



WFC Pilot

Volume 2, Issue 1

January 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, January 6

Details here →

HAPPY NEW YEAR

Doc Voelker To Present at Winnebago Flying Club Meeting

Following a brief business meeting, Dr. Tom Voelker, an aviation medical examiner, will be our presenter at the January meeting. 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). He's planning to fly into Oshkosh for this event. His regular column in *Forward in Flight* magazine has helped make Tom a good friend to aviators from throughout the state.

Plan to attend to welcome Dr. Voelker to Oshkosh. His talk is sure to provide facts that may make your next aviation medical exam easier and more efficient.



Photo by Rose Dorcey

CONTENTS

Tim Talks	2
Meeting Recap <i>December</i>	2
Runway Designators <i>By John Dorcey</i>	3
Members in Action: <i>Don, Carrie, and Adi</i>	4
Mr. Miyagi and Me <i>By Don Richter</i>	4
WFC and the Day by Day Warming Shelter	5
Ten Things Every Pilot Should Know <i>By Keith Myers</i>	6
Member Spotlight <i>Rose Dorcey</i>	7
WFC on AOPA's Club Connector newsletter	8

Flying Wisconsin

By Rose Dorcey

I became a private pilot in 1992. It's astonishing to me how much has changed since I was a student pilot. Watching and listening as my husband, John, is teaching ground school, I marvel at the many options today's students have, for flight planning, navigation, weather reports, and general study.

For instance, my training took place at Alexander Field, South Wood County Airport in Wisconsin Rapids. At the time, there were no computer based knowledge test centers or CATS options. Along with two other student pilots, I drove an hour north to Wausau to take the written test!

I admit, I did have John and Martha King to help me with my studies back then. They're still around. By the looks of my recent King commercial training DVDs, they haven't aged a bit.

It wasn't until the mid '90s

that the Internet became easily accessible to consumers. Some of my study took place at a brick and mortar library. Aviation weather was not so easy to obtain; I remember checking weather before a flight at the airport on a dial-up connection with a dot-matrix printer spewing out reams of pin-fed continuous paper to tell me the winds aloft and forecast weather at airports along my route of flight. Then I spent several minutes folding and tearing off the half-inch perforated edges to keep it all neat in the cockpit.

There was no GPS navigation in those days, but I did learn to use Loran and NDBs (which came in handy on my instrument checkride) and of course, the VOR, still in use today. In the Cessna 150 I trained in, there was no push-to-talk switch, I used a handheld microphone. A handheld mic? Oh, the humanity! The 150 did have one feature this lipstick-loving aviatrix adored: a rearview mirror. A "makeup mirror" on the panel! I loved it! I didn't need to worry about getting lipstick on the headset mic either. I didn't wear one then.

I'm dating myself, but that's okay, because I'm embracing new technology. Today's students have nothing on me, for I now own an iPad. A 32-gig iPad Air, with Wi-Fi and cellular service. Next came the amazing Foreflight! I'm learning it on the ground (it's so easy), and the amount of quality weather and flight planning information it provides, feet up in my Lazy Boy, when compared to my resources in 1992, is astounding.

I'm ready to try it on a "shakedown flight" and I'll report back here on how it went. I'm expecting it to go well. And though I won't have a makeup mirror in 70G to check my lipstick, I can catch my reflection on the iPad's screen. That's almost as good as the old days.

TIM TALKS



Club Pres Tim Lemke

Voices in My Headset

Happy New Year to you and your loved ones! May you continue to enjoy the benefits of membership in the Winnebago Flying Club throughout 2014 and beyond. I hope to get to know each of you a little bit better this year.

I recently had an experience with the radios in N7770G that has occurred a few times in the past. Maybe this has also happened to you. As you begin to taxi from the north T-hangars to the active runway, and just as you get about even with the south end of the T-hangar rows, the aircraft comm radio begins picking up bits and pieces of an Air Traffic Control (ATC) radio transmission. It's definitely ATC, but it's not the Oshkosh tower or ground controller.

So what is it, and who is it? Is something wrong with the radio? Might you be on the wrong frequency? Is there a poltergeist in the airplane? What's going on here?

The explanation is pretty simple and, no, you didn't do anything wrong. What you're most likely hearing is the con-

troller from Milwaukee Approach Control. It could also be a controller from either Chicago or Minneapolis ARTCC (Air Route Traffic Control Centers.)

