



WFC Pilot

Volume 1, Issue 4

June 2013

Next Meeting:

Tuesday, June 4, 2013
6 p.m.
Club Hangar C5
Wittman Airport (KOSH)

Details here →



Scrub a Dub Dub, Three Cheers for Our Club—and Pizza!

Our first plane wash of the season, on May 7, was a big success, and we're thankful to everyone who came to help. Many hands make light work, so we're hoping to get another great

turnout at our June meeting to help wash our airplane.

On Tuesday, June 4, plan to meet at our club hangar (C5) at 6 p.m. for Verse 2 of "Let's Get Ready to Wash It," (use appropriate "Let's Get Ready to Rumble"

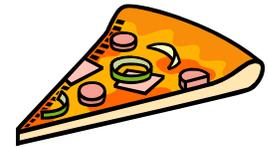


Photo by Doug Koehler

tune here.) If the weather is as beautiful as it was in May, you're sure to enjoy sunshine, a light breeze, and a nice, warm temperature.

In addition, it's Pizza Night! WFC will deliver hot, delicious pizza to our hangar at about 7 p.m., so we can eat after the plane is washed and while our brief business meeting is going on. We'll pass a hat for donations to help cover the cost of the pizza and soda.

You may want to bring a lawn chair, other than that, all plane wash accessories will be provided. We hope to see many of you there!

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Burgers, Bluffs, and Behaviors

Putting this newsletter together helps make me aware of a lot of cool aviation activities throughout the state. It's fun to explore the Wisconsin Bureau of Aeronautics' long list of fly-ins and other airport activities. Wow—

There is a lot going on in June! I learned of another cool event when I visited the Wausau Downtown Airport recently. Airport Manager John Chmiel told me about "Hamburger Nights 2013" designed to increase our time spent flying. It's a series of low-key, fly-out events with a twist... instead of pancakes for breakfast, these flights take place on Wednesdays, late afternoon/early evening, to have a burger with like-minded people. It sounded like so much fun that I immediately

wanted to share it with WFC. Several other airports will sponsor a hamburger night, and it may be a nice event for our club pilots. See page 5.

On May 10, the US Department of Transportation announced that it had authorized the transfer of funds within the FAA to keep open for the remainder of fiscal year 2013 the 149 contract towers previously slated for closure on June 15.

As a result, the contract control tower at Wittman Regional Airport will remain open at least through September 30. That's good news for the controllers, pilots, and others who were concerned about the future of aviation safety if the towers had closed. It's not a long-term fix, but it's a step in



Photo by Rose Dorcey

the right direction.

Finally, I hope you will enjoy an excerpt from the Summer 2013 issue of *Forward in Flight*, the Wisconsin Aviation Hall of Fame's quarterly magazine. It's written by Dr. Tom Voelker, a pilot, aircraft owner, and Aviation Medical Examiner from Wisconsin Rapids. The information he provides can help us keep flying safely, a goal we all strive for.

—Rose Dorcey



Club Pres Tim Lemke

Condolences...

Our deepest sympathies are extended to WFC Member Brendan Stormo, whose father has gone west. Kenneth Allan Stormo passed away on May 17, 2013.

Tim Talks Good Taxiing Techniques

For those pilots with more than a handful of total flight hours, taxiing seems like such a simple task that some of us may fail to pay adequate attention to proper techniques. On several instructional flights I've conducted recently, I've observed that even experienced pilots who should know better have fallen into bad habits when taxiing. There are two categories of skills that are being performed inconsistently and sometimes incorrectly. Those categories include:

- Improper use of brakes vs. throttle to control taxi speed.
- Improper positioning of flight controls for the prevailing wind conditions.

Controlling Taxi Speed

Use the throttle as the primary means of controlling taxi speed, not the brakes. A common error is to use too much power, which then necessitates the frequent or even continuous use of brakes in order to prevent excessive speed. This is poor technique because it causes excessive brake and tire wear, and wastes fuel. There is also the risk of sucking small stones and other debris into the prop because of the higher

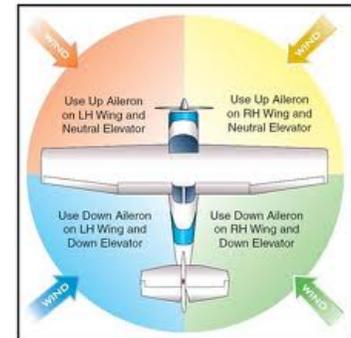
prop speed. A power setting that results in a taxi speed of perhaps 5-10 miles per hour (jogging speed) is about right.

