



WFC Pilot

Volume 3, Issue 4

April 2015

Winter Meetings:

First Tuesday of the Month
6:30 p.m.
Room 104A
Fox Valley Tech College
Aviation Campus
3601 Oregon Street
Oshkosh, Wisconsin

Next Meeting:

Tuesday, April 7
Details here →

What's New & What's For You at Volk Field

A Presentation by Lt. Col. Hansen and MSgt. Fredrickson

Our next meeting takes place on Tuesday, April 7, beginning at 6:30 p.m. Following our business meeting, we'll hear a great presentation that covers special use airspace. Club business meeting at 6:30. Safety portion begins at 7 p.m.

Lt. Col. Christopher Hansen will present information about the Volk Field Special Use Airspace, bombing range, and what some of the training is like that's conducted within that airspace. You'll also hear exciting news about new airframes that are currently scheduled to fly there this summer. Expect some history as to "Where we have been and where we may be going as far as training capability," to help us understand Volk's operations and increase our level of safety and awareness. MSgt. Terry Fredrickson will touch on ATC services provided, including what's offered to general aviation pilots from the tower and approach control.

MSgt. Fredrickson has 26 years of air traffic control experience and is certified in both the tower and radar. A 22-year veteran controller at Volk Field, his initial ATC experience was at K.I. Sawyer AFB in northern Michigan. MSgt. Fredrickson has seen many changes regarding local aviation at and around Volk and looks forward to sharing those experiences.

Lt. Col. Hansen is a senior pilot with more than 2,000 hours in the F-16. He has deployed to the Middle East five times, flying combat missions on three of those deployments. Currently Lt. Col. Hansen is the director of operations at the Volk Field Combat Readiness Training Center, where he oversees airfield operations, airspace management, and restricted area operations.

Preregister for this fantastic presentation (and get FAA Wings credit) at faasafety.gov.



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Flying Wisconsin By Rose Dorcey

I've long been a fan of off-road motorcycle racing, especially Supercross, the events that transform professional stadiums into an "off-road" spectacle, where a race track is built in a matter days after 300 truckloads of dirt are hauled in. Riders tackle jumps, whoops, tight turns, and sometimes, each other. Supercross brings out 60,000 fans to witness the country's top professional racing athletes. It's so exciting to attend at least one each season!

The Monster Energy Supercross series begins in January on the West Coast, and comes to the Midwest in March. I was fortunate to attend two this year, one in St. Louis, and another in Indianapolis at Lucas Oil Stadium. Three pilot friends and I, one of whom owns a Cessna 310, flew to Indianapolis to see the race. Brett, the aircraft owner, and I met at Wittman Regional Airport on Saturday morning, March 14, then flew to Waunakee Airport (6P3) to pick up Martine and Scott. We planned to land at Eagle Creek Airpark (EYE), northwest of Indianapolis, later that morning. However, the weather at Eagle Creek was lousy, so to delay our departure, Scott and Martine made a fantastic brunch. Soon the



weather had cleared, and we departed Waunakee's 2200 x 30-foot runway with a plan: fly the Lake Michigan Lakeshore, with the Chicago skyline to the west, on our way to Indianapolis. We avoided Chicago's Class B airspace, staying underneath it at 2,500 feet, and flew out over the water about 1 - 2 miles off shore. Flight following added a sense of security, calling out traffic advisories as we went.

It was a beautiful flight. It's a flight that all GA pilots, with proper planning, should do at least once in their careers. And it's on the way to Indy; you might as well attend the Supercross race there, too!

TIM TALKS



Club Pres Tim Lemke

If weather or mechanical delays prevent you from returning the airplane on time, please call any members who will be affected by the late return.

The *AircraftClubs.com* scheduling system is a marvelous tool that works best when all aircraft users are respectful of each other. I'm glad to report that the club has had a minimum of scheduling problems over the years despite the fact that we have a fairly large number of pilots using the same airplane. The information that follows is simply a reminder to members regarding some of the features of the system, and a review of the standard scheduling practices within the Winnebago Flying Club. Please contact me or one of the other club officers with any questions or concerns about the *AircraftClub.com* system.

