



# WFC Pilot

Volume 2, Issue 11

December 2014

## Winter Meetings:

First Tuesday of the Month  
6:30 p.m.

Room 138

Fox Valley Tech College  
Aviation Campus

3601 Oregon Street  
Oshkosh, Wisconsin

## Next Meeting:

Tuesday, December 9

Details here

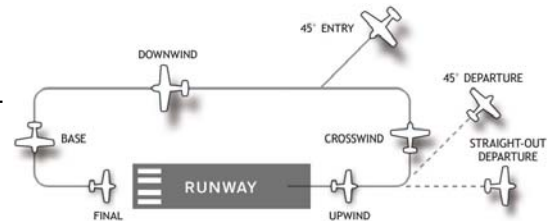
## Flying the Traffic Pattern

### Want good landings? Fly Good Patterns!

The December business meeting of the Winnebago Flying Club will be held on Tuesday, December 9, at 6:30 p.m. in Room 138 at Fox Valley Technical College's Spanbauer Aviation Center. Following our business meeting, Club President and CFI Tim Lemke will present "Flying The Traffic Pattern." You've probably heard or read that a well flown traffic pattern usually results in a good landing. It's true! "Flying the Traffic Pattern" is an interactive discussion that examines

each element of the traffic pattern with the goal of precise and consistently flown patterns. We'll take a look at some of the most common mistakes pilots make when flying the pattern, and provide some tips for avoiding those mistakes. The safety portion begins at approximately 7:00.

FAA Wings credit is available. The public is welcome. Club members are encouraged to invite a friend. For Wings credit, preregister at <https://www.faa.gov/SPANS/events/EventList.aspx>, or check in on the sign-up sheet available at the event.



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## Flying Wisconsin

### By Rose Dorcey

This time of year can become a bit frenzied, attending parties, baking treats, decorating the tree, and all that goes along with the Christmas season. Shopping is so time consuming, and not everyone enjoys the mall crowds. Many of you may have people on your list who are hard to shop for. I propose this: Give the gift of flight. Instead of giving Dad a sweater, or Mom perfume, make a promise of quality time—in an airplane—with Mom or Dad. It promises to be a memorable gift, one they're likely to tell their friends about. Give your Mom bragging rights at her next women's club meeting. "My son took me for an airplane ride," she'll say. "What did your son do for you?" Maybe your brother, sister, aunt, or uncle is an adventure seeker but you haven't yet taken them for a flight. And I bet you have a niece, nephew, or cousin who already has enough toys to fill a room. Take them flying!

Here's how to present it: Open a Word doc and make up a "Gift Certificate" good for a one-hour flight in N7770G. Go so far as to put an expiration date on it, so you'll get it scheduled and make it happen! Personalize it with where you'll fly, such as over their childhood home, grade school, or to a favorite fly-in restaurant. Need ideas? Christmas lights and our state capitol look stunning from the air. A flight over Aunt Dottie's hometown may inspire her to become a pilot. It worked for me; my first general aviation flight was over my hometown, and from the moment we lifted off, I knew I would learn to fly.

This time of year you may hear concerns, such as, "It's too cold to fly," or odd questions like, "You can fly in winter?" or in the case of my fashion-conscious sister, "What should I wear?" Be ready for those questions. Remind them that Santa doesn't take a bus to deliver presents, he flies. Declare to them that flying in winter is often the smoothest flying they'll find (and impress them with your weather knowledge). Tell them, "Of course we fly in winter," and inform them that we do have heaters in airplanes (but urge them to dress warmly). In my sister's case, I recommend the Eddie Bauer line of Women's 650 Premium Down-filled Outerwear, stylish but oh, so warm.

Winter flying may pose challenges, but nothing you can't overcome. Thorough preflight planning and inspections, careful taxiing (always watchful for icy patches), and an awareness of fast changing weather conditions keeps it safe and pleasurable for your passengers. They'll thank you for this gift, it's one they'll always remember. Merry Christmas to you and yours.



