



WFC Pilot

Volume 2, Issue 2

February 2014

Winter Meetings:

First Tuesday of the Month
6 p.m.

Room 138
Fox Valley Tech College
Aviation Campus
3601 Oregon Street
Oshkosh, Wisconsin.

Next Meeting:

Tuesday, February 4
Details here →

Doc Voelker To Present at Winnebago Flying Club Meeting

We cancelled our January meeting because of the extreme weather, when Dr. Tom Voelker, an aviation medical examiner, was our scheduled presenter. We're grateful that Dr. Voelker fit us into his February calendar. On February 4, Dr. Tom will discuss new developments and current trends in the aviation medical certification world and answer your questions about medical issues you're concerned about.

A pilot himself, Doc Voelker is a family practitioner in Wisconsin Rapids. He and his wife, Kathy, are the parents of four daughters. Tom flies N6224P, a Comanche 250, out of Alexander Field, South Wood County Airport (KISW). His regular column in *Forward in Flight* magazine has helped make Tom a good friend to aviators from throughout the state.

Plan to attend and welcome Dr. Voelker as he flies to Oshkosh for this event. His talk is sure to provide information that may make your next aviation medical exam easier and more efficient.



Photo by Rose Dorcey

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Flying Wisconsin

By Rose Dorcey

In my last column I cheerfully compared the vast amount of resources available to student pilots today, to what was available to me "a few years ago" when I was in training. In the end I admitted that today's resources and technology are great. I'm embracing it, even. Then I promised a report of using our brand spanking new iPad, with ForeFlight installed, of course.

Well, because it's been too dang cold, that didn't quite happen. I mean, I did go flying, and took the iPad Air along, but I wasn't pilot in command. In fact, I was the GIB on this flight (the Girl in Back, if you're not familiar.) Lest you think I let that time go to waste, let me tell you, the time was well spent. John was giving an intro to instrument flying with Brendan Stormo, so as the GIFs (Guys in Front) flew the RNAV (GPS) to Runway 30 approach at Shawano, I followed along on the iPad. It's been a while since I've done any instrument

flying, and it was a great way to help get back up to speed. And wow! The beautiful graphical presentation of the approach we flew, the little blue airplane showing exactly where we were at each moment was just, well, just wow.

I've learned some things since then, on the ground. Where you see the iPad's approach plate overlaid on the sectional (right), you can make the plate more transparent to see the sectional below. That may be more helpful, as far as situational awareness goes. Then again, perhaps it will be too cluttered that way. I'll know more when I actually fly an approach. There is much you can learn by just by playing with it while on the ground, or as a passenger in a car. And I can't tell you how helpful it was to be the GIB, all the while watching and learning. If you have the opportunity to ride in back, learning your new toys while a friend is flying, do it! You'll get a lot out of it.

I'm not the first person to fly with ForeFlight, and you've probably heard similar comments from many pilots. But being the first time for me, I'll admit, ~~this old gal~~ this pilot can't wait to go out and fly a bunch of approaches. Seems like I may even enjoy IFR—and VFR—flights more. When it gets warmer though, and not before!



TIM TALKS



Club Pres Tim Lemke

Winter Flying and Pilot Currency

As I write this month's newsletter article, I'm looking out my living room window, and it's snowing heavily. As you know, this winter's weather has made it challenging to fly on a regular basis. Since early December, I've had to cancel or reschedule numerous flights due to extreme cold temperatures, low ceilings, poor visibilities, high winds, or some combination of all of these. I suspect many other club members have had the same frustrating experience.

But on those winter days when I have been able to fly, I've certainly enjoyed the increased aircraft performance that comes along with the cold temperatures. And the reduced amount of traffic in the winter

months often means that I'm the only pilot in the traffic pattern or in practice area. Many club members have let their pilot currency lapse over the past couple of months. So I want to remind members that if you have not acted as PIC in N7770G (or another C-172) within the previous 60 days, you are required to demonstrate your competence on a dual instructional flight with one of the club instructors.

