



WFC Pilot

Volume 3, Issue 7

July/August 2015

Meetings

Summer Schedule:

First Tuesday of the Month

6:00 p.m.

Hangar C5

Wittman Regional Airport

Oshkosh, Wisconsin

Next Meeting:

Tuesday, August 4, 2015

Details here [→](#)

Another Plane Wash

Plus “Name that Part Under the Cowling”

Our next meeting will be a great opportunity to learn more about our beloved 70G. Keith Myers will lead a discussion that will challenge members and guests to identify various accessories and systems under the engine cowling. Sounds like fun. Sounds like we should be stopping at our hangar beforehand and taking a peek inside to refresh our memory of what’s all there and where.

Keith’s portion of the program begins *at about* 7:30 p.m., following our plane wash and brief business meeting.

Meet at our club hangar C5 at 6 p.m. to help wash and wax the plane, if you can. The business meeting will begin at about 7. Please join us whenever you can make it! This should be another very good meeting and we hope that many members can attend.



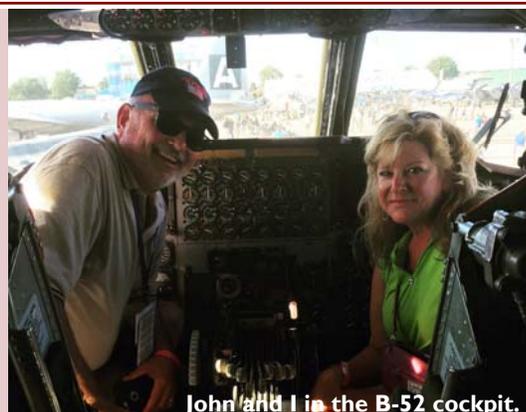
Flying Wisconsin

By Rose Dorcey

It’s hard to believe that EAA AirVenture Oshkosh 2015 has ended. I don’t know how you feel, but I’ve got the “Post AirVenture Blues.” I drove by the airport today and the North 40 looked sad and empty. There are far fewer cool, loud airplanes flying over my house here on the north side of Oshkosh. And our friends from all over the state, country, and world have gone home. That’s the saddest part, but I’m a firm believer in the saying, “Don’t cry because it’s over, smile because it happened.”

What was your favorite part of the “World’s Greatest Aviation Celebration?” For me, it was a visit to the cockpit of the B-52 with John. As you may know, John served for six years in the US Air Force, many of them in Grand Forks, North Dakota, as a missile system analyst with the 319th Bomb Wing. He and his fellow airmen worked on the Hound Dog missile system that was launched by the B-52s of the era. When John first saw the airplane on Boeing Plaza, he recognized tail number 1029 as one of the very -52s he had worked on. What a surprise!

A few months ago, John had a reunion with three of his Grand Forks crew mates. He invited them to AirVenture to see the B-52. Two of them came. With a bit of God’s grace and friendly talkin’, John was able to arrange a cockpit visit, as well as an



John and I in the B-52 cockpit.

informational tour for he and his former crewmates. It was my good fortune that the spouses were invited as well.

For as large an airplane as it is, you would think there would be plenty of room to climb into the cockpit. Not so, it was tight. The view of Boeing Plaza from the cockpit was spectacular, but learning more about the history of the plane, one that had a tie to John’s past, was even better. This specific B-52 had a live launch of the Hound Dog; few of the Hound Dogs had actually been launched, and of the handful or so that did, one was launched from 1029. That’s a trivia answer few may know. I also learned that 1029 was built the same year I was born, though I’m not willing to share that info here!

CONTENTS

Tim Talks Throttle Management
By Tim Lemke 2

Meeting Minutes July 2015 3

Meeting Minutes June 2015 4

Favorite AirVenture Moments
WFC Club Members 5

What the Examiner is Looking For:
Preflight Preparation Tasks D, E, and F
By Keith Myers 6

Congratulations Eric! 6

Member Spotlight:
Dani Mortenson 7

Aero Activities 8

TIM TALKS



Club Pres Tim Lemke

“Sometimes pilots think they have the throttle pulled all the way back for landing but in fact they are carrying a small amount of power.”

