



# WFC Pilot

Volume 2, Issue 10

November 2014

## Winter Meetings:

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

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

## Next Meeting:

Tuesday, November 11

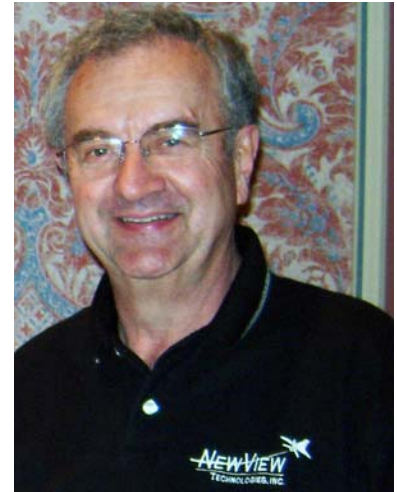
Details here →

## We Can See Clearly Now Windshield Care

The November meeting of the Winnebago Flying Club will be held on Tuesday, November 11, at FVTC's Spanbauer Aviation Center located at the southeast side of the Wittman Field Airport on Oregon Street. The meeting starts promptly at 6:30 p.m.

Following the business meeting, special guest speaker Bruce Botterman (right) from NewView Technologies will present tips and techniques for the proper care and cleaning of aircraft windows. With a shiny new windshield recently installed in 70G, this is a timely, helpful presentation. We hope many club members, guests, and anyone interested in proper airplane window/windshield care, will attend.

FAA Wings credit is available for this seminar. To register, visit <https://www.faa.gov/SPANS/events/EventList.aspx>, or on the sign-up sheet that will be available at the event.



## Flying Wisconsin By Rose Dorcey

Not sure why, maybe it's because I've been away from a classroom setting for a few years, but it's been a bit difficult staying focused on studying for my commercial certificate. The first several days were filled with distractions, confusion, and wondering if I had a clear path to getting what I want: a high, passing score on my commercial written/knowledge test. I was impatient, and I kept questioning, "How am I ever going to get to the end of the course?" It took a lot of silent coaching to settle down, and into a mindset of learning. "Breathe Rose," I told myself, "Just one chapter at a time."

After several days, it got better. I set a goal of completing the written by October 15. I moved through each chapter with relative ease, sometimes telling myself not to obsess over points that weren't making full sense. I took the practice tests at the end of each chapter and allowed myself to move on if my score was near 90 per cent. I reviewed missed questions, and made notes on areas "I got" and those that needed follow up. Confidence was building. Got almost all the way through the book and was feeling good.

However, as many adult learners find, life often gets in the way. Always involved in something, I found myself devoting a significant amount of time to two time-hogging events within two weeks of each other. Soon my red Gleim books got pushed to the side. I got an email from Gleim reminding me that I hadn't logged into my account for several weeks. "Is there something we can do to assist?" they asked. "Yes," I wanted to say. "Don't let me take on so many tasks when I have other things I want to achieve."

Reopening the books after a month away was challenging. Perhaps it was bad timing from the get-go. Maybe it was a poor decision to begin studying when I was already involved in so many things. But things are finally settling down, and I'm back in the books, with a new target date for the test. Fortunately, I kept good notes, so I'm on my way and will have this wrapped up soon.

Sometimes I question why I'm even doing this. But I know what it is. It's about personal satisfaction. It's about wanting to be a role model for my kids and grandkids. Someday I want little Logan to say, "Hey Grandma, let's go flying today." (That will bring tears to my eyes.) I want other people, especially women my age, to think, "Wow, if she's doing that, then I should follow my dream, too."

On my refrigerator, I have a handwritten phrase, "*Courage to Begin, Strength to Endure, Resolve to Finish.*" Seems like overly passionate words for something as simple as an exam, but it helps get my head where it needs to be when my confidence falters, or if I'm feeling stressed. And I always have this reminder: Just breathe. Maybe you've been there, too, wanting something, and having little setbacks along the way. Hang on to your goal and desire; don't let it be forgotten. Know that you can do it. I'm almost there.

