



WFC Pilot

Volume 1, Issue 2

April 2013

Next Meeting:

Saturday, April 6, 2013
8:30 a.m.

FAA Safety Center
Wittman Regional Airport
(KOSH)

WFC Member and CFI
John Dorsey presents
Part II of his Aircraft Sys-
tems interactive talk.

Details below.

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Tower Closures and Safe Flying

Always striving for aviation safety, many pilots agree that having controllers at air traffic control towers adds another layer of safety at airports throughout the country. It's like having another set of eyes watching over our flights into and out of airports, or transitioning through their airspace. That's why many pilots are concerned about the upcoming closures of 149 control towers nationwide, including Wittman Regional Airport (KOSH), and seven others in Wisconsin.

It's difficult to determine if safety statistics will take a turn for the worse, but there are many things pilots can do to decrease the chance of that happening. Some pilots are brushing up on radio communications at non-towered airports. Our self-announce procedures

work well at the airports many of us visit, but a good source for review is AOPA's "Operations at Non-Towered Airports," available at: www.aopa.org/asfl/publications/sa08.pdf.

It's a good idea to listen carefully to the transmissions of other aircraft in the area before making your announcements. We want to give clear, concise information about our location, intentions, and aircraft type. Many pilots begin a transmission with the airport name, continue with the core message, and then repeat the airport at the end, to help ensure that pilots in the same area understand where you are and what you're doing. This is fast becoming a standard procedure for many pilots.

Another good thing to remember is not to clutter the frequency with non-essential



The FAA has closed 149 contract towers to meet millions of dollars in cuts required under the federally mandated sequestration.

transmissions, for obvious reasons. Of course, that old adage, "Keep your head on a swivel" is still sound advice.

The closures are labeled as temporary, and hopefully that's the case. Until then, remember that careful communications may help keep you flying safely. ✈️

'Aircraft Systems Part II' at April Meeting

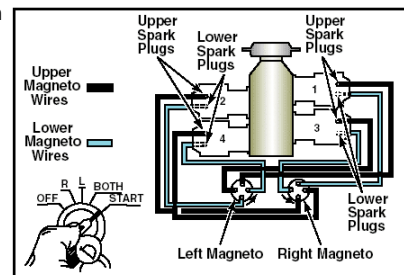
Our next meeting is Saturday, April 6, 8:30 a.m. at the FAA Safety Center, located next to the air traffic control tower at Wittman Regional Airport in Oshkosh. We'll briefly discuss ongoing projects, hear a maintenance report from Eric, and get a financial report from Sara, along with other business items.

Following the meeting, beginning at 9, members are encouraged to stay for Part II of John Dorsey's presentation, "Aircraft Systems."

As you may recall, our March meeting featured WFC Flight Instructor John Dorsey as

he led a lively discussion on aircraft systems, particularly related to a Cessna 172. The discussion generated a lot of valuable discussion points, with topics such as the fuel system, carb, mixture, and priming, answering questions such as, "How do I know if I've leaned the mixture correctly?"

The Q&A discussion was so vigorous that the topic will be continued at our April meeting, covering magnetos, the electrical system, and more. For more info, please register online at



<https://www.faasafety.gov/SPANS/events/EventList.aspx>

Note that this is a change! Due to a scheduling conflict, Wes Hakari will present the FAA Safety Standdown later this month. More on page 3. ✈️



Club Pres Tim Lemke

Your safety and the safety of your passengers is my highest concern.

Tim Talks

Periodically I'll be reviewing parts of the WFC constitution in this newsletter. In case you don't have your own copy of the club's constitution, you can download a copy from the *AircraftClubs.com* website. It can be found in the FILES section.

This month, I'd like to take a look at Article X, Section 2, which states: *"Any member who has not flown the club aircraft, or another aircraft of the same make and model, within the preceding 60 days shall be required to be properly re-checked in the aircraft. The owner of the aircraft or his/her designee may waive this requirement upon prior permission."*

This restriction exists not because we want to make life difficult or add costs for any member. Rather, the intent is to help ensure that users of N7770G are relatively current and proficient to act as Pilot in

Command (PIC), and therefore can conduct every flight safely.

