



# WFC Pilot

Volume 2, Issue 4

April 2014

## Winter Meetings:

First Tuesday of the Month  
6 p.m.  
Room 138  
Fox Valley Tech College  
Aviation Campus  
3601 Oregon Street  
Oshkosh, Wisconsin.

## Next Meeting:

Tuesday, April 8  
Details here →

## Oshkosh Hotspots

No, this meeting is not about trendy Oshkosh nightclubs. CFI John Dorcey will cover "Hotspots on the Oshkosh Airport," those irksome intersections and troublesome taxiways that may put you in harm's way if you're not careful. John will point out areas to watch for and suggest ways to avoid conflicts with other aircraft.

Our next meeting is on Tuesday, April 8. We'll begin at 6 p.m. with a brief business meeting, and then go on to John's safety presentation. As always, we'll meet in Room 138 at Fox Valley Technical College's Spanbauer Aviation Center. The center is located on the southeast side of the Oshkosh airport on Oregon Street. Invite a friend and come on down!



## Flying Wisconsin

By Rose Dorcey

On Saturday, March 22, about 20 Winnebago Flying Club members attended our annual party (see photos on page 3.) It was another great opportunity to get to know one another better in the relaxed atmosphere of Mahoney's Restaurant in Oshkosh, have some fun, and include some aviation safety and trivia.

As a member of WFC for six, maybe seven years (Sara?) I have never underestimated the value of gatherings such as these. They're beneficial on several levels, in my opinion, and as important to keeping us flying as the safety seminars we attend and briefings our club CFIs present. When we're connecting with fellow pilots, we're strengthening our ties to aviation. It doesn't matter what certificates or ratings each one of us has earned, what matters is that we share our experiences and learn from those of others. We may not be com-

fortable sharing them in front of a large group, but the one-on-one talks these events provide helps us feel comfortable about asking questions, airing ideas, or suggesting situations from which we can learn. We're fortunate to have highly experienced CFIs and pilots to bounce off ideas in a quiet, non-threatening setting, outside of the cockpit.

Some of our members act as safety pilots for each other, or simply share flight duties to new destinations (I'll fly one leg, and someone else flies another.) And because of our monthly meetings and other get-togethers, we're able to find joint interests, getting to know one another well enough to decide whom we want to ask to share a flight.

Now here's where I'll really open up. I've met dozens of people through aviation in the 23 years I've been involved with it, but I can easily say that my favorites are the people I've met through Winnebago Flying Club. Never have I seen such camaraderie, encouragement, giving, and goodness in a group of pilots (and their spouses and friends) than in WFC members. I've seen it in many ways; the respect shown to our speakers at meetings, the humble attitudes, the generosity of members who gave to the Oshkosh Warming Shelter, the true desire to see our friends succeed, the numbers who volunteer to help at events, and the dedicated, dependable leadership of Club President Tim Lemke, and those who serve the club in other roles, such as Treasurer Sara Strands and Maintenance Officer Eric Abraham.

I suppose I'm biased, but Winnebago Flying Club is a goldmine; a treasure trove of experiences and friendship. For that I'm grateful. It seems likely that you feel the same way. If not, please share with Tim or me how Winnebago Flying Club can better meet your expectations. For me though, I am so pleased with my club membership, and I "shout it from the mountaintops" on every occasion I get. I hope you feel that way, too.

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## TIM TALKS



Club Pres Tim Lemke

### Send your Ideas!

Need a flying question answered by Tim, Keith, or John? Do you have story ideas? Want to write a story or share a favorite flying photo? Your ideas, questions, photos, and comments are welcome. Send to [skyword@new.rr.com](mailto:skyword@new.rr.com). Thanks!

## Flying at Night, Part II (continued from March issue)

In last month's issue of the club newsletter, I reviewed several of the Federal Aviation Regulations that relate to night flight. This month, I'd like to review a few more tips and techniques that will make night flight safer and more enjoyable.