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## TIM TALKS



Club Pres Tim Lemke

## What's New with 70G and Hangar C5

The recently completed annual inspection for N7770G included a couple of upgrades that are above and beyond the usual maintenance and inspection items. The original scratched, hazy, and somewhat distorted windshield was replaced with a crystal clear new windshield. Another major upgrade was the replacement of the original control yokes with newer units from a later model Cessna 172. Users of N7770G will notice that the replacement control yokes are in like-new condition and are a more modern and stylish design than the originals. The push-to-talk switches are mounted in a slightly different location, which may take a little getting used to.

The new windshield and control yokes really add to the appearance of the airplane, and I'm very confident that you'll find these upgrades to your liking. We members of the Winnebago Flying Club are very grateful to the aircraft owners, Keith and Carol Myers, for their commitment to keep 70G in such great condition. The mechanical condition and the physical appearance of our club airplane belies its age.

Members of the WFC should also be aware of the improvements recently made to hangar C5 by the Wittman Regional Airport maintenance staff. The original light fixture on the center ceiling was replaced with



a new 6-tube fluorescent fixture that really increases the amount of light in the hangar. This new light fixture is controlled by a motion sensor switch, which turns the light on as soon as you open the hangar door. A timer will turn the lights off after a period of time when no motion is detected. The flood lights that were installed several years ago in our hangar, and which direct light over the table, are still in place and function the same as they always have.

The switch that was located next to the electrical outlet on the north hangar wall has been removed, but the outlet remains in place and is functional. A new 20-amp electrical outlet has been added on the south hangar wall. Henceforth, this is the outlet that should be used for the Tanis engine heater in 70G (when outside temperatures dictate its use). Since this circuit is exclusive to hangar C5 with its own dedicated circuit breaker, there is minimal chance that the circuit break will "trip". So the problem of a tripped circuit breaker that we occasionally had in the past when the entire row of hangars was on one circuit has been eliminated. No longer will we lose electrical power in our hangar due to one or more other hangar tenant(s) causing an electrical overload.

One additional improvement that is currently in progress as I write this (October 20) is the repainting of the hangar exterior. One coat of paint has already been applied. At least one additional coat will be needed.

We are indeed fortunate to have access to a great airplane, which is housed in a nice hangar, and located on one of the most famous airports in the world. Life is good!

**Keith and Carol Myers, owners of N7770G, are spoiling Winnebago Flying Club members with the most recent upgrades to the airplane. Thank you, Keith and Carol!**



Photos by Rose Dorcey

## October Meeting Summary



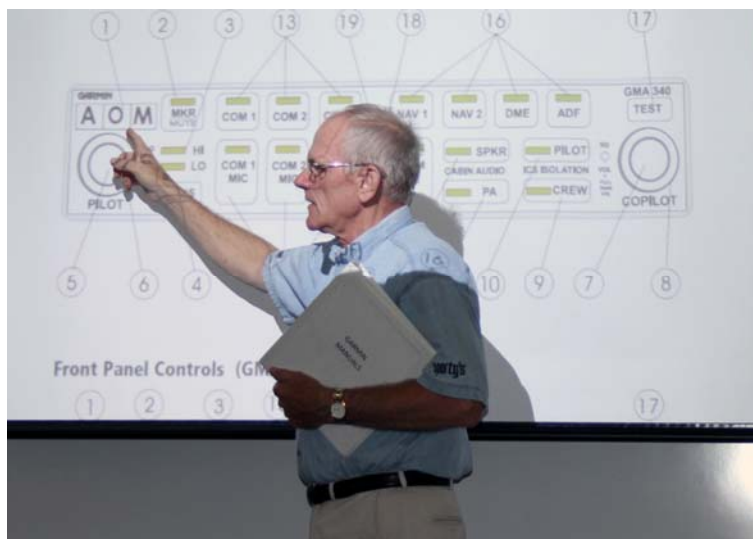
The October 2014 meeting was called to order at 7 p.m. in room 138 of the FVTC Spanbauer Aviation Center. The following members and guests were present: Curt Carter, Sue Carter, Eric Abraham, Tim Lemke, Rose Dorcey, John Dorcey, Carrie Forster, John Forster, John Oberg, Dennis Hinz, Mike Clark, Levi Fischer, Timothy Bobzin, Tim Turner, John, DeLong, Gary Zahn, Brendan Stormo, Blaine Vander Wielen, Chris Matheny, and guest Rob Sherman.

