



WFC Pilot

Volume 1, Issue 8

November 2013

Winter Meetings:

First Tuesday of the Month
6 p.m.

Room 138
Fox Valley Tech College
Aviation Campus
3601 Oregon Street
Oshkosh, Wisconsin.

Next Meeting:

Tuesday, November 5
Details here →

CONTENTS

Tim Talks	2
Meeting Recap <i>October</i>	2
October Meeting and Plane Wash Photo Gallery	3
Members in Action: <i>Eric and Jason</i>	4
Winnebago Flying Club supports Women in Aviation	5
Pilot Tricks <i>By Keith Myers</i>	6
Member Spotlight <i>Doug Koehler</i>	7
Aviation Events	8

Special Event

Our November business meeting will start promptly at 6 p.m. in our new winter location at Fox Valley Tech's Aviation Campus, on Tuesday, November 5.

After the meeting, we'll hear from former WFC member **Andrew Tieman**, a CFII and A&P mechanic who has recently completed training to serve as a missionary pilot overseas. His talk will cover his training experiences and some of the challenges faced by missionary pilots. We're confident you'll find Andrew's presentation meaningful and worth your time.

WFC Pilot Photo Contest Enter to Win!

Time for a contest! WFC members are asked to submit a favorite aerial photo of a Wisconsin landscape to compete in the first ever *WFC Pilot Photo Contest*. The winner will get a prize, and the photo will be featured in the next issue of



WFC Pilot. Please submit your photo from November 1-22 to Rose at skyword@new.rr.com. We know you all have some nice photos, so please share them to compete. One submission per member (we may try this again). Good luck!

Flying Wisconsin By Rose Dorcey

Some flights stand out, especially those that mean a lot to our passengers. John and I had a flight like that recently that I want to share with you.

Some months ago, John read a line in *Forward in Flight, the History of Aviation in Wisconsin* (available at the Oshkosh Public Library), about Lois Truchinski of Wisconsin Rapids, a cross-country Powder Puff racer in the '70s. John wanted to know more about her, so we visited Lois and interviewed her for a short blog article (<http://www.wisconsinaviationhalloffame.org/blog/?p=1365>.)

Before departing from Lois' home, we casually said that we would come back to give her an airplane ride. At first she said no, but our goodbye lingered, and when we were about to leave she said, "Well, make it a nice day." We were thrilled that she wanted to go up again.

On Friday, October 11, John and I flew to Alexander Field-South Wood County Airport (KISW) in Wisconsin Rapids. Lois was there

waiting for us, eager to go up. We told her it had been a bumpy flight, but that didn't deter her. "I've flown in bumps before," she smiled and said. John gave her a thorough preflight briefing (she thought the moving-map GPS was nifty) and then we were off, Lois in the left seat, John in the right. When Lois took the controls, I never noticed a difference. She still has the touch, years since her last flight.

When we completed our flight, Lois' son, Bill, was on the ramp to greet us. It took less than a minute to see the admiration Bill has for his mom. "I've never seen her in the backseat of an airplane," he said, then later added, "She's a pistol." A pistol we're proud to know.

Back in the '70s, with the second-wave feminism movement in full swing, becoming a pilot, working fulltime, and raising a family must have presented challenges. But knowing Lois, she overcame them with humor, perseverance, and support from her late husband, Larry. She's one to emulate, if our own challenges seem too much.

I hope you'll follow the link referenced earlier to learn more about Lois. And I hope you have special, inspirational people like Lois to take for a flight in N7770G.



Her smile shows how much she enjoyed the flight.

TIM TALKS



Club Pres Tim Lemke



Info and Tips for Cozy Winter Flying

With colder weather arriving soon, it's time to refamiliarize ourselves with the normal procedures for pre-heating our club airplane.

N7770G is equipped with a Tanis brand engine heating system, which has heating elements installed at several different locations on the engine. The Tanis system heats each of the cylinders and the oil sump, and improves the ease of starting even on very cold winter mornings. Because the engine and the oil are already "warm," internal lubrication is more immediate and engine wear is reduced. A secondary advantage is that cabin heat and the capability to defrost the windshield is available sooner.