If taxiing downwind, the force of the tailwind will tend to increase your speed, so a throttle setting just above idle is all that's needed to propel the airplane along at a comfortable speed. If taxiing downwind in a strong wind, you may need to set the throttle at idle and use the brakes occasionally to limit taxi speed. If you're taxiing into the wind you'll need to use a bit of power, but not a lot.

The general idea is to use the minimum amount of power needed to sustain the desired taxi speed. About the only time you'll need to use the brakes is when slowing in preparation to make a turn, or when coming to a stop. **DO NOT RIDE THE BRAKES!**

Control Surface Position

The airplane is supported on the ground by the relatively small tripod comprised of the two main gear tires and the nose gear tire. If you recall from your childhood experience when riding a tricycle, you know how "tippy" a tricycle can be. Due to the airplane's instability on the ground, it can



tip over easily during high speed turns. This instability is aggravated by the wind. Winds cause the airplane to react just like a huge weathervane, giving the airplane a tendency to turn into the wind. The stronger the wind, the more important it is to use slow taxi speeds and to position the control surfaces correctly. The diagram above illustrates how to position the flight controls during taxi, depending on wind direction.

An easy way to remember how to position the ailerons is to memorize the following:

- When taxiing into the wind, turn the control wheel into the wind.
- When taxiing away from the wind, turn the control wheel away from the wind.

The elevator should be neutral when taxiing into the wind and down (control wheel forward) when taxiing away from the wind. 🌬️

May Meeting Recap

The May 7 meeting took place at Hangar C5 with 14 members who helped wash and wax N7770G. The belly of the airplane was grimy after not being washed since last fall. Thanks to all who helped, and to our guest Al Follendorf.

Sara Strands provided a financial and membership report, and shared that 14 members flew N7770G 45 hours in April. Eric Abraham shared a number of maintenance items, and also said that one headset was taken out of service, which



Photos by Doug Koehler

he is troubleshooting.

A number of communications were announced, such as upcoming aviation safety seminars in the area. Club members also approved the printing of 500 Winnebago Flying Club promotional brochures, with edits that will discourage the

brochure from becoming outdated too soon. Some will be distributed to members.

After the meeting, members walked over to Oshkosh Fire Department Station 14 where WFC Member/Station Chief Gary Olson conducted a tour of the facility. 🌬️



A brief business meeting was held after N7770G's bath.



“We got to look inside the trucks and then see a demonstration of water and foam pumping.”
-Nick Luther



Photos by Doug Koehler, Nick Luther, and Paul Bohnert

Oshkosh Fire Station 14 Tour A good experience for our members

WFC Member Nick Luther reports that after club members washed and waxed N7770G, they had a great presentation with Q&A on the Oshkosh Fire Department Station 14 located at Wittman Regional Airport, and then a tour of the equipment and facilities. Club Member/Station Chief Gary Olson conducted the tour.

Nick shared that five trucks are located there, three that face the airport: an Oshkosh Corp. Striker (ARFF 314), an older ARFF truck (from the

1980s), and a 1950s pickup truck. On the street side, Quint 14 (ladder truck) and an ambulance respond to emergencies in the city. Oshkosh Fire Department, in cooperation with Wittman Regional Airport, operates the airport's ARFF (Aircraft Rescue and Fire Fighting) trucks. Winnebago County owns the ARFF equipment and the City of Oshkosh Fire Department operates it. Incidents requiring the ARFF units are requested through the air traffic control tower.

“We got to look inside the

trucks and then see a demonstration of water and foam pumping,” Nick says. Tim Lemke is shown above in the driver's seat of ARFF 314.

The station is staffed by three people: an officer, driver, and firefighter. They work 24 hours on and 48 hours off. He arranged the presentation and tour for our members.