There are a series of ATC radio antennas immediately north of the driveway at the entrance to the airport near the fire station (see the photo.) Milwaukee TRACON (Terminal Radar Approach Control), along with Chicago and Minneapolis air traffic control facilities, use these and other remotely located antenna sites in order to provide adequate radio coverage for the fairly expansive geographical areas that they're responsible for.

Under certain conditions, and because of the close proximity of these antennas to Hangar C-5, radio transmissions from these antennas are so strong that the signal can "bleed" into the radio receiver (s) in N7770G and other nearby aircraft and you'll be able to hear MKE approach



Photo courtesy of Tim Lemke

control even though you are tuned only to the OSH ground control frequency. If this happens to you, simply ignore those extraneous radio calls and continue on your taxi route. Once you get a few hundred feet into your taxi route, the interference will disappear.

As I researched information for this article, John Dorcey enlightened me about much of the underground infrastructure of communications and utility equipment that is buried under the grass and pavement of the Wittman Regional Airport property. John has agreed to share some details in a future newsletter article. I think you'll be fascinated and amazed at the complexity and vastness of it all.

December Meeting Summary

The December meeting had a nice size crowd on hand to hear Club President Tim Lemke share tips on using the Garmin 430, assisted by Eric Abraham. Bill Cudnowski, John and Rose Dorcey, Don Abel, Tim Turner, Sara Strands, John Stanton, Brian Rupnow, Kyle Strands, and Gary Geisler attended. The presentation provided a lot of good reminders and information for new and seasoned Garmin 430 users.

Tim Turner received his prize for his winning entry in the first ever WFC Pilot Photo Contest. Frank Juedes' picture of Oshkosh/Lake Winnebago and Adam Patrick's picture of the rolling hills of southwestern

Wisconsin tied for second place. More photo contests will be held in 2014; watch for details.

Club members posed for a photo with their donations for the Day by Day Warming Shelter in Oshkosh (see page 5.)

Maintenance officer Eric reported the oil in 70G was changed on November 26. New main gear tires and the winter baffle were installed. The engine cowling was damaged on November 27, with a temporary repair completed on November 28. Permanent repair will be scheduled soon.

The club nominated, voted, and approved the following club officers/positions for two

year terms effective January 1, 2014:

- Vice-President/Secretary: Curt Carter
- Financial Officer: Sara Strands
- Maintenance Officer: Eric Abraham
- Events Co-Coordinator: Brendan Stormo (to fill the remainder of Paul Bohnert's term.)

WFC members are reminded to use Orion Flight Service at KOSH for fueling N7770G. Call 920-424-8090, or radio frequency 130.525. Orion will refuel 70G right at the hangar, a nice plus in the cold winter months.



Tim Turner received a flight review, an hour of ground and an hour in the air with Club CFI John Dorcey. Tim Lemke gave a great presentation.

Runway Designators

By John Dorcey

Runway designators or numbers are part of a runway's markings. This discussion focuses on the runway designator. Most of us are aware that Runway 4/22 at Wittman Regional Airport (KOSH) was recently changed to 5/23. What some of us may not know is the why behind the change.

Runways are numbered (or designated) in reference to the magnetic north pole. (There are a few exceptions for runways located very near the magnetic poles which are referenced to true North.) After a runway is built, its bearing is measured to the nearest ten degrees +/- 5° relative to magnetic north. That measurement is the runway designator. Runways with a bearing of less than 095° magnetic have a single-digit runway designator. All other runways have two-digit designators.

As Bob Dylan once sang, the times, they are a-changin'. Same is true for runway designators; they would never change, except the magnetic poles move! When I was a student pilot the Agonic line or 0° of variation ran along the western edge of Lake Michigan. Today, that same line runs along Wisconsin's western boundary. See the map below. The National Oceanic and Atmospheric Administration (NOAA) measures runway bearings every few years at public-use airports across the country. The average movement at Oshkosh is about .1°W every year. See the circled note in the taxi diagram below right.

We can assume that about every 10 years the runway bearing changes a degree. Further, after about 50 years, or less, the nearest 5° limit will be reached and the runway will need to be re-designated. Runway re-designation is not unique to Oshkosh. Recent changes to Wisconsin runways include Appleton, Janesville, La Crosse, Madison, and Wisconsin Rapids.

For More Information

Learn more about airport markings in paragraph 2-3-3, Runway Markings, of the Aeronautical Information Manual.

