



WFC Pilot

Volume 1, Issue 5

July 2013

Next Meeting:

Tuesday, July 9, 2013

6 p.m.

Club Hangar C5

Wittman Airport (KOSH)

Details here

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“Let’s Get Ready to Wash It....”

Our next meeting is Tuesday, July 9, at our usual time and place: 6 p.m. at Club Hangar C5 at Wittman Regional Airport. We’re hoping for a great turnout as we’ll wash and wax

N7770G (weather permitting) prior to our business meeting.

So, plan to meet at our hangar at 6:00 for Verse 3 of “Let’s Get Ready to Wash It,” (insert appropriate “Let’s Get Ready to Rumble” tune here.) We’re hoping for great weather so you can enjoy sunshine, a warm temperature, and a light breeze. In addition, you’ll learn a lot about your fellow flying club members. For instance, just how limber is Club President Tim Lemke as he cleans the belly of the airplane? Who can spin the most donuts on the creeper? Can anyone reach the top of the vertical stabilizer, without a ladder? And, who will take a hose and spray down his/her fellow club members, and then get yelled at for too much horsing around? (Actually, that’s never happened at a plane wash—yet.)

All silliness aside, please plan to attend. After the plane wash and business meeting, Club Member **Eric Abraham** will present our monthly general interest/safety topic, “Procedures and Tips for Conducting Young Eagles Flights.” We promise to keep the hose pointed at the airplane.



Photos by Rose Dorcey

Flying Wisconsin

Many of you may remember a few summers ago when my husband, John, and I set a challenge to fly to every county in Wisconsin that has a public use airport. Sixty of our state’s 72 counties have one (some have more) so I went to work at planning four flights that would include all 60 counties.

For those who are new to the club, we did those flights in June, July, and September of 2010, and experienced the best of Wisconsin’s airports. We landed on grass strips and all sorts of paved runways: short, long, narrow, wide. Some airports had air traffic control towers, some did not. Some had rough patches, some were newly paved. At Langlade County Airport, the ramp was so new that we were the first to taxi on it.

Recently, I was reminded of

what a great, but challenging, experience that was. John and I flew to Sheboygan County Memorial Airport (KSBM) on June 20, 2013. It was a breezy, warm evening, but at 2,000 feet above the ground the temperature in the cockpit was comfortable. As I was landing, I remembered a scorching June day three

years before; KSBM was airport No.13 for the day—and we had six more airports at which to land! It was so hot that day that I needed water at every stop so I wouldn’t become dehydrated. The ride became more bumpy as the day wore on. It was a lot of flying in one day: 7.8 hours on the Hobbs.

Though our recent flight to Sheboygan and back was much more comfortable than the one three years before, a familiar feeling came back to me: I began to sweat. Crosswinds! But by the sixth and final landing (one at Sheboygan and five at Oshkosh) my crosswind skills had improved. It felt good as the left tire touched down, then the right; the plane settling down gently as we taxied to the North Ts.

Flying offers challenges. George Patton once said, “Accept the challenges so you can feel the exhilaration of victory.” Whether you’re flying to a new airport or practicing crosswind landings, embrace the challenge. You’ll be a better pilot for it.

—Rose Dorcey





Club Pres Tim Lemke



Tim Talks

Later this month, we have the opportunity to participate in The Greatest Show on Earth. I'm talking about EAA AirVenture Oshkosh, July 29-Aug. 4.

Among my favorite things to do at AirVenture is to attend as many educational forums as time and schedule permit. There are so many interesting topics and different speakers, it's difficult to decide which to attend. This year's schedule of forums and activities can be found at <http://Airventure.org>. Most of the programs are educational and entertaining, and many of the forum presentations are eligible for credit in FAA's WINGS program. I encourage your participation.

