



# WFC Pilot

Volume 4, Issue 1

January 2016

## Meetings

Winter Schedule:  
 First Tuesday of the Month  
 6:30 p.m.  
 Fox Valley Technical College  
 Spanbauer Aviation Center  
 3601 Oregon Street  
 Oshkosh, Wisconsin  
**Next Meeting:**  
 Tuesday, January 5, 2016  
 Details here →

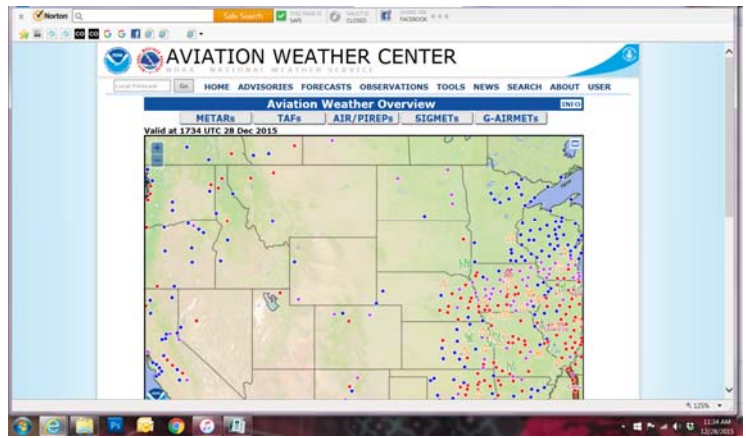
## Weather Websites

### What's approved, what's not

The regular monthly meeting of the Winnebago Flying Club will be held on Tuesday, January 5, 2016. The meeting will start at 6:30 p.m. at the Fox Valley Technical College Spanbauer Aviation Center on the southeast side of Oshkosh's Wittman Regional Airport.

Following the business meeting, we'll take a look at a couple websites for obtaining an approved aviation weather briefing.

We hope to see you there.



## CONTENTS

Tim Talks Cancelling an Aircraft Reservation <i>By Tim Lemke</i>	2
What the Examiner is Looking For Takeoffs and Landings <i>By Keith Myers</i>	3
WFC Meetings <i>Meeting Minutes December 2015</i>	4
<b>MEMBERS IN ACTION</b>	<b>5</b>
• <i>Dorcey's Photo is a Winner</i>	
• <i>New Airport Sign at STE</i>	
Member Spotlight <i>Steve Benesh</i>	6
Aviation Events <i>EAA's Ski-plane Fly In</i>	7

## Flying Wisconsin

### By Rose Dorcey

Earlier today my husband, John, took a potential flight student/new WFC Member on an introductory flight. It's one of his flights that I can't get out of my mind. I keep going back to my introductory flight, recalling the excitement I felt and how I decided, as soon as we were off the ground, that I had to become a pilot.

How many of you had an introductory flight before you began your flight lessons? How many had even flown in an airplane before your first flight lesson? My first time flying was an airline flight to New York City's LaGuardia Airport (KLGA), and then on to Pittsfield, Pennsylvania, departing from Central Wisconsin Airport (KCWA). I was 21 years old and flying with two friends, Pam and Mike, to meet my fiancé, Jay, and his family in Massachusetts. Mike, Jay, and I were going there to compete in a national amateur motorcycle hillclimb championship race. I don't know if I was more nervous about my first airplane flight, or my first national competition!

I can't say how much that first flight prepared me for my first flight lessons. Maybe it didn't at all, it wasn't until nine years later that I finally had my first flight lesson, even though I had become interested in doing so long before. But I do recall thinking as we were on our takeoff roll, "How does a person even begin to learn how to fly a big airplane like this?" (I don't recall what kind of airplane it was.) Then I re-

member thinking something like, "I suppose it's like anything else, you just take lessons and practice." It seemed so improbable at the time that I would actually learn to fly an airplane someday. As much as I loved the flight, the views, and even the experiences at busy LaGuardia, it was hard to imagine that I could become a pilot, too.

