



WFC Pilot

Volume 1, Issue 6

August/September 2013

Next Meeting:

Tuesday, September 3, 2013
6 p.m.

Club Hangar C5
Wittman Airport (KOSH)

Details here

September Sponge Down

It's likely we'll have good weather for our September meeting, so we've planned another plane wash & wax. The details are like others: Meet at the Club Hangar C-5 at 6 p.m. Gather airplane washing paraphernalia, our buckets, sponges, brushes, and cleansers. Taxi N7770G to the fire house, rinse the airplane, and then start cleaning. With a good turnout, it takes about 20 minutes to wash the plane.

Taxi 70G back to the hangar, dry it off, apply wax, and remove. By 7 p.m. we're ready to begin our brief business

meeting. It's that easy!

Truly, keeping N7770G clean would be a lot bigger job if we didn't have so many dedicated, hardworking members showing up to help. Your participation is much appreciated!

After the plane wash, Club President Tim Lemke will lead us in a safety discussion, topic to be decided. Watch for a email reminder from Tim about the meeting and the safety topic.

Please plan to attend—it's a great way to enjoy the company of your fellow members! And who doesn't like waxing an airplane?



N7770G wouldn't stay so shiny clean without your help. Hope to see you at the next meeting!

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Flying Wisconsin

EAA AirVenture Oshkosh offers dozens of opportunities for connecting with others. I attended the AOPA Flying Club Network breakfast and heard a lot of good information from representatives of flying clubs. The more I heard, the more I appreciated how good it is to be a part of a flying club.

WFC holds a plane wash & wax each month in warm weather, and it feels more like a social event where we happen to clean an airplane. In one club, members are assessed a \$75 fee if they don't show up for their plane washes, and they only wash their three airplanes twice a year.

I also learned that some clubs have more restrictive overnight/weekend policies, but most are similar to WFC, where common sense prevails. Some clubs have requirements

to fly a minimum number of hours per quarter. When they do, they become eligible for a safety incentive of \$10. One club in California has nearly 1,000 members, and offers some 45 airplanes, from a Cessna 150 to a Cirrus.

One of the more interesting discussions was about judging the effectiveness of a club. "Focus on the members," is how one club leader put it. "Measure the energy of the club," was another, and it made me think about WFC. For me, the energy in our club is so positive and welcoming that it's the most important reason to be a member. We have members with quite varied backgrounds, yet we all support and respect each other and get along just fine. We have a great airplane in N7770G, easy access and scheduling, and excellent flight instructors. As I "measure the energy" of the club, I rate it high, because of all these things.

My opinion: We have a pretty good deal going here, being a part of Winnebago Flying Club! I would like to hear your thoughts on this subject. Or, if you have any thoughts about potential club activities, or things you like (or even dislike), please drop me or Club President Tim Lemke a line. Your input may make club membership an even better experience, so don't hesitate to send your thoughts and ideas.



More than 100 people attended the AOPA Flying Club breakfast.

—Rose Dorcey



Club Pres Tim Lemke

Did You Know...
...that 17 WFC
pilots flew N7770G
80.1 hours in July?
That's a new
record!

Wish List

Occasionally we have a need for an **air compressor** in the hangar to inflate tires or perform other minor tasks. If you have a small air compressor to sell to the club at low cost (or even donate), or if you know of one that's available, please contact Tim at 920-836-3856. Thanks!

Tim Talks

I've been doing quite a lot of flying over the summer months, mostly instructional flights. And even though I fly on a very regular basis, I continue to be amazed at how much I *don't* know. The safety presentation at last month's flying club meeting is a good example.

I have hundreds of flight hours in N7770G, yet until John Dorsey identified and explained the function of every antenna on the airplane, I was uninformed and misinformed on a couple of the antennas. I'm wiser now, thanks to someone who is willing to share his knowledge with others. For those members that missed John's presentation, you missed a golden opportunity to become more knowledgeable about the airplane we fly and enjoy.

