



# WFC Pilot

Volume 3, Issue 3

March 2015

## Winter Meetings:

First Tuesday of the Month  
6:30 p.m.

Room 104A  
Fox Valley Tech College  
Aviation Campus  
3601 Oregon Street  
Oshkosh, Wisconsin

## Next Meeting:

Tuesday, March 3

Details here →

## CONTENTS

Tim Talks	2
Meeting Recap February 2015	3
Members in Action Blaine Vander Wielen Chris Matheny	4
Aviation News From WAHF, AOPA, and EAA	5
Single Pilot Resource Management By Keith Myers	6
Aviation Careers Word Search	6
Member Spotlight Kyle Cooper	7
Aero Events	8

## Engine Out? Go With the Flow

### A Presentation by CFI John Dorcey

#### From AOPA Flight Training, an excerpt from an article by Robert Rossier on Flow Patterns:

“Dealing with emergencies is a problem the airline industry has grappled with for decades. One approach used by airlines to rapidly respond to emergencies, as well as conduct routine operating procedures, is the use of flow patterns. A flow pattern is a systematic approach that uses a specific physical pattern to help the pilot complete a procedure. When a flow pattern is followed for an emergency procedure, the checklist is used on a time-permitting basis after the completion of the pattern to ensure that no steps or items were omitted. Thus, the checklist is truly a checklist and not a do list.

Using a flow pattern offers three distinct advantages. First, by following the pattern prescribed by the flow, a pilot is less likely to overlook or forget any step in the procedure. Second, a flow can be more easily and quickly learned than a written procedure. Finally, the flow can be completed very quickly since the pilot’s time isn’t divided between reading a checklist and performing tasks in the cockpit.

In some emergencies, particularly when there is only one pilot, there simply isn’t enough time to get out the checklist and read it before the flight comes to an unscheduled end. For example, an engine failure immediately after takeoff may not leave enough time for a single pilot to read through an emergency checklist. The pilot must simply focus on flying the airplane and maintaining control until it comes to a stop. In this case, a flow pattern may be the best tool the pilot has for dealing with the situation, allowing him or her to respond rapidly to a critical situation.”

On March 3, CFI John Dorcey will present, “Engine Out? Go With the Flow.” What is the difference between an incident and an accident? Is it superior flying skills? Is it thousands of hours of flight time, luck, or something else? Beginning with the idea that something bad will happen, being prepared for that eventuality, and having a plan, a sequence, or a flow of actions in mind when it does – that is the difference between an incident and an accident. John, a 41-year veteran of teaching people to fly, will discuss flow patterns as a first response to common general aviation emergencies. It begins at 7 p.m., after our business meeting, which begins at 6:30. **Note we will meet in Room 104A**, just off the main entrance at FVTC. Register online at [FAASafety.gov](http://FAASafety.gov) for Wings credit, or sign up at the event. Plan to attend!

## Flying Wisconsin By Rose Dorcey

Soon I’ll be packing my bags and heading to Dallas, Texas, cowboy boots included, to attend the 26th Annual International Women in Aviation Conference. If I recall correctly, it will be the fourth conference I’ve attended, and I can’t wait! With every convention, I’ve returned with increased enthusiasm, and incredibly inspired by the women (and men) who share their success stories there.

The 2015 conference theme is “Connect, Engage, Inspire.” Anyone who attends will accomplish each of those talking points. *Connect* with the approximately 4,000 people who will attend. *Engage* with those who have similar aviation goals and build my network. *Inspire*. This is where my little column gets tough to write. Do I inspire?

It’s easy for me to compare my aviation standing thus far to those who have accomplished far greater things than I. At the conference I may meet a

woman flying the Airbus A320, or one who wins Boeing’s 737 type rating scholarship. I’ll likely talk with the WASP of WWII. And then I may start thinking that flying Cessnas is small beans in the whole aviation arena. But people have told me, and we mustn’t forget, that we private pilots—male or female—who fly 172s, Cubs, or any general aviation aircraft, truly have the ability to inspire others to follow their aero-dreams.

It’s easy to forget this fact. So consider this column as your reminder. Every flight you take, every time you talk about being a pilot, every photo you share that shows the wonder of flight, every person who flies with you—every act—will in some way inspire others. They won’t all become pilots, but your words and actions matter. Stop saying “I’m just a G.A. pilot.” Don’t discredit that great accomplishment. Be an inspiration—you already are!