Having attended every EAA convention since 1975, here are some things I've learned over the years that I'd like to pass on, especially to those who are new to the show:

- Carefully plan your day to make best use of your time and minimize the amount of walking you need to do. You can't see it all in one day, so don't even try. Look at a map of the grounds ahead of time and plan the route you'd like
- to take, what you'd like to see, what forums you'd like to attend, etc.
- Arrive early in the day to get a parking spot nearer to the entrance. It's also cooler in the morning hours and generally less crowded. If you wish, you can park your vehicle by the club hangar and ride one of the shuttle buses over to the north entry gate, which works well and saves the cost of the parking fee. We'll be talking more about this procedure at the next meeting on July 9.
- Wear comfortable shoes. You'll be doing lots of walking. At the end of the day you'll feel about six inches shorter than you did at the start of the day. When able, catch a ride on one of the many trams on the grounds.
- Take frequent breaks. Drink lots of water. Did I mention you'll be walking a lot?
- Buying food on the EAA grounds can be expensive. To save costs, pack your lunch in a cooler and return to your vehicle for lunch. The downside is that it may be a long walk (or shuttle bus ride) to your vehicle, but it does give

you a nice midday break. Be advised that you are not permitted to bring a cooler onto the EAA grounds.

- Daytime temperatures are usually quite warm. Dress appropriately. Wear light colored clothing and a hat. Use sunscreen, and lots of it.
- Do not carry anything more than you absolutely need. During my first few conventions I brought a camera, handheld radio, and other stuff I thought I needed. Now all I carry is a bottle of water, which can be refilled on the grounds.
- Take a leisurely pace, and enjoy all there is to see. Don't try to cover too much in one day. It takes at least three full days to adequately cover all the displays, and that doesn't include attendance at any of the programs or forums.
- You'll meet lots of nice, interesting people from across the country and around the world. That's one of the neat things about AirVenture. We all share a common bond in our love for aviation. Enjoy the show. Maybe I'll see you there. ☺

June Meeting Summary

Our June 4 meeting took place at Wittman Regional Airport. Ten members helped out in washing N7770G, but with rain on the way, the airplane was not waxed. Members enjoyed



Eating pizza and talking flying while under the wing of N7770G is a great way to hold a meeting!

pizza and soda as a thank you for keeping our plane clean.

Tim Lemke discussed maintenance items on N7770G. Then, Sara Strands provided a financial report and led a discussion on rising fuel prices and the current rental rate for N7770G. After a lengthy discussion to address options that will assure the hourly rate charged closely matches the actual cost of operation, a motion was made and seconded to increase the hourly rate to \$85. In accordance with club bylaws, one month advance notice must be given to members before a rate increase is put

into effect. Therefore, this motion will be voted on at the July meeting. If approved, the new rate will become effective on July 1.

With news that the VASI lights on Runway 18 at Wittman Regional Airport were replaced with PAPI lights, Club CFI John Dorsey led a group discussion regarding the differences between the VASI and PAPI light systems. If you're not sure what these acronyms mean, how the systems work, or would just like a refresher, read John's article on page 5 of this newsletter. The Aeronautical Information Manual is also a

good reference source. John also led a brief group discussion regarding the phrase "Low Altitude Alert," which you may have heard from the air traffic controllers at Oshkosh or other ATC facilities. Group discussions at these meetings are very beneficial. The educational opportunities that these safety discussions provide are just one of the many benefits of WFC membership.

These members were present: John Oberg, John Dorsey, Rose Dorsey, Brendan Stormo, Kyle Strands, Sara Strands, Tim Lemke, Brian Rupnow, Tim Turner, and Nick Luther. ☺



Photos by Rose Dorcey

Thanks to all the Winnebago Flying Club members who keep our airplane clean, whether at our monthly plane wash & wax meetings or by wiping it down after each flight. We've heard it said that N7770G is the cleanest airplane on the airport. That may or may not be true, but we're thankful for each members' vigilance in keeping the bugs and grime off the airplane. Keep up the great work!

MEMBERS *In Action*

Congratulations to **Brian Rupnow**, who has completed his first solo cross-country.

Sam Wiltzius recently posted a video to YouTube that highlights N7770G and Winnebago Flying Club. The time-lapse video shows his flight from Oshkosh to Rochelle Municipal Airport-Koritz Field on March 23 for a multi-club fly-out. View it at http://youtu.be/f_8p4JJYJY. Great job, Sam, and thanks!



Welcome New Member Stephan Knudson

Winnebago Flying Club welcomes **Stephan Knudson!**

Stephan was born and raised in Appleton, went to college in North Dakota for a few years, and recently moved to Oshkosh. He is a flight student at the Fox Valley Technical College at Wittman Regional Airport, where he completed his commercial check ride in May. Now that he has his commercial certificate, he works as a pilot for an aerial photography company in Marshfield.