Throttle Management and Control

The throttle should be considered as a primary flight control, every bit as important as the ailerons, elevator, and rudder. But we don't often spend much time learning the correct use of the throttle because it seems so simple. Following are several tips and techniques for throttle control that have served me well. You also may find these suggestions useful.

- Proper positioning of your hand on the throttle promotes more precise throttle control. See the accompanying photos. The first photo shows the correct placement of the right hand on the throttle. Note the index finger is extended to act as a “regulator” to smoothly and precisely set the throttle exactly where desired. Photo #2 shows the right hand resting only on the throttle knob. This position makes it very difficult to make small, accurate throttle adjustments without overshooting or undershooting the desired engine RPM. What method are you using?
- Prior to engine start, the throttle should be pushed in approximately 1/8-inch from the fully closed position. Thus set, the engine will run at something very close to 1000 RPM once the engine starts. Setting the throttle in more than 1/8-inch will result in “racing” the engine after

startup, which can be hard on the engine, especially during cold weather operations.

- The throttle friction lock is very helpful. It should be set so that you can position the throttle where you want it without excessive force, yet it should also hold the throttle in the desired position without moving on its own. Set the friction lock for your own preference and reset it as necessary during flight.
- The throttle should be reduced to idle prior to using the brakes to slow or stop the airplane. Too often I observe pilots using brakes to slow or stop the airplane during taxi while keeping the engine RPM at a fast idle or higher. Doing this simply increases wear on the brakes and tires. If the brakes are being applied, the throttle should be at full idle. The only exceptions I can think of are: (1) during the pre-takeoff engine run-up when, of course, the brakes must be held, and (2) when making a tight taxi turn where using differential braking plus power will allow for a shorter radius turn than without the use of brakes.
- When the airplane is sitting in a stationary position such as when awaiting takeoff clearance, set the throttle so that the engine runs at about 900-1000 RPM. This is a bit faster

than idle speed with the throttle fully closed, but the slightly higher RPM helps prevent spark plug fouling.

- As you start the takeoff run, the throttle should be moved briskly but smoothly to full forward. But do not “slam” the throttle open, which can cause the engine to momentarily stumble. Typically it will take about two or three seconds to go from idle power to full takeoff power.
- For takeoff and climb, push the throttle in as far as it will go and make sure it stays there by keeping your hand on the throttle.
- Do not stare at the tachometer when transitioning from a full power climb to a cruise power setting. Instead, using your prior experience set the throttle to the approximate position for cruise based on the sound of the engine and the throttle position. Once this is done you can then visually check the tachometer to fine tune as required.
- The throttle should be pulled back to full idle at some point during landing (except for a soft field landing). Sometimes pilots think they have the throttle pulled all the way back for landing but in fact they are carrying a small amount of power. The result is a lot of floating prior to touchdown and the use of an excessive amount of runway.



Photo 1



Photo 2

July 7, 2015 Meeting Minutes

The meeting was called to order at 7:20 p.m. after a 6 p.m. wash and wax of 70G at hangar C5. Thanks to the many members who made short work of the wash and wax—70G has never looked better. Thanks to Keith Myers who provided pizza and soda, and also Keith and Jenny Wiegmann who brought lemon bars.

The following members and guests were in attendance: Eric Abraham, John Oberg, Jim Thomas, Tim Lemke, Keith Myers, Rose Dorcey, John Dorcey, John Forster, Carrie Forster, Frank Frassetto, John DeLong, Jenny Weigmann, Keith Weigmann, Paul Spanbauer, Curt Carter, Brendan Stormo, Dani Mortenson, Chris Matheny, David Coan, John Stanton, and Russell Brodtke.