## TIM TALKS



**Club Pres Tim Lemke**

*As a member of Winnebago Flying Club you have the golden opportunity to attend these free monthly seminars...*

## WFC Meetings and WINGS Safety Presentations

I'm sure all of you are aware that for the past few years we've been conducting safety programs at the end of most of our monthly flying club meetings. Are you also aware that you can receive credit towards a phase of the FAA's WINGS pilot proficiency program simply by attending those presentations?

Attendance at any of these club-sponsored safety programs provides you with one knowledge credit that you can apply toward a phase of the WINGS program. And completion of a phase of a WINGS program can substitute for the biennial flight review requirement. Details regarding how this program works and what the requirements are can be found at the FAA's website: [faasafety.gov](http://faasafety.gov).

WFC Member Rose Dorcey is a FAA Team lead representative, and she has done all of the

legwork to set up, publicize, and promote these safety programs. She also takes attendance and issues credit. Thank you, Rose, for all the time and effort you expend on this.

I know I'm biased, but I think the safety programs we've conducted this fall and winter have been exceptionally valuable. At the February 10 club meeting and safety seminar there were nearly 50 people in attendance, and many attendees traveled long distances to be there. There were pilots from Marshfield, Stevens Point, Two Rivers, Racine, and even one guy from as far as northern Illinois. And you may remember that the weather that evening included moderate snowfall and slippery roads, which made for challenging travel conditions. Yet these long distance travelers were highly motivated to attend

the seminar, for which I'm very pleased and grateful.

As a member of Winnebago Flying Club you have the golden opportunity to attend these free monthly seminars with minimal travel distance for most members. I strongly urge you to attend. I can guarantee that you'll learn something new or re-learn something you once knew or have forgotten.

For the March 3 meeting, John Dorcey will be the presenter and the topic is "Using a Flow Pattern for Dealing with Engine Failure." John's presentations are always highly educational and entertaining. Will you please join your fellow WFC members on March 3 for some good fellowship and free education? Plus you can get one WINGS program knowledge credit just for showing up.

I'll see you there.



Photos by Rose Dorcey

## February 10, 2015 Meeting Minutes

The meeting was called to order at 6:30 p.m. at the FVTC Spanbauer Center Room 104A. The following members and guests were in attendance: Curt Carter, Kyle Strands, Sara Strands, John Oberg, Gary Zahn, Dennis Williams, Kyle Cooper, Bob Johnson, John Stanton, Matt Swanson, Tim Bobzin, Rose Dorcey, Mike Clark, Eric Abraham, Tim Lemke, Nick Luther, Tim Turner, and Brendan Stormo.

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

### TREASURERS REPORT:

Checkbook balance: \$3571.57  
70G hours flown: 29.9 by 17 pilots  
Self-insurance (savings): \$2800.26  
Receivables: \$2319.15  
Payables: None

### MEMBERSHIP REPORT:

- New member Kyle Cooper was voted in as a regular member. Kyle is an instrument rated private pilot. He moved to Ripon from Ohio. Kyle is a maintenance supervisor for the ConAgra cookie factory in Ripon.
- Prospective new members: Jason Shikoski and Matthew Swanson (co-worker of WFC Member Nick Luther).
- Current membership includes 33 regular members, 3 family memberships, 5 college members, and 15 associate members.

### MAINTENANCE REPORT:

- N7770G's oil was changed on January 13.
- Last month a few pilots reported that the elevator trim wheel required abnormally high force to adjust. The elevator trim mechanism was inspected and lubricated. Users of N7770G should let Eric know if the problem persists.
- The attitude indicator (AI) was inspected/adjusted to correct a slight left bank indication in straight and level flight. The AI has been slow to settle down after start up. It tested good in the shop. We should keep an eye on this as well.
- The nose wheel tire was noted to be under inflated by one pilot. Some air was added.
- The pilot's P-T-T switch was reported to stick on occasion.



### COMMUNICATIONS:

- Wisconsin Light Aviation Seminar, Saturday February 28 at EAA Museum. Seminars from 9 a.m. - 4 p.m.
- National Virtual Aviation Safety Stand Down on March 21. Details to follow.
- Andy Miller has resigned from his position with UW Oshkosh.
- Marshfield airport has a chili feed/ski plane fly-in, sponsored by EAA Chapter 992 on Saturday February 14, 10 - 1.

### No old or new business.

### NEXT MEETING:

Tuesday, March 3, 2015  
Fox Valley Technical College Spanbauer Aviation Center, Room 104A. Business meeting starts at 6:30 p.m.