Beginning this fall, Stephan will tackle the training for CFI, CFII, and MEI. "My ultimate flying goal is to end up at the airlines," Stephan said. "Other jobs under Parts 91 and 135 have interested me over the

years, but my mind keeps going back to the airlines."

Stephan said he joined a flying club to get the personal experience of flying, where the object of the flight is to enjoy yourself, the journey, and the destination. "Not listening to a flight instructor in your ear or a photographer telling you where to fly," he explained. "Until recently, all of my flight time was in a school environment. I hadn't taken up a single passenger other than a flight instructor, another student, and now a photographer."

A relatively inexpensive plane to take up passengers is a plus, Stephan added. "The Win-



Stephan Knudson

nebago Flying Club fits that perfectly and I first heard about it a number of years ago from a past member, Colin Earl. Colin actually took me up for my first general aviation flight back when N8382A was around, and now I can look forward to the enjoyment the club provides as a pilot myself.

Welcome Stephan, and best wishes to you in your flight training goals. We're happy to have you aboard. 🌍



Photo by Randy Novak

WFC Member Eric Abraham is shown in the photo at right (wearing a green shirt) as he checked in two **Young Eagles**.

WFC Member Abraham Participates in Young Eagles Day Event

Winnebago Flying Club Member **Eric Abraham** is also a member of EAA Chapter 252, based at Wittman Regional Airport in Oshkosh. Eric serves as co-chair of the chapter's Young Eagles program, along with chapter member Travis Drehmel. Both Eric and Travis, with many other chapter members, participated in EAA's Young Eagles Day on June 8. Prior to the event, 46 people had reserved Young Eagles flights, with four airplanes available, including N7770G. Good job, Eric!

The EAA Young Eagles program was launched in 1992 to give interested young people, ages 8 - 17, an opportunity to go flying in a general aviation airplane. These flights are offered free of charge and are made possible through the generosity of EAA member volunteers. Since 1992, more than 1.6 million Young Eagles have received a flight through the program. Young Eagles have been registered in more than 90 different countries and been flown by more than 42,000 volunteer pilots. 🌍



Photo by Rose Dorcey

More than two dozen East Troy-area pilots attended a presentation by **John Dorcey** about aircraft systems.

Dorcey Shares Aviation Safety Message at East Troy

WFC Member/Club CFI **John Dorcey** was recently invited to share his Aircraft Systems talk with pilots at East Troy Municipal Airport. (This is the same talk he shared with WFC

members at a previous meeting.) The event was part of a six-week series of spring presentations aimed at local pilots who return to flying after a winter break. 🌍

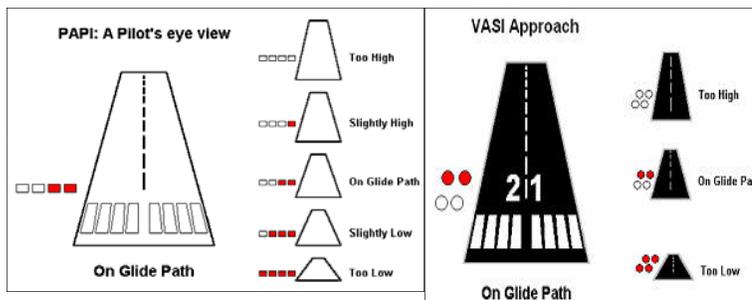
Visual Glide Slope Indicators By John Dorcey

The science behind providing pilots with a form of vertical guidance during runway approach is not new. Irving Metcalf applied for a patent on such a system on July 26, 1938. The system described in his application materials has many similarities to today's Visual Glide Slope Indicators. Patent 2,280,126 was granted to Metcalf on April 21, 1942. Development of the system we know as Visual Approach Slope Indicators (VASI) would take about 20 years. The first system was installed at the then new Chicago Orchard (O'Hare) Airport and went operational in 1959.

Imagine flying into an unfamiliar airport, at night or with reduced visibility, or during periods of precipitation. The few visual cues available may be distorted or misinterpreted. Misinterpretation can result from a runway either shorter or longer, or wider or narrower, than we are accus-

tomed to. Runways that run uphill or down may cause illusions. Runways with an approach over trees, wires, or other obstructions provide their own set of illusions or opportunities for misinterpretation. The addition of a visual glide slope to a runway, especially an unfamiliar runway, provides increased safety and peace of mind.