Today, it's hard to imagine that I felt that way at all; that I questioned being able to learn how to fly. As I ponder that, I hope John's potential new student/WFC member feels confident, excited, and ready to take on this new adventure called learning to fly. With Winnebago Flying Club members by her side, she'll get a great support network, new friendships, social events to attend, and good safety tips from our seasoned club pilots, if she's able to attend our monthly meetings.

Cheers to anyone who takes the first step to becoming a pilot. No matter their backgrounds, airline or intro flights in 172s, it's always a good time to begin that exciting journey. No single flight can prepare us completely for the challenges and rewards of learning to fly. But it can be the spark that takes us on our way to discovering what this side of aviation is all about.

For me then, I guess it all worked out (well, except that marriage) though you won't see me taking 70G back to LaGuardia any time soon.

## TIM TALKS



**Club Pres Tim Lemke**

*“... a more complete explanation for any cancellation just makes it easier for other members to understand and accept cancellations.”*

## Cancelling an Aircraft Reservation

The month of December was certainly challenging for getting in some flight hours in N7770G. Rarely have I seen a month with such frequent occurrences of high winds, low ceilings, poor visibilities, or all three at the same time. Many planned flights had to be cancelled due to weather, and some were cancelled for other reasons. And that brings me to the topic for this month's newsletter article.

When you cancel a reservation, the AircraftClubs.com system provides a selection of reasons for the cancellation such as “The weather is below VFR minimums at our airport,” or “I had a last minute conflict with my flying plans,” etc. One of the choices is to check the box that reads, “I want to enter my own reason”. Doing this allows you to add your own explanation for the cancellation by typing in a brief note, something I'm encouraging all members to do. When cancelling a reservation, I think it would be very helpful to other members to provide an accurate and specific reason for the cancellation. Many members are already doing this, which I'm sure you have seen and read.



However, I've also seen several cancellations with the reason selected that “I had a last minute conflict with my flying plans”, but in fact the weather was the real reason for the cancellation. I'm also aware that pilots occasionally cancel with the reason given that “The weather is below VFR minimums at our airport” when I know that the weather is actually above VFR minimums. I think the real reason for some of these cancellations was a lower than desired ceiling or strong, gusty winds that were beyond the comfort level of the pilot holding the reservation. Those weather conditions are most certainly a

valid reason for cancelling a planned flight, but it raises questions in the mind of other members that know that VFR weather conditions exist.

In light of the fact that the airplane is being scheduled more heavily in recent months than it has in the past, a more complete explanation for any cancellation just makes it easier for other members to understand and accept cancellations. Please also remember to cancel a reservation as soon as possible when conditions require it. The aircraft reservation system works best when every member uses it in a collaborative and cooperative manner.

## WANTED!

Your aviation photos and stories. *WFC Pilot* readers want to hear about your flights in 70G and see your flying photos, like this one taken at Merrill Municipal Airport (KRRL) in 2010. Seeing pictures from your flights and reading about them can be an inspiring experience for your fellow club members. Please send to Rose Dorcey at: [rose.dorcey@gmail.com](mailto:rose.dorcey@gmail.com). Thank you!



## Takeoffs and Landings

All practical tests, with the exception of the instrument ticket, require a demonstration of takeoffs and landings. These tasks are described in the appropriate PTS as “Normal,” “Soft-Field,” “Short-field,” and “Crosswind.” There is one additional landing task (Although it is technically an approach to landing task.) and that is “a slip to a landing.”

There is much information available to pilots for all of these tasks except the “normal” takeoff and landing. I guess the FAA assumes we as DPE’s know what “normal” is (that is a leap of faith!), and what it should look like. For most landing tasks the private pilot is required to land at or within 400 feet of a selected point (within 200 feet for a short-field landing.) Think of a rectangle. Land inside of that and you are okay. The tolerances are not plus or minus 400 feet as some pilots think. So landing 10 feet short of your desired point is a “fail” in the eyes of the examiner. Land 399 feet beyond the desired point and it is considered a pass.