The club has not always strictly enforced this requirement, which is actually more stringent than the FARs. Instead, we mostly rely on the integrity and good judgment of our members to be certain they are in compliance. One of my biggest concerns as an officer of the club is that many members do not fly often enough to be proficient.

If you are one of those members that, for whatever reason, has not flown in the past 60 days or longer, I urge you to contact one of our club instructors and set up some time for dual instruction. If that presents a financial burden for you (and I'm fully aware that flying is a relatively expensive hobby) please contact me and I'll fly with you at no additional charge. Your safety and the

safety of your passengers is my highest concern.

Just as in winters past, we've experienced a build-up of ice in front of the hangar doors on a few occasions this winter. This happens due to snow melting off the roof, which then drips on the pavement directly in front of the doors before refreezing. At times this ice dam was three or four inches thick.

Members of WFC have been very diligent about keeping this ice build up to a minimum by removing snow and chipping away at the ice on an as-needed basis. And for that, I thank them—you know who you are. With the steady rise in daytime temperatures we've experienced recently, I think we're done dealing with the ice problems until next December. One can hope.

—Tim Lemke

WFC NOTAMS

Welcome

Welcome Brian Rupnow, who recently joined Winnebago Flying Club. He'll be working on his private pilot certification.

Congratulations to...

Congratulations to WFC Member Sam Wiltzius, who passed his instrument written test on Monday, March 25.

Congratulations also to Brendan Stormo, who recently completed his first solo cross-country flight.

Five Ts

You may have noticed a label on the upper part of N7770G's instrument panel of that reads:

TURN - TIME - TWIST -
THROTTLE- TALK

This label is a mnemonic tool called the Five Ts and it's used



Welcome Brian Rupnow to Winnebago Flying Club. We're happy to have you on board!

by instrument pilots to perform several tasks every time they cross a fix or execute a holding pattern. VFR pilots can ignore this label, but if you're curious as to how this mnemonic is used, ask an instructor or instrument pilot.

GPS For Sale

A note from Tim Lemke: I have a Garmin 92 GPS that I no longer have a use for. This is sort of the first generation of handheld GPS units used for aviation. I bought it new and I've had it for about 15 years, and it still works perfectly. I simply no longer have a use for it because I now use an iPad in the cockpit.

If you or anyone you know might be interested in buying this, make me an offer. I can't remember what I originally paid for it, but I'm sure it was several hundred dollars. If I could get a few dollars for it and see someone get some use out of it, I'd rather do that than put it in the electronics recycle bin.

Please call me at 920-836-3856 if you're interested. 📞

Wittman Regional Airport
Oshkosh

RSAT Meeting

A Runway Safety Action Team meeting was held at Wittman Regional Airport on March 29. About 24 airport tenants and others attended to hear about past and current runway safety issues and corrective actions.

Wittman Airport Director Peter Moll said that the attendees' main topic of interest was the KOSH tower closure, with many questions about potential procedures once the tower closes on April 21.

It's Spring! Time to Wash Off 'da Plane—and 'da Bugs

Spring has finally returned—or is trying to anyway! That means flowers blooming, birds singing, plane washing (weather permitting), and bugs flying. Flying club members are reminded that as spring flying increases so does the number of bugs that make their final resting place on the leading edges of our plane. Please remember to spray and wipe down the airplane after each flight to remove all bugs.

To help keep our airplane even cleaner, we'll begin our Summer Schedule in May for our first plane wash meeting. We'll meet on at 6 p.m. Tues-



Many hands make light work. WFC members quickly washed and waxed N7770G at a past summer meeting.

day, May 7 at Wittman Regional Airport (Hangar C5) to wash and wax the plane—its first bath since last fall—and then hold a brief business meeting, beginning at 7 p.m.

