



WFC Pilot

Volume 3, Issue 8

December 2015

Meetings

Winter Schedule:

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

Fox Valley Technical College
Spanbauer Aviation Center
Oshkosh, Wisconsin

Next Meeting:

Tuesday, December 8, 2015
Details here →

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Takeoff and Landing Performance Charts Review is Good!

Keith Myers will be reviewing the takeoff and landing performance charts for N7770G at the regular monthly meeting of the Winnebago Flying Club on Tuesday, December 8. Many pilot-caused aircraft accidents occur during the takeoff and landing phase of flight. Because of this, pilots must be familiar with the variables that influence the takeoff and landing performance of an aircraft. We could all use some periodic refresher training on this topic.

The meeting will start at 6:30 p.m. at the Fox Valley Technical College Spanbauer Aviation Center on the southeast side of Wittman Regional Airport on Oregon Street. We hope to see you there!



Flying Wisconsin By Rose Dorcey

Occasionally when I'm talking with student pilots I hear anguish in their voices. It happens when bad weather causes a string of cancelled flight lessons. I always tell them not to get down, good weather always returns. And there is a positive side. Ground time offers the opportunity to focus on the upcoming lesson or study for their written test.

Sometimes I tell them about the frustration I felt when I was working on my private pilot certificate back in 1992. The month of December was filled with gray, skuzzy, IFR days. All of my flight lessons that month were cancelled. I only saw the sunshine once that month, when an instrument rated pilot asked if I wanted to go along on a training flight. We popped up above the clouds and there was that glorious bright, warm sunshine. I'll never forget that beautiful day, and how it changed my attitude from gloomy to happy!

The positive message I try to share with student pilots became a good one for me to remember in recent weeks. I became frustrated...last Saturday was the first time in seven weeks that I was able to get back into the Cub that I've been flying down at Hartford. I didn't keep track of every lesson that was cancelled due to poor weather, but it was easily a dozen, likely more. Just when I thought I would finish up my tailwheel endorsement, fall came in like



a lion. Strong wind, low ceilings, snow on the ground at HXF. It was my own bad luck that the days when I was scheduled to fly we had to cancel. In those seven weeks I was never fortunate enough to have a flight booked on a nice day. And if anyone thinks it's difficult to schedule 70G, try scheduling a Cub! Those are popular airplanes down there.

Finally my good fortune returned. I got back in the Cub last Saturday. Logged 1.2 hours and about a dozen landings. That first one, well... let's just say I was like a rubber ball, bouncing along the grass strip. They all got better after that and I was close to getting the tailwheel endorsement, but we needed to do some crosswind landings. The next day I was scheduled to go again. The weather was beautiful. Guess what happened? Flight cancelled. It was *too nice*. Plenty of sunshine. Not enough wind.

Sometimes you just can't win for losing. I'm trying to remain positive.

TIM TALKS



Club Pres Tim Lemke

“The relatively low cost of membership in the Winnebago Flying Club is one of the attractive features of the club that helps us to recruit and retain new members. Would you want to change our dues structure?”

Membership Size vs. Schedule Availability

Only once or twice in the history of the flying club have we found it necessary to put a limit on the total number of members that we can accept into the club. I can recall a period during the late 1980's that we limited the total membership to 40, and used a waiting list to fill vacancies on a first come basis. I'm not suggesting that again put a cap on our membership, but I want to make you fully aware of the current situation.

Our roster of regular members currently stands at 38, several of whom are student pilots. Since student pilots tend to fly more frequently than our private pilot members, the club airplane has seen more than the historical average amount of use in the last several months. Schedule availability may be an issue for some. The challenge has been to strike the proper balance between schedule availability and the desire to keep the monthly dues as low as we can. The \$30 in monthly dues that every regular member pays is used to pay the club's fixed costs, which consist primarily of the aircraft-leasing fee, hangar rent, subscriptions for the scheduling service and the Garmin 430 database updates, and a few incidentals. Those costs will

be incurred regardless of the number of hours the club airplane is used each month. With the monthly dues at \$30, we require a minimum membership of approximately 40 to pay all fixed costs. If we were to limit membership to some smaller number, then the monthly dues would need to increase. The relatively low cost of membership in the Winnebago Flying Club is one of the attractive features of the club that helps us to recruit and retain new members. Would you want to change our dues structure? You can let me know in person or by phone (920-836-3856) or email (tlemke@centurylink.net).