The objective for these guidelines is to ensure fair and equal access to the airplane for all members of the flying club. Thorough and timely communications, along with a spirit of cooperation and collaboration, are essential to make this system continue to work well.

Please be cognizant that there are dozens of pilots all using and sharing the same resource. As a guide to assist you in making the right decisions, ask yourself this question: "How smoothly would the flying club operate if every member of the club used the scheduling system exactly the same way I use it?"

THINGS TO KNOW

- Reserve the plane for only the length of time you will need it. But allow enough time in the reservation for a thorough preflight inspection and post-flight refueling, cleaning, etc. For a flight of one hour duration, it's appropriate to reserve the airplane for at least 1-1/2 hours.
- The reservation system is set up with the following maximum reservation limits per member: three open reservations, 72 hours per reservation, and 200 hours cumulative total. These parameters

are set by the system administrators (Carol Myers and Sara Strands) with guidance from the club officers.

- Cancellation of any reservation should be done as soon as possible so that other potential users of the airplane can gain access to the airplane. A phone call to anyone holding a backup reservation is a common courtesy.
- Backup reservations are a good way to gain additional access to the airplane. If the holder of the primary reservation cancels, the *AircraftClubs.com* scheduling system will automatically send an email message to the holder (s) of a back up reservation to inform them that they now hold the primary reservation.
- If you return the airplane significantly earlier than expected, please revise the end time of your reservation and alert members via email (or phone call if appropriate).
- If weather or mechanical delays prevent you from returning the airplane on time, please call any members who will be affected by the late return.
- The flying club's board of directors must approve requests for extended reservations that exceed the normal scheduling parameters. Historically, such requests have always approved.
- AircraftClubs.com* users must have a current medical certificate and a current flight review on file with Sara Strands. The expiration dates for these are recorded in the system. Members will be unable to make reservations if the date for either the medical certificate or the flight review has expired.
- Members should notify Sara after renewing a medical certificate or obtaining a flight review, and furnish suitable documentation for her files.
- An *AircraftClubs.com* user of the scheduling system whose account with the club is more than 30 days past due may be locked out of the system to prevent the scheduling of any additional flying time until the account is brought up to date. Exceptions are occasionally made for extenuating circumstances.
- Sara Strands (club financial officer) and Carol Myers (aircraft co-owner) are Super Administrators for the scheduling system and have full access and management control of the system.

The three club instructors (John Dorcsey, Tim Lemke, Keith Myers) are designated as Administrators for the scheduling system. They have additional access within the scheduling system that allows them to:

- add or delete reservations for other members
- edit the schedule website
- schedule aircraft maintenance
- view reports



March 3, 2015 Meeting Minutes

The meeting was called to order at 6:30 p.m. at the FVTC Spanbauer Center, Room 104A. The following members and guests were in attendance: Kyle Strands, Sara Strands, Gary Zahn, Kyle Cooper, Tim Bobzin, Mike Clark, Tim Turner, Rose Dorcey, John Dorcey, Eric Abraham, Tim Lemke, Brendan Stormo, Chris Matheny, Al Follendorf, Greg Hassl, Dennis Hinz, Jim Latta, Carrie Forster, and John Forster.

MINUTES: The minutes of the February meeting were approved as published.

TREASURERS REPORT:

- Checkbook balance: \$4329.37
- 70G hours flown: 27.1 by 13 pilots
- Self-insurance (savings): \$2800.38
- Receivables: \$2305.65
- Payables: fuel
- The annual subscription for the Garmin 430 database was paid. Cost is \$350.
- The information for the club's 2014 tax return was turned in to the accountant. Typical cost for preparing the tax return is \$250.