This NOAA site provides more info:
<http://www.ngdc.noaa.gov/geomag/declination.shtml>

An interactive declination calculator is located at
<http://magnetic-declination.com/>

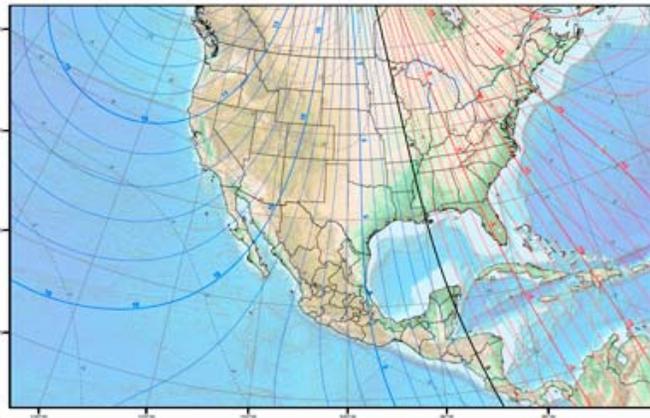
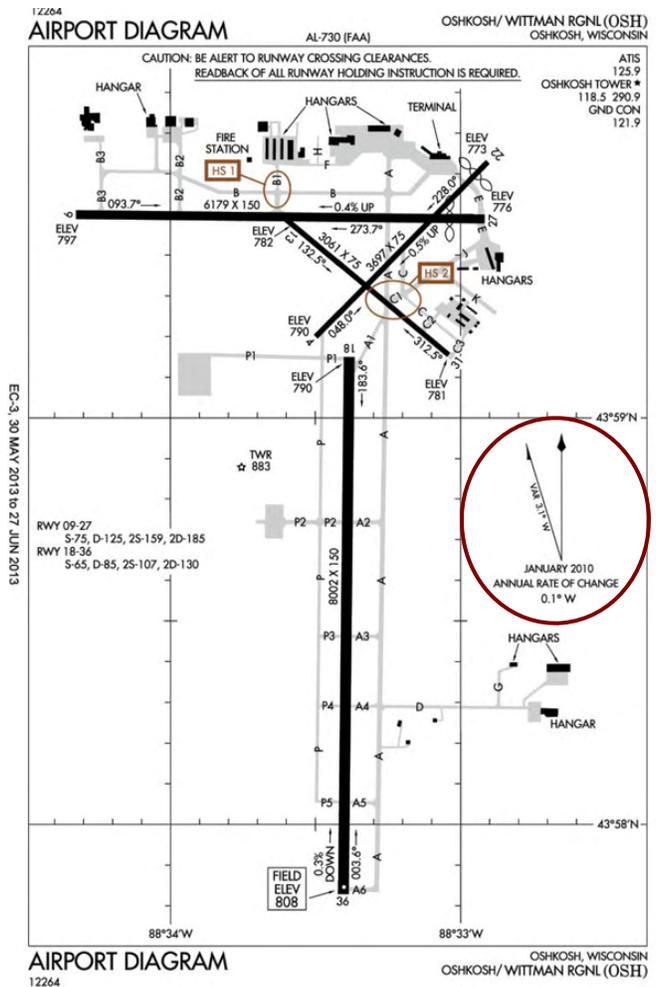


Photo by Rose Dorcey



MEMBERS *In Action*

Welcome New Members

We're happy and privileged to welcome two new members to Winnebago Flying Club, **Travis Stephens** as a Regular member, and **Trevor Johnson** in the College/Student category. We're happy to have you on board, Travis and Trevor! We're hoping to introduce you to our club members in the next issue of *WFC Pilot*.

Congratulations All Around New Pilots, New Solos

CFI Tim Lemke is proud to announce that Don Richter passed the check ride for his private pilot's license on Wednesday, December 18. Keith Myers was the designated examiner. Despite some very strong winds aloft and significant turbulence in the vicinity of Oshkosh, where the flight originated, Don persevered and now becomes the newest private pilot in the Winnebago Flying Club. Congratulations, Don!

December 1, a Sunday afternoon, provided the perfect climatic conditions for a first solo. While technically not her first solo, Adisen Fenrich soloed 7770G for the first time. She had a little extra pressure, both Mom and Dad were watching and filming the big event for the 16-year-old, said

her CFI, John Dorcey. Congratulations, Adisen!

Carrie Forster executed three very nice solo takeoffs and landings on November 29 at the Outagamie County Regional Airport (KATW) in Appleton, flying Carrie and John's Piper Cherokee N1599R, according to her flight instructor, Tim Lemke. Conditions were close to perfect with light winds and minimal traffic, but it was COLD! Carrie didn't seem to mind.