Standard practice for the flying club has been to plug in the Tanis engine heater when the overnight temperatures consistently reach the sub-freezing range. Typically this occurs in early November. The Tanis heater has its own thermostat so it can be left plugged in continuously whenever the airplane is not being used. Thus, the engine is always warm and ready for use any

time of the day (or night).

The club also has a small space heater available in the hangar (under the bench, north side of hangar), which can be used to warm the airplane cabin prior to flight. If you place the heater on the floor of the airplane cabin and plug it in when you first arrive at the hangar, by the time you've completed your pre-flight inspection the cabin will be cozy warm.

One word of caution: If the Tanis heater and the space heater are both plugged in at the same time, there is a risk of tripping the circuit breaker for the entire "C" row of hangar outlets. If this happens, you'll need to call the airport manager's office (920-236-4933) and ask that one of the airport maintenance guys come out and reset the breaker. To avoid this inconvenience, unplug the Tanis heater before plugging in the space heater.

Cold temperatures mean we no longer need to wash bugs from the leading edges at the end of each flight. But flying in cold weather also means we have the extra tasks of remov-

ing the engine blanket and extension cord from the Tanis heater prior to every flight, and then reinstalling those items at the end of the flight. Seems like a reasonable tradeoff. If you have any questions or concerns about the standard pre-heat procedures, please contact WFC Maintenance Officer Eric Abraham or any of the club's flight instructors.

New to Tanis Heaters?

For WFC members who have not yet used 70G during cold weather, here's what you need to know:

- The plug for the Tanis heater is located under the left side engine access cover.
- Use either of the two extension cords at the north side of the hangar and plug into the outlet on the north hangar wall.
- The club has an old sleeping bag that we use as a blanket over the engine cowling to help retain the heat when the Tanis heater is plugged in.

By following these tips, you'll stay warm and cozy while flying N7770G this winter!

October Meeting Summary

The weather forecast for our October 8 meeting was opportune for a plane wash, so 18 members gather to clean it up. **Eric Abraham, Bill Cudnowski, Curt Carter, Sue Carter, John Dorcey, Rose Dorcey, Al Follendorf, John Forster, Carrie Forster, Dennis Hinz, Tim Lemke, Keith Myers, John Oberg, Brian Rupnow, Brendan Stormo, Kyle Strands, Sara Strands, and Gary Zahn,** were on hand for the last wash of the season.

Following the plane wash the business meeting began at approximately 6:30 p.m. **Eric Abraham** presented a mainte-

nance report, saying that N7770G's annual inspection had been completed on October 2, the oil was recently changed, the tach cable removed, cleaned, lubricated, and reinstalled. The main gear tires were reversed and the nose gear tire replaced. Other small items were also replaced.

Tim Lemke thanked the members who staffed the WFC table at the Wittman Regional Airport Expo/EAA Chapter 252 breakfast. **Keith Myers** facilitated a helpful safety discussion, "Stabilized Approach to Land."

Club members were reminded to visually check the fuel tanks and not rely on fuel

tank gauges when judging if N7770G should be refueled after a flight. Members should refuel the plane if the tanks are less than half full.

The club is in need of more towels and rags for washing and waxing our plane. If you have rags to donate, please drop them off at the hangar. Cotton towels

and old t-shirts work especially well. If you know of a hotel or business that may have old, clean towels to donate, please ask them if they would be willing to donate to WFC. Thanks to everyone who attended!



October Plane Wash & Meeting



Photos by Rose Dorcey

MEMBERS *In Action*

Congratulations to... Eric Abraham and Jason Kossel

Winnebago Flying Club has a new instrument pilot, Mr. Eric Abraham. Eric did his instrument training with club CFI Tim Lemke, and took his check ride with Keith Myers on September 28.

People say that the instrument rating is one of the toughest, and Eric made it even tougher when he decided to take his check ride on a windy, bumpy day. That didn't bother Eric, though, he passed and we can now say, "Congratulations, Eric, great job!"

