



WFC Pilot

Volume 4, Issue 3

November 2016

Meetings

Winter Schedule:

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

Fox Valley Technical College
Spanbauer Aviation Center
Oshkosh, Wisconsin

Next Meeting:

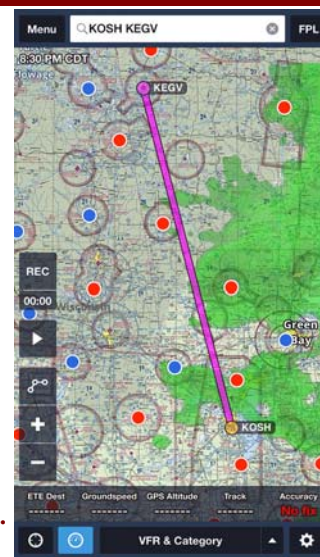
Tuesday, November 1, 2016
Details here [→](#)

Electronic Tablets and Flight Planning Apps Options, you have options

Our next meeting is scheduled a week earlier than usual because of the presidential election. We'll meet on Tuesday, November 1, and we hope to see a great turn out, both for the meeting, and the election a week later.

The WFC meeting will begin promptly at 6:30 pm at Fox Valley Technical College's Spanbauer Aviation Center located on the southeast side of Wittman Regional Airport on Oregon Street. Following the meeting, Eric Abraham will talk about various options available to pilots for the use of electronic tablets and flight planning apps. If you've always wanted to know more about what's available in the way of tablet computers and flight planning apps, you won't want to miss Eric's presentation. There's more hardware and software available than most of us are aware

I'm Rose Dorcey, and I approve this message.



Right, a screenshot from the ForeFlight app.

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Flying Wisconsin By Rose Dorcey

It's been awhile since an issue of *WFC Pilot* has been produced, as many members have likely noticed. This publication is a fun, though time consuming task for me. What makes it really fun is when members contribute simple things to share. I've heard from some of you that you enjoy receiving and reading it, so to help keep it coming on a regular, rather than sporadic basis, I need your help. What follows is a description of the kinds of things that will help make *WFC Pilot* the best it can be.

Photos - Send your photos! Just about everyone has a camera on their phones these days, so next time you're taking 70G for a flight, snap a few pictures! These don't have to be in-flight photos, though of course, those are welcome. Is the plane parked at an airport other than Wittman? Take a photo, especially with an identifying factor, such as a hangar, control tower, or airport sign. The photo could include all or a portion of 70G, but doesn't have to.

Need more photo ideas? Wildlife! You're bound to see deer, cranes, eagles, and more from the air, or sometimes, at the airport. One of my favorite crane photos is of a pair that watched as John and I taxied by, seemingly annoyed by our presence. Farming operations, sturgeon spearing shacks, Wisconsin's lakes and curly streams, cities, they all make great shots from the air. Shots of you

flying with friends and family are welcome, too. So are FBO and airport restaurant photos, especially those with unusual features, whether inside or out.

Note: Please keep safety in mind at all times when taking photos. Ask your passengers to snap some for you to help record these precious flights.

Stories - By stories I don't mean 3,000 word essays on your favorite flight, though I would find a way to make that work. Just send a few lines about a flight or destination that meant something to you, and why. If it was interesting to you, chances are your fellow members will want to hear about it.

News - Personal news, general aviation news, most all of it has a place in the pages of *WFC Pilot*. Flying clubs are social entities, so share what's happening in your life. Are you a EAA chapter member with an event to share? Tell us. Do you hold a new office in an aviation club or have you been recognized for an achievement? Don't be so humble! We want to know.

Member Spotlight - If you haven't already been featured, answer the questions on page 7 and send them to me, with a head shot. We love getting to know our members!

Together, we can make this an even better newsletter, one that's delivered to you each month. Get involved; it takes just minutes to send your contributions. And it will be most appreciated!

TIM TALKS



Club Pres Tim Lemke

“Would you consider serving as a club officer? It’s a bit of work, but it is also very rewarding.”