“The tour of the fire station and related equipment was interesting for all,” said Tim. “Gary Olson did a good job with it.”



Clockwise from top left: Sixteen members/guests enjoyed a tour of Oshkosh Fire Station 14 after our May meeting.

Members saw a water/foam spray demonstration.

Tim Lemke and Bill Cudnowski in the front seat.

Members were treated to a beautiful sunset as they walked to the fire station.

The front end of ARFF 314.

Gary Olson conducted an excellent tour. Thanks, Gary!

MEMBERS *In Action*

Congratulations!

Congratulations... First Solo

WFC Member Brian Rupnow soloed N7770G on Friday evening, May 17 at 6:08 p.m. at Wittman Regional Airport in Oshkosh. Brian soloed after training for just 10.8 hours.

Most of the day was rainy and gloomy, and Brian thought he was going to have to cancel his flight lesson. But the weather report turned in his favor as the day went on, and the showers stopped shortly before his lesson at 5 p.m.

With light wind and pre-solo checks out of the way, Brian's instructor, John Dorcey, gave him the go-ahead to take three trips "around the pattern."

Upon exiting N7770G at the Basler self-serve fuel pump,



Photo by Rose Dorcey

Our newest solo pilot, Brian Rupnow (left), with CFI John Dorcey.

his first words were to John, a heartfelt, "thank you," followed shortly by, "I'd like to take it up for a few more landings."

Brian however, had a weekend getaway planned with his family in northern Wisconsin,

so he and John completed an abbreviated post-solo debrief and then Brian was on his way north to share the excitement of his first solo with his girlfriend and family.

Congratulations, Brian! 🎉

Hazardous Attitudes

By Dr. Tom Voelker, AME

There are many examples of "dumb" decisions that we would never have considered when we were training and during our early flying careers. We run out of fuel, even though we flew over several airports with avgas on the way to our destination. We scud run in questionable weather because we think we can make it. We bust the minimums on approach by just 50 feet or so, "just to take a peek." We buzz our friends' homes because it will be fun, and catch a power line in the process. We press on in the presence of possible icing, because we have get-home-itis. If we really don't want to cause accidents, why do we do these things? Do we just get so comfortable with our flying and our skills that we don't even consider the danger?

The FAA has looked into this phenomenon. We took safety to heart early in our training, and somewhere along the airway we put it on the back burner. By the FAA's analysis, it all comes down to *attitude*. When the aircraft's attitude gets too steep, the plane will stall. When we get the wrong attitudes, our brains stall, and bad things can happen.

The answer to this problem is something that the FAA calls *Aeronautical Decision Making*. The *Pilots Handbook of Aeronautical Knowledge*, a publication that can be downloaded free of charge at the FAA website, defines this process as "a systematic approach to the mental process used by pilots to consistently determine the best course of action in response to a given set of circumstances."

There are five hazardous attitudes that are the root of the "doing dumb things" problem. They are:

- Anti-Authority ("Don't tell me what to do!")
- Impulsivity ("Just do something – anything!")
- Invulnerability ("It will never happen to me!")

- Macho ("I can do it – I'll show them!")
- Resignation ("It's no use. I can't do anything about it!")

If you have been flying for any length of time, you can probably think of times when you may have at least thought about one of more

of these "answers" to a situation that had developed in flight. Perhaps you almost ran out of fuel on one flight. Why did that happen? Did you think you were so good at fuel flow calculations that you couldn't miss on this one? (Macho) Do you think those fuel reserve rules are stupid, and you know better than the FAA anyway? (Anti-authority) Did you "freeze" while you were approaching your destination, hoping you would make it, but not addressing the problem? (Resignation)

By looking seriously at our own attitudes, especially when we are confronted with some flight situation we did not expect, we can begin to see that subtle change, transforming us from one of the "safe" pilots (who place safety and training as the number one priority) into one of the others, the pilots who do dumb things.

The next time you have a flight that leaves you with some questions about how you handled an unexpected situation, sit back after the flight and think about how you approached the decision you made. Think about your *attitude* at the time. If you are developing one or more of these attitudes, you can indeed change them. The first step is seeing the problem. 🧐



To be the safest pilot possible, be aware of your attitude. Watch for the signs listed here. Don't be like this wise guy.

