



WFC Pilot

Volume 3, Issue 5

May 2015

Meetings

Summer Schedule:
First Tuesday of the Month
6:00 p.m.
Hangar C5
Wittman Regional Airport
Oshkosh, Wisconsin

Next Meeting:

Tuesday, May 5, 2015
Details here →



Summer Schedule Returns Time to Wash 70G

The regular monthly meeting of the Winnebago Flying Club will be held on Tuesday, May 5. With this meeting, we're switching to our summer schedule, so we'll get started at 6 p.m. with the washing and waxing of N7770G (weather permitting). Following that activity, the business meeting will start at approximately 7.

We could use *lots of help* with this first washing and waxing of the summer flying season, but if you're unable to arrive by 6 p.m., that's okay, come when you can.

At the end of the business meeting the ground instructional session will cover radio frequency selection and tuning. There will be a test, but it's just for fun. We hope you'll be able to attend.



Photo by Rose Dorcey

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Flying Wisconsin By Rose Dorcey

The Oshkosh area is known far and wide in aviation circles because of EAA AirVenture. But throughout the year there are dozens of aviation activities we have the pleasure of participating in. A recent one that I attended was the French Toast Fly-in at Fox Valley Technical College, located on the east side of Wittman Regional Airport (KOSH). The school's open house and safety seminars, along with a fantastic breakfast, attracted dozens of pilots and pilot-hopefuls from all over the state.

My main reason for attending was to help with the Women in Aviation Oshkosh Chapter's cupcake sale, which raises funds for the chapter's \$500 Spirit of Flight scholarship (some of you may know that WFC Member Adi Fenrich is a past recipient of the scholarship.) Several chapter members baked and decorated about 12 dozens cupcakes, and then sold just about all of them. Many WFC members attended the event and bought cupcakes, and we're grateful to you for your generosity.

I had a fantastic time catching up with friends who drove in and flew in. I was rarely behind the cupcake sales table because I was so busy talking with people! Hopefully my fellow chapter members weren't disappointed in me, but I do think they appreciated that I at least brought my friends over to



Oshkosh Women in Aviation chapter members Trish, Audra, and Kelly (and me, sorta) staffed a table at FVTC's French Toast Fly-in and Open House, raising funds for a scholarship.

purchase cupcakes when we finished talking.

It's events like these that help us enjoy and appreciate all that aviation has to offer. The fly-in gave me an opportunity to talk with a friend from Wausau who asked for fundraising tips for his own aviation organization. I talked with potential FVTC flight and A & P students and gave them information about several aviation scholarships available to Wisconsin-based students. Friends I hadn't seen in a while shared info about upcoming events and we made plans to see each other there.

It's all good stuff. Whether large events like AirVenture or smaller fly-ins, try to attend some soon. Your life will be enriched. You won't regret it.

TIM TALKS



Club Pres Tim Lemke

... do not let the cost of fuel prevent you from buying fuel if you need it. You know the old sayings: the only time you can have too much fuel is if you're on fire; one of the most useless things in aviation is fuel that is left out of the tanks.

Refueling Considerations

This month's column serves to remind users of N7770G of the standard practices for refueling. Let's start with a review of some general guidelines.

For a number of years we've said that the fuel tanks in N7770G should be topped off if at the end of your flight, the tanks are less than one-half full. If the tanks are at or above the one-half full level, then refueling is optional. This practice has worked quite well for the club over the years. The logic behind it is that the next user of 70G may have multiple passengers, so full fuel may result in an over gross weight condition. On the other hand, if the next user wants or requires full fuel tanks, he or she can add fuel at the beginning of the flight.

Members of WFC have also been very good about reviewing the reservation schedule in advance of their planned flight and then notifying the pilot of the flight prior to theirs to coordinate any desired fuel quantity requests. The same advance planning technique works well when anticipating a cross-country flight if full tanks are desired at the start of the flight. Good communication and collaboration is the rule of the day.

There are a couple other notes about refueling that members should be aware of. When buying fuel at another airport, be cognizant of the price. At some airports fuel is more expensive than it is at Oshkosh. At Milwaukee's Mitchell Airport for example, 100LL is currently \$8.67 per gallon! At other airports, it is less expensive than at Oshkosh (fuel at Clintonville is \$4.00 per gallon.) A little advance planning in selecting your fuel stops can help keep our fuel



Photo by Rose Dorcey

WFC Member Brian Rupnow refueling N7770G after a flight. When it comes to refueling, good communication between members makes the planning and execution of flights go smoothly.

costs down. But *do not* let the cost of fuel prevent you from buying fuel if you need it. You know the old sayings: the only time you can have too much fuel is if you're on fire; one of the most useless things in aviation is fuel that is left out of the tanks.