"It was an awesome day to



Photo courtesy of Tim Lemke

After passing his private pilot checkride, Don receives congratulations from Pilot Examiner Keith Myers.

solo," Carrie said. "Light winds while I practiced with Tim, then they turned calm when it was time to go by myself. The sky was blue and there was no one else in the pattern. Conditions made it really easy."

Congratulations to all!



Flying, Mr. Miyagi, and Appreciation My flight training experiences

By Don Richter

When I was about 10 years old my mom sent me and my brother up for a plane ride in a Cessna at Chicago Midway Airport (KMDW). I thought it was the neatest thing. I never really had a goal to fly but was always fascinated with the concept. I lived for a while near Chicago O'Hare International Airport (KORD) and loved to watch the planes land.

During my time in Oshkosh, I participated in working with Habitat for Humanity. While working with Habitat I became friends with WFC Member Eric Abraham. During all the time we spent together I didn't realize he was a pilot until one day he invited me to go for a ride at night. After the flight, I was hooked. Eric introduced me to the club and in-

structor Tim Lemke. After my first flight with Tim I was determined to learn, but wasn't really sure if I could ever fly a perfect pattern for Tim, let alone land the plane on the centerline. (As I laugh...)

My experience of learning to fly was definitely a challenge. If you have ever seen the movie *The Karate Kid* and his instructor, Mr. Miyagi, to me, Tim was like Mr. Miyagi. He always expected nothing but perfection each flight. I laugh now but he taught me so much and would not accept anything but consistent flying. He was patient, he was direct, but most importantly, he wanted me to succeed.

I look back now at the days of my first landings and my go-arounds. I knew I would even-

tually do it, I was just worried that we would have to retire the plane before that day.

All I can say now is, "Thanks Tim! Thanks for all you have taught me!" And thanks, Eric, for getting me hooked and costing me all this money!

It is nice to say I am a pilot but what I learned from Tim and Pilot Examiner Keith Myers is that we are all student pilots each time we fly, always learning. I am proud to be one of you.

Do you have a story to share about your aviation experiences? Send them to the *WFC Pilot* editor! skyword@new.rr.com



Photo courtesy of Carrie Forster



Photos by Rose Dorcey

Top: Carrie Forster was as happy as could be after soloing N1599R, the 1967 Piper PA-28-180 Cherokee that she and her husband, John, purchased in the summer of 2013. She soloed at Outagamie County Regional Airport in Appleton in November.

Center and above: Adisen Fenrich soloed N7770G in December at Wittman Regional Airport in Oshkosh. Her parents snuck back to the airport to see her fly solo, and after the solo, greeted her with hugs and warm congratulations. Adisen previously soloed a Cessna 172 in Appleton before joining us at the Winnebago Flying Club.

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

The Day by Day Warming Shelter in Oshkosh provided an opportunity for WFC members to give back to their community by participating in a donation drive. Due to your generosity, two dozen bags of much needed and appreciated goods were delivered to the shelter on December 16, 2013.

Club members gave generously, making a difference in the lives of those who have less than we do. Items were collected from December 1-15.

Many items were collected, using the shelter's online wish list, including:

- Cereal bars
- Oatmeal
- Coffee
- Coffee creamer
- Drink cups
- Warm gloves and hats
- Men's socks
- Lipton tea bags
- Styrofoam coffee cups
- Hot chocolate packets
- Disinfectant wipes
- Foot powder
- Instant hand/foot warmers
- Men's underwear
- Shampoo
- Paper Towels

- \$40 cash
- Disinfectant Spray Cleaner
- Hand Warmers
- And more...

Thank you to all who gave to this important cause. 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. Learn more at www.warmingshelter.com/



2014 Winter Party Ideas

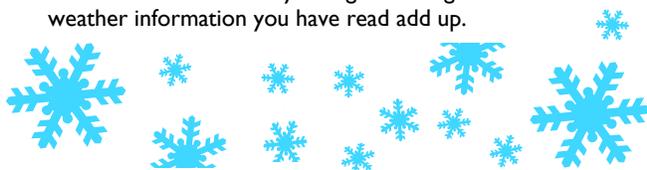
Soon plans will be made for our club's annual Winter Party in February. We need ideas to make this the best party ever. In the past, we've played Aviation Jeopardy, Aviation Name that Tune, and enjoyed each others' company over a good meal. What would you like to do to make the 2014 party the best ever? Bowling? Karaoke? Locations, games, and activity ideas are welcome. Please send to WFC Activities Coordinators Rose at skyword@new.rr.com or Brendan at BrendanStormo@gmail.com. Thank you!