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

TREASURERS REPORT:

- Checkbook balance: \$2612.52
- 70G hours flown: 39.9 by 17 pilots
- Self-insurance (savings): \$2836.72
- Receivables: \$5812.46
- Payables: Fuel

MEMBERSHIP REPORT:

- New members: Frank Frassetto and Dani Mortenson were approved as new members. Frank is an instrument rated private pilot and a student at the University of Dubuque in Iowa. Dani is a student pilot and a graduate student at UW-Oshkosh.
- Memberships dropped: none
- Prospective new members: Tim has been in contact of two other individuals that have shown interest in becoming members soon. We still have room for more members. Keep up the word of mouth recruiting efforts.
- Current membership includes 33 regular members, 3 family memberships, 7 college students, and 16 associate members

MAINTENANCE REPORT:

- The right main tire will need to be replaced in a few more weeks.
- The next oil change is still about 14 flight hours in the future. No other squawks at this time.

COMMUNICATIONS:

- See WFC newsletter for current and future events.
- AOPA has flight training scholarships available for student pilots. Application deadline is August 9. Information can be found on the web: <http://flighttraining.aopa.org/ftscholarship.html>
- AirVenture Reminder: if you plan on parking near the hangar during AirVenture, please be courteous to other hangar tenants; do not block their hangars. Park in front of the white portions of the hangar walls, or on the end. Also be sure not to block the small access door immediately south of our hangar. The fire department must have access to this storage area. If you park in front of that service door, your vehicle will be towed.

OLD BUSINESS:

None



Photos by Rose Dorcey



NEW BUSINESS:

None

NEXT MEETING: Tuesday, August 4, 2015

Location: Hangar C5

Wash & wax starting at 6 p.m. Business meeting starts at 7..

General Interest/Safety Topic: *A Look Under the Cowling*

Keith Myers led the June program titled, *Wing Flap Aerodynamics and Recommended Practices.*

June 9, 2015 Meeting Minutes

The meeting was called to order at 7 p.m. after a 6 p.m. wash and wax of N7770G at hangar C5. Thanks to the many members who made short work of the wash and wax. N7770G looks great, and we all had fun! Thanks also to new member Jenny Wiegmann for bringing treats for us to enjoy.

The following members and guests were in attendance: Dennis Hinz, Eric Abraham, John Oberg, Tim Lemke, Rose Dorcey, John Dorcey, John Forster, Carrie Forster, Sara Strands, Keith Myers, Frank Frascetto, John DeLong, Tim Turner, Doug Koehler, Jenny Wiegmann, Keith Wiegmann, Forrest Benson, Paul Spanbauer, and Curt Carter.

After introductions, Curt Carter played *Amazing Grace* on his banjo as a tribute to former club member Mike Clark who recently passed away in an aircraft accident.

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

TREASURERS REPORT:

- Checkbook balance: \$3071.34
- 70G hours flown: 33.4 by 17 pilots
- Self-insurance (savings): \$2824.60
- Receivables: \$4558.56
- Payables: Fuel

MEMBERSHIP REPORT:

- New members: Jenny Wiegmann and Paul Spanbauer were officially received into membership by unanimous vote.
- Memberships dropped: Brian Rupnow, Mike Clark
- Prospective new members: Dani Mortenson, Shawn Goel. Several other contacts were mentioned as possible new members. We still have room for additional members.
- Current membership includes 32 regular members, 3 family memberships, 6 college students, and 16 associate members

MAINTENANCE REPORT:

- 70G was in the shop for maintenance on June 1. Work included: oil change, reset timing on right magneto, repaired broken lever on carb heat linkage, adjusted mixture cable.
- The GPS database has been updated.
- A new case of oil was placed in the hangar. Reminder when adding oil to always use a complete quart, not just a partial quart.

COMMUNICATIONS:

- The checklist was revised to reflect an FAA newly recommended practice regarding transponder operation. The transponder should be left in the ALT position at all times (on the ground or in the air) unless directed otherwise by ATC.
- See the WFC newsletter for current and future events.
- There is a seminar at Platinum (the FBO) in Appleton on June 18, 6-8 p.m. Topic: *Intro to Foreflight*.
- Volk Field will have another open house on the first Saturday in October.
- This Saturday, June 13, is International Young Ea-

gles Day.