We know what the FAR's say about minimum fuel reserves (30 minutes for day VFR flights, 45 minutes for night VFR). My personal minimums are higher than that. I want to have at least 60 minutes of fuel left in the tanks after landing, day or night. That's only about eight gallons. Be aware also that N7770G has an STC (supplemental type certificate) that allows the use of premium grade ethanol-free auto gas. There are very few airports around the country

where auto fuel is available. But if it's available, auto gas is always considerably less expensive than 100LL aviation fuel.

I'd like to include just one more note about refueling. Please fill each tank to the top, but don't overfill and risk spilling that expensive fluid. Leave just a small amount of airspace at the top of the filler neck to allow for expansion of the fuel as it warms up. About $\frac{3}{4}$ " of airspace should be adequate. When the trigger on the fuel hose is fully squeezed, the fuel is dispensed at a very rapid rate so be aware of this. The trigger must be "feathered" as the fuel level approaches "full". Go slowly. Pay attention to what you're doing, and avoid overflows, splashing, and fuel spills.

**Flying might not be all plain sailing,
but the fun of it is worth the price.**

—Amelia Earhart

April 7, 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, Tim Turner, John Dorcey, Rose Dorcey, Eric Abraham, Keith Myers, Lee St. Aubin, Tim Lemke, Dennis Hinz, Al Follendorf, Kyle Cooper, Nick Luther, John DeLong, Chris Matheny, and Mike Clark.

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

TREASURERS REPORT:

Checkbook balance: \$3930.77
70G hours flown: 39.2 by 17 pilots
Self-insurance (savings): \$2800.37
Receivables: \$3613.07
Payables: Fuel

MEMBERSHIP REPORT:

- New member Greg Haasl was voted in as a regular member and Bryan Johannes as an associate member.
- Joel Hunt withdrew from regular membership because he bought an airplane, a Piper Warrior. Joel's airplane is hanged at the North T's.
- Prospective new members: Jordan Paulson and Keegan Sponholz. Still waiting to hear if either of them will join.
- Current membership includes 33 regular members, 3 family memberships, 5 college students, and 16 associate members.

MAINTENANCE REPORT:

Numerous maintenance items were addressed during a visit to the shop on March 24. These include:

- Oil and filter were changed
- A minor engine oil leak was corrected
- A slight leak at the brake master cylinders was investigated and will be fixed at the annual inspection.
- The nose wheel strut was serviced
- The front tire was tested for a slow leak; none found
- A cable behind the panel was in slight contact with the pilot's control wheel shaft. The cable was tied back out of the way.
- The bottom spark plugs were cleaned and one plug was replaced.
- New left side main gear tire installed; reversed right side tire to even out wear.
- Wheel alignment of main gear tires was checked and found to be satisfactory
- Rudder cable tension was checked and adjusted

Other squawks:

- Engine has been hard to start at times. The primer and the Tanis heater will be checked to determine if they are contributing factors.
- Firewall replacement is in progress. Expected completion is April 10 or sooner.
- The attitude indicator "tumbled" while taxiing back to the hangar after refueling on April 3.

COMMUNICATIONS:

- The UW-Oshkosh Aviation Club will meet at 5 p.m. on Tuesday, April 14 in the basement of Lincoln Hall. The meeting is open to members of the Winnebago Flying Club.



Lt. Col. Christopher Hansen (left) and Mst. Sergeant Terry Fredrickson presented valuable information about the Volk Field airspace to WFC members and guests.

- EAA Chapter 252 breakfast is on April 11, 7:00-11:00 a.m. at the Wittman Regional Airport terminal building. Women in Aviation will be there with cupcake sales as well.
- A fly-in breakfast sponsored by FVTC is set for April 25, 8:00-noon. Eric Abraham and Tim Lemke will be doing presentations.

OLD BUSINESS:

None

NEW BUSINESS:

None

NEXT MEETING:

Tuesday, May 5, 2015.

Location: Hangar C5

Agenda: Wash & Wax N7770G starting at 6 p.m. Business meeting starts at 7. General Interest/Safety Topic: Selecting and Tuning Radio Frequencies presented by Tim Lemke. There will be a short quiz, but no scores will be recorded!

PROGRAM:

The April program was a presentation by Lt. Col. Hansen and Master Sgt. Fredrickson from the Volk Field Air National Guard. The two presenters covered information on the airspace, present and future, what to expect and what to avoid, and also who and when to call. A hand out sheet will be forwarded as soon as we receive an electronic copy. This presentation was an accredited FAA Wings Safety Seminar.