After reviewing and accepting the treasurer's report, a brief membership report was shared. Two new members were received into the club: Forrest Benson and Tim Bobzin. Al Follendorf moved from a regular member to associate. There are currently three or four prospective new members that we've been in contact with. Current membership numbers are: 36 regular, 13 associate, 4 family, and 4 college.

Maintenance Officer Eric Abraham shared that both main gear tires were changed in September. N7770G was in for annual inspection at the time of the meeting. The right main landing gear was being repaired as part of the annual inspection.

A number of communications items were included, such as:

- Congratulations to Blaine Vander Wielen who soloed on September 17.
- The local chapter of Women in Aviation is conducting a cupcake sale on October 11.
- WFC's Dave Coan recently underwent major surgery to remove one kidney (cancer). Fortunately it was discovered early and a full recovery is expected.
- The north T-hangars are being upgraded with better lighting and electric service. The hangars will be painted



**Tim Lemke provided an informative talk on the Garmin 340 audio panel, explaining how all those knobs and switches work.**

as well. The switches and outlets may change location. The overhead lights are now on a motion sensor switch.

Those in attendance at the meeting expressed a preference for a 6:30 p.m. start time for club meetings held during the cold weather months at FVTC. To give all members an opportunity to vote in the General Election on November 4, our regular meeting date, members chose to meet next on Tuesday, November 11, 2014.

Club President Tim Lemke concluded the meeting with an excellent presentation on the Garmin 340 audio panel. Several people took advantage of the FAA Wings credit available for attending this program.

## Matheny Solos 70G

WFC Member Chris Matheny soloed N7770G on Saturday morning, November 1. Chris performed three takeoffs and landings from Runway 36 thereby completing his first solo flight. Congratulations Chris! Read all about it in Chris' own words:

### Coyotes on the Runway

By Chris Matheny

Several people have told me that I will never forget my first solo flight. I know that they are right. In addition to my three solo takeoffs and landings, there were a couple of other firsts on the morning of November 1, 2014.

It was a crisp autumn morning with very light wind from the north. Runway 36 was in use at Wittman Regional Airport (KOSH) and after the normal pre-flight and ATIS, we began the long taxi to the south end of the airport. As we taxied down Runway 13 toward the Alpha 1 taxiway, the tower asked if we would "mind taxiing down Runway 18 to scare off the coyotes that had been playing along the west side of the runway?" Animal control responsibilities had not yet been covered in my Gleim private pilot syllabus, but Tim gave me a nod and I radioed back to the controller that we would be happy to assist!

Right turn on Alpha 1, left on 18, and we spotted the large brown canines playing in the ditch next to runway. Far from being scared, they seemed to enjoy our company. As we taxied, they leisurely ran south with us and then quickly tired of our "race" and went back to sniffing around the ditch for whatever treasures lurk along airport runways. We exited to the Alpha taxiway and were soon cleared for takeoff on 36, wary that they might decide to explore the runway at any time.

We took off without seeing the coyotes again and proceeded



to pattern work on Runway 36. My confidence was building and the wind was especially cooperative on 36 for a normal approach to landing. However, our friends on the north end of the runway had not gone away. Descending on final, the controller came on the radio, saying, "70G, I need you to go-around, the coyotes are on the runway."