Vote Early, Vote Often... Errr, Vote Once for WFC Offices

Certainly, you’re aware of the elections coming up on November 8 for local, state, and national government offices. But are you also aware of elections that will soon be held for officers in the Winnebago Flying Club? The flying club has a total of six elected officer positions, and each officer serves a two year term. The terms are staggered so that three of the six officers are elected each year. Thus, there is always an overlap between newly elected officers and the remaining officers who are in the second year of their term. Nominations are held at the November club meeting, and the election is held at the December meeting. Last December, members elected the following officers of the club:

- Curt Carter: Vice-President/Secretary
- Sara Strands: Financial Officer
- Eric Abraham: Maintenance Officer

For this year’s election, we will be electing the following officers:

- President (Tim Lemke is the incumbent)
- Events Coordinators and the incumbents are Rose Dorcey and Jim Hamman. (There are two coordinators,)

For a complete description of the duties and responsibilities of the club officers, see the club constitution and by-laws, a copy of which is available in the “files” section of the AircraftClubs.com website.

Would you consider serving as a club officer? It’s a bit of work, but it is also very rewarding. Serving as an officer allows you to get better acquainted with more of the members, and you also get the satisfaction of ensuring that the club is operated in a safe, effective, and efficient manner. For many elections in the past, it was difficult to get even one person to volunteer to serve in each vacant position. So the “election” was simply an approval of the person that had volunteered to fill the vacancy. I’d love to see

a real election where we have multiple candidates for each position. Nominations for the offices of club president and the two events coordinators will be solicited at the November 1 club meeting, and the official election will be a part of the December 6 club meeting. You can even nominate yourself!

The club does not have term limits, so some of the current slate of officers (me included) have been in their current position for several years. That’s both good and bad. I can’t speak for the other incumbent officers, but I would gladly step aside from the presidency and give another member the opportunity to serve in this capacity. Please give it your thoughtful consideration.



Members in Action Begins Here!

We’ve got so many members who have accomplished great things in the last several months that we’re starting here on Page 2. Then, it continues on Page 3, and then on Page 6! We’re so happy to share news of our members’ many accomplishments in this issue.

Congratulations to...

Dr. Phil Yazbak, who completed his checkride on the morning of May 30 to earn his private pilot certificate. Phil flew with CFI John Dorcey and Examiner Dick Hanusa. Congratulations Phil! With a potential airplane purchase on the horizon, Phil has been flying often, building hours and gaining experience since earning his “ticket” in May.

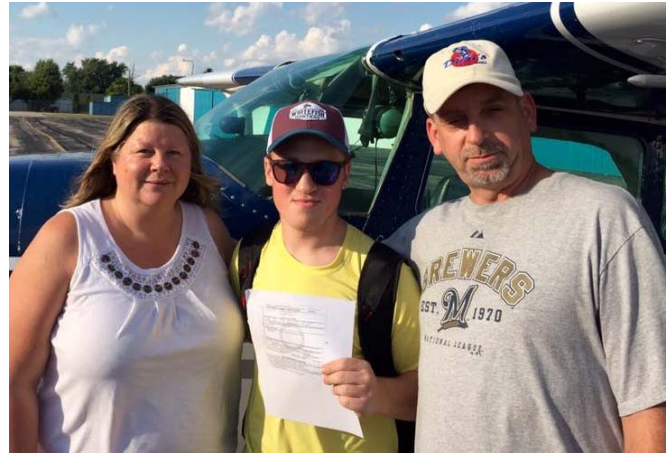
By the way, did you know that Designated Pilot Examiner **Dick Hanusa** was recently inducted into the Wisconsin Aviation Hall of Fame!? That’s quite an honor! Please congratulate him the next time you see him.



New Pilots!

In the past several weeks we've seen a number of our WFC student pilots earn their Private Pilot certificates, and we couldn't be happier to give them a big shout out on this unforgettable accomplishment!

Congratulations to WFC Member **Caylen Dyni** (right) who earned his private pilot certificate on August 16 when he proved to Pilot Examiner Duffy Gaier he was ready (Duffy says Caylen is "a smart kid.") Caylen is shown here at Wittman Regional Airport with 70G and his parents, Chip and Deena, known to many Oshkosh pilots as two of our friendly controllers. Caylen met his goal right before heading off to Iowa for his freshman year at college. His CFI was John Dorcey.