- Members are reminded to avoid intersection takeoffs. There are few things so useless as the runway behind you.

OLD BUSINESS:

- None

NEW BUSINESS:

- None

NEXT MEETING: Tuesday, July 7 2015

- Location: Hangar C5
- Wash & wax starting at 6:00 PM. Business meeting starts at 7:00 PM.
- This meeting will include pizza and soft drinks. Keith & Carol Myers (the owners of N7770G) have generously offered to furnish pizza for this event. Thank you, Keith and Carol.
- General Interest/Safety Topic: Keith Myers will lead the instructional portion of the meeting. The topic is: *Wing Flap Aerodynamics and Recommended Practices*.

John Dorcey led the June instructional program entitled *Engine Starting Systems and Procedures*. John provided excellent insight into the engine priming system, and many valuable tips were offered to aid in the engine starting process.



Photos by Rose Dorcey



WFC Members' Favorite AirVenture Moments

"Once I decide on the days I'm going to attend, I go through the schedule for forums and safety seminars available for those days. This year I focused on seminars to increase my ForeFlight skills. There was a seminar on common mistakes when using the iPad. I also went to a safety forum on ADS-B technology. And, of course, I walked around and looked at airplanes!"

-Gary Geisler

"My favorite part of AirVenture was meeting up with the one and only, Sean D. Tucker. Watching him fly on Thursday, while sitting in his VIP tent right next to the runway, was absolutely amazing! Not to mention, I found one of the coolest planes on the grounds (Go Badgers!) Being invited to the EAA Young Eagles recognition dinner (which took place on Wednesday night) was also an awesome experience; I was honored to attend!"

-Adi Fenrich

"I can take 'seeing and hearing a F-100' off my bucket list. It was GREAT! Also, sharing the Wednesday EAA experience and a Ford TriMotor ride with my first passenger from 32 years ago was the best!"

-Paul Spanbauer

"I most enjoyed my first day volunteering with departure briefing, in which I happened to be dressed in vintage wear (below). I had won a ride in the Ford TriMotor and played the part too! Several older folks said I reminded them of how their mothers looked back then - loved those connection mo-



Dani Mortenson in period garb. Photo by Jim Koepnick.

ments with fellow pilots."

-Dani Mortenson

"It's difficult to pick a favorite because the entire event is awesome. But the aerial demonstration of the Airbus A350 was a highlight. Amazing."

-Tim Lemke

"My favorite part of AirVenture is watching it with family. Where do you start? Meeting all the great people, the A350, the concerts, and the skydivers' attempt at the world record. People dream about AirVenture all around the world...and it's in our back yard! We are all so blessed."

-Frank Juedes

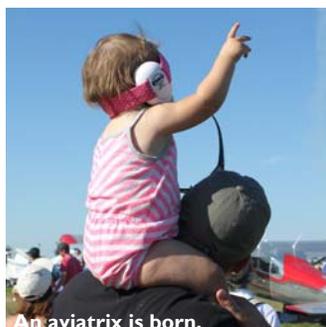
"I visited the EAA Pilot Proficiency Center and flew a few scenarios with an instructor in a simulator. The service was free! I found it to be worthwhile. The exercise identified a decision making strength I have as well as a weakness to work on."

-Nick Luther

"My favorite part of EAA was spending the time with my wife, Jenn, and daughter Addison. With Addison being just over a year, it was so fun to watch her following the planes and pointing as they passed. She also took multiple steps on her own for the first time under a Vintage Luscombe! Can't get any better."

-Blaine Vander Wielen

"The opportunity to relive my glory days (USAF, 1969-1975)



An aviatrix is born.

was perhaps one of my top 5 AirVenture experiences. That is high praise since my first AirVenture was at Rockford in 1969 and I have been to most since. The USAF (Reserve) B-52H, tail #1029 was an aircraft that I worked on while stationed at Grand Forks, North Dakota. Not only did I work on that aircraft but it was one of perhaps five aircraft (Air Force wide) that launched one of our missiles - the North American AGM-28B, "Hound Dog."