The lighting of the instrument panel and the interior of N7770G is adequate, but not as good as you would find in a modern automobile. A flashlight is necessary in order to read checklists, charts, and other printed documents. Two flashlights are kept in N7770G. There is a large Maglite held in a clip on the floor between the front seats. A second pocket-size flashlight is kept in the glove box. I check the condition of the batteries in both of these flashlights on a periodic basis, and replace the batteries as necessary. If you notice that the batteries are getting weak, please let me know or Eric Abraham, our maintenance officer, know, and we will get those batteries replaced.

For night flight, I also carry my own personal small flashlight attached to a lanyard around my neck. I've tried several different styles of small flashlights with different col-



Photos by Rose Dorcey

**Flying at night presents challenges, such as spotting runways among city lights. Who can spot Runway 9 at KOSH in this photo?**

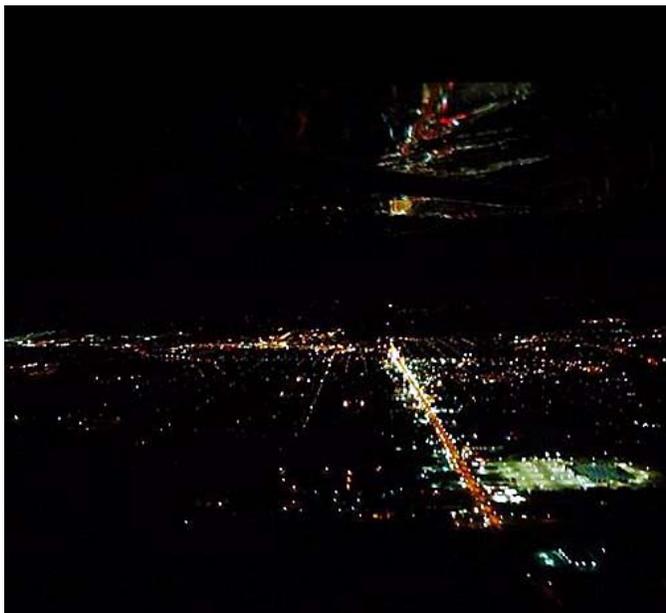
ored lenses. The one I like best is a small flashlight with two AAA cells and a medium intensity white light. I've tried lights with red and even green lenses, but those colors tend to make it difficult for me to read some of the details on the sectional chart. A working flashlight (and a backup) should be considered essential equipment for night flight.

Aircraft position lights are arranged similar to those of boats and ships. There is a red light on the left wingtip, a green light on the right wingtip, and a white light on the tail. This arrangement provides a means by which pilots can determine the general direction of movement of other airplanes at night. If you observe both a red and a green light of another aircraft, how can you tell if the airplane is coming toward you or moving away from you? Long ago, a sailor taught me this short phase as a way of making the determination: *Red-Right-Returning*, which means that if the red light is on the right, the airplane is returning, or coming back at you.

Runway and taxiway lights can be confusing at night, espe-

cially at a large airport with a complex array of runways and taxiways (like Wittman Regional Airport). However, you can eliminate most of the confusion by remembering that runway edge lights are white and taxiway edge lights are blue. Remember also that taxiway centerlines are painted yellow and runway centerlines are painted white. Don't hesitate to ask the controller for a progressive taxi if you're unsure of how to get where you want to go on the airport.

VASI lights and PAPI lights are extremely useful for nighttime approaches, because when they are used correctly they help to assure that you are on the proper glide path and you will not hit any obstructions on the approach to landing. We're fortunate that the two long runways at Oshkosh are equipped with PAPI or VASI lights on each end. For those pilots who have made a night landing at an airport that is minimally equipped, such as Brennand Airport (79C) west of Neenah, you gain an increased appreciation of the well equipped airport we have available to us at Oshkosh.



**At night, don't confuse a city street for a runway. Don't laugh, it has happened. See: <http://generalaviationnews.com/2013/11/21/pilot-mistakes-road-for-airport>**

### Annual Party



Photos by Rose Dorcey



Our members and guests had a great time at our annual "Winter" party, which this year was our "We're Not Sure What the Heck Season This Is" party. Held on March 22 at Mahoney's Restaurant in Oshkosh, several people won prizes as we learned more about Wisconsin airports, and each other, through games we played. Plus a great meal and great camaraderie. Win-win!