MEMBERSHIP REPORT:

- No membership changes during February
- Prospective new members: Jason Shikoski, Matthew Swanson, Jordan Paulson, Bryan Johannes, Keegan Sponholz, Greg Haasl
- Current membership includes 33 regular members, 3 family memberships, 5 college members, and 15 associate members

MAINTENANCE REPORT:

- The next oil change will be due in about 16 hours of flight time.
- There is a missing screw on one side of the engine cowling. This will be replaced during the next maintenance event.
- N7770G will be taken out of service for about two weeks sometime this spring to replace the firewall. This is a major maintenance event that requires lots of labor. The current firewall has two wrinkles in the sheet metal. One of those wrinkles existed when Keith bought the airplane a number of years ago. The other wrinkle was discovered recently, possibly the result of a hard landing.
- The plastic overlay over the instrument panel is loose, the result of one or more missing fasteners. This will be repaired during the next maintenance event.
- The co-pilot's shoulder harness doesn't always stay secured.

COMMUNICATIONS:

The FAA is conducting a National Virtual Aviation Safety Stand Down on March 21. Winnebago Flying Club and FVTC will jointly sponsor participation in this event at the local level. The series of presentations will be presented via teleconference in Oshkosh with the exact location to be determined. Stand by for more details as plans are finalized.

Chris Matheny recently received a \$1500 flight training scholarship from EAA, funded by the Sennheiser Corporation. Rose Dorcey was awarded a \$500 flight training scholarship from the Women in Aviation organization. Congratulations to Chris and Rose.

OLD BUSINESS:

None

NEW BUSINESS:

None

NEXT MEETING:

Tuesday, April 7, 2015

Fox Valley Technical College Spanbauer Aviation Center, Room 104A. Business meeting starts at 6:30 p.m.

Safety Seminar: Guest Speakers from Volk Field. The Base Commander and the Air Traffic Control Manager will be speaking about military operations in the vicinity of Volk Field, and the effects on general aviation activity in that area.

The March safety program was presented by John Dorcey. John led the discussion about Using Flow Patterns for efficiently accomplishing the tasks associated with various phases of flight, including the handling of in-flight emergencies.

Below: Eric Abraham and John Dorcey practiced Cockpit Resource Management at the March meeting. A large crowd of both WFC members and guests attended the meeting.



Congratulations Dan Lenz

WFC Member Dan Lenz completed his first solo cross-country on March 16. Dan flew N7770G from Oshkosh to La Crosse, and then to Marshfield, before returning home to Oshkosh. Congratulations, Dan!

Dan shared a little about this memorable experience below.

On Monday, March 16, I took my first solo cross-country flight in N7770G. My planned route was Oshkosh to La Crosse to Marshfield and back to Oshkosh. I filed my flight plans and departed Oshkosh from Runway 9 at approximately 10:45 a.m. The airplane performed great even though on my first and longest leg I had a strong headwind. It was, however, a good day to fly even if it was a little slow on that leg. After refueling in La Crosse, I was off to Marshfield. The tailwind was very nice with ground speeds of 120-mph, that leg was very fast. After a short stop there, I was off to return home, with a tailwind. I returned and had 70G back in the hangar by 3:30. It was a great flight!



WFC Member Dan Lenz celebrated the successful completion of his first solo cross-country with his wife, Carol.

The String on the Wing

By Keith Myers

Several months ago I placed a short length of string near the out board tip of the left wing. Its purpose is to indicate relative wind.

A little about wind. There are basically two kinds of wind the pilot is concerned with: the atmospheric wind and the relative wind. We know atmospheric wind as surface wind or winds aloft. The relative wind is the movement of air over the aircraft.

Pilots know a bunch about atmospheric wind. They “feel” this wind any time they step outside. They “see” it when they look at what it is doing to things like windsocks, flags, or smoke. They listen for it on ATIS reports and review it in winds aloft forecasts.

For the pilot, relative wind is harder to feel and see since it is the wind blowing over the surface of the airplane relative to its position, motion, or both.

Airplanes only care about and respond to relative wind. Trying to determine relative wind as you taxi about can be difficult. The surface wind combined with the movement of the aircraft creates a relative wind that may be quite different from what the pilot believes it to be.