'Hamburger Nights 2013'

Chow down a burger at an airport this summer

John Chmiel from Wausau Flying Service, and Bob Mohr, president of EAA Chapter 640 in Wausau, have put together a great program designed to get people flying more often. "Hamburger Nights 2013" is taking place at a number of airports in Central Wisconsin this summer, and it's a great opportunity for members of Winnebago Flying Club to enjoy a good meal in the company of other pilots.

Weekly through the end of August, FBOs or other organizations at nine airports will sponsor the events. It's basically a fly-in activity on a smaller scale. The emphasis is on getting aviation-minded people to the airport, getting local pilots flying, fellowship with friends, and meeting people from other local airports. Donations from participants who are partaking in the meal should cover costs that the

host airports assume. The organizers don't want any host airport to drop out because they lost money.

Pilots who participate should plan to arrive at the airport between 5:30-6:15 p.m. The host airport provides everything needed for an informal dinner of hamburgers (or similar) and other summer fixins'. The host airports will provide a grill and the pilots/attendees will cook the provided meat themselves.

The 2013 schedule:

05/29 - KAUW - Wausau Downtown Airport
 06/05 - KMDZ - Taylor County Airport/Medford
 06/12 - KMFI - Marshfield Municipal
 06/19 - KSTE - Stevens Point Municipal
 06/26 - KISW - South Wood County Airport/Wisconsin Rapids
 07/03 - KMDZ - Taylor County Airport/Medford
 07/10 - KAUW - Wausau Downtown Airport
 07/17 - KMFI - Marshfield Municipal
 07/24 - KAIG - Langlade County Airport/Antigo
 07/31 - NO HAMBURGER NIGHT! AIRVENTURE WEEK
 08/07 - KRRL - Merrill Municipal
 08/14 - 3W14 Flying O - privately owned, turf runway
 08/21 - KMFI - Marshfield Municipal
 08/28 - KAUW - Wausau Downtown Airport

Remember, it is each PIC's responsibility to determine their own personal weather minimums. There may be bad weather on some of these nights. If that happens some may still drive and local pilots can still get together. ☺



Winnebago Flying Club on Facebook

Facebook is an online social networking service intended to connect friends, family, and business associates to each other. It's a popular place to share photos and is increasingly becoming a worthwhile place to connect with current and prospective customers.

Organizations such as Winnebago Flying Club create a public page that allows other Facebook users to "like" us. Our "likers" can view, like, and comment on our photos, statuses, learn about events, and even share our status or photos on their own timelines. When someone else shares our post on their page/timeline, all of their friends see it as well.

WFC's Facebook page currently has 165 "likers." To

see the potential, let's say all of our 165 likers see a post. Then, when John Dorcey shares a WFC post, all of his 250+ Facebook friends may see it. When his friends comment on a photo or status, their friends see the comment, plus our original post. Great potential!

This is how we reach people through Facebook. Reach is so important that it's part of the analytics Facebook provides its users. For example, a photo post that said "A sneak peek of our first issue of WFC Pilot" generated a Total Reach (the number of people who saw the post) of 306. Four people liked the photo, one person commented on it, and two shared it

(Wittman Regional Airport and Windtee Aviation.)

We network with Facebook users on the local, regional, and global level. Members of other flying clubs like us and see what we're doing. We like other clubs to learn what they're doing. We also post comments and photos on other people and organization's photos when appropriate, such as AOPA's Flying Club Network on Facebook. The same "sneak peek" photo was posted there, and one user asked what program we use to create our newsletter. It was a great way to help a flying club in another state. One flying club member from Illinois told me that WFC "is doing a lot for its members,"

based on the photos he saw on Facebook from our safety seminars, winter parties, monthly meetings, planes washes, and speaker topics.

What makes Facebook great is the ability to easily communicate with people. Conversations can be public, on our timelines, or through private messages. We use both methods to learn about others, share our news, and collect data (Nick Luther sent several private messages to share info about the Oshkosh Fire Station tour for use in this newsletter.)