## MEMBERS *In Action*

### WFC's Winter Flying Photo Contest Members: It's Time for You to Vote!

Our second *WFC Pilot* Photo Contest has ended and it's time for you to cast your votes. While only a handful of members submitted photos for our latest photo contest, those we did receive were beautiful.

The contest theme, "Winter Flights" was hampered by a bitter winter season, and while flying in winter can be smooth and wonderful, this was an especially tough season to fly. Still, four WFC pilots entered five photos, all shown here. You can help determine the winner. These photos were

taken between January 1 and March 31, most of them in February and one in March.

Please rank your favorites from 1-5. A first place prize will be awarded to the winner. Ribbons for photos 1 - 3 will also be awarded. By April 15, please send your votes to Rose Dorcey at [skyword@new.rr.com](mailto:skyword@new.rr.com). We will announce the winner in the May issue of *WFC Pilot*. The first place prize will be awarded at the May meeting.

Thank you to Gary, Frank, Brendan, and Curt for participating in the Winter Flying

photo contest. (And we're glad you got to get out there and fly, even though it was cold!) It's clear that we have some talented photographers among our membership. Watch for details on the next contest. Theme ideas for future contests are welcome and appreciated.



1



**Photo Number 1 is by Gary Geisler. He snapped this photo on February 2 while on a flight from northern to east central Wisconsin. Looks like it was a clear, beautiful day for flying. Gary described his flight this way, "Beautiful, cold flight. Took this flying from Rusk County Airport (KRCX) in Ladysmith to Oshkosh, over Stevens Point at 5,500 feet, looking south."**

2



**Photo Number 2 is by Frank Juedes. Frank attended EAA's Ski-plane Fly-in on Saturday, February 8 and got a great shot of some of the airplanes that were there.**



Entry Number 3 is by Brendan Stormo. This is a shot taken at dusk, looking northeast at Fond du Lac.

Photo Number 4 is by Curt Carter, who snapped this snowy scene of Runway 9 at Wittman Regional Airport (KOSH). "Sue and I flew over to the Dells on February 15," said Curt. "We took the shuttle from the Baraboo/Dells airport over to the Ho Chunk Casino and ate lunch there. During the flight, we took some pictures. I thought I would enter these into the contest."

Entry Number 5 is also by Curt Carter, near Wisconsin Dells.



Thanks to everyone who participated! Be sure to email your votes, ranked 1 - 5, to:  
Rose Dorcey  
skyword@new.rr.com  
By April 15.



**Thanks**

To the generous businesses and business people who gave prizes for our annual party.

David Clark Headsets  
Pat O'Malleys Jet Room  
Windtee Aviation Art  
Sporty's Pilot Shop  
Brendan Stormo  
Sonex Aircraft  
Tim Lemke  
AOPA  
EAA

## Touchdowns vs. Landings

By Keith Myers

If you ask most non-pilots, or real pilots for that matter, what constitutes a great landing, they will often describe a soft touchdown with hardly a squeak from the tires. The description usually ends there. The problem with this description of a landing is it leaves out the most important point, well, the landing.

Pilots and non-pilots tend to use the term “landing” in a broad brush approach, to include at times, the approach to the airport, the traffic pattern, the touchdown, and the rollout to the point of turning off the runway. I think way too many pilots are putting all of their efforts into those parts of the “landing” that take place before reaching the surface and little effort on what happens after they are on that surface. Let me explain.

Statistically, NTSB and NALL data, tells us the majority of loss of control accidents happen after the airplane’s wheels touch the runway. The bean counters separate descent and approach as a separate accident scenario. So, that leaves us with the time the airplane touches the runway until it slows down enough to call it taxiing (another accident data point). In most light airplanes that accounts for about 30 seconds of airplane time.

So in those 30 seconds a lot of bad things can and do happen. The good news, if you want to call it that, is that when things go wrong during this time, airplanes get bent, but people usually don’t. However, I’m sure a lot of undergarments get soiled!