The crew asked when the last time I was aboard the aircraft and when I replied 1975, they looked at each other and replied with a smile, "Well we're going to have to change that." Two squadron mates of mine drove here special to see the plane. One had never been to AirVenture before. For one it was only the third time I had seen him since he left Grand Forks in 1974."

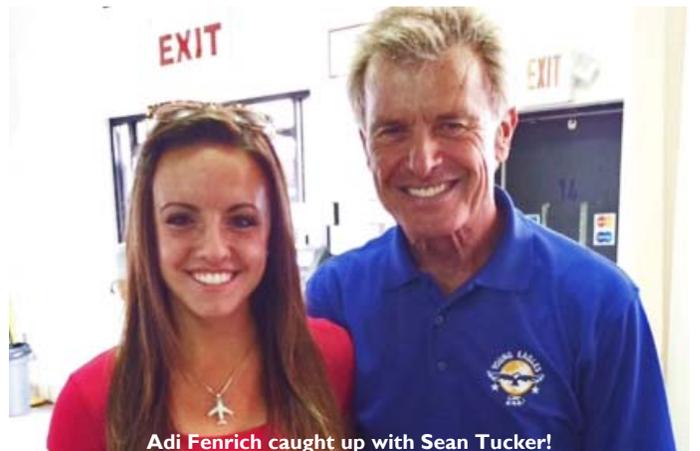
-John Dorcey



Former 319th Bomb Wing mates Jay Parsons and John Dorcey in the cockpit of the B-52 at AirVenture 2015.



Frank Juedes enjoyed spending time with his family, and seeing the world record skydive attempt.



Adi Fenrich caught up with Sean Tucker!

Preflight Preparation (Tasks D, E, and F)

By Keith Myers

Pre-flight preparation tasks A, B, and C were covered in a previous *WFC Pilot* newsletter. Let's look at Task G (Cross Country Flight Planning), Task E (National Airspace System) and Task F (Performance and Limitations). These tasks are evaluated extensively during the oral portion of the practical test, and they will show up again in the flight portion.

Task D is the cross-country flight planning task. The applicant is given the parameters of this cross-country prior to the test day. The pilot will be tested on the flight planning. Questions on weather will be integrated into the cross-country as well. It is a good example of scenario-based testing, something us DPEs are required to do.

The flight portion of the test usually starts with the applicant flying a portion of the planned cross-country. How far? That depends. The examiner needs to observe the applicant arriving at the first checkpoint within plus or minus 5 minutes; plus or minus 2 minutes for the commercial pilot. The applicant then needs to tell the examiner the correct time to the second checkpoint and give an update on fuel usage. If the applicant decides that the first checkpoint is 50 miles away we get a long airplane ride.

The applicant can also expect a diversion to another airport while on the planned cross country flight. This diversion has to be prompt and the applicant needs to announce to the examiner a planned heading, time, and fuel usage to the alternate location. This is all done using pilotage and dead reckoning skills. The GPS is off and the iPad, if used, is in airplane mode.

If the airplane used for the test is equipped with other radio navigation systems besides GPS, such as VOR and/or NDB, the pilot will be asked to demonstrate their use as well. The pilot needs to be familiar with all the systems on the aircraft, even the Recreational or Sport Pilot applicant.

Task E addresses the national airspace system. The private pilot will be quizzed on all airspace classes including special use



airspace. The applicant will have to show the examiner knowledge of the weather minimums, operating rules, pilot certification requirements, and airplane equipment requirements for each class of airspace. Sounds like some serious review of what you hopefully covered in ground school!

For the Sport and Recreational pilot, only that airspace that applicants are allowed to operate in will be tested. Don't forget special use airspace like: TFRs, MOAs, Warning, Prohibited, Restricted, ADIZs, and the like.

