



WFC Pilot

Volume 2, Issue 8

August/September 2014

Summer Meetings:

First Tuesday of the Month
6 p.m.

Hangar C5 (North Ts)
Wittman Regional Airport
Oshkosh, Wisconsin.

Next Meeting:

Tuesday, September 9
Details here →



Good, Clean Fun - Winnebago Flying Club Style

There isn't anything that could be more fun than washing and waxing a Cessna 172. If you've never done it, what are you waiting for? Your next opportunity to do so is on Tuesday, September 9 at 6 p.m. Meet at the club hangar (C5) and then we'll taxi 70G over to the firehouse for some good, clean fun. Buckets and brushes will be provided, you only need to bring your willingness to help out with this easy task.

With enough help, the entire cleaning process takes about an hour. We'll follow that up with a brief business meeting and then a riveting discussion: "A Review of the Club's Variable and Fixed Expenses." Actually, that should be an interesting talk, provided by our club treasurer Sara Strands.

We encourage all of our members to attend.



Flying Wisconsin

By Rose Dorcey

One of the greatest joys of flying is sharing it with those we love. John and I did that recently. It was one of those flights that was especially memorable and meaningful.

As you may know, my daughter is a Dominican Sister teaching in Denver. This past summer she began studying for her masters degree in Rhode Island, and then after her studies had two weeks to rest at a retreat in Nashville before coming back home to Wisconsin. She let me know before her arrival that she was so well rested she would be ready for an active home visit.

I put together an ambitious schedule and we carried it out. We went for a boat ride and a bike ride, and took in a Brewers/Cubs game at Wrigley Field. We played pickle ball (she beat me), prayed at several Masses, reunited with family and friends in Wisconsin Rapids, had our favorite dishes at Belts' Soft Serve in Stevens Point, and spent two days in Minneapolis with Logan, her one-month-old nephew (my grandson). Though hectic, we had such a great time! The best part was our evening flight in N7770G.

Before she entered the convent, Sister Maria Caeli had flown with me in Cessna 150s and 172s. She had even taken a flight lesson in Wisconsin Rapids. That was her last GA flight. It was an extremely bumpy ride, and she decided not to pursue a private pilot certificate. This time though, the air was as smooth as the Lake Winnebago water on which we had just boated. We flew to Green Bay and requested to circle over Lambeau Field. A huge Packers fan, Sister liked that a lot, and we recalled her Punt, Pass, and Kick appearances there and games we had attended when she was younger. We witnessed God's good works in a gorgeous sunset and the region's beautiful lakes and rivers. She asked a lot of good questions about flying, and thoroughly enjoyed the flight. After the flight, and the next day, she asked more questions, and confidently commented, "I could do that, learn to fly." Of that I have no doubt.

As we left the airport, I realized how much she had enjoyed it. I still can't quite describe the overwhelmingly good feeling that came over me. Maybe it was gratefulness, or just pure happiness, but I can confirm this, it was an extraordinary feeling being able to share something that's so meaningful to me, with someone so special to me, and know how much that person enjoyed the experience.

May you all have the opportunity to share this same joy with those who are special to you.



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TIM TALKS



Club Pres Tim Lemke

Lessons Learned (The Hard Way)

You've heard it said before that you must learn from the mistakes of others because you won't live long enough to make them all yourself. So in that spirit I relate to you just a couple of the many mistakes I've made as a pilot, and which y'all can learn. None of these incidents seriously jeopardized safety, but they were dumb mistakes that could have and should have been caught before they happened. Confession is good for the soul, right? So here goes.

1.) A number of years ago, while on a flight with a private pilot from Appleton to Green Bay in a rented Cessna 152, we experienced a "thumping" sound on the outside of the airplane when we were about half way to our destination. Thinking that we may have a loose fuel cap, we slowed the airplane down and checked out the rear window for any visible fuel. We saw nothing and smelled nothing.

Next we checked to see if the end of one of the seat belts was pinched outside in the door and the loose end was perhaps flapping against the side of the fuselage. We gave a visual check of the seat belts

and really couldn't see anything unusual. And so we continued the short distance to Green Bay and landed uneventfully.