Let’s take a calm day at the airport, no surface wind. While you are pre-flighting your airplane you will notice that the string on the wing tip is not moving, no wind. As you taxi out you will note that the string “comes alive” and moves back relative to your forward motion. The faster you taxi the further back the string moves. Even though it is calm at the airport the airplane is experiencing a relative wind equal to its taxi speed.

Next example: The surface wind is from the north, at say, 15-mph. As you taxi you will

see some strange reactions from the string. Taxi north at 15-mph and the string will really be forced back. It is experiencing a relative wind of 30-mph, which is the sum of your taxi speed and the headwind. The airplane behaves as if you are moving at 30-mph!

Now turn to taxi east or west and you will note that the string will be at some angle relative to the airplane. This would be a good time to make sure your controls are positioned correctly for taxi. The string is showing the resultant of your taxi speed and the surface wind.

Now turn to the south and continue the same taxi speed and you will note that the string will hang limp. The airplane is experiencing calm wind! Even though you are taxiing downwind at 15-mph your forward motion “cancels out” the 15-mph surface wind.

The relative wind is now zero. You will

note that as you slow down for that hold-short line the string comes alive again and shows a wind increase from the back of the airplane. So in this case slowing down made the relative wind increase!

That brings me to the taxi diagram found in most airplane handbooks. It tells the pilot how to position the controls while taxiing in the “wind.” What it doesn’t say is which wind. Most pilots act as if the diagram was for surface winds. It is not. The diagram is telling the pilot how to position the controls for various angles of relative wind.

You can learn a lot by watching a piece of string.



Picture: L.A. FlightKit, Copyright Property

B-52 Bomber To Make First Appearance at EAA AirVenture 2015

The Boeing B-52H Stratofortress bomber, which for more than 50 years has been the backbone of the U.S. Air Force bomber fleet, will be a prime attraction at this year's EAA AirVenture Oshkosh fly-in. The 63rd annual Experimental Aircraft Association (EAA) convention, which annually draws 10,000 airplanes and total attendance of 500,000, is July 20-26 at Wittman Regional Airport in Oshkosh. It's the first time massive Boeing bomber will be on the ground display during fly-in.

It marks the first time a B-52 will be on ground display during event, although similar aircraft have done fly-bys at Oshkosh on several occasions. The aircraft is from the U.S. Air Force Reserve's 93rd Bomb Squadron of the 307th Bomb Wing, based at Barksdale Air Force Base in Louisiana. It is scheduled to be on display at the showcase Boeing Plaza area throughout AirVenture week.

The B-52 is marking its 60th anniversary of active military service this year, as it first flew in 1954 and entered military service in 1955. It has received regular upgrades to modernize its flight equipment and capabilities, with the B-52H models still active through its assignments at Air Force bases in Barksdale as well as Minot, North Dakota.

Aerial refueling allows the B-52 to fly a range limited only by crew endurance. In 1996, the airplane flew a 34-hour, 16,000-mile combat mission from Louisiana to Iraq. Without refueling, the aircraft has a range in excess of 8,800 miles with a five-person crew. For more information visit www.eaa.org/airventure.



Aviation Heritage Center Seeks Director of Aviation Education

Do you know somebody who wants to join the exciting world of aviation? The Aviation Heritage Center of Wisconsin is seeking a Director of Aviation Education. This is a part-time position with a very modest annual stipend. The job may appeal to retired individuals and those seeking extra income. The center is located at the Sheboygan County Memorial Airport (SBM).

For more information contact Jon Helminiak, Executive Director, Aviation Heritage Center of Wisconsin. Email jon@ahcw.org. Visit the center's website at <http://www.ahcw.org>.