Many pilots I test think that the landing or takeoff tasks are really, really different from any other. Not true. The common elements are, well, very common to each type of event. Let’s look at takeoffs. Think normal, short, soft, and crosswind takeoff. Should the pilot use all available runway and track the centerline during takeoff acceleration? Yep, true for all takeoffs. Should the pilot think about whether or not to use flaps prior to takeoff? Yep, true for all takeoffs. Should the pilot make a smooth transition to a rotation speed prior to lift-off? Yep, true for all takeoffs. What about the differences?

For a short-field takeoff the aircraft is pitched for  $V_x$  during rotation. For a soft-field takeoff the pilot rolls down the runway with little or no weight on the nose wheel. This should result in a lift-off that is a bit premature which allows the pilot to hesitate in ground effect for a brief moment before pitching the aircraft to either  $V_x$  or  $V_y$ , depending on the field obstructions.

What about crosswind takeoffs? Since every takeoff requires the pilot to maintain runway heading during the ground roll and runway track during the departure no change here for different takeoffs. Always correct for the crosswind!

Now for landings. Do all landing approaches require a consistent traffic pattern? Yep. How about a stabilized approach? Yep! How about a specific approach speed? Yep! How about a flap setting? Yep! Surely the touchdown is different. Not really. Touch down at a specific point at or near stall speed while maintain runway heading (cross-wind correction) and straddling the centerline? Yep! The only real difference comes once the wheels touch the ground. For a short field, brakes are used. For a soft field continue the backpressure and stay off of the brakes.

One thing I consistently see is the pilot not correcting for the cross-wind during the takeoff and landing. When I point out to the pilot I would like him/her to correct for the crosswind the overwhelming response I get is: “You didn’t ask me to do a crosswind takeoff (or landing)!” I now brief the applicant before we fly that every landing and every takeoff involves a crosswind. So please correct for it. The crosswind component might be zero, if you are lucky, or 30 knots if you are not, but fly as if every takeoff and landing involves a crosswind.

So what is my definition of a “normal” takeoff? Start by using all available runway with the flap setting appropriate for the conditions. A smooth acceleration to rotation speed followed by a smooth transition of the appropriate climb speed. Do all this while correcting for the crosswind. How about a “normal” landing? A touchdown that is at or near stall speed, on the main landing gear, at predetermined spot on the runway, straddling the centerline, while maintaining alignment with the runway (crosswind thing) and slowing to a taxi speed while maintaining alignment with the centerline and without the use of excessive braking.





## December 8, 2015

The business meeting was called to order at 6:35 p.m. at the FVTC Spanbauer Center. The following members and guests were in attendance: Eric Abraham, John Oberg, Tim Lemke, John Dorcey, Rose Dorcey, Sara Strands, Phil Yazbak, Alan Berg, Todd Schneider, Keith Wiegmann, Jenny Wiegmann, Gary Zahn, Keith Myers, Paul Spanbauer, David Coan

**MINUTES:** The minutes of the November meeting were approved as published.

### TREASURER'S REPORT

- Checkbook balance: \$2090.81
- 70G hours flown: 72.9 by 24 pilots
- Self-insurance (savings): \$2680.39
- Receivables: \$6870.96
- Payables: None

### MEMBERSHIP REPORT:

- New members: Brandon Whitford
- Memberships dropped: Russ Brodtke
- Prospective new members: Jake Hansen
- Current membership includes 38 regular members, 4 family memberships, 7 college students, and 14 associate members.

### MAINTENANCE REPORT:

- N7770G was in the shop on November 30 for an oil change. At that time the oil cooler baffles and the air inlet baffles on the engine cowling were installed for cold weather operations. These baffles will remain in place until Spring. The cabin air inlets on the leading edge of the wing will be covered with duct tape once the really cold weather arrives.
- Earlier in November, one of the cables under the instrument panel on the co-pilot's side was rubbing on the control yoke rod. That has been corrected.
- The Tanis engine heater should be plugged in and the engine cowling cover should be installed at the end of each flight. Doing this keeps the engine warm and makes cold weather starting much easier.
- Upgraded interior lighting will soon be installed in N7770G. Be advised that the new lights, which use LED bulbs, may cause some slight background noise in certain headsets.