After landing, a thorough check revealed that, indeed, an end of the seat belt on the pilot's side had been pinched in the door and the 10 or so inches of belt outside the door had been thumping against the fuselage, causing a very loud and disconcerting noise.

Lesson learned: Secure any unused seat belts and make sure the ends are not hanging out the door.

2.) I was on a dual instructional flight with a student pilot, planning to perform takeoffs and landings in a Cessna 172 at Appleton. This student had not soloed yet, but had about 10 or 12 hours of experience and had demonstrated the ability to perform a preflight inspection proficiently on numerous occasions. I did not monitor this student's actions during the preflight, since I fully trusted that the preflight inspection had been performed with the same degree of care as on previous flights.

Shortly after the first take-off I detected the strong aroma of 100LL aviation gasoline,

which got my immediate attention. When I looked out at the inboard trailing edge of the right wing, I saw a plume of fuel vapor and suspected immediately that the fuel cap was loose or missing. We continued flying the remainder of a normal pattern, landed, and taxied back to the hangar. A post flight inspection revealed that the fuel cap was unsecured and only the safety chain kept it from being completely lost. In that one trip around the pattern we lost an estimated six gallons of fuel.

Lesson learned: Always check that the fuel caps are correctly installed and secured before each flight. It has been my practice ever since this incident to take one last look at both fuel caps just before I enter the airplane.

I have a bunch more stories I could tell. But I'm more interested in hearing from other club members. What lessons have you learned "the hard way"? If you're willing to relate them to me, I'll write them up for a future newsletter and you can share your lessons learned the hard way with other club members. You can remain anonymous if you wish.



Photos by Rose Dorcey

August Meeting Summary

Our August 5 meeting was called to order at 7 p.m. at Club Hangar C5, following a wash and wax of 70G. The following members and guests were present.: Curt Carter, Tim Turner, Russ Brodtke, John Forster, Al Follendorf, Blaine Vander Wielen, Chris Matheny, Mike Clark, Doug Koehler, Bill Cudnowski, Rose Dorcey, Sam Wiltzius, Sara Strands, Keith Myers, Kyle Strands, Tim Lemke, and Brendan Stormo. Thank you to all who helped wash and wax 70G. And a big thanks to new member Blaine Vander Wielen who brought soft drinks and

homemade cookies.

Sara reported that 23 WFC members flew 55.9 hours in July. She also reported that current membership numbers are: 33 regular, 12 associate, 3 family, and 4 college members.

Maintenance Officer Eric Abraham said that 70G's oil was changed July 18. The pilot's side inside door handle has been reported as lose, but does not seem excessively so. Club Member Dennis Hinz conducted troubleshooting of the intercom system in late June, but was not at the meeting to report findings. The phone jack on right rear seat was

previously reported to be inoperative but seems to work now.

Rose Dorcey shared information about the Wisconsin Flying Hamburger Socials, reminding members that the events take place several nights per week throughout Wisconsin and the weekly location varies.

Keith Myers provided some good information about our club's aircraft insurance policy. Keith made it clear that the safety of the pilot and any passengers is more important than any potential worry of "breaking" the airplane.

August Meeting Photos



A nice size crowd was on hand to wash and wax N7770G. We even got to see Sam Wiltzius, who happened to be in town for a job-related meeting and stayed long enough to join us. It was a beautiful night, and five members rode their motorcycles to the meeting.

July Meeting

Our July meeting, held on the 8th, was our annual summer "Pizza Meeting" with the club picking up the tab for delicious Little Caesar's Pizza. Curt Carter, Chris Matheny, Brendan Stormo, John Stanton, Eric Abraham, Gary Geisler, Russ Brodtke, Mike Clark, Sara Strands, Tim Lemke, John Dorcey, Rose Dorcey, Blaine Vander Wielen, and Jennifer Vander Wielen. Sarah reported that Keith Myers, Chris Matheny, and Mike Clark (below) joined the club this month. Blaine Vander Wielen attended to learn more about the club and meet its members. Sarah reported that N7770G was flown 19.7 hours in June. Eric Abraham provided details about N7770G's recent maintenance: Main gear tires were replaced in June. The battery was "weak" a couple times during June, which may have been loose terminal clamps. The rudder return spring and co-pilot's interior door handle were both replaced on July 3. Dennis Hinz conducted troubleshooting of the intercom system in late June, but was not at the meeting to report findings. Tim noted that at the very least, the volume control knob on the right side does not seem to do what the manual says it should do. Tim reminded members who will be parking at the north T-hangars during EAA AirVenture to not block access to the service door immediately south of Club Hangar C5. This is a storage area for fire department supplies. For our safety discussion, John Dorcey led an informative discussion about aircraft tires.