'Meet the Controller' at Jet Air

John Prast, a controller with decades of experience, will provide an update on recent changes to area instrument approaches and share insights to help improve ATC/pilot communications. John will share entertaining, educational, real-life stories from his years behind the microphone. Attendees are encouraged to come with questions. This event will be immediately followed by a Green Bay IMC Club meeting which also qualifies separately for WINGS credits. The presentation takes place at Jet Air, 1921 Airport Drive, Green Bay (GRB) Wednesday, April 8 at 18:00. Contact Karen Kalishek for more info: 920-819-4774 or kkalishek@yahoo.com.

Dierks Bentley Highlights EAA AirVenture Oshkosh Opening Day Concert on July 20

Dierks Bentley, who has rocketed to the top tier of country music's hit makers, will get EAA AirVenture Oshkosh 2015 week off to a great start when he headlines the fly-in's popular opening night concert on Monday, July 20.

The concert, presented by Ford Motor Company with additional support from Cirrus Aircraft, is free to all AirVenture attendees that day and will be held on Boeing Plaza following the afternoon air show. The 63rd annual Experimental Aircraft Association (EAA) fly-in is July 20-26 at Wittman Regional Airport in Oshkosh.

"Dierks Bentley is a superb choice for our opening-night concert not only because he is one of music's brightest stars but also because he is an avid pilot who has been to Oshkosh before enjoying the sights and sounds as an aviation enthusiast," said Rick Larsen, EAA's vice president of communities and member programs. "Dierks brings the energy and enthusiasm that complements the full week of aviation excitement that will be featured at EAA AirVenture."

Bentley, an ACM top male performer nominee, is seven albums into one of country music's most respected and most unpredictable careers. His latest evolution comes in the form of his critically acclaimed and No. 1 selling album *RISER*, which has already spawned two consecutive No. 1 hits with "I Hold On" and "Drunk On A Plane." His latest single "Say You Do" is now climbing the Top 10 charts. Bentley's six previous studio albums have sold more than five million copies, notched 12 chart-topping singles and earned 12 GRAMMY nominations. Additionally, Bentley is the most nominated male artist for the upcoming ACM Awards with

seven nominations including Single Record of the Year for "Drunk On A Plane," Vocal Event of the Year for "The South," Video of the Year for "Drunk On A Plane," Song of the Year for "I Hold On," Album of the Year for "RISER" and Male Vocalist of the Year. He recently announced his 2015 SOUNDS OF SUMMER TOUR

kicking off June 5 and running through the summer. For more information and a full list of appearances, see www.dierks.com.

The opening-night concert at EAA AirVenture is just one of a variety of family attractions and entertainment that are part of the week-long event. These added activities, ranging from night air shows to entertainment, are nearly all included with AirVenture admission. They are in addition to the hundreds of aviation forums and workshops, special presentations, and aviation exhibits available at Oshkosh.

More information is available at www.eaa.org/airventure.



Odd Regulations

By Keith Myers

I admit to reading lots of FAA regulations. Sick, I know. Here are some that just seem odd to me:

We know that instrument rated pilots can fly in some pretty bad weather conditions. Let's look at Part 91 of the FARs and see what the IFR-rated pilot must adhere to in planning a flight from airport A to Airport B. Said pilot is allowed to take off from Airport A in 0-0 weather conditions (assuming he or she can find the runway!)

However, before departing, the IFR pilot needs to determine if Airport B has "legal" weather. To meet the regulations Airport B must have at least a 2,000-foot ceiling and at least 3 miles of visibility. Should Airport B have worsenweather than that, then the IFR pilot cannot make the flight unless...

Unless he or she has a third alternative (just in case he can't get into Airport A) Airport C, that has at least a 800 or 600 feet of ceiling (depending on the approach the pilot will be using) and have at least 2 miles of visibility. Let's not forget that the same pilot must have enough fuel to get to Airport B, then to C, and 45 minutes of reserve thereafter. Sometimes that can be a lot of fuel.

Now that same pilot can make that same flight under Part 91 VFR rules with no ceiling requirement (if he or she decides to stay in class G airspace) and this flight would only require a visibility of one mile! That is all the way and even at the destination airport. The VFR pilot is not required to have an Airport C, "just in case."