Ten Things Every Pilot Should Know

By Keith Myers

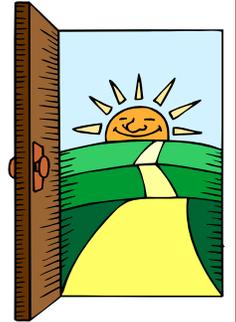
Actually, pilots should know many more than just 10 things. These 10 items, however, can go a long way toward making you a better pilot. (Not necessarily in rank order.)

1. **Think “push” not “pull.”** When pilots are in trouble they need to remember to push and not pull. This mentality helps in many ways. Pushing the control yoke usually reduces the angle of attack! Pushing the throttle in gets you more power! Push the cabin heat in to eliminate that source of carbon monoxide! Push a rudder to save the day! Push, push, push!
2. **Get really good at crosswind takeoffs and landings.** Most loss of control accidents happen during these events. If you are feeling a bit uncomfortable about dealing with crosswinds, find a flight instructor who isn't, and get some additional dual.
3. **Pay attention to detail!** The little things will get you, such as trim not set for takeoff, or the tachometer shows a drop for no apparent reason, which you ignore. You didn't check the passenger door latch. You set the VOR identifier, not the airport identifier, in the GPS. You decided to fly today in your moon boots instead of the tennis shoes you normally wear.
4. **Understand stalls and spins.** Most pilots don't like to do stalls and those who do, probably need some counseling. Unfortunately we as pilots are still getting into lots of trouble by stalling our airplanes.
5. **Keep that ball centered.** Flying an airplane with the ball not centered is just plain sloppy piloting! Kind of like when old people (like this writer) drive around with their turn signal on all the time. Sloppy!
6. **Airspeed control.** Learn to select the proper airspeed and then fly it! Your selection of airspeed should not use the word “about” but rather it should be a definitive number. When it comes to airspeed control you want to be accurate, not “close enough for government work!”
7. **Use the radio correctly.** Humans are constructed with two ears and one mouth. That should be a clue to *listen* more than you *talk*! In fact, on a typical hour-long flight, you will talk for about 60 seconds and listen for the remaining 3,540 seconds!
8. **Get smart about weather.** Most of the weather products and reports we review prior to a flight are old reports. The forecasts are guesses about the future. The only place to get “current” weather is by looking at it. Make sure your personal observation of the weather and your “gut” feelings about the weather information you have read add up.



Keith Myers, Pilot Examiner

9. **Always have a back door.** Things in flying don't always go as planned. When that happens be ready to implement plan “B.” Will you be ready when a sudden snow shower closes the airport to VFR traffic? How about landing at an en route airport for fuel only to find that the fuel pump is out of service? Or perhaps your passenger shows up for his ride home with his newly purchased rock collection!
10. **Be prepared for every flight,** no matter how mundane or familiar it may seem. Remember that flying can be a high risk activity, or in layman's terms, a dangerous activity. Take nothing for granted! When Captain Sully (the guy who landed in the Hudson River) was asked by reporters after his off-airport landing, he was asked how he knew what to do in such a crisis. He replied that he had practiced for just such an event every day of his flying career. The reporter, of course, thought that airline pilots practiced river landings every day. What Sully meant was that he used all of his previous flights as practice to hone his skills ever sharper so that he might be prepared, as he was that day, for any event that might come his way. In the art of flying you are either getting better or getting worse.



Private Pilot Ground School Offered in Green Bay

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.cavuflytacademy.com>.

Member Spotlight

Rose Dorcey

Occupation or Title, Current: President of the Wisconsin Aviation Hall of Fame. **Past:** I suppose I'm a "Jill of all trades, master of none." I've worked as a bank teller, radio DJ, freelance writer, and editor at EAA. Former co-owner/office manager/bookkeeper of a log home manufacturing and sales business in Wisconsin Rapids.

Where did you grow up? In the tiny Village of Biron, just east of Wisconsin Rapids, Wisconsin.

Latest book you've read and/or favorite book: *Master of Disguise: My Secret Life in the CIA*, is the most recent, by Antonio Mendez, the same author who wrote, *Argo: How the CIA and Hollywood Pulled Off the Most Audacious Rescue in History*, which I've also read (and watched the movie). A favorite book is *Barabbas* by Par Lagerkvist.