**The way I see it, you can either work
for a living or you can fly airplanes.
Me, I'd rather fly.**

— Len Morgan

Congratulations Blaine!

Congratulations for WFC Member Blaine Vander Wielen, who passed his private pilot checkride on April 17. It was the realization of a longtime goal for Blaine and we're pleased to learn that it's now come true. Blaine has written a few paragraphs about his journey to earning his certificate and we're proud to share it here!



Photos courtesy of Blaine Vander Wielen

This Flying Goal Complete!

By Blaine Vander Wielen



First things first. I want to thank my CFI Tim Lemke for all of the wisdom and instruction he has provided me. With his instruction and preparation, I was able to achieve the goal that I long dreamt about getting since I was a much younger boy. I am truly grateful for the knowledge that he provided.

I knew the end of my flight instruction would come at some point. Could it really be happening to me though? For several lessons I kept hearing about only needing a few more lessons before I would take my flight test. I just kept thinking, "Sure thing...just a few more lessons." Then the day came. I contacted Pilot Examiner Keith Myers to schedule the flight test. This was it, right? The end was actually coming.

April 18 was the chosen

day. When the 18th came, of course, the winds were decent. That seemed to be the trend for my flying conditions. I was not familiar with the term calm.

I knew I had flown in conditions similar to that throughout my instruction so I felt comfortable taking the flight test that day. I studied as best as I could and knew that I was as prepared as I could be. I was nervous though. This was a big deal for me and I wanted to make sure I did it right the first time. Thankfully those nerves went away as soon as I walked into the boardroom at Basler and started talking with Keith.

After the oral portion of the test was completed, we went to Hangar C5 to begin the flight test. We eventually departed Runway 9 and started to the west. We started the

mock cross-country and then proceeded to do a series of flight maneuvers. All seemed to be going well so far. We then came back to the airport and I did my takeoffs and landings. While on approach for Runway 9, doing a forward slip, Keith contacted the tower and told them it was a full stop. At that point I knew the test was done.

We did all the maneuvers that we needed to do and I knew I must have passed. I was so excited at that point. It is still hard to believe that I finally accomplished a goal that I have wanted for many years. I look forward to all the flying adventures that are in the future and to share those experiences with my family and friends. Thank you to my wife and daughter for allowing me to finish this goal.

**Your fellow club members want to read about YOU!
Send information about your news and accomplishments to your *WFC Pilot* editor.**

Rose.Dorcey@gmail.com

WFC Members Presented at FVTC's Fly-in Breakfast & Safety Seminar

Two Winnebago Flying Club members presented safety seminars at Fox Valley Technical College's Fly-in French Toast Breakfast. WFC Members Eric Abraham and Tim Lemke, along with Joe Schmidt, presented the seminars, which began at 9 a.m. and ended at about noon on Saturday, April 25.

Eric Abraham presented, "Electronic Flight Bags and Software" at the event's first seminar. Eric provided hands-on information that was valuable to any pilot using, or thinking about using, an electronic display system for flight planning and in the cockpit.

Tim's presentation covered a review of Wisconsin aircraft accidents in 2014. His presentation generated discussion about the various causes and left the pilots in attendance with tips to avoid similar accidents.

The eighth annual event drew attendees from throughout the state with perfect spring flying weather. "It was one of our largest attendance years, and it was one of the most program-interest focused groups we've seen," said Jared Huss, FVTC chief instructor, aeronautics. The event included participation by EAA, UW-Oshkosh, and the Women in Aviation Oshkosh chapter. Members of the Women in Aviation chapter sold cupcakes as a fundraiser for its Spirit of Flight scholarship.

French toast with syrup and strawberries, eggs, sausage, bacon, juice, and coffee were served, catered by LaSure's. The event took place at FVTC's Spanbauer Aviation Center, and generated much attention for the school's aviation program.



Photo by Erin Brueggen

EAA AirVenture Oshkosh 2015 Welcomes Return of Gary Sinise and Lt. Dan Band on July 24

Gary Sinise and the Lt. Dan Band will return to EAA AirVenture Oshkosh in 2015 as the grand finale of a daylong salute to veterans on Friday, July 24. Performing for the fifth time at EAA AirVenture since 2008, the popular band will be hosted by the DAV (Disabled American Veterans) and EAA Warbirds of America at the Boeing Plaza stage.