For Task F, which addresses performance and limitations, the pilot applicant has to be able to use all of the performance charts found in the airplane's POH. The applicant also has to be prepared to present a current weight and balance computation for the actual flight and be able to show the examiner they know what happens to airplane performance under varying airport and flight conditions.

Runway requirements for takeoffs and landings also have to be calculated for not only the departure airport, but for any other airports of intended landing. The examiner may also want to know what your personal minimums are. This is a good way to see if you understand the risks associated with the flight.



Keith Myers, Pilot Examiner

Congratulations Eric Abraham Commercial Pilot

Congratulations Eric on becoming a commercial pilot! Great job. Eric has been kind enough to share a few words about his journey to becoming a commercial pilot and future plans:

After I got my instrument rating two years ago, I knew I wanted to get my Commercial certificate and then eventually become a flight instructor. Like everything in life I needed to make sure I had the time and money before getting started. The first thing I did was purchase the King School Commercial courses and studied for the written test this past winter. My plan was to get the written completed when the weather was cold and start flying when it was warmer.

In my commercial training videos, Martha King says "The Commercial rating is one of the most fun ratings you'll get." I would have to agree. After flying 40 hours under the hood to get the Instrument rating, it was nice to do maneuvers looking outside the cockpit once again.



In January I passed the written and started flying with Tim Lemke and Keith Myers in April. The commercial certificate requires 10 hours of complex time and I didn't have any so I rented a Piper Arrow out of the Fond du Lac airport to build the hours required and in which to take the checkride. After three months of practicing I got signed off and on June 8, 2015 I passed my checkride with Designated Pilot Examiner Keith Myers.

I'm now looking forward to my next adventure, which is to become a CFI.

Member Spotlight

Danelle “Dani” Mortenson

Occupation: Currently a graduate student at UW-Oshkosh in the Clinical Mental Health Counseling Program.
Current and Past Positions: Licensed Massage Therapist and Instructor, Licensed Private Investigator, Clinical Educator.

Where did you grow up? Osceola, Wisconsin (Wheels & Wings Fly-in coming up September 12, 2015 <http://www.wheelswings.com/>).

How did you get interested in aviation/your aviation background: As a teen, I dreamt of being a fighter pilot (cue Top Gun intro song) but at the time, my eyesight wasn't perfect. I feel blessed to have found a community that has encouraged me to return to this dream of mine - becoming a pilot. I hope one day to learn aerobatics and be a Young Eagles pilot, Angel Flight Pilot, and instructor.

Latest book you've read: Counseling Assessment and Evaluation (textbook).

Favorite airplane: P-51 Mustang.

I'd love to trade places with a day: I like my life, so I'm not sure I want to trade with anyone. It's been a goal of mine to create a life I don't want to trade with or escape from.

Describe a favorite flying experience: My favorite flying has generally come in small helicopters. Being able to swing from side to side and see all around (in the bubble-type cabin) is fun. I imagine my first solo will surpass that though!

If I could be Queen for a day: I've been a leader all my life – I'm not sure I would enjoy ruling a kingdom and all the responsibilities it would entail. Just sayin'.

Name something most people don't know about you: I am a survivor of domestic abuse – a single significant physical incident that has caused me to never take a day for granted. Flying is one way I enjoy my freedom, and I hope to share it with many more people!

My other hobbies, besides aviation: Photography, thrifting/crafting, sailing, yoga, 5Ks, volunteering with youth.

Favorite Quote: “The most effective way to do it is to do it.” – Amelia Earhart

What do you like about being a member of Winnebago Flying Club: I genuinely appreciate the encouraging environment that the members create for those starting out and the camaraderie among those who have been involved for some time. Washing and waxing our plane together makes me feel safer, just because I know we're taking care of our plane, and the educational aspect of our meetings keeps us all sharper and better pilots with the refresher lessons.



Dani

Meet
WFC Member
Dani
Mortenson

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

Meet your fellow members
in each issue of
WFC Pilot.



Send your Ideas!