The FAA has long suggested that a stabilized approach is the key to smoother, safer landings. Visual Glide Slope Indicators are an integral part of that concept. Today, Wittman Regional Airport (KOSH) has visual glide slope guidance on four of its eight runway ends. Two different systems, the VASI and the newer Precision Approach Path Indicator (PAPI) are utilized here. The VASI for Runway 18 was recently replaced with a PAPI. The Runway 27 VASI will be replaced with a PAPI system



later this year. While Wittman will be exclusively PAPI after this fall, VASI systems are prevalent all over Wisconsin.

There are five different types of Visual Glide Slope Indicators. Besides the PAPI and VASI system, the oldest and least common visual guidance system is the Alignment of Elements. Typically not used at night, this system provides guidance only on short final approach. A Tri-Color System uses a single light source emitting three colors: amber, green, and red. There are fewer than 50 tri-color systems in the U.S.

A Pulsating Visual Approach Slope Indicator (PVASI) is the final type of glide slope indicator system. Like the tri-color, the PVASI are rare and

consist of a single light source. High or low positions along the glide path will earn you a pulsating white (high) or red (low) light. The Aeronautical Information Manual (AIM) in Paragraph 2-1-2, Visual Glideslope Indicators, provides the details.

Did you know that if you go low on the PAPI (or VASI) you have violated an FAR? It's true! FAR 91.129 Operations in Class D airspace, paragraph (e) (3) states, "Each pilot operating an airplane approaching to land on a runway served by a visual approach slope indicator must maintain an altitude at or above the glide path until a lower altitude is necessary for a safe landing." Be safe and stay on the glidepath. 🌐

Date Set for Oshkosh Women in Aviation's Frosting for Flight Fundraiser

The Oshkosh Women in Aviation Chapter has set the date for its third annual Frosting for Flight cupcake competition and cupcake sale. The event will be held Saturday, October 5 from 1-3 in the conference room at Wittman Regional Airport in Oshkosh. Cupcakes will be available for just \$1 each (or six for \$5).

This important event raises funds for the chapter's \$500 Spirit of Flight scholarship, awarded to a woman who has soloed and is working toward her private pilot certificate or advanced ratings. To date, the chapter has awarded the scholarship to three pilots.

Winnebago Flying Club members (male and female) are

encouraged to compete in the event for a chance to win prizes. Or, just plan to attend and purchase a delicious treat. Event rules will be available at www.OshkoshWAI.org, email at skyword@new.rr.com or by calling Rose for more information at 920-385-1483.

What a sweet way to help an aspiring aviatrix!



Send Your News to WFC Pilot!

Where have you flown lately? Taken some friends or family members for a memorable flight? Have a favorite logbook memory? Found something interesting at an area airport that other pilots may want to

see? Please share your flight experiences with others so they can encounter the same joy and wonder that you did.

You don't need to be a great writer. Just jot down the basics, send a photo or two to

skyword@new.rr.com, and then your WFC Pilot editor will get it published. Then share WFC Pilot with your mom, grandma, friends, or little brother to see your name in print. Guaranteed to make them smile! 🌐

Airspeed Lies

By Keith Myers

The airspeed indicator in your aircraft seldom tells the truth. This instrument has a number of issues that cause this. For starters, there is the location of the Pitot tube, the density of the air we are flying through, the effects of the winds at our altitude, and even how coordinated our flying is. These issues result in all kinds of speed numbers. There is calibrated, indicated, true, ground, and mach speeds.

So what's the skinny? The airspeed indicator in our airplane gets air pressure information from the Pitot tube and the static port. These two sources act on the internal mechanism of the airspeed indicator to move the pointer to a value we call indicated airspeed.

Fun fact: Where does the air go when it enters the pitot tube? Answer: Actually it doesn't go anywhere. The Pitot system is nothing more than a piece of tubing opened at one end and closed within the instrument at the other end. Air pressure increases or decreases in this tube as we go faster or slower.

Since the Pitot tube is fixed in place and the hole in the end

is of a fixed size, the pressure can be affected just by moving the airplane up and down or left and right. The Pitot tube is placed in a position that works best for low angles of attack and coordinated flight. Flying at higher or lower angles of attack can introduce errors in the indicated airspeed. Your owner's manual lists what effects these are in the "Airspeed Correction Table."