When sitting in the right seat as an instructor and observing other pilots, it often seems so easy and obvious how to do everything correctly. Yet on those occasions when I'm flying recreationally and having total control of the airplane all

by myself, I often discover that it's easier to recognize the errors others make than it is to avoid making those same mistakes myself.

I flew to the Brodhead Airport last Saturday to attend the wedding of my niece. I didn't do everything perfectly. Not long after takeoff I discovered that I had set the transponder switch to the "ON" position instead of the "ALT" position that I had intended. Lesson learned. The mid-afternoon flight was in quite turbulent conditions, which made it a real challenge to hold a constant altitude. Why is it so hard? I would expect any of my flight students with more than a dozen or so hours to be able to hold altitude within ± 100 feet. But I was really working hard to stay within that tolerance.

The return from Brodhead to Appleton was in the evening when the air was much smoother, so altitude control was far easier. But I made another mistake on this leg when I attempted to call Madison



Approach Control to request flight following, only to discover shortly after making the call that I was still on the Brodhead CTAF frequency. Another lesson learned (or I should say re-learned).

What's the point of this story? Simply this. Flying is a very demanding activity that requires a high level of skill and knowledge. Continuous learning, both on the ground and in the air, is mandatory in order to maintain one's proficiency to fly safely and enjoyably. I try to make it a point to learn something new on every flight, and rarely does it happen that I don't come away without some new insight on the art of flying. I hope you do the same. Fly often, and keep learning.

Meeting Summaries

A lot has been happening in the Winnebago Flying Club in the last several weeks. And since we didn't have a separate August issue of *WFC Pilot*, here's a brief summary of our activities and other items of interest.

Our plane, N7770G, received two good washes & waxes at the July and August meetings, thanks to the many members who came to help. We are happy to welcome several new members to Winnebago Flying Club, including **Craig Schueller**, **Frank Juedes**, and **Al Follendorf**. At our August meeting, one of our newer WFC members, **Stephen Knudson**, introduced himself and shared de-

tails of a recent flying job he performed during which he flew a professional photographer for an aerial photo business.

We were also happy to welcome prospective member **Jason Kossel** of Appleton. Jason has four hours of flight training and is looking for a good place to continue his flight training.

Club members also discussed the annual **Wittman Regional Airport Open House** and **EAA Chapter 252 pancake breakfast**, which will be held September 14 from 7:30 – 11:30 a.m. We are looking for approximately eight volunteers to staff our

club's information table for two hour shifts each. Please contact **Tim Lemke** to let him know how you can help. Your job description is easy, you'll talk with airport visitors about flying and how great it is to be a member of Winnebago Flying Club! This is an important promotional event for our club so we hope to get plenty of volunteers.

Club members voted to increase the hourly rate of N7770G from \$83 to \$85 to cover rising fuel costs and to maintain economic feasibility. A number of maintenance items



have been performed, such as oil changes, routine inspections, tire replacements, a left flap replacement, and rollers replaced on both flaps. We have a very well maintained airplane!

After both the July and August meetings, we learned some helpful information about airplane antennas and conducting Young Eagles flights.

Eric Abraham gave a great presentation at the July



Photos by Rose Dorcey



**Airplane Antenna
Photo Scavenger Hunt**

Antenna Test

This will be an easy test for our members and friends who attended the August meeting. For those who didn't, you didn't think you would get off that easily, did you? Look at the antennas and mark the photo's number next to the correct antenna listed below. Some may be used more than once. Answers on back page.

- _____ Transponder _____ Localizer
- _____ Comm _____ ELT
- _____ GPS _____ Marker Beacon
- _____ VOR _____ ADF Sense Antenna
(This may be a trick question.)
- _____ Glide Slope

meeting about procedures and tips for Young Eagles flights. In addition to serving as our club's maintenance officer, Eric serves as Oshkosh EAA Chapter 252's Young Eagles coordinator. Eric gave some valuable information about the details of giving such flights and how to ensure their safety. He also inspired more than one member to give more

Young Eagles flights. **John Dorcey**, as noted in Tim's message, gave a talk about airplane antennas and shed light on why they're placed where they are. Above, test your knowledge, and contact John if you would like to learn more, at 920-385-1483. Lots happening, as you've read. What a great club! 🗣️



Talkin' antennas.