Thankfully, we've practiced this. I smoothly added full power, held the pitch attitude, and reached over to jog up the flaps. As we climbed we were instructed to make a right turn and enter the downwind for Runway 27. We did as instructed and practiced the now-crosswind landings (note to self: much more practice needed on crosswinds.) After a few passes on 27, we asked to switch back to Runway 36 and were soon making left turns toward the wind-favored runway.

Exactly twice. After a number of marginal crosswind landings, I executed two patterns to a good landing on 36. At the conclusion of the second, Tim said, "I think you've got this. Are you ready to do it on your own?" I was nervous but felt ready, and we exited the runway to complete the paperwork.

I was alone! Taxi back to Runway 36. Call the tower. Cleared for takeoff and...deep breath... I was flying! Me, solo, without instruction or another set of steady hands to take the controls if necessary. It was fantastic! I think that these three takeoffs and (especially) landings, were my best yet! After the third landing, I taxied back to pick up Tim and we headed back toward the north T-hangars to refuel and debrief. Solo flight, a tower called go-around, and coyotes on the runway—certainly a day of firsts that I won't soon forget.

Thank you to Tim Lemke who has shown to be a patient and knowledgeable instructor. I look forward to our continued learning together.

## N7770G Used as Backdrop for Engagement Photo Shoot

On Thursday, October 30, WFC Member Jason Kossel and his beautiful fiancé, Emily Joswick, had their engagement photos taken and included Jason's favorite airplane, N7770G. It was a chilly day on the ramp at Outagamie County Regional Airport (KATW) but the handsome couple braved the cold temperature and brisk wind for what are destined to become the most memorable of engagement photographs. The two-hour, aviation-themed shoot also included photos with a Cherokee 140

owned by Jason's brother, Joshua.

Jason is a student pilot working on his private pilot certificate with WFC CFI John Dorcey. WFC Member Rose Dorcey flew the plane to Appleton so the couple could take photos at a different location prior to the plane's arrival.



Photos by Rose Dorcey

## Women in Aviation Scholarship Deadline Approaches; Apply by Nov. 17

WAI scholarships for 2015 now number 91 with the value of \$517,150. No matter what stage of your aviation career, if you fly for fun, or want to learn, Women in Aviation, International has a scholarship for you. These scholarships will be awarded during WAI's 26th Annual International Conference in Dallas, Texas, March 5-7, 2015 at the Hilton Anatole.

"Our scholarships are for any WAI member, not just for students. These scholarships change lives, open doors, and accelerate careers," said WAI President Dr. Peggy Chabrian.

In order to qualify for any WAI scholarship, the person must be an active WAI member as of November 1, 2014. All scholarship applications must be postmarked by November 17, 2014. Complete details on all scholarships as well as an application form and advice are available at [www.wai.org](http://www.wai.org).

## Free Aviation Events at EAA

Those who love classic aviation movies will be able to experience them in a unique way this fall, as the EAA AirVenture Museum in Oshkosh begins a series of aviation film screenings. The movies are free of charge and will be shown in the museum's Skyscape Theater Royale, an intimate setting with a 50-foot screen and state-of-the-art projection and sound systems. The films will be held the second Tuesday of each month through December and begin at 6:30 p.m. In keeping with the classic movie feel, bags of popcorn will be available for just a nickel each. The movies began in October and one movie night remains:

**December 9:** "Captains of the Clouds" (1942) – Starring James Cagney, Dennis Morgan, and Brenda Marshall, this wartime classic is Cagney's first Technicolor film, highlighting the legendary British Commonwealth Air Training Program in Canada, which supplied more Allied aviators in World War II than any other program.

### EAA AVIATION ADVENTURE SPEAKER SERIES

**Thursday, November 20, 7 - 8:30 p.m. Founders Wing.** Discover what it was like to be a crew member aboard a B-17 Flying Fortress in combat during World War II. Through archived photos and never-before-seen photos from private albums, EAA's Chris Henry tells the personal stories of the brave men and women who took to the sky to defend the freedoms we enjoy today. This presentation also focuses on the mission that EAA's B-17 *Aluminum Overcast* has embarked on in recent years, touring around the country to and why it's important to continue to fly this magnificent aircraft.