**March Safety Seminar:** Using a Flow Pattern for Engine-Failure Emergencies begins at 7 p.m. CFI John Dorcey will lead the discussion.

### FEBRUARY SAFETY PROGRAM:

The February safety program was "Sectional Chart Symbology," led by CFI Tim Lemke. There were 48 people in attendance; about 15 were club members with the balance being other pilots attending this FAA Wings program, some from as far away as Marshfield and Racine. The discussion was quite lively, and we learned much from the presentation and the input from pilots in attendance. Participants were encouraged to review the sectional chart legend periodically (perhaps monthly). Thanks to Tim Lemke for taking the time and making the effort to present this seminar.



## Congratulations...

To WFC Member Blaine Vander Wielen, who completed his first solo cross-country flight on February 15. After several weeks of inopportune weather, Blaine was finally able to complete the flight from Oshkosh to Alexander Field/South Wood County Airport (ISW) in Wisconsin Rapids (and return.)

As every pilot knows, it's a momentous occasion to accomplish your first solo cross-country flight. Blaine documented the flight by attaching a GoPro camera to N7770G and recording it. At right are two screen grabs, the top photo is shortly after Blaine departed from Oshkosh. The lower one shows Blaine on final approach to Runway 02 at Wisconsin Rapids.

Blaine said the flight was about 40 minutes one way, but he condensed the entire trip into a three-minute video. He added some great music by Bon Jovi, and we think you'll enjoy seeing it. Find it on our Facebook page to view.

Best wishes to Blaine for continued success in his flight training.



## Matheny Wins Sennheiser's 'Live Your Dream' Flight Training Grant

WFC Member Chris Matheny got involved in the Winnebago Flying Club because of a conversation and referral from Bret Steffen at EAA. They had met through work but began talking about Bret's flying experiences and how he had gotten involved with the flying community. Bret suggested that Chris contact WFC President Tim Lemke and take an introductory flight.

That flight turned out to qualify for EAA's Eagle Flight program. The program provided Chris with an introduc-

tory membership to EAA and access to a list of scholarships. It so happened that Sennheiser had sponsored a flight scholarship for individuals who had participated in the Eagle Flights. After writing an essay with the topic, "why I dream of flight," and with Tim's endorsement of Chris' first 10 hours of flight instruction, he was selected as the recipient.

Chris was thrilled to be selected and thankful for the support of the club, EAA, and Sennheiser. The scholarship will be used to continue his

primary flight training through Winnebago Flying Club, plus it certainly eases the financial pressure. "Overall I think it will help make me a safer pilot," says Chris. "The additional resources will allow me to fly more and build more skill during my training process."

Chris encourages WFC members to connect to the resources of EAA and WFC. "I've been amazed by what's out there to make us all better pilots," Chris said. "Aside from the financial support, the online resources, etc. on the EAA website have been a great resource in my training."

### What Is an Eagle Flight?

According to the EAA website, the Eagle Flights program is about sharing a hands-on flight experience with an adult who has already expressed an inter-

est in aviation. It is not a program for adults to simply get an airplane ride during a Young Eagles rally. Eagle Flights offer support and mentorship after the flight to help them achieve their dream of becoming a pilot. Any person 18 or older who has expressed an interest in learning to fly is eligible. More information can be found at [www.EAA.org](http://www.EAA.org).

### Sennheiser's Grants

Sennheiser offers two Live Your Dream flight training grants of \$1,500 each for Eagle Flights participants who enroll in flight training and complete 10 hours of instruction. To apply, email EAA indicating Sennheiser Live Your Dream in the subject line. Provide your name, address, date of birth, and EAA number. Include a letter of verification from your flight school along with a short description of why flight is in your dreams. [Sennheiser.com](http://Sennheiser.com).



Photo by Rose Dorcey

Chris at one of our "Wash & Wax 70G" meetings in 2014.

## Wisconsin Aviation Hall of Fame Names 2015 Inductees

Four aviators will be inducted into the Wisconsin Aviation Hall of Fame (WAHF) at a ceremony this fall. James Igou, Greg Gorak, Darrel Gibson, and Charles Vehlow will be honored for their achievements and significant contributions to military, commercial, and civilian aviation in our state and beyond our borders.

