTIVE AND EDUCATIONAL. WE INVITE YOU TO JOIN US AT OUR JANUARY 2024 FACTORY WORKSHOP CLASS TO GAIN HANDS-ON EXPERIENCE IN BUILDING YOUR OWN ZENITH AIRCRAFT KIT! DETAILS ABOUT THE ZENITH WORKSHOPS: [HTTP://WWW.ZENITHAIR.NET/BUILD-ER-WORKSHOPS/](http://www.zenithair.net/build-er-workshops/)

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TIONAL CONTENT AND OUR LARGE INDOOR EXHIBIT HALL WITH THE LATEST NEW TECH, GEAR, AND SERVICES. STROLL THROUGH THE ROBUST AIRCRAFT DISPLAY OR LISTEN TO A SEMINAR IN ONE OF OUR THREE SEMINAR VENUES DON'T FORGET THE PILOT TOWN HALL WITH MARK BAKER ON SATURDAY!. WHEN YOU ARE DONE SEEING ALL THERE IS TO SEE, CATCH THE AIR SHOW ON SATURDAY AND SUNDAY, AS WELL AS ALL THE AIR FAIR VENDORS ON SITE. DID SOMEONE SAY AIR SHOW!? AOPA HAS PUT TOGETHER AN AMAZING LINE UP OF ALL THINGS AVIATION TO COINCIDE WITH THE BUCKEYE AIR FAIR AIR SHOW SCHEDULE. GIVING YOU THE BEST OF BOTH WORLDS: QUALITY EXHIBITS, EDUCATIONAL CONTENT, AS WELL AS THE FUN OF AN AIR SHOW AND FULL AIR FAIR. AND THIS YEAR BUCKEYE AIR FAIR HAS ADDED A TWILIGHT AIRSHOW AND FIREWORKS TO THE SATURDAY LINE UP! BE SURE TO BRING THE ENTIRE FAMILY! BUCKEYE AIR FAIR WILL HAVE LOTS OF ACTIVITIES FOR KIDS TO DO AT THE BUCKEYE AVIATION ACADEMY AREA INCLUDING THE ARIZONA SCITECH AREA FREE AND THE KIDS ZONE. MEMBER EXCLUSIVE! JOIN OTHER AOPA MEMBERS, AS WELL AS SENIOR LEADERSHIP, IN OUR MEMBERS ONLY AOPA FLIGHTLINE CHALET AS WE BEGIN OUR 85TH ANNIVERSARY CELEBRATION. THIS CHALET OFFERS PRIME VIEWING FOR THE AIR SHOW, PARTNER GIVEAWAYS, FOOD AND BEVERAGE, AND MEET AND GREET WITH INFLUENCERS AND AOPA LEADERSHIP.

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## “Zulu” from page 11

jective and ultimately a personal preference, Professional pilots who flew both products, side by side, for hundreds of hours, rated the Zulu more comfortable than the Bose A20 by a margin of 2 to 1.

Construction is another key difference. The Zulu has an elegant design with enduring materials. It has an all-metal construction with magnesium cups and sliders, with a stainless steel head band. It has

the Kevlar reinforced cable – a braided and woven cable construction that reduces kinking, lies more naturally, and has a pull strength that’s easily three times higher than the conventional cable.

Does Bose have any headset that compares to the Delta Zulu?

With nearly 13 years on the market and well over 150,000 headsets that have that look, we’ve learned a lot about this product to make it durable, beautiful and

enduring. The Zulu 3 offers a seven year warranty, compared to the standard 5-year with Bose. UPDATE Spring of 2023: The Bose A20 has been discontinued and it being liquidated. Zulu 3 continues to be an important part of the Lightspeed lineup with predictable support for years to come.