For more information visit <http://eaa.org/speakerseries>.

## IMC Club Presents: Advanced Weather for IFR Pilots

Saturday, November 8, 2014 - 08:30 CDT  
Public Safety Building, Outagamie County Airport (KATW)  
W6396 Columbia Drive, Appleton. 2nd Floor Training Room.  
Schedule:

8:30 coffee & rolls Speaker: Rich Mamrosh from the NOAA/NWS Green Bay office. 10 a.m. IMC Club IFR Scenario presented by Andy Miller, CFI-I. 11a.m. New NWS weather products for pilots by NOAA/NWS Green Bay office. Contact: Andrew Miller (888) 411-4367 ext. 802 or email [AndyM@squadrantech.com](mailto:AndyM@squadrantech.com).

## Reminder to Apply for WAHF's Aviation Scholarships

The Wisconsin Aviation Hall of Fame's scholarship program began in 2002 with the \$1,000 Carl Guell Memorial Scholarship, honoring WAHF's founder. In 2005, WAHF member supporter Jerome Thiessen created the \$500 Thiessen Field Scholarship, for a student enrolled in an at a Wisconsin technical college. Two years later, the family of longtime WAHF member/supporter Jerome Ripp approached the organization with a plan for a third \$500 WAHF scholarship.

In 2015, five scholarships are available, including the new \$500 Jeff Baum Scholarship, and the \$1,000 Robert Payzer Memorial/EAA Chapter 640 Scholarship. The Guell, Ripp, and Payzer Memorial scholarships are available to Wisconsin students enrolled in any accredited aviation program in or outside Wisconsin. The Baum scholarship is for those enrolled in an aviation management degree program.

Completed applications must be submitted by March 1, 2015. Questions regarding criteria or the application process can be directed to Sue Nelson at the Community Foundation of North Central Wisconsin, [sue@cfoncw.org](mailto:sue@cfoncw.org) or 715-845-9555. Visit [www.CFONCW.org](http://www.CFONCW.org) for more information.



## Aviation Heritage Center Dedicates Hmong T-28 Exhibit

On Saturday, September 20, the Aviation Heritage Center of Wisconsin dedicated a one-of-its-kind aircraft exhibit honoring the Hmong pilots who flew the North American T-28 Trojan and other aircraft from remote airstrips in support of American CIA covert operations in Laos during the U.S. Secret War.

EAA Chapter 766 members undertook the huge restoration of this historic aircraft (which was found in parts in a hangar) on behalf of the Aviation Heritage Center, which is located at the Sheboygan County Memorial Airport (KSBM), Sheboygan Falls, Wisconsin. The Center acquired a North American T-28 aircraft, BU (Bureau Unit) #138192, that was used to train Hmong pilots to fly at Udorn RTAFB (Royal Thai Air Force Base) Thailand, as part of Operation Waterpump. It is the only exhibit of its kind in the nation that recognizes the sacrifice made by the Hmong pilots in the name of freedom to defend their homeland during the Vietnam War.

The exhibit was dedicated at 2 p.m., with more than 200 people in attendance. A number of dignitaries, including Senator Ron Johnson, spoke at the event. The Hmong pilots present were honored with a certificate of appreciation. The exhibit also honors the Ravens (a brave and select group of clandestine American pilots who flew as Forward Air Controllers alongside the Hmong), and the T-28 Instructor Pilots of Det. 1, Special Operations Wing 56.

About a dozen Hmong pilots attended, along with family and friends of fallen pilots. A Trojan Horseman T-28 flyover took place at the conclusion of the event.

For more information visit <http://www.ahcw.org>.



## Learning by Mistakes

By Keith Myers

A club member suggested that I write about mistakes other pilots have made in hopes of learning how not to make the same ones. That is probably a good idea. Making mistakes in an airplane can sometimes result in the pilot not surviving to learn the lesson.