I review the aircraft reservation schedule on a daily basis so I'm fully aware that the majority of reservations are on the weekends when members are not working at their regular jobs. So scheduling the airplane in these busy times requires more advance planning. Most members have been very considerate when scheduling the airplane, but it might be worthwhile to review just a few of the scheduling guidelines. They include:

- 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 Aircraft-Clubs.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.

How often does this happen?

We love this line item from our August meeting minutes: The cost of aviation fuel has decreased over the past few months. The current hourly rate of \$85 now exceeds our actual hourly cost by a few dollars. After a good discussion about the pros and cons of reducing the hourly rate, a motion was approved to lower the hourly rate for 70G from \$85 per hour to \$80, effective September 1, 2015. Woohoo!



First Solos!

One of our favorite things to share in *WFC Pilot* is when a member achieves a flying goal. Several members achieved these goals in recent weeks and we're happy to congratulate you here!

Caylen Dyni (right) completed his first solo on September 25. Caylen completed three takeoffs and landings that afternoon and three air traffic controllers were observing the flights. One from the Oshkosh tower, the others from Hangar C5. Caylen, 17, is the son of Chip and Deena Dyni, who are also controllers at Oshkosh. No pressure, right Caylen?! Congratulations.

Phil Yazbak completed his first solo on November 14. According to CFI John Dorcey, the wind finally let up enough for Phil to complete three solo takeoffs and landings on Runway 18 at Wittman Regional Airport. Dorcey said Phil had been rolling them on all morning and it was time to get out and let Phil fly on his own. Great job Phil!



And a New Private Pilot, too!

Congratulations to WFC member Dan Lenz on earning his Private Pilot Certificate on October 9. Dan took his checkride with pilot examiner Duffy Gaier in Marshfield. It's nice seeing Dan on the schedule as he's taking his wife, Carol, and family on flights around Wisconsin. Great job, Dan!



Good Club Meetings

Winnebago Flying Club members have attended some good meetings in past months. In August, Keith Myers led a safety presentation titled, "A Look Under the Cowling," challenging members to identify various aircraft systems and parts. It was a fun exercise and we learned a lot too. Great job by everyone who attended!



At our October meeting, Wittman Regional Airport Operations Manager Chris Hallstrand gave WFC members a tour of the airport's operations hangar. Chris explained all that goes into keeping the runways clear of snow and ice. The task is completed efficiently with the use of good practices and Oshkosh Corp. equipment. Members were allowed to climb into the "cockpit" of several trucks and learned a lot about what it takes to make sure that we pilots can continue to takeoff and land safely in the winter. Thanks to Chris for the great tour and to John Dorcey for setting up the meeting.

Fun Trips in 70G

WFC Members have been enjoying some great flying weather in the past several months. On July 4, Audra Hoy exercised her freedom to fly and invited two friends to go along, Julia Harrington and fellow club member Rose Dorcey. They flew to Dane County Regional Airport in Madison for lunch at Pat O'Malley's Jet Room Restaurant, and then returned to Oshkosh.

Rose Dorcey flew to Dubuque, Iowa, and then on to Des Moines on November 24. The photos below show the beautiful city of Des Moines en route to 7,500 feet, and crossing the Mississippi south of Prairie du Chien.

Other News

Bringing One Law into the 21st Century

By Amanda Kippert

It's one of those antiquated laws that used to drive the Town of Wyoming Clerk, Carol Myers, nuts. All town meetings had to have three tangible, paper notices posted somewhere in the community—in Wyoming's case, this often meant braving the Wisconsin winters to post fliers on snow-encased bulletin boards alongside winding, country roads.

"After shoveling out snow banks to clear our posting sites, and consistently finding no evidence that anyone other than myself had been there, I knew there had to be a better way to get the word out," says Myers.