Many of the airspeeds listed in the owner's manual, such as V_x , V_y , V_{s1} , V_{s0} , V_{ne} , and so forth are calibrated airspeeds not indicated airspeeds. But don't panic, the differences between what we see on the dial and the calibrated value is pretty close. Close enough for government work.

How about ground speed? From Ground School 101 we know that ground speed is our speed over the ground. It is how fast our shadow is moving, and our airplane does a good job of keeping up with our shadow.



And then there is true airspeed. That is the speed the airplane is really moving through the air. As a general rule this tends to go up as the density of the air goes down either due to flying higher or in hotter conditions. Conversely the true airspeed goes down as we fly lower or in colder conditions.

You may have noticed that you use more runway for takeoff and landing in the summer months and less in the winter months. This is due in part to the variation in true airspeed. Even if you use the exact same indicated airspeed year around (which I hope you do)

the actual speed you are flying (True Airspeed) will vary. It can be as much as 10mph different from winter to summer.

Ground speed is a calculated speed based on our true airspeed and the speed of the air mass we are flying through. It is known fact that the air gods conspire to have the air mass flowing opposite our



Keith Myers, DPE

intended course so that we can experience a headwind, again!

Mach speed is a ratio of our true airspeed to the speed of sound at the altitude we are flying at. Our Cessna cruises around Mach 0.18, or 18% of the speed of sound at 3,000 feet. No worry about shock waves developing.

Bottom line: Calibrated airspeed is the speed that governs how airplanes behave. Pilots use indicated airspeed instead of calibrated airspeed because that airspeed is close enough (usually within 2 mph in our Cessna) for use during all of those critical phases of flight where being at the "right" airspeed is essential, like takeoffs, climbs, and approaches for landing. The airplane is happy with us using indicated airspeed as well. 🌍

Twitter and Facebook Updates

As promised in the May and June issues of WFC Pilot, here are some updated stats from our social media efforts on Twitter and Facebook.

Twitter

As of April 28, WFC had 587 Followers. Today, July 1, we have 660 followers, a 12% increase in just eight weeks. In addition to the stats that follow, Winnebago Flying Club was mentioned by other Twitter users 18 times in May,

through retweets and other posts. Another 23 mentions were made by others in June.

Highlights of these Tweets include congratulations to members who soloed, meeting announcements, photos from our pizza night, retweets, and notices of *WFC Pilot* issues being available online.

If you're not a Twitter user, we suggest that you start a free account and follow Winnebago Flying Club. It's fun!

TWITTER STATS

Date	04-28	07-01
Followers	587	660
Following	630	676
Total Posts	643	700

Facebook

WFC has nine more people who like us (174) on Facebook than a month ago. Several posts have been made in May and June. We posted meeting reminders, photos from our plane wash, pizza night, and

facebook



firehouse tour meetings, a "Congratulations" message to Brian Rupnow on his first solo, plus a "Happy Birthday" message to WFC Member Bill Cudnowski, among many other posts. Dozens of Facebook users commented on these posts, further expanding our reach.

Our social media efforts are important to our promotional efforts and we encourage all members to take part! 🌍

Member Spotlight

Tim Lemke

Occupation or Job Title: Retired. I was the Manufacturing Engineering Manager at Gulfstream in Appleton prior to retirement.

Where did you grow up? I grew up on the family dairy farm just north of Kaukauna, Wisconsin.

Latest book you've read and/or favorite book: The latest book I read was *Sam Walton, Made in America*.

Name one thing you want to do before you die: Attend a major NASCAR race.

Favorite airplane: Cessna 172. This is a good, all purpose airplane for the average pilot like me.

How did you get interested in aviation/your aviation background: I was fascinated by airplanes since I was a small child. But no one in my family flew. I actually got started in aviation when I enrolled in a ground school class, just for the fun of it, in 1974.

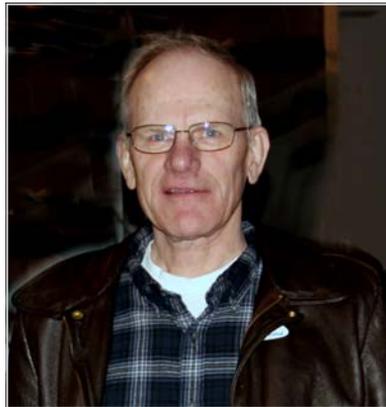
The person you most admire and why: My father and my paternal grandfather were both great role models. I have fond memories of both of them. The older I get, the more I recognize how much influence they had on my life. I also had a high school teacher who had a huge impact on my education and my career, and even my love of aviation.