MEMBERS *In Action*

Another New Pilot! Brendan Stormo

Congratulations to WFC Member Brendan Stormo, who passed his private pilot checkride on July 17. Brendan's flight instructor was John Dorcey and he took his checkride with Harold "Duffy" Gaier in Marshfield, Wisconsin.



Brendan Stormo after his first solo flight in January.

Here's Brendan's flight training story, in his own words.

Joining WFC made my flight training practically turn-key. After attending my first meeting with John Oberg in August 2012, it felt like a great group of pilots who were fun, professional, and who seemed to love flying. Living in Fond du Lac, I wanted to advance my training from Oshkosh because it was a towered airport and it was where I caught the aviation bug when I was 10 years old.

As I became familiar with the club and expressed my desire to license I met my then-to-be CFI, John Dorcey. Having taken lessons in the past at Fond du Lac County Airport (KFLD) and some forgotten lessons in California quite a number of years back, I had an idea of what kind of CFI would be good for me. John was every bit that perfect instructor! Flying practically his whole life and an aviation career full of experiences that amaze me (and spark a tad of jealousy for such an exciting career doing what he loves) was more than enough for qualified credentials. His down-to-earth personality, great sense of humor, eagerness to teach, and aligned philosophy of teaching well beyond the practical testing standards made having him mentor me a bonus!

My goal was to license by May or June of 2013 so John

and I went to work quickly, beginning just before Christmas 2012. Going through the syllabus of lessons was exciting. The amount we needed to cover, both practical flight time and reading amount, seemed daunting at first. Some days felt like I would never get

all the techniques down, then a few days or week later, maneuvers that challenged me would suddenly come together.

If I had to summarize to just a few, the things that were most helpful over the 7-month journey, they would be:

- 1) Regularly training; two, three and four days per week
- 2) Consistent studying of reading material through the process (which seemed overwhelming at times).
- 3) WFC benefit of having access to the plane on a pretty open schedule, relatively speaking, during the week.
- 4) Using the Gleim and Jeppesen Knowledge Test Guides for Written Test study and the ASA Practical Test Standards and Oral Exam Guide were invaluable in ensuring I was on track and hopefully exceeding what was needed to test successfully.

July 17, 2013 was the date of my Practical exam and I chose to use Pilot Examiner Harold "Duffy" Gaier based at Marshfield Municipal Airport-Roy Shwery Field (KMFI). The week leading up to the practical felt like a roller coaster. Some days I felt ready and prepared, and then I would stumble on a question or two and



Brendan (center) received hardy congratulations from Designated Examiner Duffy Gaier (left) and his CFI, John Dorcey.

think I needed more study or more practice in the air. The day arrived and John assured me I was ready, only to second guess myself following a poorly executed maneuver while en route. I was nervous. Fortunately, Duffy sensed my nervousness and did a great job of trying to put me at ease.

In all, the 2.5 hours of oral seemed like 30 minutes and the hour long flight went well, overall. The time in the air went fast so when he said to turn around and head back to MFI, I wasn't certain if the error or two I made had failed me. Arriving back to the ramp, Duffy shook my hand and offered congratulations. Hearing those words felt surreal and I wanted to say many things, but instead I answered with a smile and a hearty thank you.

Having been flying on my own since then a number of times, I still hear John's voice while I'm flying. At moments it still feels surreal to have finally achieved the license but mostly because it's been a dream that took 32 years to finally realize. I plan to use the license for personal and business travel. The next rating I'd like to get is the seaplane/amphibious. We'll look at IFR after I get more VFR hours logged. 🌍

Welcome New Members

Frank Juedes was accepted as a new member of Winnebago Flying Club at our July meeting. Frank is a licensed pilot. He works for JJ Keller Company in Neenah.