### Darrel Gibson

Darrel took his first flight lessons in 1951 and became an employee of Badger Aviation, Eau Claire, in 1958. He founded Gibson Aviation in 1961, a family-operated fixed base operator at Eau Claire, where he also served as airport manager from 1961-1976. Gibson offered flight training, charter, and maintenance and was a dealer of Cessna and Piper aircraft. Under Gibson's watch the airport saw many improvements. The Gibson legacy continues; son Darrel Jr. operates Gibson Aviation at the Menomonie and Osceola, Wisconsin, airports.

### Gregory Gorak

Greg founded Gaits Aviation Seminars in 1977 to offer flight instructor refresher courses and has since graduated more than 18,000 instructors. A pilot since 1962, he has logged more than 8,600 flight hours. A past charter pilot and chair of the Career Pilot Program at Gateway Technical College, Greg earned the designation as a Master CFI and was named as the FAA's Flight Instructor of the Year in 1977.

### James Igou

Jim served as a B-29 maintenance instructor and later a crew chief on B-17 weather aircraft. After leaving the military, he attended



the Spartan School of Aeronautics, earning commercial, instrument, multi-engine, and flight instructor certificates/ratings. In 1953 he began a crop dusting career that brought him to Wisconsin amassing nearly 21,000 flight hours throughout his 25-year career. The FAA's awarded its prestigious Wright Brothers Master Pilot Award to Jim in 2007, recognizing more than 50 years of accident free flight.

### Charles Vehlow

Born and raised in Waukesha, Vehlow graduated from West Point in 1968. He received helicopter training at Ft. Rucker, Alabama, and then completed a 12-month tour of Vietnam. Back home, he served as a professor at West Point, and then transferred to the Army Reserve. After 26 years he retired as a Colonel. Chuck led the McDonnell Douglas design team on the Longbow AH-64D Apache helicopter, served and president and CEO of MD Helicopters, and was later named vice president and general manager of Boeing's US Army military rotorcraft division.

The Wisconsin Aviation Hall of Fame has inducted more than 120 men and women since 1985. Its mission is to collect and preserve the history of aviation in Wisconsin, recognize those who made that history, inform others of it, and promote aviation education for future generations. Additional event information will be announced soon. Visit [www.WisconsinAviationHallofFame.org](http://www.WisconsinAviationHallofFame.org) or call 920-385-1483 for more information.

## 'Women Soar You Soar' Helps Girls Discover Aviation at EAA AirVenture

EAA's Women Soar You Soar day camp program, which allows 100 high school-age girls to discover more about aviation and all its possibilities during EAA AirVenture Oshkosh, is scheduled for July 19 - 22 and is now open for registration.

The Women Soar You Soar program is welcoming both enrollees as well as female mentors from the aviation and aerospace fields. The program's unique 100-to-25 attendees-to-mentor ratio provides a tremendous opportunity for young women to discover all the possibilities within the world of flight, with the possibility to ask questions of women who are already noteworthy and established in the field.

Activities throughout the four-day session for girls entering grades nine through 12 in fall 2015 include flight simulators, workshops, sessions with aviation personalities, and insider access during the AirVenture air shows.

Cost is \$75 per participant and is in a day-camp format, with accommodations not included. More information and registration materials are now available at [www.eaa.org/womensoar](http://www.eaa.org/womensoar). The program encourages women in aviation/aerospace to give back to the next generation.



## Share Aviation, AOPA Partner to Connect Aviators Worldwide

Cameras are typically close by when flying and hanging around airports. It's likely you've taken many beautiful photos or videos of sunsets, passengers, cool airplanes, sky-scapes, or landscapes. Now it's easier to share them with the aviation community.

AOPA has partnered with Share Aviation, a social network launched by four pilots that lets aviators, aircraft owners, and aviation enthusiasts share their experiences.

"Share Aviation started from a simple phone call between two old friends," said Jason Stewart, one of Share Aviation's founders. "The idea that sparked was to provide a central hub where aviators of all kinds could connect and share their common passion. The 'fun' side of aviation is what keeps pilots in the air and spreads the magic of flight to a new generation."

In its first year, users have signed up from all 50 U.S. states and 27 countries; they've shared more than 3,000 aviation-related videos and 14,000 photos. On February 1, the group launched a new website and iOS and Android applications. Since then, Share Aviation said about 100 new users are joining each day.

"AOPA has partnered with Share Aviation because the two groups have common goals—to share the love of flight and build a stronger and more connected aviation community," said Jiri Marousek, AOPA senior vice president of marketing. AOPA will share training videos from the Air Safety Institute, aviation news, and tools to help pilots start and keep flying.