Sinise, best known for his role as Vietnam veteran Lt. Dan Taylor in the classic film "Forrest Gump," and as star of the hit TV series CSI: New York, plays bass in The Lt. Dan Band and is a well-known supporter of veterans and active-duty personnel. The concert will be a highlight of AirVenture's own Salute to Veterans Day on July 24 and is included with the day's admission to AirVenture.

Other highlights throughout the day include extended warbird aircraft performances during the afternoon air show, a flight line parade honoring veterans, and other activities to salute those who have served.

The Lt. Dan Band covers everything from Bruce Springsteen to Beyonce, and the Zac Brown Band to Jimi Hendrix. Following the band's first concert in front of thousands at EAA's Theater in the Woods in 2008, Warbirds of America and the DAV teamed to sponsor the band's return in 2010, 2011 and 2013.

"The DAV is thrilled to bring our message of service to America's veterans and their families to this year's air show at Oshkosh," said DAV National Commander Ron Hope. "Sponsoring such a talented band is our way of thanking the patriotic citizens who attend events like this in their unwavering support of honoring the men and women who served."

About DAV

The 1.2 million-member DAV, a non-profit organization founded in 1920 and chartered by the U.S. Congress in 1932, represents this nation's disabled veterans. It is dedicated to a single purpose: fulfilling our promises to the men and women who served.



EAA Photo

**EAA AIRVENTURE
OSHKOSH
2015**

Ground Reference Maneuvers

By Keith Myers

Ground reference maneuvers are usually introduced to student pilots early in their training. The student should remember to practice these maneuvers from time to time so as not to get rusty come time for the practical test. For most flight tests these maneuvers consist of turns-around-a-point, S-turns, and rectangle patterns. The only commercial test ground reference maneuver is the eights-on-pylons. The discussion of that maneuver will be the subject of another article.

For the Light-Sport, Recreational, and Private Pilot check rides the maneuvers are the same as are the tolerances for successful completion. They should be demonstrated at an altitude that represents "pattern altitude, which is between 600 and 1,000 feet above the ground. Each PTS words this a bit differently. There is no requirement to enter these maneuvers downwind. In older versions of the PTSs, there was. They may be entered upwind, crosswind, or downwind. The examiner must select at least one of these maneuvers when conducting the test, however all three may be tested.

There is no required entry speed although some pilots like to slow down to a recommended entry speed if one is published in the pilot handbook. Since these are done at pattern altitudes a good rule of thumb is to use the speed you would use in the initial part of the traffic pattern.

These maneuvers may be done with the first turn to the right or the left. The examiner may specify which way before the maneuver. If no direction of turn is asked for then the applicant is free to do the maneuver with the initial turn in either direction. In the turns around a point maneuver the examiner may ask to see it demonstrated in both a left turn and a right turn. You can probably plan on the examiner asking to see a turn around a point to the right. Why? It is a bit more demanding and in real life it is the most likely direction this maneuver will be flown by new pilots when giving rides to others.

Before initiating any of these maneuvers the pilot is expected to select a "suitable" area clear of other airplanes and determine that there are no ground obstacles or issues in the area chosen. The PTS also require that the pilot select an area for an emergency landing should the need arise during the performance of the maneuver.

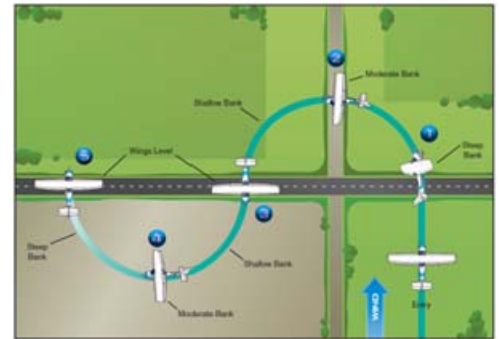
Ground reference maneuvers are designed to test whether or not a pilot has the skill to maintain a predetermined ground track while compensating for wind, scanning for other traffic and flying the airplane smoothly. And, doing this at a relatively low altitude! In all of the PTS's the pilot is given some "wiggle room" in terms of altitude and airspeed. Altitude deviations cannot exceed plus or minus 100 feet and the airspeed has to stay within plus or minus 10 knots. (12 MPH)

Do pilot applicants fail these maneuvers? Sometimes. The biggest issue seems to be when the pilot does not correct for the wind and then becomes disoriented in the maneuver. Common



Keith Myers, Pilot Examiner

errors: Flying an egg-shaped turn-around-a-point; allowing the airplane to drift over or too far away from the reference line in the rectangle pattern; not ending the s-turn over the reference point and not immediately starting a turn in the opposite direction once over that reference point.