More details to come, but for now, plan to attend to help keep our airplane clean! No tools or experience needed, we'll provide cleaning equipment and on the job training! 🌧️

FAA Safety Standdown

The 2013 FAA Safety Standdown, which focuses on building a safety community, human error, and loss of control, the leading causal factor in general aviation accidents, is coming to the Oshkosh area soon. Presentations will explore each of these critical areas and provide important

insight, tips, and resources for improving general aviation safety. Expand your knowledge on aviation safety and get Wings credit by attending this event.

We don't have details yet, but stay tuned as we'll share information about this seminar as soon as it becomes available.

Or, you can call Wes Hakari, FAA Great Lakes Safety

Team program manager, at 414-486-2976 for more information. 🌧️



WAHF Expands Scholarship Program; Apply by April 15

The Wisconsin Aviation Hall of Fame (WAHF) has expanded its scholarship program to include Wisconsin students enrolled in aviation/aerospace courses of study at colleges and universities located outside the state. The change applies to WAHF's \$1000 Carl Guell Memorial Scholarship and its \$500 Jerome Ripp Memorial Scholarship.

Scholarship applicants must provide proof of Wisconsin residency (minimum five years residency). Continuing students in an aviation or aerospace program at any two-year or four-year accredited school may apply for an award. Con-

tinuing students may apply for an award over multiple years. Applicants must meet strict academic standards and be active in community and extra-curricular school activities.

Previously these scholarships were offered only to students enrolled in aviation programs at Wisconsin technical colleges.

Requirements of the \$500 Theissen Field Scholarship, provided by WAHF Member/Supporter Jerome Theissen, will remain the same. This award places financial need over scholastic achievement and will be awarded to a student enrolled in an aviation

program at a Wisconsin technical college.

The Community Foundation of North Central Wisconsin is WAHF's scholarship administrator. Deadline for 2013 scholarship applications is April 15.

All scholarship documents and online application materials are available on the foundation's website: www.cfncw.org/scholarships.cfm.

Please share this information with those who may be eligible to apply.

WAHF has awarded 25 scholarships valued at \$18,000 since the launch of its scholarship program in 2002. 🌧️



Wisconsin students at out-of-state colleges now eligible.



Multi-Club Fly-out Attracts 35 pilots Flying club members meet in Rochelle

The route offered beautiful views of several airports, rivers, and Wisconsin's frozen farmland...

On Saturday, March 23, representatives from five flying clubs converged on Rochelle Municipal Airport-Koritz Field (KRPJ) for breakfast at the Flight Deck Bar and Grill. Thirty-five pilots in 15 airplanes arrived by mid-morning, filling up the ramp and prompting Rockford Approach to ask, "What's going on at Rochelle?"

What was going on was the second multi-club fly-out, which encourages flying club members in Illinois, Wisconsin, and any other states to meet up for fun, informal discussions about flying club operations, and good old fashioned hangar flying. The first fly-out was on January 26 at Southern Wisconsin Regional Airport (KJVL) in Janesville, Wisconsin.

Those in attendance enjoyed good aviation fellowship while discussing the topic-of-the-moment, the pending closure of 149 contract towers that the Federal Aviation Administration selected as part of

the sequestration closure plan. Many agreed that the decision is not in the interest of aviation safety. When breakfast was coming to a close, attendees were treated to an impromptu skydive demonstration by several jumpers from the Chicago-Rockford Skydiving Center, based at Rochelle. Three members of Winnebago Flying Club attended, Sam Wiltzius, Eric Abraham, and Rose Dorcey. Leaving Oshkosh at 8 a.m., the flight to Rochelle took about 1.5 hours, and transitioned through Chicago-Rockford International Airport's Terminal Radar Service Area (TRSA).

Rochelle Municipal Airport is located about 18 miles south of Rockford. Eric acted as safety pilot while Sam flew a practice instrument approach into Rochelle. Eric flew back to Oshkosh, flying victor airways from Rochelle to Janesville, Waukesha, and then on to Oshkosh. The route offered beautiful views of several air-

ports, rivers, and Wisconsin's frozen farmland, if you weren't wearing goggles.