Anyone can join Share Aviation by creating a free account on the website. Android and iOS mobile apps are available for free download. Visit [www.ShareAviation.com](http://www.ShareAviation.com) for more information.

# Single Pilot Resource Management

By Keith Myers



Keith Myers, Pilot Examiner

As a pilot examiner, one thing I have to test every prospective pilot on is “single pilot resource management.” The exception to this is the ATP (air transport pilot)—for them it is called crew resource management. What single pilot resource management means, briefly, is that the pilot demonstrates that he or she is prepared for and ready to handle just about anything that comes his or her way. It’s a tall order.

This does not mean the pilot is alone. The pilot may ask for, or even demand, help from others. Others may include other pilots on board, mechanics, ATC personnel, airport workers, and perhaps even the passengers—whoever may have a positive influence on the outcome of the flight. Pilots who are exhibiting good single pilot resource management skills have their aviation act together. Moreover, they keep it together.

As an examiner, this is what I am looking for: The flight has been well-planned and documented by the pilot, all resources for the flight have been gathered and organized, and contingencies have been contemplated and planned. Prior to departure, the pilot is very aware of the airport environment, to include available runways, taxiways, and wind conditions. The pilot has acquired the latest weather information and is aware of any NOTAMS affecting the airports they intend to use.

The great pilots have an airport taxi diagram on their kneeboard. They are listening to radio conversations and are putting together a mental picture of what is happening on and around the airport.

If a cross-country flight is planned, all the necessary radios are set up prior to departure. The sectional chart(s) is readily accessible and the initial heading, altitude, and times are noted.



Prior to taking the runway the pilot confirms the wind, traffic flow on and around the airport, and has identified an abort point and an escape plan if a problem develops after becoming airborne. The pilot takes responsibility for the passengers and ensures they are briefed, safe, and comfortable.

Once airborne the pilot maintains continuous situational awareness. The pilot knows where he/she is at all times. I have lost count of the number of times pilots have gotten lost within 10 miles of their home airport on a flight test! Headings, altitudes, times, and radio frequencies are checked—and then checked again.

If an emergency should arise during the flight, the pilot deals with it calmly, effectively, and efficiently. Perhaps airplane systems need troubleshooting. Air traffic control may need to be called for assistance. The emergency checklist needs to be consulted. Passengers need to be briefed. It can get very busy, very fast.

Flying any airplane is a fulltime job for a single pilot. How do you know the pilot has managed the flight like a pro? When the word “boring” is used in the post-flight description.

A O P A G C O R P O R A T E P I L O T N  
 Z I W R E N I M A X E L A C I D E M I A  
 C S R S E F A A K S J Y Q U X E L A C S  
 P U Y T U H N A S A O B S H F F E J K E  
 A Q S N R P C A R T O G R A P H E R E A  
 T Z I T B A E T M A S E C S K Y N W T B  
 R C M X O Z F R A I R T A X I J G M A X  
 E I V A G M K F M P M E C A A D I N G T  
 N W A Y R B S G I A S K Y C A P N F E O  
 N O A E M C L A B C N I A Z Q C E L N L  
 A N C N R I O R G N C G D T A S E Y T I  
 L A D R S N U V W E J O R T M D R B I P  
 P T E O J A N E A J N X N R H S K O L E  
 T R V T N H Q Y J F S T L T D G Q W O N  
 R A A T U C R I A S E C P M R X I Y V I  
 O B S A F E T Y I N S P E C T O R L E L  
 P R S K Y M A R S H A L L E R S L U F R  
 R D C A S E C I R O L N J A E C X L Q I  
 I N A S A S A F E T Y C R O L Y A T E A  
 A F L Y T S I G O L O R O E T E M D G R

## Aviation Careers Word Search

- Air Traffic Controller
- Meteorologist
- Medical Examiner
- Skycap
- Ticket Agent
- Customs Agent
- Flight Dispatcher
- Corporate Pilot
- Cartographer
- Safety Inspector
- Mechanic
- Airport Planner
- Sky Marshall
- Engineer
- Airline Pilot
- Attorney

Courtesy [www.FAA.gov](http://www.FAA.gov).

## Member Spotlight Kyle Cooper

**Occupation or Job Title:** Maintenance Supervisor.

**Where did you grow up?** Dover, Ohio.

**Latest book you've read and/or favorite book:** *Touching the Void, the True Story of One Man's Miraculous Survival*, by Joe Simpson.