My 'Flight' to a Private Pilot Certificate

By Carrie Forster

As recent empty nesters, my husband, John, told me I had to get a hobby. I decided to learn to fly. He'd been flying for 20 years, and our daughter got her pilot's license her freshman year in college. Their passion had rubbed off on me, and I was up for a new and different challenge. With our kids out of the house, John and I had time to devote to flying. I contacted Tim Lemke, and started training in early July, 2013.

My goal was to finish my training this summer. As a teacher on summer break, I had time to immerse myself in learning to fly and preparing for the test. When the day for my private pilot practical test arrived, it brought with it a case of nerves and low ceilings. After countless beautiful, VFR days in August, the morning of August 20 was not filled with blue skies. Keith Myers was my flight

examiner, and we met at Platinum Flight Center in Appleton at 8 a.m. for the oral portion of the test. While we were going through the test in the pilot's lounge, two charter pilots came in. Keith told them what we were doing. They joked, "Don't ask us any questions, we don't know the answers!" Taking the oral with an audience didn't do anything to calm my nerves, but the pilots quickly fell asleep and Keith and I continued our work.

One of the great things about my training and my final hours of test prep was that Tim spent a lot of time telling me what the testing situation would be like, and talking through that process as we practiced our maneuvers. I felt well prepared when the time for the test came. Keith also gave me plenty of information. He sent me testing guidelines and an outline of the information to be covered during the oral. I made sure to do my homework and arrive at our meeting with all paperwork in order, cross-country flight planning complete, and my reviewing done. Keith walked me

Congratulations...

...to Carrie Forster, WFC's newest private pilot. Carrie successfully completed the practical test on Wednesday, August 20, 2014, with Designated Pilot Examiner Keith Myers. Carrie was flying a Piper Cherokee 180 that is owned by Carrie and her husband, John. The ceilings weren't very high throughout the morning hours, but by the afternoon the weather conditions had improved, which allowed Carrie to complete the test. She flew out of Outagamie County Regional Airport (KATW) in Appleton, where their plane is based. Great job, Carrie!

Tim Lemke Earns NAFI Master Instructor Accreditation

The National Association of Flight Instructors (NAFI) is proud to announce that NAFI member Tim Lemke has earned accreditation as a NAFI Master Flight Instructor. This is Lemke's Seventh Master Accreditation.



Tim Lemke with N7770G.

Tim has been fascinated with airplanes and aviation from the time he was a small child, growing up on a dairy farm near Green Bay, Wisconsin. He began pursuing that aviation interest in his mid-twenties by earning his private pilot's license in 1976. Lemke continued his training by obtaining an instrument rating in 1985, followed by a commercial pilot's license in 1987 and the flight instructor license in 1988. Lemke now has accumulated more than 5,200 flight hours including more than 4,200 hours of dual instruction given and has recommended more than 75 pilots for practical tests.

Lemke is the current president of the Winnebago Flying Club based at Wittman Regional Airport in Oshkosh, a position he has held for the past dozen years. He is also a representative for the FAA FAAS Team and a member of the National Association of Flight Instructors, the Aircraft Owners and Pilots Association, and the Experimental Aircraft Association. Lemke serves on NAFI's Master Flight Instructor Board of Review, and was awarded NAFI's Jack Eggspuehler Award in 2013.

Lemke retired from Gulfstream Aerospace Corporation in 2011 where he was the manager of the Manufacturing Engineering function at Gulfstream's Appleton, Wisconsin facility. He has a Bachelor of Science degree in Industrial Arts Education from Stout State University.

Lemke continues to be active with flight instructional activities at both the Appleton and Oshkosh airports. He specializes in primary and instrument instruction and also provides tailwheel instruction and specialized instruction for the Garmin 430/530 GPS.