This requirement is in the club bylaws, and was included to help insure the safety of every user of 70G, as well as the safe operation of the airplane. If it has been more than 60 days since you've last flown, set up a flight with the club instructor or your choice. You can apply the dual instructional flight toward WINGS program credits if you desire.

Piper Factory Tour

My wife and I were in Florida for a week in mid-January. The warmer temperatures we en-

joyed while there were a welcome respite from the harsh Wisconsin winter that we've been experiencing this season.

While in Florida we toured the Piper Aircraft factory in Vero Beach, which is only about 20 miles from where we were staying. The tour takes about two hours, and it's free of charge. The tour allows you to see a close-up view of many of the manufacturing processes and related equipment, which I thought were quite fascinating, though Cathy may not agree. Retired Piper employees serve as tour guides. Tours are conducted both in the morning and afternoon, Tuesday through Thursday only, and you'll need to make a reservation in advance.

You can find the phone number and more information by going to Piper's website at www.Piper.com. You'll also learn about the history of Piper aircraft. If you ever find yourself near Vero Beach, I recommend this tour.



January Meeting

Wait, there was no meeting in January! Because of the extreme weather, wind chills in the negative 40 range, the meeting was wisely called off. So where we usually have a recap of our meetings, instead is a pretty photo. This was taken on January 9 while in the pattern at Wittman Regional Airport. That's the Wisconsin Street bridge crossing the Fox River lower left, and Jackson Street on the right.

If you have photos to share, please send them to Rose at skyword@new.rr.com. We're likely to feature them in a future issue of *WFC Pilot*. Thank you!



Photo by Rose Dorcey

Pragmatic Future to Replace East T-Hangars' Past Hopes

Story and photos by Scott Spangler

When corrugated sheets of galvanized steel were bolted to their structural steel skeleton in 1946, the 10 contiguous T-hangars on the east side of its 300 acres was Wittman Regional Airport's answer to the boom in light airplanes that would surely follow the end of World War II the previous year. The demolition and recycling of the 68-year-old hangars makes way for redevelopment that will pragmatically meet the airport's future aviation needs.

In their passing allow us to eulogize what they represented to a short-lived era in aviation. Focused on victory and the best use of limited resources, the design and manufacture of light airplanes during World War II was limited to the liaison "grasshoppers" such as Piper's Cub, which became the L-4 upon getting its draft notice. With the end of the war, during which the United States trained pilots whose numbers counted well into six figures, everyone predicted an explosion of pent up demand for everything they had long been denied.

In preparation, Winnebago County built T-rooms for the expected newcomers. As the circa-1972 aerial photo above shows, the T-hangars were built square to the Kimberly Clark hangar, which has lived only in memory for several decades. Wittman Flying Service trained those pilots in the Civilian Pilot Training Program before the war and for the Army during it. Surely many of them would keep flying once they returned home to Winnebago County. And many of them did.

The airport must have been full of exciting activity. Steve Wittman placed eighth in the 1946 Thompson Trophy race in a modified Bell P-63 Kingcobra, and the following year Bill Brennand won the inaugural Goodyear race in Wittman's Buster. Even with its clipped wings, the P-63 was too big for the new T-hangars, but Buster would surely fit.

As the operator of the one-armed crawler peeled the corrugated skin off the skeleton, one wonders what other aviation memories were lived in those long-serving hangars. Were the residents a like-minded community who cooked out on warm summer weekends after taking family and friends for sight-seeing rides? Were they willing hands ready to help a neighbor with some preventative maintenance or to be a holding hand for others who were building their airborne dreams?

Reprinted with permission from the Wittman Regional Airport blog. More at: www.WittmanAirport.com.



Photo by Scott Spangler

2014 Winter Party Plans

Soon plans will be made for our club's annual winter party. The event will take place, however, at a later date than our usual mid February. At press time, we're looking at late March. Maybe at that time we can call it an early spring party, if the weather pattern improves!