**If I could be King for a day, I would:** Depends on the country I was king of.

**I would love to trade places for a day with:** Warren Buffett, so I could learn how he thinks and invests.

**Share a favorite flying experience:** Flying with my wife in Reno, Nevada, going through the mountains and over Lake Tahoe.

**Favorite airplane:** P-51 Mustang.

**How did you get interested in aviation/your aviation background:** Always been interested—started flying school about 2 years ago. Currently I have my Private Pilot certificate with instrument and complex endorsements.

**Name one thing most people don't know about you:** That I enjoy live theater.

**My other hobbies, besides aviation:** Hunting, firearms, and reading.

**Favorite Quote:** "Flying is the second greatest thrill known to man, landing is the first."

**What do you like about being a member of Winnebago Flying Club:** So far the cost to fly and availability of the plane.

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



Kyle Cooper

**Meet our new  
WFC Member  
Kyle Cooper**

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



Photo by Rose Dorcey

### Send your Photos!

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, stories, and especially photos, are welcome. Send to Rose at [rose.dorcey@gmail.com](mailto:rose.dorcey@gmail.com). Thanks!

If you're fortunate enough to fly often, you're guaranteed to see some beautiful sights. This photo was taken north of Madison last summer, heading north to Central Wisconsin Airport (CWA). It was a warm day, "Q" was building to the west, and the early evening sun made for a spectacular view. Makes us yearn for summer flying.

We want to share your favorite flying photos! Please send them!



Located at  
Wittman Regional Airport  
(KOSH)  
Oshkosh, Wisconsin

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*“Flying an aeroplane  
with only a single  
propeller to keep you  
in the air. Can you  
imagine that?”*

*—Captain Picard,  
from Star Trek,  
The Next Generation*

We're on the Web  
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## 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.

## Aero Activities

### Saturday, February 28, 2015 - 22nd Annual Wisconsin Light Aviation Safety Seminar

Registration begins at 8 a.m., Seminar 9 a.m. - 4 p.m. at EAA AirVenture Museum Founders Wing, 3000 Poberezny Rd, Oshkosh. Guest Speakers: Joe Norris, Wes Hakari, John Moody, and Tom Boyer. Door prizes. More information and preregistration at [FAAsafety.gov](http://FAAsafety.gov).

### Wednesday, March 11, 6 p.m., DeForest Area Public Library.

Retired USAF Command Pilot Tom Thomas will present, “UFOs, Fact or Fiction? A Wisconsin Perspective,” covering his experiences while serving as a pilot in the Air Force and Wisconsin Air National Guard. “Encounters” from fellow pilots will be included along with a general discussion of sightings. Personal experiences of attendees will be allowed as time permits. 203 Library Street, DeForest, Wisconsin.

### Wednesday, April 15, 6:30 p.m. New Berlin Public Library.

John Dorcey will present “Dick Bong, Poplar’s Ace.” Bong, a Wisconsin native, was one of just 16 Wisconsin Medal of Honor recipients during World War II. John will share many fascinating, little-known facts about America’s Ace of Aces. Stick around for a limited edition, collectible gift at the presentation’s conclusion. The library is located at 15105 West Library Lane, New Berlin, Wisconsin.

**Saturday, April 11 - 7 a.m. - 11 a.m - EAA Chapter 252 Pancake Breakfast - Wittman Regional Airport (OSH) - Oshkosh.** More info in next issue.

### May 11 - 13, Wisconsin Aviation Conference - Radisson Hotel, La Crosse.

60th annual conference, hosted by the Wisconsin Airport Management Association, Wisconsin Aviation Trades Association, Wisconsin Business Aviation Association, and numerous consultants and vendors. Numerous networking opportunities and diverse topics, such as pilot retention and growth, airport revenues and relationships, etc. Visit [www.WIAMA.org](http://www.WIAMA.org) for more information.

### June 21, 2015 Wings & Wheels Rain or Shine - 8 a.m. to 3 p.m. Sheboygan County Memorial Airport (SBM) - Sheboygan Falls, Wisconsin.

Sponsored by Sheboygan EAA Chapter 766, the Aviation Heritage Center hosts more than 70 vintage automobiles and 30 unique aircraft every year on Father’s Day. Here’s your chance to get a close-up look at one-of-a-kind cars and airplanes. Meet pilots and car owners while enjoying food and beverages sold by local vendors. There are even vintage boats and model railroads. No admission charge.