The Open Meeting law stipulated that town websites didn't count as legal posting sites, a fact that seemed hardly with modern times and something Myers decided needed to be changed. She started the process last year, writing a town resolution in support of changing the posting requirements and the town board supported it. With the Wisconsin Towns Association help, Myers' resolution—now Senate Bill 137—found the support of 27 of Wisconsin's 33 senators and received a slot at a Senate public hearing at the State capital on May 28 of this year. Myers' testified at the hearing and the bill was passed by the Senate and, in June, by the State Assembly.

On November 11, Gov. Scott Walker signed the bill into law, allowing town meetings and other official notices to earn their legal notice standing by being published on a town website. Postings are also required in one external location for anyone who may be lacking Internet access.

Myers, along with her husband Keith, Town Chairman Burton Brady and Town Supervisor Margie Schmidt, were on hand for the signing. "To me, this bill was really all about better communication," says Myers. "It is the 21st century, after all."



Oshkosh Women in Aviation Name Cupcake Contest Winners

The Oshkosh Chapter of Women in Aviation has found a sweet way to raise funds for its Spirit of Flight scholarship. The chapter held its fifth annual Frosting for Flight cupcake competition and sale on November 14 at Wittman Regional Airport in Oshkosh, Wisconsin. Five bakers competed for prizes in a *Cupcake Wars*-style event.

Three judges, WBAY Meteorologist Jenny Curtiss, The Cupcake Couture Owner Michelle Axford, and Wittman Regional Airport Director Peter Moll tasted each team's cupcake and judged them based on taste, appearance, and theme. Carrie Abraham and Karen Ulrich masterfully carried out an "AirVenture Camp Scholler" theme, baking a S'mores flavored cupcake and decorating their table with a tent and trees. The outdoorsy theme and cupcake was a hit with the judges; they won the first place plaque, appreciative of all the details in the frosting, marshmallow cream filling, and graham cracker crust. Carrie is the wife of WFC Member Eric Abraham, who is a past

Frosting for Flight competitor.

Second place went to Karen Wells and Becky VanRavenstein with their "Chocolate Dirt" cupcake. Employees of CR Meyer & Sons, a building company, the team used trucks, cranes, and boulders to carry out their construction theme. The judges loved their cherry filled, chocolate marshmallow frosted, Devil's Food cupcake and the way the competitors delivered them to the judges: in the bed of lighted, battery operated miniature dump trucks.

The mom and daughter team of Caroline and Mary Reabe took third place honors with their "Captain Caroline Aviation" theme. Eight-year-old Caroline wore an airline captain uniform, while her mom served as first officer. Their Chocolate Peanut Butter cupcake was popular with the judges, with two out of three saying they loved the peanut butter cup baked into the chocolate cupcake. A light peanut butter flavored frosting made a "nice combination of salty and sweet." Miss Oshkosh Outstanding



L-R: Carrie Abraham and Karen Ulrich.

Teen Grace Hageman led the crowd favorite judging and that honor went to the Captain Caroline team. Competitors and chapter members provided cupcakes for sale and more than \$600 was raised for the chapter's Spirit of Flight scholarship fund. The flight scholarship is open to women of all ages who have already soloed and are working on their recreational, sport pilot, private pilot, or commercial certificate, instrument, or multiengine rating; or CFI. Preference will be given to Wisconsin residents, but all who qualify are encouraged to apply.

Several businesses supported the event: David Clark Co., Basler Turbo Conversions, West End Pizza, Wisconsin Aviation Hall of Fame, Benvenutos, and Piggly Wiggly. Wittman Regional Airport sponsored the event. Details of the 2016 competition will be announced early next year.