Another key difference is simply the companies themselves. Lightspeed is much smaller and more nimble, with

See “Bose” on page 19

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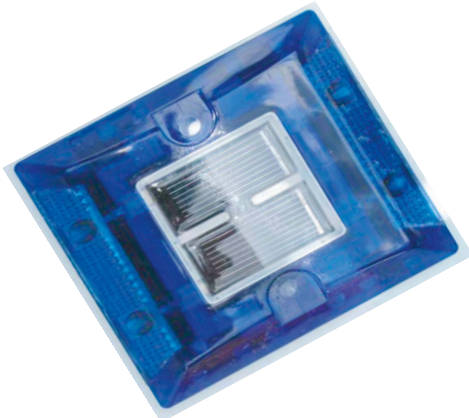
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"Bose" from page 17

a caring team that focuses solely on general aviation. Our focus is on pilots...with products designed BY pilots. Because of that, we know more about what pilots need today and how to anticipate what pilots will need in the future. Our small size allows us to drive innovation years before Bose ultimately delivers a product that

catches up.

How about TSO? The Bose headset is TSO certified. Lightspeed's is not. But what does that actually mean? Fundamentally, TSO is not something relating to product quality, but rather a measure of required certification in certain FAA approved aircraft. It's not required at all in general aviation. It is possibly required if

you are flying in a career job for certain airlines in a commercial jet. We go into much more depth in our post Does TSO Really Matter for Headsets?

Finally, to address the elephant in the room: The Lightspeed Zulu 3 has all the features of a Bose A20 and more...for \$899. The A20 retails at \$1,095.



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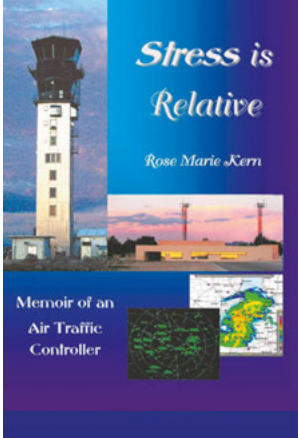


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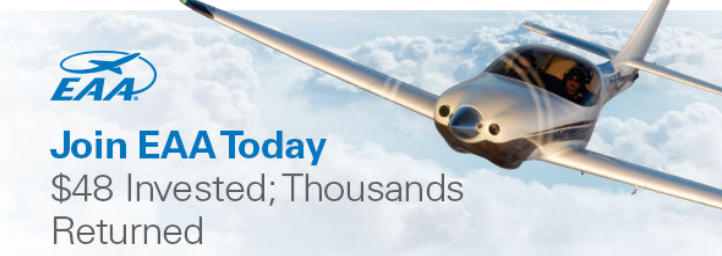
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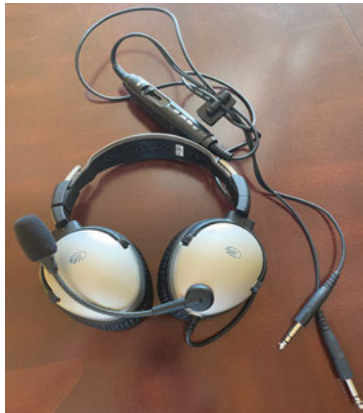
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# VI&E Solutions and eVertiSKY to Collaborate at the 2024 UAM Living Lab

## VI&E Solutions to pursue joint endeavor with eVertiSKY promoting consistent Software Defined Airspace adoption to elevate Commercial Low Altitude Airspace operations

Volatus Infrastructure & Energy Solutions has signed a strategic agreement with eVertiSKY that outlines several joint force urban air mobility (UAM) projects including collaborating at the 2024 UAM Living Lab. They will also work to advance Software Defined Airspace (SDA) adoption which captures and disseminates UAM traffic data within the Commercial Low Altitude Airspace (CLLA). "This collaborative alignment will drive success for a concrete UAM blueprint for engagement at the municipal level throughout the United States and abroad. eVertiSKY is a pioneer in orchestrating interoperabil-

ity among airspace structures, smooth corridors and ground space assets, as well as identifying strategic vertiport siting. We are proud to support the 2024 UAM Living Lab with our electric charging expertise and jointly capture market footprint to help cities uphold operational safety and efficiency. Sandra, Steven, Giuseppe and the entire eVertiSKY team are consummate professionals dedicated to providing clients with reliable and tangible results," said Dan Sloat, VI&E Solutions CEO. "Our partnership with Volatus at the 2024 UAM Living Lab signifies a pragmatic approach to advanc-