My other hobbies, besides aviation: I do a little fishing and hunting, but I don't take those hobbies very seriously. I also like to go golfing when the weather is comfortable. And I like to ride my Harley.

Name one thing most people don't know about you: I was very shy as a child, and I still find it difficult to meet new people.

What do you enjoy most about your life: I've been blessed with a great family and lots of great opportunities. I've met so many wonderful people and have been able to experience so many things that I wouldn't have thought possible. Right now, I'm thoroughly enjoying the freedom and flexibility that comes with retirement.

What do you like about being a member of Winnebago Flying Club: The camaraderie of the other members who share my love for aviation is a big plus. Being a member of the flying club has allowed me to meet lots of very nice people, and visit many places I would not have otherwise traveled to. And flying club membership has contributed to my development as a pilot and a flight instructor. I'm a lifelong learner, and the education I've obtained through flying club membership is priceless.



Tim Lemke

Meet
WFC Member
Tim Lemke

Meet your fellow members in each issue of
WFC Pilot.



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

Thanks!

Note: The editor has published all the member spotlight forms she has received thus far. Please send yours today!



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*In flying I have
learned that
carelessness and
overconfidence are
usually far more
dangerous than
deliberately
accepted risks.*

-Wilbur Wright

We're on the Web
winnebagoflyingclub.com

facebook



Facebook.com/WinnebagoFlyingClub
@WinnebagoFlying on Twitter

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 \$83* 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 7 p.m. at Hangar C-5 of the north T-hangars. Enter through the automatic gate located on Knapp Street, just east of the Oshkosh Post Office. Winter meetings are held at 8:30 a.m. on the first Saturday of the month, typically at the FAA Safety Center, located next to the air traffic control tower at Wittman Regional Airport 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 \$150.00 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.

Aviation Events

EAA Chapter 1389 Fly-in Breakfast at Middleton Municipal Airport-Morey Field (C29) Sunday, July 14, 2013. Pancakes, eggs cooked to order, sausage, and more. Airplane rides available, antique, homebuilts, and warbirds on display. 7:30 - Noon. FMI: Al Barger at Morey Airplane Company 608-836-1711 or visit www.MoreyAirport.com.

Saturday, July 20 Washington Island Lions Club 60th annual Fly-in Whitefish Boil, Washington Island Airport (2P2) "Wisconsin's most exciting Whitefish Boil" with all the trimmings, from 11 a.m. - 1 p.m. Crafts, hayrides, bingo, static airplane displays. FMI: Walter Nehlson 920-847-2448 or Greg Gaura 920-847-2070, email isletec@newwis.com. *Rain date is July 21.

Heavy Bombers Over Madison, July 26 - 28 at Dane County Regional Airport (KMSN), east ramp at Wisconsin Aviation. Several vintage WWII era aircraft available for rides and ground tours. FMI: email Pete avitenger@yahoo.com or call 913-850-1522.



Photo by Rose Dorcey

Middleton Municipal-Morey Field Airport (C29).

Wisconsin Flying Hamburger Socials are taking place at airports throughout Central Wisconsin in

July and August:
07/10 - KAUW—Wausau
07/17 - KSTE—Stevens Point
07/24 - KAIG—Antigo
07/31 - No Event
08/07 - KRRL—Merrill
08/14 - 3W14 Flying O
08/21 - KMFI—Marshfield
08/28 - KAUW—Wausau
The host airport provides everything needed for an informal dinner of hamburgers (or similar) and other summer fixins. Pilots can grill the meat themselves. Come early! Dinner begins at 5 p.m., serving until 6:30. Donations are encour-

aged to ensure that host airports continue their participation. For more information visit www.WiFlySocial.com.

Sunday, July 21, 2013, East Troy Fly-in Breakfast, East Troy Municipal Airport (57C) 7 a.m.-1 p.m. Pancake breakfast w/eggs, sausage. Antique cars and more. FMI: Call Walter Watkins 262-215-2949 or aviator57c@live.com.

Jet Air will host an MU-2 Fly-in at Austin Straubel International Airport (KGRB) in Green Bay, July 26 & 27. Stop in to view the airplanes on display. Expect to see about 65 Mitsubishi aircraft.