Andrea Weidner (above) earned her Private Pilot certificate on August 29. Andrea flew with examiner Dick Hanusa and her CFI was John Dorcey. Andrea trained with her significant other Randy Sullwold and we're waiting to hear updates of his flight training progress.



Congratulations to **Todd Schneider** (above) who passed his private pilot checkride on July 20. Todd started flight training several years ago in Oshkosh, flying a Beech Sundowner. He then transitioned to flying a light sport aircraft Remos. When that airplane was no longer available, he took some lessons in a Cessna 172 at the Fond du Lac airport. Then he discovered the Winnebago Flying Club, and completed his flight training. Todd's tenacity has paid off. For the flight test, Todd demonstrated his flying skills to Designated Pilot Examiner Dick Hanusa from Oshkosh. His flight instructor was Tim Lemke.

After completing his first solo on March 25, **Sushant Goel** (below) earned his private pilot certificate on August 25. Tim Lemke served as his instructor and Keith Myers was the designated examiner.



First Solo

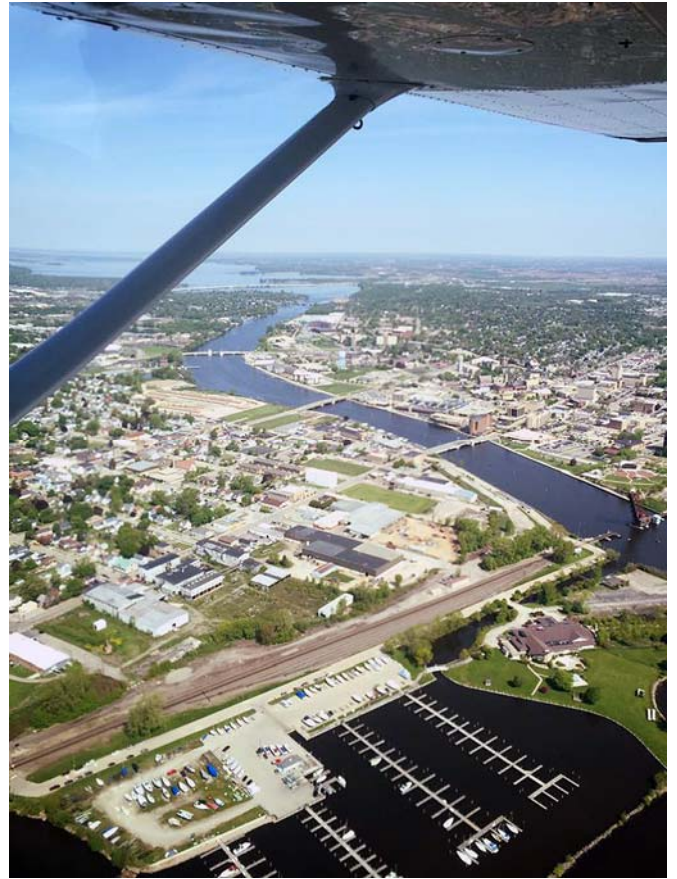
Congratulations WFC Member **Kathleen Labrie** (below) who soloed 70G on June 14 at Wittman Regional Airport! She made three solo takeoffs and landings after her CFI, John Dorcey, got out of the airplane. Great job Kathleen!



Fun Flights Or, why we fly

Wisconsin is a beautiful state. Whether you're flying over Oshkosh in springtime or over our fertile farmland, enjoying fall color flights, viewing the cranberry harvests in Central Wisconsin, or a flyout to Washington Island, there's no better way to witness Wisconsin's gorgeous landscapes than a leisurely flight with camera in hand. N7770G is a great way to enjoy it.

Please share your flying photos for your fellow member to enjoy in a future issue of *WFC Pilot*.



The Hangar offers \$100 BBQ at Crivitz

Crivitz could become your favorite fly-in destination, especially if you have an appetite. You'll experience authentic smoked BBQ, ribs, chicken and brisket, with excellent sides and five different flavors of BBQ sauce.

The Hangar's held its First Annual Fly-in on October 8, 2016. More than \$2500 was raised for The MACC Fund (Midwest Athletes Against Childhood Cancer, Inc.) Mark October 7, 2017, on your calendar for next years event!