New Solo

Congratulations to Jason Kossel, who made his first solo flight on October 17 at Wittman Regional Airport. Light wind and high clouds brought a lot of traffic to the pattern at KOSH - six aircraft were in the pattern for awhile. Patience paid dividends and at about 5:45 p.m. Jason made his first solo flight. Jason is flying with club CFI John Dorcey.

Great job, Jason!

Best wishes for continued success and many safe, happy flying hours to Jason and Eric.



Top: Jason Kossel shortly after his first solo flight with that knowing "I just soloed" smile. Above: Pilot Examiner Keith Myers with Eric.

Congratulations!

Life Gets in the Way

But Eric Prevails

By Eric Abraham

I received my private pilot certificate in 2001, and after 3 years of putting that "license to learn" to good use, I decided to work on my instrument rating. I went out and bought the videos and books, and then life got in the way. I got married, built a house, and could never seem to find the time or money to get that rating. With my house done and my life starting to free its grasp on me, I made my 2013 New Year's resolution to finally get that instrument rating.

I'm a computer geek, so I figured there had to be some kind of software program out there that would help me learn the flight maneuvers on a computer simulator. My thought was if I could learn as much as

possible on the ground, this would save me money in flight time. My internet search came across a program from ASA called IP Trainer, which had all the features I was looking for, but unfortunately they discontinued it. I was able to find one pilot store that had one copy left so I snagged it. I spent the winter months studying for the practical test and learning all the IFR maneuvers on the simulator.

Spring had sprung and I was ready to leave the world of simulator flight for the real thing. The time on the flight simulator definitely paid off because I felt very comfortable on the first lesson with flight instructor Tim Lemke. I flew with Tim two days a week for a

couple of months and after 25 hours of dual instruction I was ready to fly with safety pilots to practice and build the required 40 hours. Winnebago Flying Club members Curt Carter, Nick Luther, and John Forster were kind enough to help me out and act as safety pilot. I had now met all the requirements and was ready to schedule my check ride.

On the day of my IFR check ride the weather was not favorable. The ceiling was plenty high but so was the wind—gusting to 27 and hitting 40 at 3,000 feet. I had to make a go/no-go decision, and I decided to go. When I took my private pilot check ride, I had to reschedule it three times and I just didn't want to go

through that again. I met Designated Flight Examiner Keith Myers, and made my way through the oral portion of the exam fairly well.

Next it was time for the flight portion of the exam and all I was worried about was keeping the needles within the practical test standards while getting bounced all over the plane. After flying three approaches and a hold, we made the final landing and then Keith told me the good news, I had passed.

My journey to get my IFR rating was a lot of work, but very rewarding and fun. I encourage any pilot who is looking to take their flying skills to the next level to go out and get that IFR ticket. 🎉

WFC Participates in Frosting for Flight fundraiser N7770G on display as members compete

The Oshkosh Women in Aviation chapter's third annual Frosting for Flight cupcake competition and cupcake sale was held on October 5 at Wittman Regional Airport. Winnebago Flying Club participated in this event by having an informational booth and N7770G available for tours. Club Members **Tim Lemke**, **Sara Strands**, and **John Forster** promoted WFC at the event. The Oshkosh Women in Aviation chapter members acknowledged Winnebago Flying Club's presence at the event, with nine members helping out. Club President Tim Lemke was given an opportunity to address the crowd to introduce them to WFC.

Club members served in many ways. **Carrie Forster** competed, **Audra Hoy** was the cashier, **John Dorcey** was emcee, and **Rose Dorcey** was co-organizer. A past competitor, **Nick Luther**, was there to compare this year's entries.

Six teams competed, with unique themes and flavors. The event was a fantastic success, with more than 425 cupcakes sold in two hours, and raising more than \$590 for the scholarship fund.