Name one thing you want to do before you die: Just one? Can't do it, there are too many. Run a 10K, more travel, deepen my prayer life, write a book... and more.

Share a favorite flying experience: Taking my dad for an airplane ride in a Cessna 150, from Wisconsin Rapids to Central Wisconsin Airport in Mosinee for breakfast. When his door opened on takeoff he was cool as a cucumber. Years later he said something like, "When she started that old airplane and it started rattling all over and then the door opened, I didn't know what I was getting myself into." But he never said a negative word to me, just asked when we would go again.

Favorite airplane: I love the Honda Jet. Was fortunate to log a few hours in a Queen Air and a Cessna 414, so I like those a lot. But it sure is fun to fly a Cessna 150 every once in a while.

How did you get interested in aviation/your aviation background: Watching crop dusters near the cranberry marshes where I grew up. Finally took my first flight lesson on my 30th birthday.

Name a person from history you would like to meet (and why): Theologian and philosopher Thomas Aquinas; he must have had a brilliant mind and his writings are so touching and meaningful to me. I need to read more of it.

What do you enjoy most about your life: Witnessing my son and daughter grow into responsible adults with fulfilling careers, seeing them happy and making their own path in life as I always hoped they would, and just having a sense of gratefulness for all of life's blessings.

The person you most admire and why: My daughter, for her courageous decision to become a Dominican Sister and live a religious life. She's a middle school teacher at a Catholic school, currently teaching in Denver.

Name something that most people don't know about you: I'm a two-time national amateur motorcycle hillclimb champion from the early '80s; my son and daughter also raced and my son won three national championships. Plus, our first grandchild is coming in July!

My other hobbies, besides aviation: Biking, hiking, reading, motorcycling, baking, sporting clays, donating my time and talents to church and other organizations.

Favorite Quote: "Life's battles don't always go to the stronger or faster man, but sooner or later the man who wins, is the one who thinks he can." —Excerpt from poem by Walter D. Wintle.

What do you like about being a member of Winnebago Flying Club: It's an easy, economical way to keep me flying and be able to hang around with some really nice people.



Rose Dorcey

Meet
WFC Member
Rose Dorcey

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. I had to
resort to filling it out
myself this time!
Please send yours
before January 25.
Thank you!

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?

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 skyword@new.rr.com. Thank you.



Located at
Wittman Regional Airport
(KOSH)
Oshkosh, Wisconsin

Club President:
Tim Lemke
920-836-3856
General e-mail:
info@winnebagoflyingclub.com

WFC Pilot is produced by WFC
Member Rose Dorcey.
For questions, comments,
ideas, or submissions contact
Rose at skyword@new.rr.com,
or call 920-385-1483.

*A checkride ought
to be like a skirt,
short enough to be
interesting but long
enough to cover
everything.*

—Anonymous

We're on the Web
winnebagoflyingclub.com

facebook



Facebook.com/WinnebagoFlyingClub
@WinnebagoFlying on Twitter
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.

Winnebago Flying Club on AOPA's Club Connector newsletter

The December 20, 2013 issue of AOPA's *Club Connector* newsletter featured the question: What holiday events have been successful in bringing family and friends to your flying club?

We answered, "Winnebago Flying Club has had a catered meal followed by two rounds of Aviation Jeopardy. Categories covered aviation safety, history, famous aviators, etc., with prizes for the winners. This year, we collected items for the Day by

Day Warming Shelter in Oshkosh, which serves the homeless." They even included our group photo of us with some of the items we donated.

Three other club representatives also replied. Their activities included fancy dinner at a country club, casual catered meals with gag gifts, a Santa Drop—partnering with the Marine's Toys for Tots program, and a Valentine's Day dinner at a nice restaurant "for the gals putting up with us."

The screenshot shows the AOPA website interface. At the top, there's a navigation bar with links for AOPA Foundation, About AOPA, My Account, Login, and Register. Below that is a search bar. The main content area features a navigation menu with categories like News & Video, Flight Planning, Membership, Products & Services, Pilot Resources, Education, Community & Events, and Advocacy. The article title is "Question of the Month" and the sub-header is "What holiday events have been successful in bringing family and friends to your flying club?". The article text discusses various holiday events from different flying clubs, such as Christmas dinners, Valentine's dinners, and Santa Drops. A photo of a group of people is included at the bottom right of the article. At the bottom of the page, there are social media icons for Google+, Facebook, Twitter, and Email, along with a footer message: "AOPA thanks our members for their continued support in protecting the freedom to fly."