We need your ideas to make this our best party ever. In the past, we've played Avia-

tion Jeopardy, Aviation Name that Tune, and enjoyed each others' company over a good meal. What would you like to do at the 2014 party? Bowling? Karaoke? A stimulating game of pin the tail on the donkey? (Just kidding). Or should we keep it simple and have a good meal with plenty of time for hangar flying? Whatever it is that you would enjoy, send your ideas about locations, games, or activities.

Please send to WFC Activities Coordinators Brendan at BrendanStormo@gmail.com or Rose at skyword@new.rr.com.

Thank you for your assistance.



Another WFC Pilot Photo Contest!

Theme: Winter Flights



Photo by Rose Dorcey

It's time for another *WFC Pilot* Photo Contest! Seems like the weather just has to get better, so as you're flying in the next several weeks, start snapping some photos. This contest has a "Winter Flights" theme, but your photos can be taken while in the air or on the ground.

We're looking for any scenes that represent flying in winter. Perhaps you have a nice aerial view of a city. Maybe you'll see snow covered golf courses, fishing shacks on Wisconsin's icy lakes (like those above on Shawano Lake) or downhill skiers at Nordic Mountain. There are likely to be some beautiful sunsets in the next several weeks, with glistening snow on trees or melting streams. Maybe you'll make a cross-country flight and find a peaceful airport scene. Maybe the line men have icicles hanging from their beards while refueling N7770G. Whatever you see, get a photo of it, and submit it to enter.

Contest Theme: *Winter Flights*

Entry deadline: *March 31, 2014*

Details: *Photos taken between January 1 and March 31, 2014 are preferred, but will accept photos taken previously.*

- *Please include a brief description of your photo, including when and where it was taken, photographer's name, and any other details to describe the photo.*
- *Prizes will be awarded! (We are looking for prize sponsors so we can offer nicer prizes.)*
- *No more than two submissions per person. Winners chosen by popular vote of Winnebago Flying Club members.*
- *All entries will be published in the April issue of WFC Pilot.*
- *Send your photos to Rose at skyword@new.rr.com.*

Be sure to take your camera along on your next flight! Good luck.

Wisconsin Aviation Hall of Fame Announces 2014 Inductees

Six aviators will be inducted into the Wisconsin Aviation Hall of Fame at a ceremony this fall. Brig. Gen. Peter Drahn (ret.), Vice Admiral James H. Flatley, Jr., Donald Voland, and brothers James, Ed, and Ray Knaup will be honored for their achievements and significant contributions to aviation in Wisconsin.

Brigadier General Peter Drahn (Ret.)

Peter Drahn retired in 1994 at the rank of brigadier general after a distinguished 30-year military career as an Air Force and Air National Guard pilot and commander. He then served as director of the Dane County Regional Airport in Madison for more than 20 years. His combat decorations include the Distinguished Flying Cross, Bronze Star Medal, and 17 Air Medals. He has served as chairman of the American Association of Airport Executives (AAAE) and as executive director of the Wisconsin Airport Management Association. The Oshkosh native is a 1964 graduate of the United States Military Academy at West Point and holds an MBA from the University of Wisconsin-Oshkosh. He currently resides in Arbor Vitae, Wisconsin.

Vice Admiral James H. Flatley, Jr.

Admiral James Flatley was a World War II flying ace and Naval tactician. Born in Green Bay, Wisconsin, Flatley graduated from St. Norbert College. A 1929 Naval Academy graduate who earned his wings in 1931, he was a Flight Instructor at the Naval Air Advanced Training Command at the Naval Air Station, Pensacola. Among other posts, Flatley served as Commanding Officer of the Naval Air Station, Olathe, Kansas, and in July 1952, assumed command of the *USS Block Island*. Flatley earned numerous military awards, including the Navy Cross, the Distinguished Service Medal, the Legion of Merit with Combat "V," and the Distinguished Flying Cross with two Gold Stars. Flatley died in 1958.