The airport currently has one paved 4,225 x 75-foot runway (7/25) and no taxiway. However, future airport improvement projects, scheduled to begin this year, include extending the runway to 5,000 x 100-feet and adding a taxiway. The Illinois Department of Transportation Division of Aeronautics named it "Airport of the Year" in 2011.

Rochelle Municipal-Koritz Field is named in memory of Major Thomas Koritz, who began his flying career at this airport in 1969. He went on to become a flight surgeon and fighter pilot in the U.S. Air Force. His F-15E was shot down over Iraq in 1991 during the Persian Gulf War.

Before departing, many pilots, including Eric, chose to refuel, taking advantage of a fuel discount offered by showing the lineman a restaurant




WFC Member Eric Abraham refuels N7770G. He was one of many pilots who "pumped up the economy" at Rochelle through fuel sales and dining. Right: N7770G on final approach at Rochelle.





receipt. The crowded ramp became a beehive of activity as FBO personnel serviced each plane and its pilots with a smile, in spite of a brief service interruption.

Many attendees pre-registered online so that fly-out organizers could give airport and restaurant personnel a head count. The Flight Deck opened its doors especially for this gathering due to the large turnout. The restaurant offered a delicious buffet breakfast with all the usual fare. FBO and restaurant owners were without doubt the economic benefactors of this fly-out, showing the value of general aviation to this small community.

Before departing, organizers asked for suggestions on the next fly-out location. Sam and Eric suggested Wittman Regional Airport to attend EAA Chapter 252's pancake breakfast on April 13. 

Top left: Eric Abraham (in red shirt on left) and Sam Wiltzius (red shirt on right) chatted with flying club members from Illinois and Wisconsin.

Top right: Chicago Rockford International Airport.

Above left: Beloit, Wisconsin, looking north.

Above right: Cooling towers at the Byron Nuclear Generating Plant, Byron, Illinois.

Right: N7770G departing Runway 7, Rochelle.

Photos by Rose Dorcey

**Interested in attending a multi-club fly-out?
Contact Sam Wiltzius for fly-out information.
Email: Sam@wiredforflight.com**



Keith Myers, DPE

Flying with a CFI should not produce high-stress. CFIs expect you to make mistakes.

How to Pass a Flight Check—and Other Advice

By Keith Myers

Pilots are always being evaluated, checked, or reviewed. As a pilot examiner I spend most of my flying time evaluating others. However, I don't escape evaluation either. I get formally evaluated by the FAA at least once a year and most years more than once! On top of that, I try to regularly schedule time with a club instructor so I can be evaluated some more. You would think I would get used to being evaluated. I don't! I am guessing that most pilots don't either. It is just that I always want to be better. My goal is to someday be the smartest pilot in the old folk's home!

Evaluation happens. It makes you stronger, builds character, and cures warts. (I don't necessarily buy any of that either.) It is, however, a fact of pilot life. Getting through one is easier and can even be beneficial, if you know some tricks.

Number one is to come to the evaluation prepared. Seldom are evaluation events a surprise. You know what is going to happen or if you don't know, you can ask the person

who is going to do the evaluation what it is you need to prepare for and ask for any suggestions for getting prepared.

For us pilot examiners, we will tell you that it is all laid out in the Practical Test Standards (PTS). If you are coming to a club CFI for a flight review, recurrent flight training, or club check-out, you will be told ahead of time what to expect. The more you know the better prepared you can be. And hopefully, less stressed.

Keep in mind that most evaluations you go through are not "pass" or "fail" events. For example a flight review (some still say, "biennial") cannot be failed. See, you are more relaxed already!

However, evaluation events that involve an FAA person or designee, like a Designated Pilot Examiner (DPE), are pass or fail events. (Stress level back up!) A good rule of thumb is that if the evaluation is being done by a CFI then it is instructional. And instruction is like beatings, "...will continue until improvement is noted." That part I made up.