Do you have story ideas? Need a flying question answered by Keith, Tim, or John? Want to write a story or share a favorite flying photo?

Your ideas, questions, photos, and comments are welcome. What can we do to make *WFC Pilot* even better? Let us know! Send to Rose at skyword@new.rr.com. Thanks!



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WFC Pilot is produced by WFC
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rose.dorcey@gmail.com.

*A student became lost
during a solo cross-
country flight. While
attempting to locate the
aircraft on radar, ATC
asks, "What was your
last known position?"
The reply, "When I was
number one for
takeoff."*

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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 for \$35* per hour.

Spring, summer, and fall monthly meetings are held on the first Tuesday of each month at 6 p.m. in the north T-hangars at Hangar C5. Enter through the automatic gate located on Knapp Street, just east of the Oshkosh Post Office. Winter meetings are held at 6 p.m. on the first Tuesday of the month, typically at Fox Valley Technical College-Spanbauer Aviation Campus, located at 3601 Oregon Street in Oshkosh.

We have openings! To make application to the Winnebago Flying Club, simply fill out our application (available online at www.WinnebagoFlyingClub.com) and send it, along with the initial, non-refundable membership fee of \$150, to the address noted.

Visit our website or email info@winnebagoflyingclub.com to learn more.

*Due to market conditions and other circumstances, see our website for current rate.

Aero Activities

WISCONSIN FLYING HAMBURGER SOCIALS

Events throughout the state on different weeknights June through September from 5 - 7 p.m. Donations appreciated. Visit <http://www.wisconsinflying.com/flysocallindex.html> for more dates and information.

August 6 - Eagle River Union Airport (EGV)

August 12 - Stevens Point Municipal Airport (STE)

August 19 - Medford (MDZ)

August 20 - Phillips (PBH)

August 26 - Merrill (RRL)

August 27 - Tomahawk (TKV)

September 2 - Marshfield (MFI)

September 3 - Manitowish Waters (D25)

August 22, 2015 - Fly-in Donut Days, Brennd Airport (79C), Neenah, Wisconsin. 8 - 11 a.m.

Coffee, soda, and pastries. Hangar doors are open to everyone! Fly or drive in. For more information: Peter Carlson 920-235-6298 or email pjcarl@qthenet.net.

August 23, 2015 - Burlington Wings & Wheels Open House Pancake Breakfast, Brat Lunch

Fly-in/Drive-in. 8 a.m. - 1 p.m. See old planes, cars, firetrucks, and even a train! Free! Burlington Municipal Airport (BUU). Call Rob Bach for more info: 262-758-0894 or email mailbachs@yahoo.com.

August 29, 2015 - Fourth Annual Death's Door BBQ, a Kansas City BBQ Society sanctioned event. 10 a.m. - 5 p.m.

Thirty-two teams from five states are competing (chicken, ribs, pork, beef brisket, and dessert.) Live music, BBQ, food vendors, arts/crafts, and kids' activities. Washington Island Airport (2P2). Contact Richard Jepsen for more information: 920-847-2784 or jepsenr@gmail.com.

September 5, 2015 - Mauston Lions Club Breakfast beginning at 7 a.m. Lunch served from

10:30 a.m. - 2:30 p.m. Aircraft displays and judging, classic and antique cars, farm equipment display, arts and crafts and Amish baked goods for sale, military safety display by Volk Field. Mauston-New Lisbon Union Airport (82C), New Lisbon, Wisconsin. Call Tom Chudy at 608-547-6503 email tchudy@accratech.com. More info at www.EAA1365.org.

September 12, 2015 - Wittman Regional Airport Fly-in Breakfast

and Airport Expo - Oshkosh, 7:30 - 11 a.m. Pancake breakfast, Young Eagles rides, and more. Hosted by EAA Chapter 252 Steve Wittman Chapter and Wittman Regional Airport. Contact Dennis Moehn for more information at 920-810-1046 or email EAA252@gmail.com.



Wittman Regional Airport
Oshkosh