The more people who post photos and comment on our activities, the better. More involvement from our members and friends is encouraged. Let's see your flying photos! 📷

facebook

Wind

By Keith Myers

Pilots have a love-hate relationship with wind. Mostly hate. The wind that concerns pilots the most is at the surface. Pilots learn early that high surface winds mean a higher workload.

Airplanes on the other hand only care about one kind of wind, that's relative wind. The simple definition of relative wind is that "wind" that results from the aircraft moving. As the airplane moves forward there is an apparent wind that is flowing from the front to the back. This is easy to feel, just stick your hand out the window as you taxi. Airplanes are happy when this wind is flowing parallel to the long or longitudinal axis. They get grumpy when it is not.

Since airplanes don't have eyes, and they aren't that smart, they feel all wind, including wind at the surface, as relative wind. Of course they want this wind to move parallel to their longitudinal axis so they will do everything in their power to try and make that happen. The mission of every airplane, every day, everywhere, is to align itself with the relative wind. The airplane's cousins, the windsock and weathervane, are great at this alignment thing. Airplanes have weathervane DNA.

Pilots have a need to align airplanes with centerlines like

those that define taxiways or runways. Since surface winds never seem to blow parallel to these centerlines, the pilot is often required to wrestle with the airplane's desire to align itself with the wind and the pilot's need to align the airplane with a center line.

Pilots generally handle the taxiing of airplanes pretty well. Having rubber tires stuck to pavement really deters the airplane's desire to turn into the wind. Where pilots have trouble is during the takeoff and landing phase.

On takeoff, with a crosswind, the airplane wants to turn into the wind and the pilot wants to keep the airplane straight with the runway centerline. Using aileron deflection toward the crosswind helps deter the airplane's desire to

turn. Since power is near maximum during the takeoff the pilot gets the added benefit of that strong relative wind from the prop blast.

As the speed of the airplane increases during the takeoff roll, the aileron pressure is reduced, not because the crosswind has given up but because the faster the airplane moves the more power the "good" relative wind has. (That wind parallel to the long axis of the airplane.) Pilots seem to do a bit better on crosswind takeoffs than on crosswind landings.

Now for the crosswind landing. Oh boy, hang on! First of all there is only one way to touch down when dealing with a crosswind and that is by using the wing-low method. The airplane is in a sideslip at touchdown.



Keith Myers, DPE

On touching down the pilot needs to remember to continue to apply more and more aileron into the wind, because unlike on takeoff, the relative wind flowing parallel to the airplane is losing speed. The crosswind now has more influence on airplane direction. By the time the pilot reaches taxi speed he or she should have the entire aileron applied into the wind.

What about crosswinds when you are flying? Once the airplane's wheels leave the pavement the airplane no longer "feels" or has a need to respond to, any crosswind, or any wind for that matter. Nor does the pilot. At this point the airplane just enjoys the relative wind due to its motion. How fast is that relative wind in flight? Just look at the airspeed indicator. If you are concerned about airplane happiness, look at the ball in the turn coordinator. If that is centered the airplane is smiling! 🌤️



Photo by Keith Myers



WFC Member Joel Hunt sent these photos from recent flights. His buddy Troy "Tator" Schroeder (left) has his goggles on, ready for the flight. "He was hoping we would put the top down," Joel joked. Right: Eric Hamersma also enjoyed a flight. He and Tator took photos of their properties, had fun, and want to go flying again. (Tator may even take flight lessons.) Great job sharing your passion, Joel!



Member Spotlight

Curt Carter

Occupation or Job Title: Sales.

Where did you grow up? I got around a little as a kid. My parents were divorced, and Dad was in the Navy. I spent my high school years in LaCrescent, Minnesota.

Latest book you've read and/or favorite book: The last book I read was *To Hell and Back* by Audie Murphy.

Name one thing you want to do before you die:

Build and fly my own airplane.

Favorite airplane: F2G Super Corsair. I love the sound of that big radial engine.