Donald Voland

Don was born in Thiensville, Wisconsin, in December 1934. While a student at Iowa State College, Voland earned his private pilot certificate before graduating in 1952. Don graduated with a Bachelor of Science in Business Management and was commissioned as a second lieutenant in the United States Air Force soon after. Ordered to active duty in 1957, Don earned his Air Force wings in 1958. During this time, Don procured plans for a Benson Gyrocopter and became one of the earliest builders of the Benson, modifying the control system to provide a conventional control stick rather than the overhead rotor control as designed by Benson. Don flew the gyrocopter until 1960, when he donated it to the Experimental Aircraft Association. His active duty tours took him to Oxnard AFB (California) and subsequently to Korea. He flew single engine and multiengine aircraft as well as helicopters during those duty assignments before completing his USAF career in December 1962.

In 1986, Don formed his own company, Aero Optics Inc. and based it at East Troy Municipal Airport in East Troy, Wisconsin, where he resides. Don currently holds an ATP, Commercial AS/MEL, CFIA, CFII with Rotorcraft-Helicopter and Instrument Ratings. His logbooks reflect more than 60 years of flying and nearly 20,000 hours of total flying time, equally divided between fixed and rotary wing aircraft, with experience in low-level aerial application, seeding, reconnaissance, photo and video work, survey, cable,

power line and pipeline patrol, passenger and cargo transport as well as mountain operations. His civilian flying has been recognized by the Wisconsin Bureau of Wildlife Management "in recognition of his dedication and commitment to conduct and improve upon aerial wildlife surveys..."

James, Ed, and Ray Knaup

The Knaup brothers were born and spent their early years on the north side of Milwaukee; Jim in 1899, Ed in 1901, Ray a few years later. In the late 1920s, the brothers purchased an Eaglerock, with its 90-hp motor and two-seat front cockpit, with plans to start a maintenance shop and air charter service, offering rides to airport visitors. The Knaups incorporated Midwest Airways in September 1927, Jim as president, Ray vice-president, and Ed secretary-treasurer. They took delivery of their first Ryan Brougham in February 1928. In addition to aircraft sales and service, the Knaups offered flight training, aerial photography, and air parcel service. They stayed together until Ray's untimely death in 1948. Brothers Jim and Ed continued in the aviation industry, and then sold Midwest Airways in the summer of 1966. Jim went west in December 1967, Ed in 1968.

The inductees will be honored at a banquet this October at the EAA Museum in Oshkosh. Details will be announced later this year. The Wisconsin Aviation Hall of Fame has inducted more than 100 men and women since it organized in 1985. Its mission is to collect and preserve the history of aviation in Wisconsin, recognize those who made that history, inform others of it, and promote aviation education for future generations.

Day by Day Warming Shelter thanks Winnebago Flying Club

The Day by Day Warming Shelter appreciates the generosity of Winnebago Flying Club after club members collected much needed goods in December. We received a letter from the shelter on January 10, 2014. It reads:

Dear Winnebago Flying Club: On behalf of the Day by Day Warming Shelter, I would like to thank you for your generous in-kind and \$40 cash donations. Your commitment to helping the Day by Day Warming Shelter is sincerely and greatly appreciated.

Your generosity means a lot to us and to the community as a whole. There is an ever increasing local need for an emergency shelter, especially in the cold winter

months. Thanks to you and others like you, our mission to provide for this need will continue to move forward and make a difference in the lives of many.

We would appreciate your continued support in the future. If you wish to remain an anonymous donor, please contact me at 920-203-4865 or shelteroshkosh@gmail.com.

Once again, thank you for your generous donation and for supporting the Day by Day Warming Shelter.

Sincerely,
Angie McCarthy
Executive Director



Lawn Dart Aerodynamics

By Keith Myers

I keep an old lawn dart in my office to remind me of how an airplane can behave sometimes, and why it is a good thing that it does. Lawn darts have a mass distribution similar to an airplane, heavy up front and light in the back. When an airplane "quits" flying, it becomes a lawn dart.

When teaching aerobatics it is inevitable and predictable that some of the maneuvers turn out in ways not intended. So there's the student: upside down, rolling or yawing or both and trying to get back to some state of normal flight! The wing has stalled, and while the controls move, the airplane doesn't, at least in the way the student wants. Time to become a lawn dart!