While there are countless pilot mistakes I can cite (some of them my own!) I want to look at the root causes of mistakes first. After all, often it's other factors that take the pilot to the mistake in the first place.

**Distractions.** We can all get distracted just doing everyday things. Getting distracted in an airplane can lead to bad things. If a distraction happens when I am doing the preflight or some other ground operation, I start over, or at least I should. That would have been helpful when I tried to taxi away with the tail tie-down still securely fastened.

Takeoffs and landings are areas where a distraction can prove dangerous. Institute a "sterile cockpit" in your flying. Any comments from others in the airplane should be directed to the task at hand. You might want to isolate passenger headsets to help with this. When distractions are happening remember your priorities, fly the airplane first, deal with whatever the distraction is second. This includes doors and windows suddenly opening, or seatbelts beating on the outside of the airplane because you forgot to check that they were secure when the passenger got out. One of my personal favorites; the guy sitting next to me blowing chunks all over the instrument panel as I turned final!

**Being in a hurry.** Sometimes doing nothing is better than doing the wrong thing in an airplane. Slow down; give yourself some time to think. Perhaps you feel rushed because there are too many things to do. Remember your priorities. Mine are always airspeed, heading, and altitude. Everything else is secondary. Get-homeitis is one of those bad things spawned by being in a hurry. Been there, done that. Not pretty! Leave the airplane, rent a car.



Keith Myers, Pilot Examiner

**Complacency.** This is a big one for us pilots that are more experienced. "I've done it a thousand times!" Maybe it will be the thousand and one time that gets me. The only flight that matters is this one. I was IFR; the engine was trying to burn water. It was not being very successful at it. Before departure I had thought, "I don't need to sump the tanks again." I had just filled up and besides, I never find water! Drained almost a quart of water out of the tanks at the airport I had barely made it into.



## FAA Wings Credit for WFC Meetings

If you missed it in our last newsletter, WFC members and guests can get FAA Wings credit for attending our meetings when a safety topic is presented. Our club CFIs, Tim Lemke and John Dorcey, along with Examiner Keith Myers, have provided dozens of Wings credit-worthy talks in the past. Their future talks, along with other speakers' presentations that fit the program objectives, will allow members and guests to get credit.



The Wings Pilot Proficiency program's objective is to address the primary accident causal factors that continue to plague the general aviation community. The FAA hopes to reduce the number of accidents it sees each year for the same causes. It is not a simple "Award" program but is instead a true proficiency program, designed to help improve our skills and knowledge as pilots.

It's easy to get credit, just sign your name on the sign-up sheet at the meetings, or register online. Learn more about the program at [http://www.faa.gov/WINGS/pub/learn\\_more.aspx](http://www.faa.gov/WINGS/pub/learn_more.aspx).

## Wanted: Your Winter Party Ideas

For the past several years, Winnebago Flying Club members have enjoyed a winter get together in different months, locations, and with varied activities. We've met at the airport, at the Delta, and last year, at Mahoney's Restaurant/Bar. We've played Aviation Jeopardy, Name that Aviation Tune, and Name that Wisconsin Airport. Each event has offered door prizes and icebreaker games designed to help us get to know one another better. We've had some good times, but it's always good to get new ideas about what our members would enjoy and where they would like to meet. So, before December 1, please contact one of our club's Event Coordinators, Brendan Stormo ([brendanstormo@gmail.com](mailto:brendanstormo@gmail.com)) or Rose at ([skyword@new.rr.com](mailto:skyword@new.rr.com)) to share your thoughts about what we should plan for 2014-2015. We're open to new suggestions, activities, and locations, and if you suggest something we'll try to make it happen. Let's make the next party the best one ever!