Send Your News!

Be sure to send your news to *WFC Pilot* so we can share your accomplishments with your fellow members. News of ratings, certificates, or any honors are most welcome. Thank you!

Adi Fenrich Selected as Spirit of Flight Scholarship Recipient

WFC Member Adi Fenrich has been selected as the Women in Aviation Oshkosh Chapter's Spirit of Flight scholarship recipient. Adi said she hopes to use the \$500 scholarship for a tailwheel checkout. The scholarship was presented during the WomenVenture Power Lunch at the Theater in the Woods on Wednesday, July 30 during EAA AirVenture 2014.



Photo by Jeane Fenrich

Will Fly for Food

WFC Members John & Carrie Forster and John & Rose Dorcey met up for dinner at the Wisconsin Flying Hamburger Social on August 6 at the Stevens Point Municipal Airport (KSTE). John and Carrie flew their Cherokee, while John and Rose flew N7770G.

With beautiful flying weather, at least 40 airplanes arrived, along with dozens of pilots, passengers, plus drive in traffic, too. Both couples had a great time and talked with many friends. The socials



continue to be popular events throughout central and northern Wisconsin, attracting many people to the airports that host them. The events begin in June and end in late August or early September, depending on location.

Runway Safety Action Team Meeting at Wittman Regional Airport

Wittman Regional Airport (KOSH) and Midwest ATC Services will conduct a Runway Safety Action Team (RSAT) meeting on Friday, September 19, 2014, at 1 p.m. in the airport's conference room. All airport tenants (that includes Winnebago Flying Club members) are encouraged to attend and participate.

The purpose of the meeting is to review and proactively discuss safety issues and concerns that airport users may have relative to aircraft and vehicle ground operations.

If you have specific issues you would like to address at this meeting, please forward them to Airport Director Peter Moll at pmoll@co.winnebago.wi.us for inclusion on the agenda.

Free and Correct

By Keith Myers

I have seen my share of control checking techniques! My observation is that pilots don't seem to take the check very seriously. Often it is a wiggle of the elevator/aileron control followed by the statement, "free and correct!" I am not sure how they know this when the whole process took but a few seconds.

I believe the control check should be taken more seriously. Departing with a control lock installed or a control rigged incorrectly happens all too often. What happens next is usually not good!

Moving the controls to see that they operate freely is a good idea. However it is also important to take the controls to their full travel limit, fore and aft, left and right, to make sure they do not interfere with such things as body parts (yours and the person in the other seat), kneeboards, iPads, charts, and anything that might have come loose behind the instrument panel, or is lying underfoot. That is the "free" part of the free and correct check.

The "correct" part of the check is to look at and confirm that the controls are moving the proper way in response to the control movement. A helpful trick here is put the thumb of your control-gripping hand up as you move the control. Moving the control to the left has the up-pointing thumb pointing to the, hopefully, up deflected left aileron. Same when you move the control wheel for the right aileron check. When the control is moved aft the up-thumb is pointing at the elevator which should be deflected up, just like your thumb. Don't forget the rudder. No thumb required in this check. In the Cessna, the rudder will deflect as the pedals are deflected, even on the ground. In some airplanes this check cannot be performed due to a "hard" connection to the nose wheel—Cherokees are an example.



Keith Myers, Pilot Examiner

The elevator trim tab should also be checked. This should have been checked during the preflight inspection routine as well as before takeoff. This is often started with the in-cockpit check, before the walk-around begins, where the pilot verifies that the trim control is in the takeoff position. (Usually a neutral setting.) This neutral position is verified during the walk around. The trim indication is again verified in the cockpit before takeoff. You would think having the elevator trim correct is important. It is!

Some hints: If the airplane you fly has a control stick, it is often "stirred" to get to all the limits of travel. If your habit is to "stir," do so in a counterclockwise motion. Moving it clockwise may result in your fist unbuckling the seatbelt. That may result in a frantic grab for some structure so you don't leave the open cockpit of your biplane as you float over the top of a loop. Ask me how I know this.



Photo by Keith Myers

Carrie's story, continued

through the process step by step. Tim said the oral test would be more of a conversation than an inquisition, and that I would learn from Keith in the process. He was right.