Hopefully the student has remembered his or her pre-flight briefing: center the flight controls, brings the throttle to idle, and gives the airplane some time to let gravity act. It only takes a second or two. Sure enough gravity does its thing, the nose finds vertical, the yawing and rolling stop, and the student can now recover to straight and level flight.

When pilots try to make airplanes go where they don't want to go or are incapable of going, a tug-of-war develops between the pilot and the airplane. This struggle continues, with the pilot pulling ever harder on his/her end of the rope (usually the elevator control) until either the pilot wins, or the airplane "wins."

The airplane wins by ending this silly game and simply giving up! The easiest way for the airplane to "give up" is to stall. The pilot is left with the surprise of a sudden end to the struggle between him and the machine. The pilot is now along for the ride, so to speak, as the airplane turns into a lawn dart.

Having the airplane turn into a lawn dart sounds all bad, but it is not. The good news here about becoming a lawn dart is that the airplane goes to a predictable flight regime. All the pilot has to do is relax (yeah, right!), chop the power, neutralize the controls, and wait for the ground to show up in the windshield. Ok, now I know where I am at. Level out and try that maneuver again. Or not.

Of course, becoming a lawn dart at a low altitude is a bad



Keith Myers, Pilot Examiner

thing! There won't be enough time to go from "Relax, let it become a lawn dart," to the inevitable ground impact.

The moral to this story is the tug-of-war analogy. If you find yourself in an airplane pulling on the elevator control or pushing on a rudder more than seems appropriate,

where you sense the airplane is not happy about it, reduce that pressure. If you persist, the airplane will just let go of its end of the rope and you will be left to ride a lawn dart. This is good if you have lots of altitude, bad if you don't.

The airplane will generally give you lots of warnings that it doesn't want to play anymore. It is a good idea to heed these warnings. There will be the buffeting, stall warning bells and lights, that voice in your head saying, "This ain't good!" and/or perhaps, your co-pilot screaming!



Private Pilot Ground School at KGRB

CAVU Flight Academy in Green Bay is offering a ground school for private pilots in cooperation with Executive Air and UW-Green Bay. The class meets each Monday from 6-9 p.m. February 17-April 14. Sherwood Williams is the instructor. Cost is \$300. The class will be held at Executive Air at Austin Straubel International Airport (KGRB) in Green Bay. Registration deadline is February 3.

For more information, visit <http://www.cavuflyacademy.com>.

Beer Drone No More

First Amazon announced plans to make deliveries via drones. Now we've heard that the makers of Lakemaid Beer, brewed in Stevens Point, also liked the idea. The company went ahead with testing and delivery, posting a video on YouTube. That's when the FAA found out, and promptly ruled that its beer delivery drone had to be shut down. Watch the video by clicking the image above.



Congratulations to Luke Lachendro

Many of you may not know Luke, he's not a WFC member and he doesn't live in Oshkosh. But he accomplished something worth mentioning: Luke soloed a Piper Cub on his 16th birthday, on January 29. A Presidential TFR meant that the Cub he flies had to be moved from Luke's home base of Hartford to Dodge County Airport (KUNU) the day before his birthday, but that didn't stop him from soloing. Wind at the time: 17 gusting to 26. Great job! It's great to hear when young people have soloed.



Photos by Jim Koepnick

Member Spotlight

ADISEN FENRICH

Occupation or Title: Student

Where did you grow up? Winneconne, Wisconsin.

Latest book you've read and/or favorite book: *Elsewhere*, by Gabrielle Zevin.

Share a favorite flying experience: My favorite flying experience wasn't exactly a relaxing one. I was flying on a day where scattered rain showers were occurring on and off, and I was trying to get a flight in before the storm came over/near the airport. By the time I came in to land, the winds had picked up intensely, and I had to land the plane with a 36 knot wind shear!