## TIM TALKS



Club Pres Tim Lemke

*If you have not previously used either the tug or winch, or even if you've used them previously but are not fully proficient with them, it would be wise to get some dual instruction on their proper use.*

## Cold Weather Ops and “the Tug”

Cold weather flight operations started early this year. Never in my memory have we had to start using the Tanis engine heater for N7770G so early in the season. The entire winter is still ahead.

We can expect over the next four months that there will be occasions when snow and ice accumulations on the pavement in front of hangar C5 will make it difficult to move the airplane in and out of the hangar. Actually, pulling 70G out of the hangar is usually not much of a problem because of the downhill slope of the pavement in front of our hangar. Gravity is helping. Pushing the airplane uphill into the hangar is another matter.

For newer members of the club who may not be aware, the club has a battery powered airplane tug and an electrically powered winch, either of which are effective tools for moving the airplane into the hangar after a flight. If you have not previously used either the tug or winch, or even if you've used them previously but are not fully proficient with them, it would be wise to get some dual instruction on their proper use. Any of the club's flight instructors, as well as the more senior club members, can provide instruction or demonstration as needed. Don't hesitate to ask.

While looking for something in the hangar, I found an engine cowling cover for 70G that I forgot we had. I think it's new and was donated to the club several years ago. I don't remember who made the donation. The new cover replaces the sleeping bag we had been using and fits quite nicely, covering the cowling all the way around, not just on the top. One caution: You'll need to make sure the muffler has cooled before you install the cover so that the heat from the muffler doesn't damage the cover. The old sleeping bag should no longer be used.



### Tips for Winter Operations

—After a heavy snowfall, it may take 24 hours or more after the snow stops before the ramp areas and taxiways have been plowed. Plan accordingly.

—After multiple snow events, snow banks along the edges of the ramp and taxiways can reach a height of several feet, sometimes exceeding the height of the wingtips on 70G. Under these conditions, it's even more important than ever to taxi exactly on the taxiway centerline so that adequate clearance is maintained between the wings and the snow banks.

—Snow-covered or ice-covered ramps, taxiways, and runways can be extremely hazardous. If faced with these conditions, be extra cautious. Use slower taxi speeds, make all turns very slowly, and allow for much longer stopping distances.

—Every year, the pavement right in front of our hangar door and just inside of the hangar door develops a buildup of ice due to the melted snow dripping off the roof and refreezing. We try to keep this ice dam to a minimum by chipping away at it when it develops. However, it's almost impossible to completely prevent or eliminate it. This is a slipping hazard for pilots and passengers. Ask me how I know this.

—Dress appropriately for the conditions. Remember that you'll be outside in the cold for at least 10 minutes or so during the preflight inspection. Common sense dictates that a warm hat, gloves, and suitable footwear are needed. In the unlikely event that you would need to make an emergency off-airport landing, are you prepared to walk a considerable distance in the snow or wait several hours for rescue?



Right: Snow removal operations have begun at Wittman Regional Airport (KOSH) as “Snow 56” clears a runway.

Photo courtesy of Peter Moll

## November 11 Meeting Summary

Our November meeting was called to order at 6:30 p.m. at the FVTC Spanbauer Aviation Center. Members and guests present were Eric Abraham, Tim Turner, Gary Zahn, Dennis Hinz, Sara Strands, Mike Clark, Brendan Stormo, Curtis Carter, Tim Lemke, John Stanton, Bruce Botterman, Andy Miller, Malcolm McClung, Greg Pattison, and Rose Dorcey.

**Club Treasurer Sara Strands** reported a checkbook balance of \$1996.34 and receivables of \$4646. Hours flown in October: 48.8 by 21 club pilots. N7770G has flown just over 400 hours year-to-date. Current membership stands at 36 regular, 4 family, 5 college, and 13 associate.