Al Follendorf also joined Winnebago Flying Club in July. Al is a licensed pilot from Neenah. He is currently building a Sonex Waix. Read more about Al in the "Member Spotlight" column on page 7.

Craig Schueller joined as a regular member, also in July.

Welcome Frank, Al, and Craig. We hope to share more about your flying goals and activities in a future issue of *WFC Pilot*.

**Send your news to
WFC Pilot!**

Carrie Forster Returns to Flight Training

Carrie Forster started training with Club CFI Tim Lemke recently. "So far, so good," she says. Here's Carrie's story, in her own words.

I started flight training almost 15 years ago. I made it through first solo. At that point, various things in life got in the way and I stopped training. The last flight I did before I stopped was a dual cross country, and it was a group flight of all women pilots, the week before AirVenture. The pilots met in Janesville, and flew in loose formation to Oshkosh. I have a video clip of my landing because the flight made the local news. It was pretty cool.

Even though I discontinued training, I continued to be an

aviation enthusiast along with the rest of my family. My husband, WFC Member John Forster, has his private certificate and is working on two building projects. Our daughter, Jessica, is working in California as an aerospace engineer and is also building a plane. She and her dad are both building Sonex airplanes and have a friendly competition going to see who finishes first. I've supported their aviation interests, attended AirVenture annually since about 1995, have incorporated aviation into my classroom as an elementary teacher where I could, and have just continued to be interested in aviation.

Recently, John and I became empty nesters. Our son,

Alex, who has autism, moved into a group home in January. He transitioned beautifully and we see him a couple of times a week. But now I have more time on my hands than I've experienced in 25 years. I decided the timing was perfect to resume my flight training. I'm excited to learn something new, and to push myself in a new direction.

I enjoy flying, and am really enjoying the whole process of learning about the airplane and what to do as a pilot. I love the people we've gotten to know through aviation, and am looking forward to strengthening those connections and making new ones, now that we're in this new phase in our lives. 🌟



We're happy that Carrie Forster has returned to flight training.

A Flight with the Aeroshell Aerobatic Team

Hannah Hunt, the 16-year-old daughter of WFC Member Joel Hunt, got to ride with one of the Aeroshell Aerobatic Team members during EAA AirVenture Oshkosh 2013.

Hannah wanted to become a pilot before she took the aerobatic flight and is even more excited to do so now! She was excited to go on the flight and she took a lot of great photos. She's shared

some of them here. Congratulations, Hannah.



WFC Member Curt Carter sent this photo of Eric Abraham, who is flying with foggles in N7770G as he trains for his instrument rating. Curt quickly snapped this photo while acting as safety pilot for Eric. Eric is working with WFC CFI Tim Lemke. Best wishes to Eric for continued success!

Dorcey Elected Chairman of SAFE

WFC Member John Dorcey has been elected Chairman of the Society of Aviation and Flight Educators (SAFE). Dorcey was elected during the organization's annual board meeting on July 28 in Oshkosh, Wisconsin.

As chairman of the national organization, Dorcey will lead the board of directors in carrying out its mission of creating a safer aviation environment through enhanced education. The national organization provides aviation educators with

mentoring, support, and professional accreditation. By providing quality educational materials and other resources, seeking a reduction in aviation accidents, increased professionalism among aviation educators, and lifelong learning by everyone involved in aviation.

Congratulations, John.



The DG and Me

By Keith Myers



Keith Myers, DPE

The heading indicator, or as it is sometimes called, the “DG” tells the pilot which direction the airplane is “headed.” This can be confusing for pilots because the way the airplane is headed and the way it is going can be some degrees apart. Another issue is that when a pilot “sets” the heading indicator he or she may use the compass or the number painted on the runway they are about to depart on as a reference. Close perhaps, but not accurate. The compass is not always accurate because of deviation errors and the runway numbers can be off by a bunch. Look up the Atlanta Hartsfield airport: Five parallel runways and three different direction numbers!