The top three winners were: "Team Sweet Treats" Laura Redeker and Tiffany Schmidt. Their Feed the Animals/Zookeeper theme and

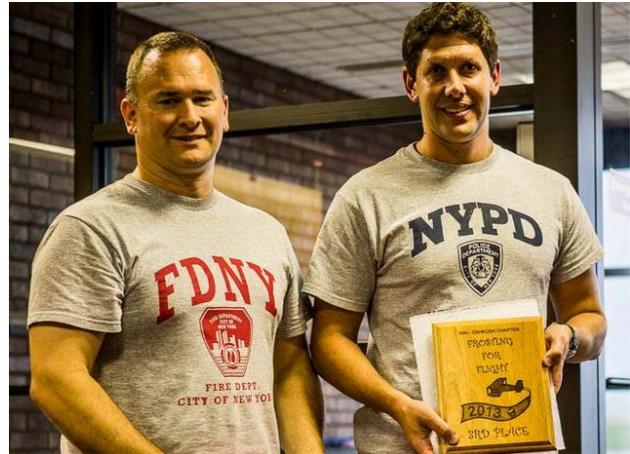
Double Chocolate Panda Bear cupcakes with cream cheese frosting were a hit with the judges and the attendees—they also won crowd favorite.

Second place went to "Team Sugar High", Karen Ulrich and Kelly Rates, with a Butterfinger cupcake with shaved Butterfinger and peanut butter frosting. Their Trick or Treat theme was carried out well, complete with lights, skulls, and cobwebs.

And the only male team, the "Barony Boys of New York," **Eric Abraham** and Nick Jurgella, competed with a New York Cheesecake cupcake with raspberry reduction, placing third. Congratulations, Eric!

Three judges, Winnebago County Exec Mark Harris, Wittman Airport Director Peter Moll, and Emily Makowski, host of Oshkosh Today, determined the top three winners. Judging was based on taste, appearance, and theme. Michelle Axford, of Cupcake Couture in De Pere, served as Chief Judge. Miss Oshkosh 2013, Chelsey Wasielewski, coordinated the crowd favorite judging.

The chapter's \$500 Spirit of Flight scholarship is awarded annually to a woman who has completed her first solo flight and is working toward her private pilot certificate or advanced certificates or ratings.

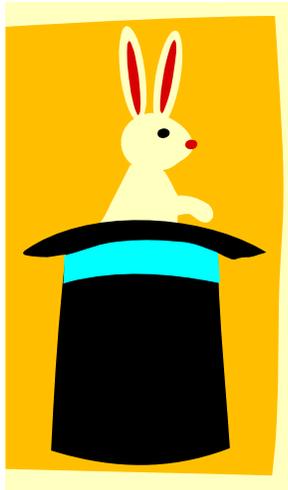


Photos by Scott Spangler



Pilot Tricks

By Keith Myers



As an examiner and a certificated flight instructor, I have had the opportunity to fly in dozens of different airplane types and many different pilots. All of them have taught me something about flying, some of it good and some of it not so good. Here are a few of the good habits I have adopted from others.

- Greet your airplane. Start to preflight the airplane as you walk up to it, looking at it from some distance away may help you notice things you would not see close up—the “forest for the trees” thing. Is the airplane sitting level? Is one wing higher than the other? Look for fresh stains on the ground around the airplane. Do they appear recent? Did your airplane make those?
- Conversely, always turn back and look at the airplane as you walk away. Do you notice an anti-collision light still blinking? (Forgot the master switch!) Perhaps a tie-down rope was not secured because of an untimely distraction.
- When I shut down an airplane, especially a strange one, I always remember the 3M company (I’m from Minnesota.) Mixture, Mags, and Master. Secure those three things and almost any airplane is “shut down.”
- When preparing for a cross-country flight I look at the “big picture” and make some mental notes. Where will the sun be as I start my flight? Will that first major landmark be on my right or left? What are the major highways or rivers along my route? Some big-picture thinking helps we get off to a more confident start.
- When I approach the intended runway for either departure or landing I take time to really notice the number that is painted on it. Is this the runway I am supposed to be on?
- Before I depart, or when I am on final approach, I look at the nearest wind indicator one more time and confirm the wind I am dealing with. Remember ATIS or AWOS information is always old information.
- I also pick an abort point for both the takeoff and for the landing before I find myself in need of using one or the other!
- My initial climb attitude is the nose on the horizon. Saves chasing the airspeed needle.
- I use the section lines below me to estimate distance and direction. They are a mile apart, and they are laid out in a north-south, east-west pattern.
- I use the spacing of the sun above the horizon for a quick estimate of daylight remaining. One clenched fist between the horizon and the sun equals about 1 hour of daylight left. Two fists, two hours, etc.
- The geography that is touching the nose of my airplane in flight gives me approximation of how far I can glide in