Andy Miller, director of the recently established aviation program at University of Wisconsin-Oshkosh, presented a possible club opportunity that could be mutually beneficial to WFC and UWO. Andy explained that there are three campus organizations that fall under the umbrella of the UWO aviation program. One of these groups, called the University Aviators Club of Oshkosh, is working to establish themselves as a flying club. They expect to have access to a Cirrus SR20, but that club would not permit primary flight training for its members. A second aviation group, some of whose members have an interest in becoming licensed pilots, could be a potential source of new members for WFC. There is also a possibility that a reciprocity agreement could be established between the University Aviators Club and WFC whereby qualified WFC members may be able to use the Cirrus SR20. There are still many unanswered questions regarding how this all might work. But there is potential for WFC to increase its membership, and perhaps gain access to a second airplane. The discussion is in its infancy and will be an agenda item for the December meeting. Good attendance at the December meeting will help in decision/policy making when or if this idea goes further.

**Maintenance Officer Eric Abraham** provided the following:  
—The Tanis heater should be plugged in when temperatures fall below freezing at night. Use the new outlet on the south wall.



- The beacon light was recently replaced.
- The pilot's PTT switch was relocated from the top to the front of its mounting bracket.
- One main tire was reversed to equalize wear.
- Keith is researching the possibility of replacing the current cowl fasteners with new quarter turn fasteners. (Estimated cost is about \$800.)

**Communications:** The club will again participate in a drive to benefit the Oshkosh Day-by-Day Warming Shelter. The shelter needs juice boxes and kitchen serving gloves. Club members are encouraged to donate to the shelter as we did last year. Bring items to the next meeting, or alternatively, leave them at the hangar. If you choose to leave juice boxes at the hangar, please notify Rose at 920-279-6029 so she can pick them up before they freeze.

Discussion about the recent FAA email regarding the change to sporting event TFRs, which now includes language for UAVs (unmanned aerial vehicles).

**New Business:** Nominations for three officer positions: President and 2 Events Coordinators. This is a two-year term. Incumbents are Tim Lemke, Rose Dorcey, and Brendan Stormo. Brendan will not be able to serve another term. Tim Lemke was nominated for another term as President.

Nominated for Events Coordinators: Rose Dorcey, Jim Hamman, Blaine Vander Wielen, and John Dorcey. Nominations will also be accepted at the next meeting prior to voting.

There was some initial Winter Party planning, with members expressing a preference for the same venue, Mahoneys, as 2013. The Winter Party will be planned in the first quarter of 2015. Rose will handle the restaurant reservation.

**Bruce Botterman of New View Technologies** (see photo above) presented information about proper care and cleaning of N7770G's new windshield. Bruce included recommendations for cleaning products and washing techniques. Of note is that we should only use either a vertical or horizontal wiping motion, never a circular motion. Reason: A circular motion will, over time, cause a more distracting refraction of the sunlight entering the windshield. It was also noted to never lay headsets, knee boards, etc. on the glare shield because these things can scratch the interior of the windshield.

## Girls Day Out

Our December “Members in Action” page just became the “Adi Fenrich” page. We’re happy it did, because these are particularly fun photos to share. Many women—and men—go shopping right after Thanksgiving. Not these awesome gals. Adi took her sister, Morgan, and mom, Jeanne, flying in 70G instead! It was the first time Morgan flew with her big sister since Adi got her private pilot certificate in August, and Morgan loved it!



Do you want to be featured on the Members in Action page? Submit photos of your recent flying activities along with a line or two describing your flight. Send to: [rose.dorsey@gmail.com](mailto:rose.dorsey@gmail.com).

## WFC’s Adi Fenrich Featured in Women in Aviation’s Fundraising Drive

Winnebago Flying Club Member Adisen Fenrich, 17, was recently featured on an envelope that was mailed to thousands of Women in Aviation members throughout the country. The envelope was part of a fundraising drive and highlighted Adi’s most recent accomplishment of becoming a private pilot.

The envelope reads: “Adisen Fenrich, WAI 55309, is a senior at Winneconne High School, a member of the WAI Oshkosh chapter, and most recent recipient of the chapter’s Spirit of Flight scholarship. She passed her private pilot checkride this summer.” The photo was taken by Amanda Norsada, and was part of Adi’s senior photo shoot.

Congratulations, Adi!