So, when we are setting the heading indicator to a “known” reference, it ends up being close. Just as well since most gyroscopic heading indicators (like you fly with in the club airplane) suffer from something akin to ADD (Attention Deficit Disorder.) These types of heading indicators wander from their set heading over time. This is called precession, and because of this the pilot needs to remember to check and reset the indicator from time to time. It turns out that our heading should be consistent first and super accurate second.

Some heading indicators are “slaved.” This means they simply work for a hidden master that lives in the tail cone of the airplane. This “master” keeps track of magnetic heading for the pilot and is removed from many of the magnetic disturbances in the front of the airplane. Another good thing is that the master updates the slave continu-

ously, reducing our need to remember to reset the indicator. Slaved indicators work well but are more costly.

The electronic heading indicator is the best. This indicator uses a AHARS (Attitude Heading and Reference System) unit to keep track of heading. No vacuum pumps and no gyros to worry about. The AHARS unit is located elsewhere in the aircraft (often in the rear) and uses black-magic and pixie dust to provide all the information a pilot needs for an accurate heading. Glass panels usually contain this magic.

If you look at the heading indicator in your airplane you will notice that there is an airplane painted on the glass. That little touch can be a big help. The number under the nose is the heading. And since we are not worried too much about technicalities we can infer that is the way we are going as well. The tail of the airplane tells us where we are coming from. When the tower asks us for our position we can look at the indications at the tail of our painted on airplane and pick out the closest letter and reply (Let’s pretend it is “N”) that we are so many miles North of the airport. If the tail or the nose happens to fall between two letters just combine them like Northeast or Southwest. Telling a controller that you are heading 223 degrees may sound impressive but

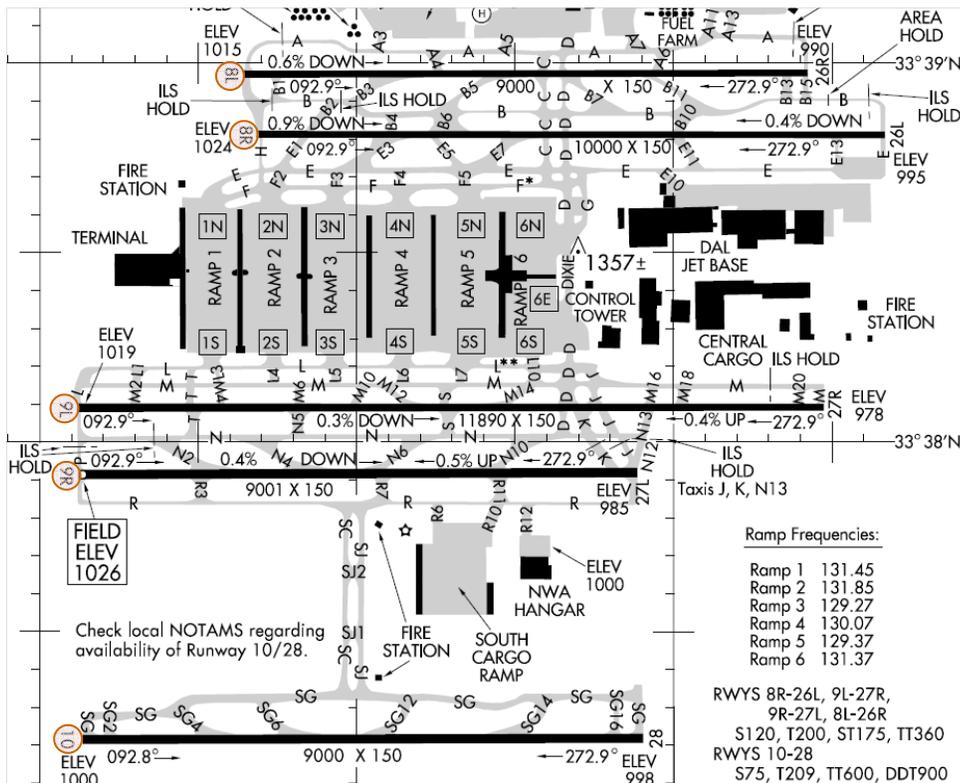


“Southwest” is more helpful.