Sonex Aircraft Establishes Jeremy Monnett and Mike Clark Memorial Scholarships; Seeks Donations

Sonex Aircraft, in conjunction with the Oshkosh Area Community Foundation, has established two scholarship programs to further the memory and legacy of lost team members Jeremy Monnett and Mike Clark. The Jeremy T. Monnett Memorial Scholarship Fund is available to graduating high school seniors from Oshkosh, Wisconsin, public and private high schools who are pursuing degrees in Aerospace or Aeronautical Engineering, Mechanical Engineering, or any other Aerospace-related major field of study. The Mike Clark Memorial Scholarship Fund is available to graduating high school seniors with a passion for aviation who plan to attend Clark's alma mater, Fox Valley Technical College's SJ Spanbauer Center, or other colleges for a degree in the aviation field.

Each scholarship fund will award \$600 annually to a qualifying candidate, and donations are needed to maintain and expand these funds. Sonex Aircraft is asking members of the aviation community and residents in the Oshkosh and greater NE Wisconsin communities to contribute by submitting donations online to the Oshkosh Area Community Foundation.

Donation levels exceeding \$10,000 will allow the scholarships to increase award values, increase the number of recipients per year, or increase the frequency of award disbursement. If the funds continue to grow beyond those levels, fund managers may donate to related

causes or capital campaigns. All funds are held in the Oshkosh Area Community Foundation's investment pool, and foundation committees

solicit student applications and select winning scholarship candidates.

Donations may be made online at the following links:

Jeremy T. Monnett Memorial Scholarship Fund:

http://oshkoshareacf.org/donor_faf.cfm?f=841

Mike Clark Memorial Scholarship Fund:

http://oshkoshareacf.org/donor_faf.cfm?f=842



Be Advised

Due to the start of the reconstruction of Taxiway Bravo at Wittman Regional Airport (KOSH), several NOTAMS have been issued that you should be aware of. Runway 9/27 is closed to touch & go landings until 12-4-15. Runway 5/23 is closed until 6-6-16. Runway 13/31 is closed until 12-4-15. Portions of Taxiway B are closed until 12-4-15.



Preflight Preparation (Tasks G and J)

By Keith Myers

There are a bunch of tasks in Area of Operation I. Task G and J are the last ones I will review.

Let's look at Task G, Operation of Systems. For the private pilot applicant there are 10 systems listed in the PTS that the pilot needs to be ready to describe and explain to the examiner. The examiner is required to test the applicant on at least three of the 10 systems listed. Most of us test on more. Since the applicant doesn't know which systems will be tested he or she needs to be knowledgeable of all of them.

Some systems are quite straightforward, like the Cessna landing gear. Others require a bit more knowledge, like the deicing and anti-icing systems that may be found on the Cessna. Don't think that a simple airplane doesn't have these systems, many do. Example, do you know how ice is prevented from blocking the fuel vent (s) on our Cessna? (An anti-ice system.)

Two systems that take some study are the pitot-static system, and the vacuum system, along with their associated instruments. What runs what? What happens when a system malfunctions? What are the backups to failed components? What instruments are affected? How should the pilot deal with these failures?

Task J covers Aeromedical Factors. The pilot needs to be able to explain to the examiner the symptoms, causes, effects, and corrective actions of eight listed medical issues. Again, the examiner has to pick at least three for testing, and of course, we test more than that. Most pilots know what to do for motion sickness, but what about the effects of dehydration? Can you tell the examiner what the effects of dehydration are? More study!

Area of Operation I and all of its associated tasks is a big area and is a source for much of the oral portion questioning on the flight test. Review this section thoroughly for the particular test



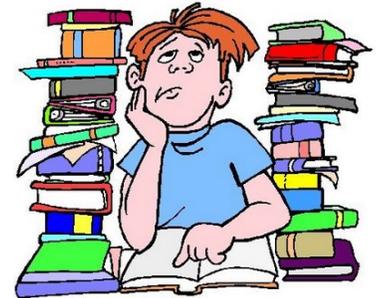
Keith Myers, Pilot Examiner

you plan to take. Remember there are some differences within tasks depending on the certificate you are testing for. Also keep in mind that while all pilots need to exhibit satisfactory knowledge in each task to pass this area, examiners know that the level of satisfactory knowledge each pilot should be able to exhibit varies by license level.

The most knowledgeable of all applicants should be those seeking the commercial certificate.