The Hangar has been completely remodeled and is under new management. Its location next to the airport makes it a great opportunity for pilots to fly in for lunch or dinner, while watching the planes. Park your plane for free at the Crivitz Municipal Airport (3D1). The Hangar is located just 300 feet from the tarmac. Restaurant hours are Thursday through Saturday from noon to close (about 9 p.m.)

Visit crivitzbanquets.com to see pictures of the newly remodeled venue. Like them on Facebook at [Facebook.co/crivitzbanquets](https://www.facebook.com/crivitzbanquets). Call 715-854-2288 for more information.



EAA Museum Events

EAA's fall museum event schedule offers a great opportunity to see free movies (with free popcorn) and hear passionate aviators tell their unique stories. The Museum Movie Nights take place in the Skyscape Theater on its 50-foot screen. Seating is first-come, first-serve and subject to capacity.

Tuesday, November 8, 6:30 p.m. - Bridges at Toko-Ri (1954)

Tuesday, December 13, 6:30 p.m. - The Dam Busters (1955)

Aviation Adventure Speaker Series

Learn about unique and historic aviation experiences with the following free presentations, which take place in the EAA Founder's Wing. Enjoy a beyond the barrier cockpit climb in various World War II aircraft immediately following the presentations.

November 17 - Col. Clarence "Bud" Anderson presents "From Dogfighting to Test Flight." Col. Anderson flew P-51 Mustangs in the famous 357th Fighter Group. By the end of World War II he would accrue 16 1/4 kills. He went on to become a test pilot and would fly more than 100 different aircraft types including the PQ-14 in EAA's museum collection.

December 9, Wright Brothers Memorial Banquet, 6 - 9 p.m., Founder's Wing. This annual banquet honors the spirit and achievements of the Wright Brothers. Eugene Francis "Gene" Kranz, is the keynote speaker. Born in Toledo, Ohio, Kranz is a retired NASA flight director and manager. Kranz served as a Flight Director during the Gemini and Apollo programs, and is best known for his role in directing the successful Mission Control team efforts to save the crew of Apollo 13. Cocktail hour begin at 6, dinner at 7 with presentation to follow.

Call EAA at 920-426-4800 or 800-564-6322 for presentation times, or visit www.EAA.org for more information.



Frosting for Flight

The Women in Aviation Oshkosh chapter has announced the date of its 2016 Frosting for Flight cupcake competition: Saturday, February 25. The event will run from 1 - 3 pm. This event raises funds for the chapter's \$500 Spirit of Flight scholarship. WFC Members have competed in and attended past events and the chapters encourages club participation once again. Complete details were not available as of press time, so watch for more information in the next issue of *WFC Pilot*.

Hear NWS's Marcia Cronce with the Oshkosh Women in Aviation chapter

Marcia Cronce, a meteorologist at the National Weather Service (NWS) in Sullivan, will be the featured speaker at the next Oshkosh Women in Aviation chapter meeting. Marcia began her NWS career in October 2005. She has a Bachelors degree in Atmospheric Sciences from the University of North Dakota in Grand Forks and a Masters degree in Atmospheric Sciences from the University of Illinois in Champaign-Urbana. Besides forecasting, Marcia handles the aviation program in the Sullivan NWS Forecast Office, which includes running verification of aviation forecasts, establishing communication between the NWS office and local airports, and giving weather refresher presentations for airport operations and various aviation interest groups. She recently implemented an aviation forecast process that essentially creates TAFs at any given point in southeast Wisconsin and is working to improve and expand efforts across the country.

The Women in Aviation meeting is on Tuesday, November 15 at 6 pm at the Evergreen Retirement Community, 1130 Westfield Street, Oshkosh, Howard Rowland Room. WFC members are welcome!

Ground Reference Maneuvers

By Keith Myers

There are three ground reference maneuvers that each entry-level pilot candidate must demonstrate for the Sport, Recreational, and Private pilot flight tests. They are the rectangular pattern, S-turns across a road, and turns around a point. The examiner has the discretion of asking the applicant to demonstrate only one of these maneuvers, or two, or if the examiner so chooses, all three. The Commercial pilot applicant must demonstrate only one ground reference maneuver, eights-on-pylons.