With apologies to Yogi Berra, the landing isn’t over until it is over. So what is a good landing if it isn’t a soft touchdown?

A good landing is one where the pilot touches down at a pre-determined spot, straddling the centerline, at or near the stall speed of the aircraft, with no side drift, and decelerates to taxi speed while keeping any directional deviations to a minimum. Hey, if the touchdown was “soft” that was a nice touch!

If you have a habit of always doing touch-and-goes to stay current in your landings you are doing yourself a disservice. You are missing the landing rollout and that is, statistically, where pilots need more competence.



Keith Myers, Pilot Examiner



Funny thing, if you are flying a tailwheel airplane, and you do touch-and-goes, those won’t count as landings for currency

requirements. You need to bring that puppy to a complete stop (and under control) to count it. And if you are observant, you might conclude that tailwheel pilots just land airplanes better, regardless of the wheel locations. They have to!

Want to get better at landings? Then do the complete process right down to rolling down the runway while slowing to taxi speed with the nose wheel never leaving the centerline.

If you are a CFI, keep your comments about the student’s landing to yourself until the student has turned off the runway. Let them complete the landing. Yea, I know, it is hard for us CFIs to keep any comments to ourselves.

## A Flight in a B-24

By John Dorcey

It was a cool morning; the low clouds pushed along rapidly on a brisk north wind. The weather forecast had called for showers but the wind, strong and biting, was unexpected. Ground crewmen, hurried by the chill, rushed about completing last minute details. The flight crews, delayed by the weather, had broken into two groups. The pilots, huddled in the flight planning room, studied each updated weather report. Other crewmembers were spread throughout the ready room. A friend and I sipped our coffee and talked about the morning’s mission.

Next to us, other crewmen silently watched the flag as it whipped and snapped about, gripped in the wind’s fury. Then, in a rush, the pilots made for the door as they called to their crews, “It’s a go, let’s do this.” Everyone stood up, moved silently toward the door, and walked to their respective aircraft. Improving weather at both departure and destination airports meant the mission was on!

The mission, a short repositioning flight, involved only three aircraft—a mixed bag—two bombers and a “little friend.” The P-

51 would serve as escort while the B-17 and B-24 were returning to base and their home squadrons. The crews were also a mixed bag, mostly older, experienced men who had seen much in their flying careers. A few replacements, new guys, had a different look about them.

Our crew met at the side of the B-24 and after the requisite safety briefing by the pilot, we entered the airplane through the open bomb bay doors. My three fellow gunners and I moved aft while the pilots and crew chief moved forward. Taking our seats at the aft bulkhead we buckled in and watched as the crew chief stowed the tail strut. He smiled, flashing a thumbs up at us before closing the access door. Minutes later the four, big Pratt and Whitney R-1830 radial engines rumbled to life.

### THE FLIGHT

My longtime friends, Chuck and Tina Swain, winter in Orange Beach, Alabama, these days. This grueling winter demanded a reprieve, if only a short one, so my wife, Rose, and I accepted their

invitation to visit. Orange Beach is just across the bridge from Naval Air Station Pensacola, Florida, home of the National Naval Aviation Museum. Chuck and I, along with a mutual friend, Pete Combs, had set off for the museum early that morning. It was a good thing we did; serendipity you could call it. While reviewing several new exhibits, Ryan Keough, a mutual friend of Chuck and Pete, walked up to us. Ryan was in town with the Collings Foundation. Pensacola was a stop on the organization's 2014 Wings of Freedom Tour.

After completing our tour and late lunch at the museum's Cubi Bar Café, we headed to Pensacola Aviation Center at the Pensacola Gulf Coast Regional Airport (KPNS). Ryan met us at the hangar that was serving as their operations base. This tour stop included three of the foundation's aircraft: a North American TP-51C Mustang, Consolidated B-24J Liberator, and Boeing B-17G Flying Fortress. After inspecting the airplanes, Ryan shared that they would be moving the next day, March 2, from Pensacola to Jack Edwards Airport (KJKA) in Gulf Shores, Alabama. Rides were available for the short repositioning flight and while Pete would be headed home to Atlanta, Chuck and I were easily able to clear our schedules.