## Member Spotlight

### Timothy Bobzin

**Occupation:** I've been employed at Noel Group Aviation LLC, based in Stevens Point, WI at KTSE, since 2001. At Noel Group I am staffed as an aviation/facilities employee. Our equipment over the years has been a Hawker 800XP, Citation 550, and a Falcon 900EX. Prior to Noel Group, I worked at Sentry Aviation Corporate Services at KSTE, from 1997 to 2002. During my time with Sentry, I worked as an aviation assistant, line personnel, and detailer working on a Gulfstream GIII, Falcon 20 and a Falcon 900C.

**Where did you grow up?** I grew up in Waukesha until I was 5, at which time moved to Stevens Point. I lived in Stevens Point until a year ago, when I moved to Oshkosh for A&P School at Fox Valley Technical College.

**How did you get interested in aviation/your aviation background:** Growing up my dad was in Civil Air Patrol and he used to drag me out to the airport on Monday nights. He wanted me to join, but at the time I wasn't interested. However, after high school a friend got me a job working at the local FBO pumping gas and renting airplanes. After a few weeks on the job I was hooked! At the end of that first summer I began working as a detailer for the corporate fleet at Sentry Insurance. I was motivated to start flying after working around a Gulfstream GIII and a Falcon 20. It was awesome being a part of that flight department and I wanted to do the same thing, fly! I now have my private, instrument, commercial, and multiengine. I did most of my training in Stevens Point and Marshfield, and I'm excited to add Oshkosh to my flying resume. And now I'm enjoying my second year at FVTC, towards getting my A&P license.

**Latest book you've read:** Unfortunately, I don't have a lot of free time to spend reading. Most of my free time is spent fishing.

**Favorite airplane:** My favorite airplane was a 1978 Cessna 182RG N9834C with a Garmin 430. I had many adventures and experiences in that plane logging a little under 200 hours in it. Otherwise my passion lies in the corporate aviation industry.

**I'd love to trade places with a day:** I'd love to trade places with a captain flying private jets and have them try one day of A&P school at FVTC and see how they would do.

**Describe a favorite flying experience:** Back when I was working on my private rating, two other pilots and our flight instructor flew a Piper Archer II to Lake Havasu, Arizona, for spring break. It took about 22 hours to get there and 23 hours to get back. It was kind of funny, we ended up mailing our suitcases a week ahead of time because the Archer was nearly maxed out with four guys and full fuel. It was an incredible journey for a low time pilot and a hell of an experience to see the country in that way.

**If I could be King for a day:** I'd go flying!

**Name something most people don't know about you:** I spent two weeks in China and walked a mile on the great wall.

**My other hobbies, besides aviation:** Beyond aviation, my favorite hobby is fishing. I love taking my boat out with my friends and family whenever I get the chance. Warm or cold, rain or shine, I'll be out on the water trying to find some walleye. And I always love my annual fishing trip to Leech Lake, Minnesota. Fishing and hunting. Really anything that will get me outdoors.

**Favorite Quote:** "Never fly the A model of anything," or "Always fly with the dirty side down."

**What do you like about being a member of Winnebago Flying Club:** I enjoy being around the friendly and passionate people who love aviation as much as I do. I like the sense of pride that everyone has for the plane, its members, and the airport community.



Tim Bobzin

Meet  
WFC Member  
Timothy  
Bobzin

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***If you haven't  
already, please  
be sure to fill  
out your  
Member  
Spotlight  
form and send  
it to the editor.  
Thanks!***

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### Send your Ideas!

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

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

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



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or call 920-385-1483.

*“Smooth seas do  
not make skillful  
sailors.”*

*—African proverb*

We're on the Web  
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[www.WinnebagoFlyingClub.com](http://www.WinnebagoFlyingClub.com)

## The Fox Valley's Friendliest Flying Club!

Our club airplane, N7770G, is a 1971 Cessna 172. This is a 150 hp, four-seat aircraft certified for flight under IFR, with VOR and GPS navigation radios. Dues are \$30 per month and the airplane rents for \$85\* per Hobbs hour, wet. Aircraft scheduling is done via internet or telephone through [www.AircraftClubs.com](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.

## A Look Back at WFC in 2014 More photos in the next issue