How did you get interested in aviation/your aviation background: My Dad taught electronics systems maintenance on the A7 Corsair II at LeMoore NAS in the 70s. One day, he took me down to the base to sit in one of the jets. That thing was a lot bigger than it looked from far away. I was hooked. The next school day, I checked out books on flight and jet engines. Years later, I was encouraged by John Oberg to take lessons. John was helping me with my life insurance at the time. I took a ground school class in Ripon with Keith Myers, and then took lessons.

Name someone from history you would like to meet (and why): I have read that Charles Lindbergh always returned back from World War II missions with more fuel than everyone else. It would be fun to get some of that aviation knowledge from him.

The person you most admire and why: At my Dad's funeral, almost 20 years ago now, lots of people told me about his character. I knew of some flaws, but I guess that only makes him real. I suppose I admire him most for that reason.

My other hobbies, besides aviation: I enjoy playing the banjo, hiking, hunting, fishing, camping, gardening, and woodworking. Oh, and I'm building an airplane in my basement.

Favorite quote or words of wisdom: Psalm 46:10 Be still and know that I am God.

Name one thing most people don't know about you: My wife, Sue, and I are planning a hiking trip from the north to the south rim of the Grand Canyon in June 2013. We will spend 3 nights in the canyon.

What do you enjoy most about your life: Grandkids and camping with my family rank pretty high up there for me.

What do you like about being a member of Winnebago Flying Club: I like that I am accepted for who I am. Everyone in the club has an attitude of mutual cooperation and respect that goes a long way with me.



Meet your fellow members in each issue of *WFC Pilot*.



Curt Carter

Meet
WFC Member
Curt Carter

Be sure to fill
out your
Member
Spotlight
form and send
it to the editor.
Thanks!



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**“A thunderstorm
is never as bad
on the inside as it
appears on the
outside.
It's worse.”**

-Unknown

We're on the Web
winnebago flyingclub.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@winnebago flyingclub.com to learn more.

Aviation Events

Fort Atkinson Municipal Airport (K61C) Wings & Wheels Breakfast Extravaganza. Sunday, June 2 from 8 – 12. Chef Philip Jones prepares breakfast featuring Jones dairy farm products. New and old **car displays** with airplane and helicopter rides. For more info: Chip Day (920)397-0037 email: gday@idcnet.com.

The **Reedsburg Rotary Club's Fly-in/Drive-in Breakfast** takes place on June 2 at Reedsburg Municipal Airport (C35). Breakfast served from 7 - Noon. FMI: Britt Solverson (608) 524-2322 e-mail: britt@solversonaviation.com.

Thunder on the Lakeshore Airshow at **Manitowoc County Airport** (KMTW) June 8 & 9. For more info visit www.thunderonthelakeshore.com.

Fly-in Pancake Breakfast Watertown Airport (KRYV) Sunday, June 9, 2013 hosted by the **Wisconsin Chapter of the Ninety Nines**. Breakfast includes: pancakes, sausage, eggs, juice, milk and coffee. \$7 for adults, \$5 for kids. 8 a.m. - 12 p.m. FMI: Christy Stark (920)261-4567.



Early morning at Waupaca Municipal Airport (KPCZ).

Eagle River Fly-in and Airshow Saturday, June 15, 2013 (Rain date: June 16, 2013) at Eagle River Union Airport (KEGV). Event time: 8 a.m.-3 p.m. **Boy Scout** pancake breakfast (8-11). **Civil Air Patrol** brats & burgers (11:30 a.m.-3). Air show (Noon-2). FMI: Robert Hom (715)479-7442 e-mail: info@erairport.com.

23rd Annual EAA 766 Wings & Wheels Father's Day Fly-in Sheboygan County Memorial Airport Sheboygan (KSBM) Sunday,

June 16 from 7 a.m. – 5 p.m. All you can eat pancake breakfast 7 to 11. Airplane and helicopter rides, antique cars, tractors, model airplanes, and trains. Hamburgers, brats, kettle corn, ice cream and more. FMI Glenn Valenstein (920)377-0704 or glennv@primarycompanies.com.

Father's Day Fly-in/Drive-in Breakfast Waupaca Airport, (KPCZ) Sunday June 16 7:30– 11. Waupaca Lions Club sponsored, **licensed pilots flying in eat for free!** FMI: Brian Godfrey (920)572-7673.