ing urban air mobility. By leveraging Volatus' energy solutions and eVertiSKY's expertise in ground space and airspace infrastructure, we aim to present a tangible UAM blueprint for cities. This collaboration underscores our commitment to operational safety, efficiency and sustainable UAM development," said Sandra Formenton, eVertiSKY CEO. eVertiSKY, based in Chicago, is a single-source provider of advanced ground space and airspace infrastructure for UAM in the commercial low altitude airspace. They play a pivotal role in designing Vertiports and air-

space infrastructure, crucial to the UAM industry's evolution. Their projects, including comprehensive radius within the Vertiports, serve as a network cornerstone for interconnected UAM operations, promoting broader public access to ancillary investments based on their Vertiport as Anchor core vision. As a world-class developer of eco-sustainable vertiports with a NASA commercial license for UTM co-development, eVertiSKY is also the inventor of the Software Defined Airspace platform, a UAM traffic solution aligned with planned ATM, Remote ID, and regulated conOps. Founded in 2021, Volatus

Infrastructure & Energy Solutions is connecting communities with best-in-class eVTOL infrastructure technology to ensure society is ready for the future. VI&E Solutions offers three modular vertiport designs and charging stations for electric vehicles across all mediums: air, land, and sea. By tailoring to specific customer needs and incorporating the latest technologies, their work positively impacts clients and the communities they serve globally. Join the future with VI&E Solutions.



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# ZeroAvia Raises \$116m with Support of UK Infrastructure Bank, Airbus, NEOM and More

Hydrogen-powered aviator ZeroAvia has raised a total of \$116m from its Series C funding round, with the UK Infrastructure Bank supporting the financing.

The round, co-led by Airbus, Barclays Sustainability Impact Capital and NEOM Investment Fund (NIF), also saw participation from Breakthrough Energy Ventures, Hori-

zons Ventures, Alaska Airlines, Ecosystem Integrity Fund, Summa Equity, and Amazon Climate Pledge.

Set to accelerate ZeroAvia's certification of its first hydro-

gen fuel cell engines and advance R&D, the funding is anticipated to support the company's UK growth plans.

"Aviation and hydrogen are sectors that need significant pri-

vate investment to get to Net Zero," said Ian Brown, Head of Banking & Investments at the UK Infrastructure Bank.

"By providing confidence to investors, our equity has helped to crowd in the private finance needed for the continued development of this cutting-edge technology and should stimulate the development and deployment of hydrogen technology across hard-to-decarbonise sectors," he added.

Having previously raised \$56m and \$72m in its Series A and Series B rounds respectively, ZeroAvia plans to offer its commercial hydrogen-electric powertrain solution – the ZA600 – for nine-19 seat aircraft by 2025.

In July (2023), the company concluded its initial test flight campaign of its prototype ZA600 powertrain equipped to one wing of a Dornier 228 19-seat aircraft. Over the course of 10 flights, the aircraft flew at 5,000ft.

"ZeroAvia has grown rapidly in the UK as we have worked to deliver two major historic milestones in aerospace engineering as we look to preserve the benefits of flight through clean propulsion," said Val Miftakhov, founder and CEO of ZeroAvia.

Miftakhov said the backing from the investors will help it to deliver its first commercial zero-emission flights, while helping the UK cut its emissions from aviation.



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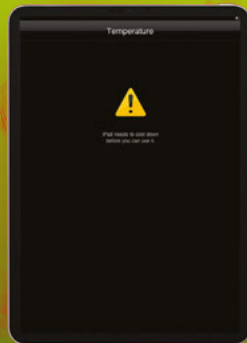
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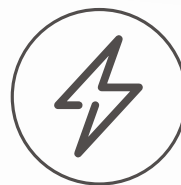
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