# WFC's Juice Box Drive

to benefit the



**DAY BY DAY** INC.  
warming shelter

Oshkosh, Wisconsin



## *Let's Make a Difference*

...in the lives of those who don't enjoy the basic comforts we sometimes take for granted. Winnebago Flying Club members can participate in a Donation Drive this season to benefit shelter guests. Bring your donation of juice boxes to our next flying club meeting on December 9, or drop off items at the club hangar\* by December 15. Once all items have been collected, they will be delivered to the shelter in the name of Winnebago Flying Club.

*Thank you for your generosity.*

\*To avoid freezing of juice boxes, please call Rose Dorcey at 920-279-6029 if you drop off juice boxes at the hangar. Alternatively, the shelter also has a current need of disposable kitchen serving gloves.

## WFC's Donation Drive For the Day by Day Warming Shelter

This time of year many of us think about the things we're thankful for, and how we can help others who are unable to enjoy many of the basic comforts we sometimes take for granted. It's a good time of year to give back to our community. The Day by Day Warming Shelter in Oshkosh provides an opportunity for WFC members to do just that.

For those unfamiliar with the facility, Day by Day Warming Shelter seeks to provide temporary emergency shelter for adult men and women who have no other sheltering options in Oshkosh, according to its website. All services and assistance are offered in the context of the furtherance of human dignity with the primary goal of harm reduction during the coldest weather months of the year. The facility provides night-to-night temporary shelter, a warm evening meal, and a breakfast to its guests. The shelter's philosophy: "As a community we have a social responsibility to care for each other by assuring that everyone has access to resources that help them meet their basic need for shelter."

Winnebago Flying Club members can participate in a donation

drive this season to benefit the shelter. At this time, the shelter is especially in need of juice boxes and kitchen serving gloves. Please bring items to our meeting on December 9, or between now and December 15, to our club hangar. Once all items have been collected, WFC members will deliver them to the shelter in the name of Winnebago Flying Club.

Let's make a difference in the lives of those who have less than we do. Thanks in advance for your generosity. Please contact Rose Dorcey at [rose.dorcey@gmail.com](mailto:rose.dorcey@gmail.com) or call 920-279-6029 with any questions.

For more information about the Day by Day Warming Shelter visit [www.WarmingShelter.com/index.php](http://www.WarmingShelter.com/index.php).



**DAY BY DAY** INC.  
warming shelter

## Blundering into a TFR

By Keith Myers

The TFR, Temporary Flight Restriction, gets a lot of pilots. TFRs are small bits of airspace that get created for all sorts of reasons. They can show up very quickly and disappear almost as fast. Should a pilot fly into one of these, even by accident, the consequence is a 30-day suspension of his or her pilot certificate and a permanent note in the FAA's records!

Most pilots are familiar with TFRs that show up for political reasons, such as a visit by the president of the United States. But TFRs can be created for all kinds of other reasons: hazardous chemical spills, sporting events, wild land fires, major structural fires, train or vehicle accidents, rocket launches, airshows, and the list can go on and on!

Why is it that we hear about pilots getting caught violating a presidential TFR so much and violating a wild land fire TFR not so much? Presidential TFRs are being watched by all the normal ATC radars as well as AWACs, the military radars on board surveillance aircraft.

So, how can we, as pilots, protect ourselves from blundering into a TFR? The simplest answer is call 1-800-WX BRIEF prior to any flight. That's right, any flight, even if you just plan on flying around the Oshkosh area. For a cross-country flight, use flight following in addition to that call to FSS. If you are IFR rated, flying under an IFR flight plan is the best option.

What if I checked for TFRs on my iPad, found none, yet still managed to get into a TFR that was created while I was in flight? Unless you are on a recorded flight briefing, which happens when you call 1-800-WX BRIEF, you will be facing a suspension of your certificate. Using DUAT (the official site) will also produce a time stamp for your login. Make sure you are using your password and that the N-number of your airplane is listed.