Once the oral portion was completed (and I had passed, whew!), we waited to see if the ceilings would lift. We chatted for a while, then Keith left to do some errands and I went to get my plane and taxi it over to Platinum (I started training in the club airplane, but in September John and I bought a 1967 Piper Cherokee, which we've been flying ever since). We met about 40 minutes later. Ceilings were still too low. We decided to try and fly later that afternoon, or on Saturday if the weather didn't clear. About 2 hours later, Keith called me at home. The sky was clear at Oshkosh, and clearing in Appleton. We planned to meet back at Platinum in 30 minutes.

Keith again walked me through what the flight would be like. The sky cleared, and we were able to make our flight. The most challenging part of the process for me was my own nervousness. As a fourth grade teacher, I always tell my students to just do their best and show what they know. I ask them to "show off" for me all that they've learned. I was not good at taking my own advice. Tim advised me to relax and have fun. John and Keith gave me the same message. Despite all of that, I was still nervous. The stakes were high and I wanted to do well.

When we landed, Keith said, "You passed, as long as you don't blow the taxi back to Platinum." I chuckled and was relieved to be finished. I dropped Keith off at Platinum so he could complete the

paperwork, and as I was taxiing back to my hangar, I got a radio message. "To the Cherokee pilot from the Hawker guys, congratulations on your new ticket, now go do something fun with it!" It was from the two charter pilots who had "sat in" on my test that morning.

The flight test was a learning experience. I learned things from Keith that I will take with me in my flying. I appreciated testing with someone I knew, at my home airport that I knew well. If I could change one thing, I would have better heeded the advice to relax and enjoy myself. Tim prepared me well not just for the test, but as a pilot. I enjoyed training with him and will call on him when I need help building new skills. He explained why we were doing what we were doing, and gave me ample feedback and patiently answered my questions. As countless pilots have said before me, now I have my "license to learn". I strive to live up to the expectations Tim and Keith have set for me, and to follow their example. The reason John and I still belong to Winnebago Flying Club even though we bought a plane is the ability to keep a connection with fellow pilots. We share the love of flying, and we learn so much from members that helps us be better pilots.

I wanted to learn to fly to challenge myself in new ways; now I look forward to continuing that challenge and learning something new every time I fly. And I promise, I will relax and enjoy myself!



Member Spotlight

Blaine Vander Wielen

Occupation: Police Officer for Appleton Police Department.

Where did you grow up? Neenah, but I currently live in the Village of Harrison, Wisconsin.

How did you get interested in aviation/your aviation background: My interests came from my father. He was an USAF veteran who worked with B-52s and loved aviation. He was an EAA member for many years and got me a membership when I was very little. Most of my favorite memories with my father were at EAA. Over the course of my life, I have only missed a couple of conventions. Additionally, my father started me with flying lessons when I was 12. I flew for 3 years then stopped when school sports and other things took over my time (in retrospect, not the best choice to stop but what can you do when your 12-15 years old). To this day, EAA AirVenture week is my favorite weeks of the year and I thoroughly enjoy spending it at the EAA grounds with my family.

Latest book you've read and/or favorite book: It has been a while since I read a good book. My favorite book would probably be *Into Thin Air* by Jon Krakauer. I mostly have been trying to get caught up on *Sport Aviation* magazine recently.

Favorite airplane: There are so many from different categories. I really enjoy vintage airplanes with the round engines. One of my favorite is the Stinson Reliant. One of the first airplanes I remember flying in was a Stinson Reliant that was at the Pioneer Airport. My father and I took a ride in it and the pilot at the time allowed me to touch the controls. That really kick started the drive to want to pilot an airplane!

I'd love to trade places with a day: To be a fighter pilot in the military. I don't have a specific jet in mind, any would do. Those jets are amazing and I can only imagine the thrill of flying them and during some of the maneuvers that they can handle.

Describe a favorite flying experience: When I was very young, my father and I went to the Pioneer Airport and rode in a Stinson Reliant. I got to ride in the copilot seat at one point during the ride was allowed to hold onto the controls. This sealed the deal for me loving aviation.

If I could be King for a day, I would: Pass it to someone else... that seems like a lot of work and responsibility.

