

Jay Burris (N61JL) and Fritz Glasser (N365HP) arrive on 36L at Oshkosh.
Photo by Chris White.



B2Osh XXV

By Jay Burris

This was the 25th Bonanza to Oshkosh (B2Osh XXV) and third for me. I believe almost all involved will say this was one of the best as the *Pober* snake was finally tamed! There were 99 Bonanzas, 11 Barons, and 2 RV photo ships in the flight. Operationally, this event gets an A+ and would not happen without the many volunteers who dedicate their time and wisdom. The top volunteer is Larry Gaines, who dedicates year-round attention to organizing a safe, enjoyable, and memorable experience for all who participate.

For me, B2Osh XXV started in May when I participated in the Texas Mini-Clinic hosted by Mike Parrish. This was my first clinic as a safety pilot. My student, Jim Clement, was very professional and learned very quickly. As a treat for him, I had him ride with me during our show passes at Rockford, so now I think I have him considering moving on to the Advanced four-ship clinic next year. The regional clinics are the foundation to ensuring a safe and operationally efficient formation flight. Students at the Texas Mini-Clinic learn formation flying basics from the flight lead Wayne Mudge, ride along on a four-ship demonstration flight with the Texas V-Tails, fly formation with a safety pilot until deemed competent, and participate in a simulated B2Osh flight. A lot is accomplished in two days, but formation skills quickly erode, so all are encouraged to team up with others and do additional formation flights before arriving at Oshkosh.

In 2013, the Beechnutz and Texas V-Tails made formation passes at Rockford in preparation for a potential Oshkosh Showcase flight. Timing was such that they were done during

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Texas V-Tails.
Photo by
Konnie Sasser.



the B2Osh banquet to a highly appreciative audience. Since we did not get an Oshkosh Showcase flight in 2013 and it was unlikely to be provided in 2014, Larry Gaines recommended that the Beechnutz, Texas V-Tails, and California Beech Boys do a Showcase performance in Rockford. Pete Rouse stepped up to the plate and led the group. Pete used Freeport, Illinois, as our initial staging and practice field, where we made show passes over the field and downtown to a large group of local residents. We recovered in Rockford, briefed, ate an early dinner and performed three show passes over the appreciative B2Osh crowd. Hopefully, the EAA will be more open to having a type club performance in the Showcase in the future; however, the Rockford Showcase should continue to be a B2Osh favorite.

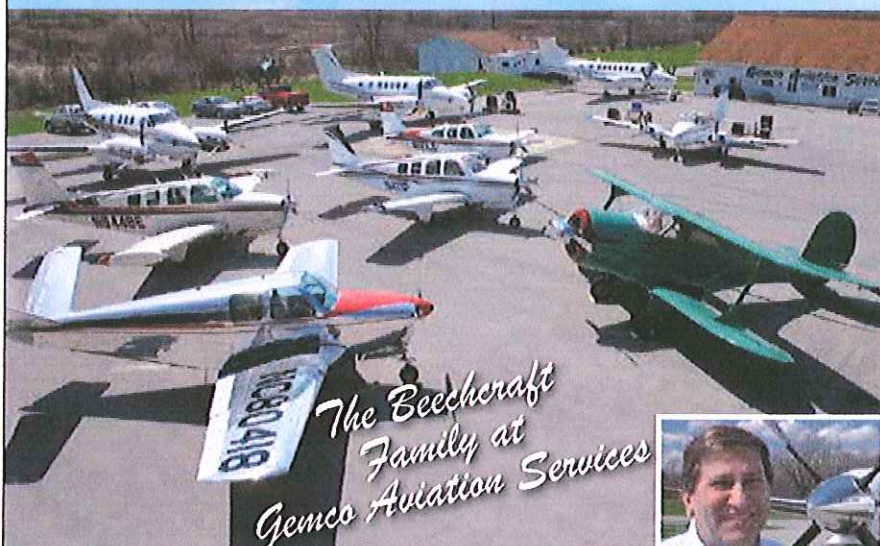
Another B2Osh favorite is the B2Osh Banquet hosted by Bob Siegfried II and his wife Jessie. They, along with numerous volunteers, convert the Emery hangar into a banquet hall. B2Osh participants were treated to snacks and dinner sponsored by Continental Motors. The banquet and social time before provide a great opportunity to reconnect with past B2Osh participants as well as welcoming newcomers.

On Saturday, all awoke to a crystal clear morning in Rockford with reports of good weather at Oshkosh. However, a small band of light showers in between was causing concern

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for Wayne Mudge, our flight lead. After the prerequisite briefing, weather was considered acceptable and the flight was instructed to start-up as planned. Our row leader, Bob Siegfried II, covered some last-minute briefing items, and then I met with Fritz Glaser (left wing) and Randy Carmichael (right wing) for an Element briefing. With the Row and

Element briefings completed, the flight was ready for initial start at 11:45 a.m. as planned. When all 112 aircraft were in place on Rwy 25, elements of three began rolling with 15-second intervals between elements and 30-second intervals between rows. Flight en route was uneventful with the RV photo ships getting some good images of the flight.

Jay Burris and Kevin Smith enjoy the air show at Oshkosh. Photo by Randy Carmichael.



BeechNutz formation. Photo by Konnie Sasser.



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Recovery at Oshkosh was uneventful with good spacing between elements and only one go-around on Rwy 36R.

Once parked in the North 40 all were treated to pizza and refreshments compliments of Kevin O'Halloran. Additionally, Element leaders conducted post-briefing sessions with their elements and passed constructive feedback to the Row leaders. With all the paperwork completed, it was time to unpack.

This was my first time to camp at Oshkosh, which was enjoyable. The weather was cooperative, so temperature at night was about right while I was there. The facilities in the North 40, while not palatial, are in line with a typical campground at a Corps of Engineers facility. I look forward to camping out again and encourage others to do the same.

For me, B2Osh and working the ABS reception desk at Oshkosh are highlights of my year. Each allows me to reconnect with friends and



make new ones. I also get a front row seat to what is great about the aviation community, a deep sense of serving others and sharing our passion for aviation. B2Osh XXV is now in the books as a huge success. I look forward to seeing you at B2Osh XXVI where we'll tame the *Cudup* snake as well. 

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Between me and my dad we have over 50 years working at Continental Motors. Most of my time has been working in the different storerooms. Over the past 25 years, I have pulled 1,000's of parts for engine build kits and it makes me feel pride when my coworkers ask me questions. I also worked on the cylinder line and tool crib. I love working with my hands even at home with my husband and son asking me what I think when they are working on their cars or building things around the house. Every day I say thank you for Continental Motors.

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