We arrived at the airport the next morning to a cold, cloudy, damp day that quickly turned windy. Planned departure was 0900. We met and shared stories with others who would be joining the crew. The already low clouds dropped even lower as the wind came up and Pensacola went IMC. Mobile, Alabama, well to the west, was clearing, while Gulf Shores was barely VMC. The decision to delay our departure was a good one and the weather improved dramatically shortly after noon. The B-24 was the last to depart with takeoff at 1303.

The wind provided for some pretty good turbulence, making the flight all that much more realistic. Shortly after takeoff we were cleared to move about the aircraft. Only three non-crew members were on this flight so we were able to experience every station, even on this short flight. I headed aft to the tail gunner position first. I was able to stand fully erect almost the entire way aft.

Getting into the turret was another matter. This mid-60s aviator, in less than perfect shape, struggled a bit getting into the seat. I made it into the turret but it was a good thing the Focke-Wulfs and Messerschmitts weren't chasing us.

After a too short time I extracted myself and began moving forward. My next stop was the waist gunner positions. This aircraft is equipped with all original equipment in these positions: guns, ammo boxes, and oxygen bottles. The only thing missing were ammo belts and spent casings. I discovered drag from the wind acting on the gun barrel was much greater than expected. The ball turret, while not operational in this aircraft, is installed. I continued through the bomb bay, lowering myself to my hands and knees, and crawled forward to the bombardier position.

The Norden bombsight and all original bomb controls are installed and appear as if the aircraft is ready for its next mission. Up and forward is the nose turret. The remaining flight time was getting short and this turret appeared even more difficult to enter. I satisfied myself with standing just outside the turret and leaning into it. I was amazed at the air noise in this most forward position of the airplane. The view was amazing.

The signal from the flight deck to return to the rear gunner positions came all too soon. Joining the other gunners, we buckled in and watched as the P-51 formed up with us on the aircraft's



Photo by Charles Swain

right side. We flew an overhead approach to Runway 27, lowering the landing gear as we turned left downwind.

The wind, a 90-degree crosswind gusting to 18 knots, provided a challenging approach and landing. Rolling out, we exited the runway and were

greeted by marshalls who guided us to our parking spot next to the B-17. Engine shutdown left the props ticking as the events of the flight flooded all of my senses. Ground crew members completed their tasks and gave the signal to unbuckle our seatbelts and begin our exit of the airplane. Like a time machine, this flight took me back to a much different era and gave me an appreciation of the efforts of the Collings Foundation.



**Top: The P-51 Betty Jane, providing an escort for the Collings Foundations' B-17. Above: The Collings Foundation fleet.**

### THE COLLINGS FOUNDATION

Founded in 1979, the purpose of the Collings Foundation is to organize and support living history events that enable Americans to learn about their heritage through direct participation. Since 1989 a major focus of the Foundation has been its "Wings of Freedom Tour," featuring World War II aircraft. There are two goals for the tour: honor the sacrifices made by our veterans that allow us to enjoy our freedom and educate visitors, especially younger Americans, about our national history and heritage. In its 24-year history the tour has stopped at more than 2,500 airports from Alaska to Florida and greeted an estimated 3 million visitors.

This year's 25th anniversary tour began January 17 in Leesburg, Florida. Moving across the lower tier of states the tour will reach California in mid-April. Additional stops are being added on a regular basis. Walkthrough tours are priced at \$12 for adults and \$6 for children 12 and under. World War II veterans get their tour for free. Flights in either the B-17 or B-24 are \$450. Flight training in the P-51 is \$2,200 for 30 minutes and \$3,200 for a full hour. For more information visit [www.collingsfoundation.org](http://www.collingsfoundation.org).



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or call 920-385-1483.