It seems cruel, but the FAA has no leeway on the 30-day sus-



pension. The only chance the pilot has (and I got this from two separate FAA inspectors in our Milwaukee FSDO) is to have proof that you called 1-800-WX BRIEF prior to your flight and that you were told there were no TFRs for that area or route of flight. This will be verified by the FAA when they get the tapes from the FSS. This can be tricky. Let's say you called and checked for TFRs early in the morning and were told that no TFRs. You take off later that afternoon and blunder into a TFR that was activated during the time gap from the morning call and afternoon takeoff. You may have lost your chance for forgiveness. The same is true on a cross-country flight. Land for fuel? Better call 1-800-WX BRIEF again before you depart.

Now a 30-day suspension isn't all that bad, it is only a month of no flying. However, if you are a young pilot with hopes of an aviation career, such an incident on your record could be career-ending event. Perhaps you want to buy your own airplane; a violation on your record could affect what you pay for insurance.

It used to be we could look outside, see a beautiful day for flying, pull the airplane out of the hangar, and take off. Those days are gone. Before you decide to go flying in the 21st century take out your cell phone and call 1-800-WX BRIEF. Ask about any TFRs that might affect your flying. The call only adds a couple of minutes to your pre-flight routine.

What if I file a NASA report as soon as possible after I know I have violated a TFR? Will that save me? Not really. The Feds tell me it may influence the suspension issue but not your pilot records. These records will still show a TFR violation. File a NASA report anyway!

The three best things to do before every flight: 1) Call **1-800-WX BRIEF!** 2) Call **1-800-WX BRIEF!** And 3) Call **1-800-WX BRIEF!**



Keith Myers, Pilot Examiner



## Wanted: Your Winter Party Ideas

For the past several years, Winnebago Flying Club members have enjoyed a winter get together in different months, locations, and with varied activities. We've met at the airport, at the Delta, and last year, at Mahoney's Restaurant/Bar. We've played Aviation Jeopardy, Name that Aviation Tune, and Name that Wisconsin Airport. Each event has offered door prizes and icebreaker games designed to help us get to know each other better. We've had some good times, but it's



always good to get new ideas about what our members would enjoy and where they would like to meet. So, before December 15, please contact Event Coordinator Rose Dorcey at ([rose.dorcey@gmail.com](mailto:rose.dorcey@gmail.com)) to share your thoughts about what we should plan for our 2015 gathering. We've already decided to hold it at Mahoney's again this year, now we need your suggestions on activities. Let's make the next party the best one ever; we can do that with your input! Thank you.

Merry  
Christmas

to our members and friends!

## Member Spotlight

### Dan Lenz

**Occupation:** Retired, Owner of Phoenix Precision Machine Co, and retired from the US Army.

**Where did you grow up?** Oshkosh.

**How did you get interested in aviation/your aviation background:** My Father was a pilot in the late '40s through the '60s and he inspired me.

**Latest book you've read:** Good question; not much for reading these days.

**Favorite airplane:** B-17.

**I'd love to trade places with a day:** Not sure, it is a long list.

**Describe a favorite flying experience:** Cross-country flights are my favorites.

**Name something most people don't know about you:** I once worked as a part-time DJ in an oldies radio station.

**My other hobbies, besides aviation:** Amateur radio, hunting, fishing, and brewing beer.

**Favorite Quote:** From my Grandfather: "It takes all kinds to make the world go around," and "There ain't a damn one missing."

**What do you like about being a member of Winnebago Flying Club:** The learning opportunities.



Dan Lenz (right) with WFC CFI John Dorcey.



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

Meet  
**WFC Member**  
Dan Lenz

*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 [rose.dorcey@gmail.com](mailto:rose.dorcey@gmail.com). Thanks!



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[rose.dorcey@gmail.com](mailto:rose.dorcey@gmail.com).

*"If happy little  
bluebirds fly  
beyond the  
rainbow, why, oh  
why, can't I?"*

—E. Y. Harburg

We're on the Web  
[winnebagoflyingclub.com](http://winnebagoflyingclub.com)



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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 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](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@winnebagoflyingclub.com](mailto:info@winnebagoflyingclub.com) to learn more.

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

## A Look Back at WFC Members in 2014



Carrie and John Forster



Sara Strands



Brendan Stormo



John Oberg



Tim Turner



Al Follendorf



Rose Dorcey



Gary Geisler



Don Abel