So let me see if I got this. A pilot trained to fly in bad weather (IFR) needs to assure before takeoff that he or she has better weather (higher ceilings and visibility requirements) at the airport of intended landing than a VFR pilot is required to have! Odd.

One would think the VFR pilot would be required to fly to airports with better weather than the IFR pilot, and at the very least, a plan for an escape to another airport with good weather, just in case. The good news is that good pilots do.

The regulations on fuel are also kind of odd. A VFR-pilot has to plan a flight to include a least a 30 minute fuel reserve (day). That doesn't mean the pilot can't land with less, or even run out of fuel! The regulations only say, "Plan on a 30 minute reserve." Regardless, that is not much fuel. In the Cessna 172 this amounts to about 3.5 gallons of fuel, of which half of that is sloshing around in each of the two fuel tanks! Whew, cutting that close!

So you want to log some cross-country flight time. What constitutes a cross country? Well the regulations tell us that, first it is any flight that departs one airport and lands at another regardless of distance. (However, for the pursuit of certain pilot certificates a distance requirement applies.) So a pilot could takeoff from Runway 27 at Oshkosh, make a slight turn to the left and land at Pioneer (EAA's airport, about a quarter of mile total flight distance) and log that as a cross-country flight.

Now takeoff from Edwards Air Force Base, fly around the earth non-stop and land back at Edwards and it is not considered a cross-country flight. Since you took off from and landed back at the same airport, it is considered a local flight. Odd.

When are you the pilot in command? Here are some ways of knowing this: One, you are the only one in the cockpit; two, you are the sole manipulator of the controls; or three, you have been designated as the PIC.

So if I meet one of the requirements above may I log this time as pilot in command? Yes, no, and maybe. Sometimes you are the



Keith Myers, Pilot Examiner

PIC but you may not log the time as PIC if you are not rated to fly that aircraft, or perhaps you are a student pilot flying without a valid endorsement from your instructor.

And, sometimes you may log the time as PIC but you can't be the PIC by regulation. Here are some examples of that: You are a CFI without a valid medical giving instruction to a pilot other than a sport pilot. You may not be the PIC (other than Sport Pilot) but the regulations do allow you to log the time as PIC. Perhaps you are getting your tailwheel checkout. You may log that time you are getting instruction for the endorsement as PIC, but since you don't have a tailwheel endorsement yet, you may not act as the PIC.

Fantasy: You find yourself at the controls of an airliner (the crew had some bad fish and all are incapacitated.) You look around the big cockpit and note you are the only one in it and the only one manipulating the controls. Guess who the PIC is? You! Your landing is not pretty but you save the day. Can you log that flight time as PIC?

Nope, you were not rated in the 747.

If you are like me, you don't care. It is going in the logbook anyway!



Send your Photos and Story Ideas!

Do you have story ideas? Need a flying question answered by Keith, Tim, or John? Want to write a story or share a favorite flying photo? Your ideas, questions, stories, and especially photos, are welcome. Send to Rose at rose.dorcey@gmail.com. Thanks!



Member Spotlight**Keith Myers**

Occupation or Job Title: Retired educator. Current Part Time Jobs: Pilot Examiner and Flight Instructor.

Where did you grow up? Pequot Lakes, in north-central Minnesota

Latest book you've read and/or favorite book: Just finishing *Lost in Shangri-La* by Mitchell Zuckoff.

If I could be King for a day, I would: I would have my subjects fuel and polish up an F-4 Phantom for a day's worth of flying. I am guessing they would have to fuel it up a couple of times!

I would love to trade places for a day with: No one. I wouldn't want to waste a day doing something other than what I am doing.

Share a favorite flying experience: I was flying alone at tree-top level just as the sun was coming up, in cool autumn air, across a very remote and swampy part of northern Minnesota. The sense of speed over the bogs was exhilarating. That was before cell towers, and wisdom.

Favorite airplane: Pretty much everyone I have ever flown. However I could narrow it down to two. A Stearman for warm weather flying and a Bonanza A-36 for everything else.