### COMMUNICATIONS:

- New, clean checklists were placed in the airplane last month. A few very minor changes were made to the checklists. Thanks to Sara for printing and laminating new copies.
- Rose Dorcey is always looking for articles and photos to include in the WFC newsletter. If you have any photos or text that you would like published for others to enjoy, please forward them to Rose.
- Russ Brodke donated several aviation-related items to the flying club, including an almost new David Clark headset. These items will be given out as door prizes at the club's winter party. Thank you, Russ, for your very generous gift.
- Thanks to Jenny and Keith Wiegmann for bringing treats to tonight's meeting.

### OLD BUSINESS:

None

### NEW BUSINESS

- Brandon Whitford was accepted as a new club member. Brandon is a student in the professional pilot program at FVTC and currently holds a private pilot certificate. He is originally from Winneconne and currently lives in Oshkosh.
- An election for the open club officer positions was conducted. A motion was approved to cast a unanimous ballot for:
  - Curt Carter, Vice-President/Secretary
  - Sara Strands, Financial Officer
  - Eric Abraham, Maintenance Officer
- Members of the club expressed their gratitude for all three of these club officers who continue to spend many volunteer hours each month working on behalf of the club.
- Rose Dorcey and Blain VanderWielen, the Events Coordinators for the club, will start developing plans for a winter flying club party. The date and location are to be determined.

### NEXT MEETING

Tuesday, January 5, 2016

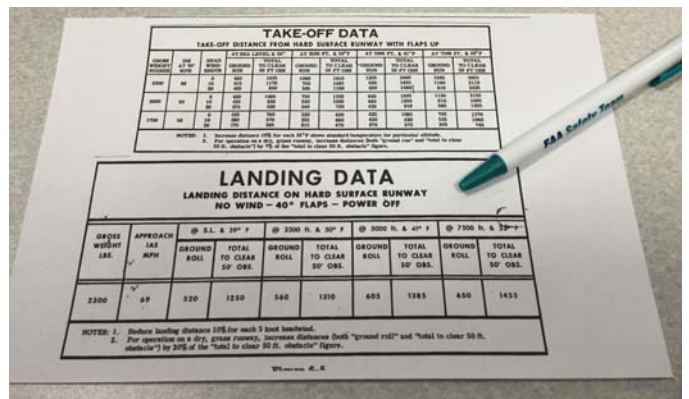
Location: FVTC Spanbauer Center

Business Meeting Starts at 6:30 p.m.

General Interest/Safety Topic: To Be Announced

### SAFETY TALK

Keith Myers conducted the safety presentation. The topic was Takeoff and Landing Performance for N7770G.



## Dorcey's Photo Selected for Vaisala 2016 Calendar

WFC's Rose Dorcey was notified recently that a photo she had submitted to Vaisala was selected as a winner in its aviation weather photo contest. The photo will be featured in the company's 40 Years of Aviation calendar. Vaisala conducted the photo contest to highlight aviation (planes or airports) and weather (good or bad). The company provides "reliable environmental observations for better decision making, safety, and efficiency," including aviation weather observation systems.

Vaisala's Airport side of business celebrated 40 years of involvement in weather advancements in aviation in 2015. As planned, at the end of October the company closed its photo contest entries for the Vaisala 2016 Aviation Weather Calendar. More than 70 photos were submitted from nearly all around the globe, according to an email.

"We selected a small group of Vaisala aviation business members and marketing team members to vote and select the 12 winning entries plus the cover of our 2016 calendar," said Jon Tarleton, Head of Vaisala Transportation Marketing. "The selection process was challenging with so many great photos."