Pilots often fear flight checks because they fear they will fail, or screw up, or make a dumb mistake. For sure, this is what causes high stress in flight evaluations conducted by the FAA and us DPEs. Flying with a CFI should not produce high-stress. CFIs expect you to make mistakes. (Just not the same one over and over.) It is part of learning. Plus, CFIs feel good when they can do something to increase your smarts.

Some of the best learned lessons I can remember were a result of screwing up in front of an instructor. Usually one of those, "I'll never do that again" moments. Another way we can learn valuable lessons is to watch others mess up. This is more fun but it just doesn't seem to teach as well as when we personally mess up.

Number two is to relax and learn as much as you can. Bring your own questions to the evaluation. There are no dumb questions. Relish the chance to be challenged. Your flight instructor wants you to leave the evaluation event at a higher level of skill and knowledge than when you started. 🌐



Above: WFC Member John Dorcey served as emcee at the Wisconsin Light Aviation Safety Seminar.

Right: Five flying club members attended the seminar, including (l-r) Brendan Stormo, Sam Wiltzius, and Curt Carter.

Members in Action

On March 16, the Wisconsin Ultralight/Light Aviation Advisory Counsel held its 20th annual Wisconsin Light Aviation Safety Seminar in Oshkosh.

A number of speakers provided good safety information with topics like "Radio Etiquette at Towered and Non-towered Airports," by Jeff Taylor of the Wisconsin DOT Bureau of Aeronautics, "Cross-country Planning and Airspace," by CFI Wanda Zuege of Am I High Aviation in Stevens Point, and "Fly the Plane and Handle Distractions," by Pilot Examiner Tom Boyer. The free seminar attracted nearly 200 pilots from throughout the Fox Valley and Central Wisconsin. Six Winnebago Flying Club members were in attendance, including Tim Lemke, Brendan



Stormo, Sam Wiltzius, Curt Carter, Rose Dorcey, and John Dorcey, who served as the event emcee. All attendees earned FAA Wings credit for attending.

Held in the Founder's Wing at the EAA Museum, the event offered attendees a chance at dozens of door prizes and raffle prizes, including an ICOM handheld radio. 🌐

Member Spotlight

Adam Gary

Occupation or Job Title (current or past):

Undergraduate Research Assistant,
Operator Performance Laboratory
Iowa City, Iowa

Where did you grow up?

Naperville, Illinois

Latest book you've read and/or favorite book:

The Perks of Being a Wallflower by Stephen Chbosky

Name one thing you want to do before you die:

Fly with the Blue Angels

Favorite airplane:

SR-71 Blackbird

How did you get interested in aviation/your aviation background:

Attending EAA AirVenture every summer I can remember.

Name someone from history you would like to meet (and why):

Lewis and Clark, they had an incredible journey. It would be amazing to hear from them in person what they went through.

The person you most admire and why:

My father. He is a very wise and knowledgeable man. He is also successful, and I hope to be just like him when I am older.

My other hobbies, besides aviation:

Golfing, especially at Lawsonia in Green Lake.

Favorite quote or words of wisdom:

"In order to succeed, your desire for success should be greater than your fear of failure."
—Bill Cosby

Name one thing most people don't know about you:

Being that I am 18 most people do not know I am a pilot, when I say that I am most of the time it is believed I am joking—until I show them my license.

What do you enjoy most about your life:

I have the most incredible family! I could not imagine life without having all of them be so supportive and helpful.

What do you like about being a member of Winnebago Flying Club:

The ease of scheduling is wonderful, as well as, I feel very safe knowing the plane is cared for and well maintained. 🇺🇸



Meet
Adam Gary,
a WFC Member
for two years.

Be sure to fill
out your
Member
Spotlight
form and send
it to the editor.
Thanks!

Meet your fellow members in each issue of *WFC Pilot*.