If you are given a runway to expect, say Runway 30, you can look for that number on the indicator to help see your orientation to it. If you are to report downwind than that same number (in this example, 30) will be on your tail position when you are downwind. When you turn onto the base leg, the runway number will be on your wing tip position, left wing for a left base and right wing for a right base. Helpful, since you can’t see the runway when turning in a high wing airplane.

Of course when you turn final the runway number you have been chasing around the dial should be close to the pointy end of the painted airplane. It’s a good idea to look out the window and make sure that same number is painted on the runway you are about to land on. It can be embarrassing if you forget that last part.

Atlanta Hartsfield airport: Five parallel runways and three different direction numbers! What’s with that?!



Member Spotlight

Al Follendorf

Occupation or Job Title: Financial Advisor.

Where did you grow up? La Crosse, Wisconsin.

Latest book you've read: *Flight of Passage*, by Rinker Buck.

Favorite book? The Bible.

Favorite airplane: Waix by Sonex Aircraft.

How did you get interested in aviation/your aviation background: Model airplanes as a youth, and then the U.S. Air Force.

My other hobbies, besides aviation: Hunting, golfing, building a Waix, and boating.

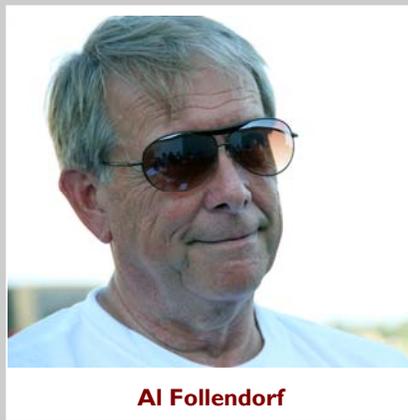
If I could be King for a day, I would: declare it Al's day and go flying.

I would love to trade places with God (and why): I would remove all evil and destructive forces in the Universe.

Name one thing most people don't know about you: You're not getting the one thing out of me!

Favorite quote or words of wisdom: I intend to live forever...so far, so good.

What do you like about being a member of Winnebago Flying Club: Sharing flying experiences.



Al Follendorf

Meet your fellow members in each issue of
WFC Pilot.

Meet
WFC Member
Al Follendorf

Please be sure
to fill out your
Member
Spotlight
form and send
it to the editor.

Thanks!

Note: The editor has
published all the
member spotlight
forms she has
received thus far.
Please send yours
today!

Fatal Crossing

The mysterious disappearance of Northwest Flight 2501 and the quest for answers

By V.O. van Heest

Sixty-three years ago on June 23, 1950, Northwest Airlines Flight 2501, a Douglas DC-4, crashed during a severe storm into Lake Michigan near South Haven, Michigan. Flight 2501 was scheduled to operate between La Guardia Airport, New York City, and Seattle, Washington, with en route stops at Minneapolis/St. Paul and Spokane, Washington.

With the loss of NWA Douglas DC-4, Fleet No. 425 (N95425) and all 58 souls on board, Flight 2501 ranked as the worst U.S. commercial aviation disaster at the time. V.O. van Heest, Director of Michigan Shipwreck Research

Association (MSRA), and a team have diligently searched for the lost airliner. The decade long expedition to locate the submerged wreckage is a joint venture between MSRA and famed author Clive Cussler's National Underwater and Marine Agency. The search area has covered more than 300 square miles.