*If you're faced  
with a forced  
landing, fly the  
thing as far into  
the crash as  
possible.*

— Bob Hoover

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[www.WinnebagoFlyingClub.com](http://www.WinnebagoFlyingClub.com)

## The Fox Valley's Friendliest Flying Club!

Our club airplane, N7770G, 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 \$85\* per Hobbs hour, wet. Aircraft scheduling is done via internet or telephone through [www.AircraftClubs.com](http://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 at 6 p.m. in the north T-hangars at Hangar C-5. Enter through the automatic gate located on Knapp Street, just east of the Oshkosh Post Office. Winter meetings are held at 6 p.m. on the first Tuesday of the month, typically at Fox Valley Technical College-Spanbauer Aviation Campus, located at 3601 Oregon Street in Oshkosh.

We have openings! To make application to the Winnebago Flying Club, simply fill out our application (available online at [www.WinnebagoFlyingClub.com](http://www.WinnebagoFlyingClub.com)) and send it, along with the initial, non-refundable membership fee of \$150, to the address noted.

Visit our website or email [info@winnebagooflyingclub.com](mailto:info@winnebagooflyingclub.com) to learn more.

\*Due to market conditions and other circumstances, see our website for current rate.

## Aviation Events

**Saturday, April 12, 2014 EAA Chapter 252's S.J. Wittman Birthday Fly-in Breakfast**  
7:30 a.m. - 11:00 a.m. Wittman Regional Airport Terminal (KOSH) Oshkosh.

**On Tuesday, April 15 at 7 p.m.,** Sergeant John Jones of the Wisconsin State Patrol will explain aircraft types used and modifications to make them suitable for law enforcement purposes. He'll cover training requirements, how the specialized technology in the aircraft operates, as well as communication and coordination systems with ground support troopers. His presentation includes numerous stories and photos of real world events highlighting the range of activities in which flying troopers are involved. The Women in Aviation Oshkosh chapter is sponsoring the event, which will be held in the Vette Theater at EAA in Oshkosh.



Photo by Rose Dorcey

**Saturday, April 26, Fox Valley Technical College's Seventh Annual French Toast Breakfast Fly-in, 8 a.m. - Noon.** French toast breakfast with yummy sides, just \$5. WFC's Tim Lemke and Keith Myers will present a safety seminar, Tim covering "The Art of Trim Control" and Keith's presentation "FARs Every Pilot Should Know." FVTC Spanbauer Aviation Center.

**May 5-7, 2014 - the 59th Annual Wisconsin Aviation Conference** at The Patriot Center, Rothschild. The conference kicks off Monday, May 5th with two networking events during the day including golf and sporting clays. Tuesday morning

the conference program begins with topics designed to be of interest everyone in the aviation community; tentatively scheduled topics include: industry updates by the FAA and Wisconsin Bureau of Aeronautics, Wildlife Hazard Management, Strategic Planning, the Wisconsin Aerospace Consortium, NEXTGEN, General Aviation Hangar Construction Trends, and more. Visit [www.wiama.org](http://www.wiama.org) for more information.

**Thursday, May 15, 7 p.m. Tom Thomas** will present "Landing a C-97 at Dodgeville" at the EAA Museum in Oshkosh. Many of you have seen the C-97 parked outside the Don Q Inn on Hwy. 23 in Dodgeville, Wisconsin. Tom will share his story of the role he played in landing that huge airplane on the short runway that once graced the Don Quinn property. Tom will discuss this experience, which took place in 1977, with explanations of preflight and runway preparations, aircraft operations, and other facts about the flight. There is no admission charge. FMI: 920-426-6108.

**During the month of May, the Wausau Downtown Airport (KAUW)** offers Landings for Lunches, a charity flying challenge, giving airplane pilots an opportunity to compete in a landing contest. Proceeds from the 2nd annual event benefit The Neighbors' Place. During the entire month of May, pilots will attempt to land with their main wheels on or as close as possible to a box marked on the runway. Pilots will donate one dollar and a non-perishable food item (or an additional dollar) each time they compete. Donations will be split between prize money and contributions to The Neighbors' Place. Contact John at Wausau Flying Service for more information, 715-845-3400 or visit [www.WausauFlyingService.com](http://www.WausauFlyingService.com).