How did you get interested in aviation/your aviation background: From my father, who was a mechanic at Boeing Aircraft for awhile. While at Boeing he was an on-again, off-again student pilot in the 50s. He and I soloed on the same day in the 60s.

Name one thing most people don't know about you: I worked as milkman to pay for my flying.

My other hobbies, besides aviation: Working in my super-doooper shop.

Favorite Quote: "The most important skill a student pilot can learn is to push the stick forward."
—Wolfgang Langewiesche, *Stick and Rudder*.

What do you like about being a member of Winnebago Flying Club: The club offers so much more than just an airplane.



Keith Myers

**Meet our new
WFC Member
Keith Myers**

**Please 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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*“Talking about
airplanes is a very
pleasant mental
disease.”*

— Sergei Sikorsky
AOPA Pilot, 2003

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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. Flight instruction is available from any of our several club instructors for \$35* per hour.

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 C5. 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) and send it, along with the initial, non-refundable membership fee of \$150, to the address noted.

Visit our website or email info@winnebagoflyingclub.com to learn more.

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

Aero Activities

**Saturday, April 11 - 7:30 a.m. - 11 a.m -
EAA Chapter 252 Pancake Breakfast -
Wittman Regional Airport (OSH) - Osh-
kosh.** See flyer.

**Saturday, April 11—Oshkosh Women in
Aviation Cupcake fundraiser, 7:30 - 11 a.m.**
taking place at the EAA Chapter 252 Pancake
Breakfast. Cupcakes just \$1 each! Proceeds bene-
fit the chapter's Spirit of Flight scholarship.

**Wednesday, April 15, 6:30 p.m. New Berlin
Public Library.**

John Dorcey will present "Dick Bong, Poplar's
Ace." Bong, a Wisconsin native, was one of just
16 Wisconsin Medal of Honor recipients during
World War II. John will share many fascinating,
little-known facts about America's Ace of Aces.
Stick around for a limited edition, collectible gift
at the presentation's conclusion. The library is
located at 15105 West Library Lane, New Berlin,
Wisconsin.

**May 11 - 13, Wisconsin Aviation Confer-
ence - Radisson Hotel, La Crosse.**

60th annual conference, hosted by the Wisconsin
Airport Management Association, Wisconsin
Aviation Trades Association, Wisconsin Business Aviation Association, and numerous consultants and
vendors. Numerous networking opportunities and diverse topics, such as pilot retention and growth, air-
port revenues and relationships, etc. Visit www.WIAMA.org for more information.

**June 21, 2015 Wings & Wheels Rain or Shine - 8 a.m. to 3 p.m. Sheboygan County Memorial
Airport (SBM) - Sheboygan Falls, Wisconsin.**

Sponsored by Sheboygan EAA Chapter 766, the Aviation Heritage Center hosts more than 70 vintage
automobiles and 30 unique aircraft every year on Father's Day. Here's your chance to get a close-up look
at one-of-a-kind cars and airplanes. Meet pilots and car owners while enjoying food and beverages sold by
local vendors. There are even vintage boats and model railroads. No admission charge.

Wittman Airport - Oshkosh Fly-In Drive-In

Aircraft on Display!

-S.J. Wittman Birthday Celebration- Pancake Breakfast

April 11, 2015

7:30 - 11:00 A.M.

Wittman Airport Terminal
20th Ave. Oshkosh, WI

Sausage, Scrambled Eggs,
Milk, Juice, Coffee, and all
you can eat Pancakes!



Adults \$7.00*
Children under 10 - \$3.00

* Free for pilots of homebuilt
aircraft who fly in.

FREE AIRPLANE RIDES!
(EAA Young Eagles)
For kids ages 8 - 17
with parent permission.
9:00 to 11:00 A.M.
Weather permitting

Hosted by EAA Chapter 252 and Wittman Regional Airport

Visit our web site at: www.EAA252.org
or contact us through e-mail at: EAA252@gmail.com