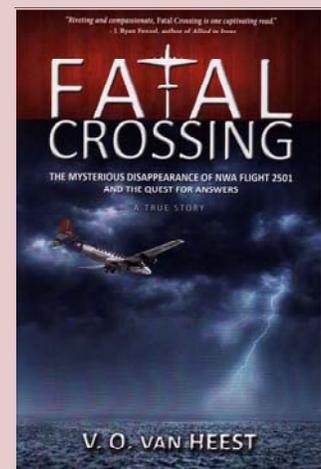
Fatal Crossing is the sixth book by van Heest, an award-winning author, diver, explorer and historian. Weaving past and present together through meticulous research and heart-rending interviews, van Heest paints a captivating portrait of the victims, vividly recreates

the last few hours of the flight, and reveals that the answers are often found in unexpected places. The text is one of the most thoroughly researched, fascinating, exciting, and well written books I've ever read. It is an intensely personal story. I give *Fatal Crossing* my highest recommendation.

Fatal Crossing is now available at www.in-deptheditions.com or write In-Depth Editions, P.O. Box 8484 Holland, Michigan 49422.

Reviewed by Chuck Boie,
Director, Mitchell Gallery of
Flight, General Mitchell Int'l.
Airport, Milwaukee.

Book Review





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or call 920-385-1483.

Answers to Antenna Test on Page 3:

Marker Beacon	1
Transponder	2
Comm	3a, 4a
GPS	3b
ELT	4b
VOR	5
Glide Slope	5
Localizer	5
ADF Sense	3c

A good source of information
about aircraft antennas is on
the **AOPA flight training**
website:
[http://flighttraining.aopa.org/
students/presolo/special/
antenna.html](http://flighttraining.aopa.org/students/presolo/special/antenna.html)

We're on the Web
winnebagoflyingclub.com

facebook



Facebook.com/WinnebagoFlyingClub
@WinnebagoFlying on Twitter

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.

Spring, summer, and fall monthly meetings are held on the first Tuesday of each month at 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.

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

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

Aviation Events

Join **Mission Aviation Fellowship (MAF)** on Saturday, September 21 for a scenic motorcycle ride through the **Northern Kettle Moraine**, led by the Christian Motorcycle Association. The ride starts and ends at the **Aviation Heritage Center (AHC) of Wisconsin**. The AHC is located at the Sheboygan Memorial Airport, N6191 Resource Drive, Sheboygan Falls, WI 53085.

Ride2Fly benefits the isolated people MAF serves around the world by providing funds that keep MAF flying! Registration is \$25 for rider/bike, and \$10 for passengers. Registration includes a Ride2Fly patch and a meal. Ride begins at noon; check-in starts at 10:30 a.m.

- Coffee and donuts provided at check-in
- Scheduled fuel stops
- Ice cream break in Dundee
- Post ride meal and an MAF presentation at the AHC
- A pledge per mile fundraiser challenge, with prizes for the most funds raised (see details online).

For more information contact Jack Erdmann at 920-207-5173. Register online at www.MAF.ORG/ride2fly-wisconsin.

Photo by Paul Bohnert



N7770G at Central County Airport, where Paul was having lunch.

Wittman Regional Airport Open House and EAA Chapter 252 Pancake Breakfast, Saturday, September 14, from 7:30 - 11 a.m. in the airport terminal building. Sausage, eggs, beverages, and all you can eat pancakes (\$7 adults \$3 children under age 10). Young Eagles rides (ages 8 -17) from 9 - 11 a.m.

The **Oshkosh Women in Aviation chapter** will hold its third annual **Frosting for Flight Cupcake Competition and Cupcake Sale** on Saturday, October 5, in the conference room at Wittman Regional Airport from 1 - 3 p.m. The event raises funds for the chap-

ter's Spirit of Flight \$500 flight scholarship. Plan to compete, or attend, to help raise funds for this scholarship.

If you can't attend the competition, the chapter will be selling cupcakes at the Wittman Regional Airport Open House and will also have a booth at the **Oshkosh Farmer's Market**, Main Street, on Saturday morning, September 21.

Central County Airport (68C) continues its fine lunch-time menus and offers a great opportunity for WFC pilots to land on a grass strip. If you're not comfortable doing so, contact a WFC flight instructor to go with you. **Fridays at noon.**