Favorite airplane: Cessna 172 Skyhawk

How did you get interested in aviation/your aviation background: I can't remember how I got interested because no one in my family flies (so I don't have a strong aviation background). However, I did attend my first air show the first year my family rented our house to Sean D. Tucker. I was about 7 or 8. Maybe that sparked my flying interest and I didn't even know it.

If I could change places for a day with someone it would be: No one, because I love who I am, and I wouldn't want to change that.

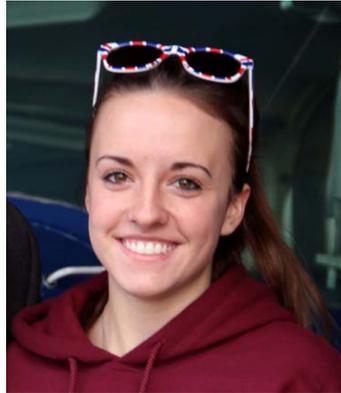
Name something that most people don't know about you: I won first place at two state gymnastics meets.

My other hobbies, besides aviation: Cheerleading, gymnastics, hanging out with friends.

Favorite Quote: "You only live once, but if you live it right, once is enough."

If I could be Queen for a day, I would: fly to as many places around the world as I could.

What do you like about being a member of Winnebago Flying Club: I like being a member of the Winnebago Flying Club because it is helpful to get advice and feedback from experienced pilots. This club helps me understand many different aspects of flying.



Adisen Fenrich

Meet
WFC Member
Adi Fenrich

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

Thanks!

Editor's note:
If you haven't
already, please fill
out your member
spotlight form and
send it in.
Thank you!

Meet your fellow members in each issue of
WFC Pilot.



Happy Valentine's Day!

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 flying photo?

This is your lucky day. 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!



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or call 920-385-1483.

*Fuel in the tanks
is limited.
Gravity is
forever.*

—Anonymous

We're on the Web
winnebagoFlyingclub.com

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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.

Calendar of Events

Saturday, February 8, 2014
EAA Ski-plane Fly-in, 10 a.m. - 1 p.m.

Pioneer Airport, Oshkosh. If weather or snow conditions do not permit aircraft arrivals at Pioneer Airport on February 8, other activities will continue as planned, including complimentary chili and cake, serving begins at 10:30. Contact: Olivia Rasmus, 920-426-6599.



EAA Photo by Brady Lane

Saturday, February 15, 2014
EAA 444 Ski-plane Fly-in, Northport Airport (38WI) Royalton, Wisconsin.

Chili served 10 am – 2 pm. Open to wheeled aircraft. Call ahead for runway conditions: Mat Klatt 920-225-9881

Email: matklatt@hotmail.com

Saturday, February 15, 2014 EAA Chapter 992 Ski Plane Fly-In and Chili Feed, Marshfield Municipal Airport (KMF1) Marshfield, Wisconsin. Home-made chili, ski planes, and fun! Planes on wheels welcome! Call for preferred ski-plane landing areas: Christopher Owens 715-207-0744 Email: president@eaa992.org. More at <http://www.eaa992.org>.

Sunday, February 16, 2014 - 14th Annual Ski Fly In Log Cabin Airport, Mondovi, WI

Starts at 10:00am. Lunch at noon: Chili, Hot Dogs, Refreshments, etc. Doug Ward/Judie Ohm (Owner/Operator) 715-287-4205 or 715-287-3377 S145 Segerstrom Rd, Mondovi, WI 54755

Email: logcabinairport@tcc.coop.

Saturday, March 15, 2014 Wisconsin Light 21st Annual Aviation Safety Seminar.

Registration 8:00am—Speakers 9am-4pm
EAA Founders Wing, Oshkosh. Seminar topics include "Weather to Fly, Getting the Proper Information for Your Flight," and Situational Awareness and You," among others. WFC Member John Dorcey serves as emcee for this event, which qualifies for the FAA "Wings" program. The seminar has no admittance charge via the support of a raffle. Please plan on raffle participation. Lunch will be available. Contact: Carl Greene 715-927-8585. Visit <http://www.AV8SAFE.org> for more information.