The PTSs at all pilot levels provide a list of references to help you study. In addition, some examiners even publish a list of sample questions they might ask. Still another resource is commercially prepared guides to the oral exam.

There is a lot to know and it goes without saying that if your plan is to wait until the night before your checkride to cram, that probably won't serve you very well.



Aircraft Scheduling Protocols

The objective for these guidelines is to ensure fair and equal access to the airplane for all members of the flying club. Our scheduling system at AircraftClubs.com is a marvelous tool that works best when all aircraft users are respectful of each other. Thorough and timely communications, along with a spirit of cooperation and collaboration, are essential to make this system work well.

- Reserve the plane for only the length of time you will need it. But allow enough time in the reservation for a thorough pre-flight inspection and post-flight refueling, cleaning, etc. For a flight of one hour duration, it's appropriate to reserve the airplane for 1-1/2 hours.
- 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 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 administrator (Carol Myers) with guidance from the club officers.
- The flying club's board of directors must approve requests for extended reservations that exceed the normal scheduling parameters. Historically, all such requests have always been approved.

Please be cognizant that dozens of pilots are 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?"



Merry Christmas - Happy New Year



Member Spotlight

Todd Schneider

Occupation: Employed with the City of Oshkosh, Water Filtration Plant (drinking water). I have been a licensed Electrician now on 20-25 years and been in the electrical field since the early '80s. Did a 10 year stint with the Air Force, K.I. Sawyer AFB Mich., KC135A crew chief then onto the electric shop.

Where did you grow up? Born and raised in Oshkosh. I do consider the U.P. of Michigan my adopted home. I will retire up there. Married to Lori for 32 years.

How did you get interested in aviation/your aviation background:

I, growing up 3 miles from the airport, for as long as I can remember looked up in awe. I always wanted to be up there. When I was 7 or 8 I had my first ride in an airplane and that sealed the deal. I finally said to myself it was time and started the flight training process. I am almost there and hope to have my PPL early in the new year.

Latest book you've read: *The Martian*—gotta see the movie yet. Anything related to history and biographies about many topics. Also enjoy the sciences, aviation, and model related magazines

Favorite airplane: Almost anything with a round motor!! Would have to say the Sonex, RV Series. I would like to build something at some point! Tough sell with the wife though. :0)

I'd love to trade places with a day: I guess I really wouldn't want to trade with anyone.. Their journey and path are meant for them. Mine is a path that, over time, has lead me to some awesome places and wonderful people. I haven't, up to this point, figured out the meaning of the journey! I am, however, putting the pieces together one day at a time.

Describe a favorite flying experience: All of them! whether it was flying in the back of the 135, a commercial flight, whatever. I have, and do enjoy it all.

If I could be King for a day: I wouldn't! That would be living in Anarchy. I could never be President either, I do not possess the skills needed to be politically correct.

My other hobbies, besides aviation: Participate in the shooting sports, mainly defensive and tactical pistol, along with some long range (500 - 1000 yards) shooting. I also build plastic scale models, mostly aircraft but cars as well and may try some armor . I like to hunt and fish, this is Wisconsin after all, and will pursue these more after retirement.

Favorite Quote: "Ask not what your country can do for you. But rather, what you can do for your country." —President J.F. Kennedy, Inauguration Address, January 1961.

What do you like about being a member of Winnebago Flying Club: As a NEW member, like by 3 months, I am very impressed with the way that I have been treated and made to feel welcome. The members that I have met thus far have been fantastic. I do look forward to meeting more members and building new friendships as time progress. Let alone, the hanger is only 10 minutes from the house.



Todd

Meet
WFC Member
Todd
Schneider

If you haven't
already sent
your Member
Spotlight form
to the editor,
please do so
soon so you can
be featured in
an upcoming
issue of
WFC Pilot.

Meet your fellow members
in each issue of
WFC Pilot.



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!



Located at
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rose.dorcey@gmail.com.

*My soul is
in the sky.*

— William Shakespeare,
*A Midsummer
Night's Dream*
Act V, Scene 1

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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.

WFC 2015