Name something most people don't know about you: I went to college for Math Education and I still hold a current teaching license for grades 6-12.

My other hobbies, besides aviation: It's not a "hobby", but the most important thing is spending time with my wife and newborn daughter. As for hobbies, I play hockey during the winter and play bass guitar.

Favorite Quote: I have a couple: "One person can make a difference, and everyone should try." – John F Kennedy and "Never, never, never give up." – Winston Churchill

What do you like about being a member of Winnebago Flying Club: I have only been a member of WFC for a very short time. From my limited experience, this is a great group of aviation loving people. When I attended the July meeting, everyone was very welcoming and friendly. They made my wife and I feel like we belonged. Everyone was very knowledgeable. Plus, the ability to fly isn't too shabby either.



Blaine Vander Wielen

Meet
WFC Member
Blaine
Vander Wielen

*If you haven't
already, please
be sure to fill
out your
Member
Spotlight
form and send
it to the editor.
Thanks!*



Send your 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, photos, and comments are welcome. What can we do to make *WFC Pilot* even better? Let us know! Send to Rose at skyword@new.rr.com. Thanks!

Meet your fellow members in each issue of
WFC Pilot.



Located at
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*“Flying is the best
possible thing for
women.”*

*Baroness Raymonde de
Laroche of France,
first licensed woman pilot,
8 March 1910*

We're on the Web
winnebagoflyingclub.com



Facebook.com/WinnebagoFlyingClub
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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. 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) 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.

Wisconsin Fly-ins

**September 6 - Cable Union Airport (3CU)
Fall Fly-in, Cable, Wisconsin.** Free pancake
breakfast! (Donations appreciated.) 8 - Noon.

**September 6 - 2nd Annual Timmerman Air-
port Spot Landing Contest & BBQ Lunch 10
a.m. - 1:00 p.m.** Improve your landing skills and
have fun! \$10 suggested donation for two landings
and lunch. Event will be cancelled if VFR conditions
are not present or if surface winds are not 160-280
degrees. FMI: Harold Mester at 414-747-3728 or
hmester@mitchellairport.com

**September 13 - Wittman Regional Airport
(KOSH) Fly-In Breakfast & Airport Expo -**
Wittman Airport Terminal, 7:30 a.m. - 11:00 a.m.
Breakfast of sausage, scrambled eggs, milk, juice,
coffee, and all you can eat pancakes! Adults \$7,
Kids under 10, \$3. Free for pilots of homebuilt
aircrafts who fly in. Young Eagles airplane rides for
kids 8-17, weather permitting. Hosted by EAA
Chapter 252. FMI: Dennis Moehn at 920-810-1046
or email EAA252@gmail.com.

**September 14 - Rotary Fly-In & Drive-In
Breakfast Neillsville Airport (KVIQ) Neills-
ville, Wisconsin.** 8 - Noon. Pancakes, sausage,
and eggs. Adults - \$7, Children 6 to 12 - \$4, Five &
under - Free! Fly-In pilots eat free. Antique cars on
display! More information: Wayne Short 715-238-
7378, email shorts@compsolsite.com.

**September 28 - Boscobel Municipal Airport
Fly-In/Drive-In Breakfast (KOV5).** 8 a.m. -
Noon. Pancakes, sausage, bacon, scrambled eggs,
hash browns, coffee, juice & milk. PICs eat free.
Call Steve Wetter at 608-485-1258 or email:
swetter@wppienergy.org.



N7770G at Neillsville Municipal Airport.

**October 5 - Open House & 99's Pancake
Breakfast, Watertown Municipal Airport
(KRYV) 8 - Noon Pancake Breakfast 10 - 1 Air-
plane rides, static, national weather service, and
radio-controlled airplane displays. FMI: Krys Brown
920-261-4564 Krys.brown@wisconsinaviation.com.**

**October 25 - EAA Chapter 41 Donut Day
Brennand Airport (79C) Hangar 11.** Fly in or
drive to Brennand Airport and join us for coffee, a
soda, and a yummy bit of pastry while seeing old
friends and making new ones. Weather permitting.
FMI: Gene Hardesty hardestyg@yahoo.com.