There is no prize presented to the winners other than being in the calendar, however a calendar is being sent to all winners as a show of appreciation. The photo was taken by Rose near Hartford, Wisconsin, on a flight in a TravelAire with its owner, Tom Hegy.



### AWOS Commissioned at 57C

An AWOS (Automated Weather Observing System) was recently commissioned at the East Troy Municipal Airport (57C). You can now receive the airport's weather information at 118.125, or by calling 262-642-1845.

## New Airport Sign/Naming at Stevens Point Municipal Airport Honors War Ace

The Stevens Point Municipal Airport (KSTE) dedicated a new sign commemorating the accomplishments of local hero Conrad Mattson recently. The airport had been officially named "Mattson Field" in a formal dedication ceremony June 2014.

Conrad Mattson, a Stevens Point native, has been credited with being Wisconsin's first "Jet Ace" - the first Wisconsin native to gain five aerial victories in jet aircraft.

The sign also reflects the quality facility and excellent service that the Stevens Point Municipal Airport has become known for, tastefully marking the "Gateway" to our City, according to the airport's web page.

Pictured (left to right) are Stevens Point Mayor Mike Wiza, Airport Manager Jason Draheim, Conrad Mattson's Niece Carole Cassidy, and Tom Thomas from the Wisconsin Aviation Hall of Fame, who, along with WFC Member John Dorcey, spoke in favor of renaming the airport to honor Mattson.



## Member Spotlight

### Steve Benesh

**Occupation:** Senior Sales Manager – Power Equipment, GE-Grid Solutions (current). Marketing Manager – Square D Medical Products, Oshkosh (previous).

**Where did you grow up?** Menominee, Michigan – one block from the airport right under the approach to Runway 32 for the Twin County Airport located there. I also spent four very snowy years in Houghton, Michigan, at Michigan Tech – Class of 1973 and 1975. Then I moved to Oshkosh in order to get to more “temperate” weather.



Steve

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

I grew up next to the airport and would hang out there! Also, the local RC folks in my hometown (Menominee) flew them in a large field next to the airport, the Menominee High School is now located in the large field. Learned to fly at Valley Aviation, instructor was Larry Marks, and completed my Private Pilot Check Ride Exam in December of 1982 at the Sheboygan airport. Have almost 500 hours logged but was in-active from the Spring of 1987 until the last Friday of August 2015 when John Dorcey accompanied me to the Clintonville airport where we picked-up N9401D and flew it back to Oshkosh. The month of September was spent getting a 3<sup>rd</sup> Class Medical and becoming current. I previously owned a 1978 Piper Tomahawk (N6394A) and a 1966 Cessna 172 (N6097R). Sold N6394A to Piedmont Aviation in Greensboro, NC and it was subsequently destroyed on-ground by hurricane Hugo. To the best of my knowledge, N6097R is based at Appleton and still flying. Do you notice a trend on the airplanes I've owned? They keep getting older - 1978, 1966, and 1958. If I live long enough, maybe I can get my hands on a 1918 SE5a Scout?

**Latest book you've read:** *The Alexandria Quartet* by Laurence Durrell. Does the AIM count?

**Favorite airplane:** Any Short Wing Piper - when a small boy, there was a flight school at the airport in Menominee which had two Piper Colts (they were new back in those days). I now own N9401D, a 1958 PA-22-150 Tri Pacer kept in hangar B10. I also fly a yellow 1:4 scale Radio Control (RC) Piper Vagabond, named “Woodstock” after the comic strip bird, which I built from drawings and first flew in the summer of 1981.

**Describe a favorite flying experience:** Meeting my wife Margie for the first time in January of 1983! We first met upon her arrival back at Valley Aviation after a lesson with Larry Marks. At his suggestion, I took her for a ride in N6394A (Tomahawk-nine-four-alpha) and we were married July 14, 1984! No, Larry was not in the wedding party but he did attend. Margie is also a Private Pilot but not presently current. Recently, I had the opportunity to take my daughter Anneliese for a ride in N9401D and that is a close second on my favorite experience list. She was less than two years old when I went in-active in 1987.