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**Always remember,
you fly an
airplane with your
head, not your
hands. Never let
an airplane take
you somewhere
your brain didn't
get to five minutes
earlier.**

We're on the Web
winnebago flyingclub.com

facebook



Facebook.com/WinnebagoFlyingClub
@WinnebagoFlying on Twitter

The Fox Valley's Friendliest Flying Club!

Our club airplane, N7770G, based at Wittman Regional Airport in Oshkosh, is a 1971 Cessna 172. This is a 150 hp, four-seat aircraft certified for flight under IFR, with VOR and GPS navigation radios. Dues are \$30 per month and the airplane rents for \$83 per Hobbs hour, wet. Aircraft scheduling is done via internet or telephone through www.AircraftClubs.com. Flight instruction is available from any of our several club instructors.

Spring, summer, and fall monthly meetings are held on the first Tuesday of each month, 7 p.m. at Hangar C-5 of the north T-hangars. Enter through the automatic gate located on Knapp Street, just east of the Oshkosh Post Office. Winter meetings are held at 8:30 a.m. on the first Saturday of the month, typically at the FAA Safety Center, located next to the air traffic control tower at Wittman Regional Airport in Oshkosh.

We have openings! To make application to the Winnebago Flying Club, simply fill out our application (available online at www.WinnebagoFlyingClub.com) and send it, along with the initial, non-refundable membership fee of \$150.00 to the address noted.

Send an email to info@winnebago flyingclub.com or visit our website to learn more!

Aviation Calendar

EAA Chapter 252 will hold a pancake breakfast from 7:30 - 11 a.m. on Saturday, April 13, at Wittman Regional Airport in Oshkosh.

Members of the **Oshkosh Women in Aviation Chapter** will sell cupcakes at the EAA Chapter 252 breakfast on April 13 to raise funds for its annual "Spirit of Flight" Scholarship. Cupcakes are just \$1 each. Look for the Women in Aviation table at the east end of the terminal building.

Oshkosh Women in Aviation invites the public to hear Doug Tomas when he speaks at their April meeting. Doug will present the story of researching his great uncle's World War II service as a flight engineer on the B-24D, *Ready, Willing, and Able*. The meeting takes place on April 16 at 6 p.m. at the EAA Museum in Oshkosh. More information: www.OshkoshWAI.org.

Doug's presentation will include meaningful recollections of his experiences, such as a trip to Italy for a service that honored his uncle and the fallen crew, and an exclusive tour of *Strawberry Bitch*, a B-



Help raise funds for an aviation scholarship by purchasing cupcakes for just \$1 each at the EAA Chapter 252 breakfast on April 13 in Oshkosh. Yum!

24D at the US Air Force Museum in Dayton, Ohio, on which his uncle and crew had served.

Sixth Annual Fly-in/Drive-in **French Toast Breakfast**, at Wittman Regional Airport (KOSH) from 8 - 11 a.m. Fox Valley Technical College Aviation Center on Saturday, April 27. Menu includes: French toast with maple syrup and strawberry topping, scrambled eggs, bacon and sausage, coffee and juice. Cost is \$5, kids up to age 5 pay their age. Safety seminar, "Emergencies in IMC" begins at

10 by Pilot Examiner Keith Myers.

The **Wisconsin Aviation Conference**, by the Wisconsin Airport Management Association, takes place April 29 - May 1 in Middleton at the Madison West Marriott. Learn about the finer points of airport management, marketing, and operations. Plus FAA and WisDOT Bureau of Aeronautics personnel provide updates on airport projects and financing. More information is at www.wiama.org.

Daily during the month of May, a **spot landing contest** will take place at Wausau Downtown Airport (KAUW). Details at www.FlyWausau.com.

On Saturday, May 18, EAA Chapter 60 will hold its annual **Spring Fling Pancake Breakfast** from 7 - 11 a.m. at **Beloit Airport (44C)**. All you can eat pancakes, served with sausage for \$6, Kids 5-11 are \$4, and 4-under are free. Beloit Airport is billed as the "Prettiest Little Airport in the World." More info, call Bob at 608-752-9025 or 608-335-6536. Email: 60.eaachapter.org.