Keith Myers, DPE

- an emergency.
- Looking left and right at the wingtips and making sure they are equal distance above or below the horizon tells me I am flying level.
- I divide all runways into thirds. I will be at or fast approaching my takeoff speed in the first third and when landing I will touch down in the first third.
- I always hold the elevator control full aft when taxiing on any surface that is not concrete or asphalt, regardless of the wind conditions.
- If I plan on tying down the airplane outside, I stop the airplane in the tie-down spot with the nose wheel turned to one side. This provides a bit of a rudder lock to supplement my elevator/aileron control lock.
- Anytime I am flying and find myself with nothing to do or to check, I get the chills! There is always something to check or do in an airplane!
- My watch is my fuel gauge. Airplane engines always quit due to fuel starvation after a given time aloft, not a given distance traveled. 🌍



Submit your Story Ideas

What would you like to learn from one of the most experienced designated examiners in the Fox Valley? Please submit your “bright ideas” on topics for a future column by Keith Myers.

While you’re at it, if there’s something you would like to see more of, or even, less of, in *WFC Pilot*, let us know. Your submissions and ideas are always welcome!

Keith: myersairport@yahoo.com Editor: skyword@new.rr.com

Member Spotlight

Doug Koehler

Your family life: Married with two children, a son, 12, and a daughter, 9.

Occupation or Job Title—Current: Chauffeur/Cook/Maid/Repairman/Procurement Specialist/Go-Fer/Gardener/Auto Mechanic/Carpenter/Electrician/Laundry Service (i.e.- Stay at home Dad). **Past:** Industrial Engineer/Project Manager (Nuclear Controls; Electronics Mfg.; Oil Field Equipment Mfg.)

Where did you grow up? Until I was 14 I lived in north western Wisconsin (Rice Lake and Eau Claire); then I moved to Puerto Rico, then Arizona, and finally graduated high school in Texas. I then went to college at the University of Texas at Arlington where I earned a Bachelors' of Science in Industrial Engineering. (BSIE)

Latest book you've read and/or favorite book: Favorite book: The Last Lecture; by Randy Pausch (it really makes you treasure the time you have.)

Name one thing you want to do before you die: I would like to build or restore my own airplane... (see answer below for dream project, an RV-10 might be a little closer to reality.)

Favorite airplane: Too many still to try... But I drool over the Lancair Evolution.

How did you get interested in aviation/your aviation background: I think I was hooked at about the age of 16, when my cousin took me for a ride in his father's Cessna 150.

Name a person from history you would like to meet (and why): Benjamin Franklin, to share a beer with him and experience the wit and wisdom firsthand.

The person you most admire and why: My wife; she just keeps going, and going, and going...

Name one thing most people don't know about you: I am a certified SCUBA Diver.

My other hobbies, besides aviation: Building/Repairing Things, Amateur "Ham" Radio, SCUBA Diving, Bicycling, Fishing, Hunting/Shooting.

Favorite Quote: *We don't have a lot of time on this Earth, we weren't meant to spend it this way. Human beings were not meant to sit in little cubicles staring at computer screens all day.*

What do you enjoy most about your life: The quiet times I spend with family and close friends.

What do you like about being a member of Winnebago Flying Club: The knowledge and camaraderie I gain with every conversation I have with a club member.



Doug Koehler

Meet
WFC Member
Doug Koehler

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.





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**Pilots take no
special joy in
walking. Pilots like
flying.**

-Neil Armstrong

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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.

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 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.

Aerial Photos

Not a lot of aviation events going on in November, so for this issue, we'll share a couple of fall color flight photos.

The photo on the right is an island in the Wisconsin River in full fall-color glory along North Biron Drive near Wisconsin Rapids. Below, cranberries are being harvested from the marshes in Central Wisconsin, east of Wisconsin Rapids at Biron. Both were taken from N7770G on October 11, 2013.



Photos by Rose Dorcey