A Word about Wind

It is common for winds at altitudes below 1000 feet to vary in direction and velocity from one location to another. Relying only on the wind direction and velocity from your departure airport may be a mistake. As you set up for these maneuvers look for other wind indicators to confirm or deny what you know about the wind. Smokestacks, ripples on nearby bodies of water, flags, etc. Once the wind is determined "round it off" to one of the cardinal headings. This will make finding suitable reference points easier. With most airplanes flying with GPS a glance at the ground speed readout can confirm that you are experiencing a head or tailwind.



Photos by Rose Dorcey

Send your Photos and Story 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, stories, and especially photos, are welcome. Send to Rose at rose.dorcey@gmail.com. Thanks! We want to share your favorite flying photos! Please send them!

Member Spotlight

Tim Turner

Occupation or Job Title: Certified Manufacturing Technology Sales Engineer, I have a great job. I just took on another roll as a vestry member in my church.

Where did you grow up? Milwaukee.

Latest book you've read and/or favorite book: *Forever Flying*. An autobiography by R.A. "Bob" Hoover.

If I could be King for a day, I would: Sit back, relax, and look over my kingdom. When I have visited castles I always say I would like to be king.

I would love to trade places for a day with: My Wife, so I could get a feel for what she goes through each day.

Share a favorite flying experience: Flying home from Atlanta during the night and watching the sun come up.

Favorite airplane: The one that brings me home safely. Someday it might be the Sonex that I have been building for years.

How did you get interested in aviation/your aviation background: I answered the phone one day and it was Jean Combs asking if I would be interested in an airplane ride. I joined the Freedom of Flight Flying Club and earned my private ticket.

Name one thing most people don't know about you: I became a grandfather on February 28 .

My other hobbies, besides aviation: Boating with the Oshkosh Boat Club, scuba, hiking, travel.

Favorite Quote: "Nurture, Nurture, Nurture"

What do you like about being a member of Winnebago Flying Club: The many opportunities offered to learn.



Tim Turner

Meet our new
WFC Member
Tim Turner

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



Meet your fellow members in each issue of
WFC Pilot.



Located at
Wittman Regional Airport
(KOSH)
Oshkosh, Wisconsin

Club President:
Tim Lemke
920-836-3856
General e-mail:
info@winnebagooflyingclub.com

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

*“Flying does not rely
so much on strength,
as on physical and
mental coordination.”*

—Elise Deroche,
first lady to solo an
airplane

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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. 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@winnebagooflyingclub.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/flysocial/index.html> for more dates and information.

June 3 - Wausau Downtown Airport (KAUW) June 17 - Stevens Point Municipal Airport (KSTE)
June 24 - Alexander Field-Wisconsin Rapids (KISW) July 2 - Crandon-Steve Conway Municipal (Y55)
July 15 - Marshfield Municipal Airport (KMFI) July 16 - Rhinelander-Oneida County (KRHI)

Tuesday, May 12, 6:30 p.m.: EAA Skyscape Theater Royale Movie Series – “Spirit of St. Louis” (1957) Jimmy Stewart portrays the legendary Charles Lindbergh in this biopic that highlights Lindbergh’s historic May 1927 transatlantic flight. One of the most popular aviation films of all time, the movie also stars Murray Hamilton. EAA Museum, Oshkosh.

Thursday, May 14, 7 p.m.: EAA Aviation Adventure Speaker Series – “Air Racing in the 1940s” – Oshkosh resident Bill Brennan, a friend of the legendary Steve Wittman, talks about his aerial adventures, including winning the 1947 Goodyear Trophy at the National Air Races. In the years that followed, he flew many more races and was in the winner’s circle more than half the time. Bill will also talk about his time working for Wittman, his life as a corporate pilot, and his airport west of Neenah. EAA Museum, Oshkosh.

May 16, 2015—Beloit/Janesville EAA Chapter 60 Breakfast, Beloit Airport (44C), 7 a.m. - 11 a.m. All you can eat pancakes (see photo) and sausage. Adults \$6, Kids (5-11) \$4. Flea market and car show. Contact Phil Owens at powers1937@gmail.com for more information.



Photo by Rose Dorcey

May 17, 2015—Community Breakfast Day, Brodhead Airport (C37), 7 am. - Noon. Brodhead, Wisconsin. All you can eat pancakes, two sausages, scrambled eggs and beverage choice. Adults \$6, children under 10, \$4. Indoor and outdoor seating. Contact Pat Weeden for more information at 608-897-1175 or email: webmaster@eaa431.org.

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.