**If I could be King for a day:** Take everyone for airplane rides or teach them to fly RC!

**Name one thing most people don't know about you:** I was a “voting member” of Code Making Panel 17 of NFPA70 - The National Electrical Code, also a “voting member” of The Electrical Systems Technical Committee of NFPA99 - Standard for Healthcare Facility Systems, and Chapter 3 Co-Chairman of the IEEE White Book (IEEE Std. 602) back in the 1990s. For all three, I represented the National Electrical Manufacturer's Association (NEMA).

**My other hobbies, besides aviation:** I like to cook, bake, simple woodworking, building/flying RC airplanes, and take pride in taking care of my home/yard.

**Favorite Quote:** “Safety First! Dead is permanent condition!” (Words from my Dad, who was a Master Electrician and Electrical Contractor).

**What do you like about being a member of Winnebago Flying Club:** The social activities and program activities during the regular meetings. You're all invited to stop by my hangar (B10) if you see me there.

## Meet

**WFC Member**

**Steve Benesh**

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*.



## 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](mailto:skyword@new.rr.com). Thanks!





Located at  
Wittman Regional Airport  
(KOSH)  
Oshkosh, Wisconsin

Club President:  
Tim Lemke  
920-836-3856  
General e-mail:  
[info@winnebagoflyingclub.com](mailto:info@winnebagoflyingclub.com)

WFC Pilot is produced by WFC  
Member Rose Dorcey.  
For questions, comments,  
ideas, or submissions contact  
Rose at 920-385-1483 or email  
[rose.dorcey@gmail.com](mailto:rose.dorcey@gmail.com).

*I will ascend  
above the  
heights of the  
clouds; I will be  
like the most  
High.*

— Isaiah 14:14

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

facebook



[Facebook.com/WinnebagoFlyingClub](https://www.facebook.com/WinnebagoFlyingClub)  
[@WinnebagoFlying](https://twitter.com/WinnebagoFlying) on Twitter  
[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.

## Aviation Events

### EAA Skiplane Fly-In

February 6, 2016 - 10a.m.-1:30p.m. Free admission to the public, complimentary chili and cake. Pioneer Airport, Oshkosh. It's one of the area's most colorful events of the season. This special winter event, which has welcomed more than 30 ski-planes in the past, celebrates the unique flight segment of ski-plane flying as well as the anniversary of the first-ever meeting of the Experimental Aircraft Association on January 26, 1953. The event begins at 10 a.m. and runs until 1:30 p.m. and is free of charge to the general public. The majority of ski-planes will arrive (weather and runway conditions permitting) mid-morning and stay until mid-afternoon. If weather or snow conditions do not permit aircraft arrivals at Pioneer Airport on February 6, other activities will continue as planned, including complimentary chili and cake served beginning at 10:30 a.m. Signs will direct visitors to the ski-plane area upon arrival to the museum. Shuttle services will also operate from Basler Flight Service for those landing at Wittman Regional Airport. Regular admission rates apply for guests visiting the museum itself.



Photo by WFC Member Frank Juedes

### Pilot Needed

John Chmiel from Wausau Flying Service/Wausau Downtown Airport is looking for a pilot:

- 1500 hours total time
- 500 hours cross country
- 200 hours turbine
- 100 hours instrument

Per John: We will give them whatever IOE is necessary per the insurance company and our own opinion. We will be sending them to school. Eventually this pilot will be flying both a PC12 and a TBM 900. It is a full-time position. Contact John at 715-845-3400 or [taildraggerflyer@yahoo.com](mailto:taildraggerflyer@yahoo.com).

### WFC'S Winter Party

Our annual winter party is in the very early planning stages. We're looking at a Friday or Saturday evening in mid-February. Information will be available in our next newsletter, at our February meeting, and through an email to all members. Your ideas on how to have the best winter party ever are welcome and appreciated. Contact [Rose](#) or [Blaine](#) by February 5. Thank you!