These maneuvers are designed to help the pilot enhance his or her flying skills. There is a ground track to maintain, altitudes to stay at, the constant monitor the health of the airplane, all while watching for other traffic! These relative simple maneuvers can keep a pilot busy.

The rectangular pattern looks the easiest but it can be a challenge especially if there is a significant wind. The object is to fly around a ground-identified rectangle while maintaining altitude and correcting for the effects of the wind on each leg. This maneuver is a good introduction to the airport traffic pattern.

S-turns across a road imply you need a road for this maneuver. You don't. Any straight reference line perpendicular to the wind will do. In this maneuver the pilot flies two semicircles of equal radii on each side of the selected straight line. The examiner wants to see each semicircle start and end precisely at the "road" and at right angles to it, with no part of the maneuver being flown in a level flight attitude.

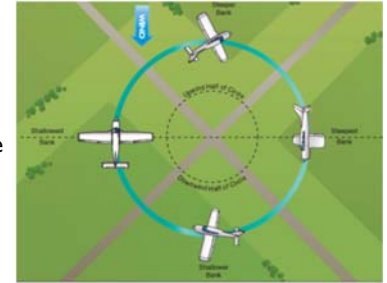
The turn around a point maneuver is a logical progression from the S-turns. In this maneuver wind drift correction is always being applied as the pilot circles the point at a constant radius. This maneuver is often done over a cross roads to give the pilot some helpful reference points along each road spoke. This sometimes leads the pilot to "connect the dots" and not fly a consistent smooth radius as required in this maneuver.

These ground reference maneuvers are done at or below 1,000 feet AGL. Each PTS specifies the altitude range. While the

student may be taught to enter the maneuver from the downwind side the PTS does not require a downwind entry. Speaking of wind the applicant often has a difficult time finding a reference line for the maneuver. It is easy. For ground reference maneuvers set up as if the wind is from a cardinal heading. For example, if the wind is 230 degrees just pick WEST as the closest cardinal heading. Close enough for government work!

Doing a clearing maneuver is part of each ground reference task. The applicant needs to select an area that includes an emergency landing field within gliding distance, is free of other maneuvering airplanes and it is not over a populated area or in an area populated with obstructions. So, doing your turns about a point around a deer stand in the middle of a 1,000-acre swamp might not be the best choice.

When you are out practicing these maneuvers, don't spend an inordinate amount of time over one point or in one area. Nowadays people on the ground get nervous easily. They most likely don't know you are just practicing for your flight test.



MORE Members in Action!

Dani Mortenson Solos

Winnebago Flying Club member **Dani Mortenson** completed her first solo flight on June 2. Weather conditions were favorable for a first solo flight. Dani piloted N7770G around the traffic pattern for Wittman Regional Airport's Runway 27 where she completed a total of three very nice solo takeoffs and landings. Way to go, Dani.

Dani eloquently described her first solo flight:

This morning, a very special moment in my life happened. I tear up as I write this. I was aware that we lost two beloved pilot friends last year on this day at this same location. My first solo flight has been looming for a couple lessons, and the weather was great. After a handful of takeoffs and landings with my instructor, we pulled the trigger.

As I turned to taxi down to Runway 27, I started choking up emotionally, feeling the pride of those who love me, for this moment, and remembering the joy and responsibility this skill involves. I asked Jeremy and Kate Cotter Monnett to help me. As I took off and climbed, I noticed I was relaxing in the silence of an empty cabin, and then, noticed I was following a yellow Sonex throughout my three takeoffs and landings. Couldn't have been more perfect!

Member Spotlight Caylen Dyni

Occupation or job title: Playing Junior Hockey in Iowa.

Where did you grow up? I was born in Goldsboro, North Carolina, but moved to Fond du Lac, Wisconsin, when I was two. I've been there ever since.

How did you get interested in aviation/your aviation background: Well, both my parents are air traffic controllers at Wittman Regional Airport (KOSH). They would always take me to the EAA AirVenture airshow when I was little and I think that got me hooked. I've always been around planes.

Latest books you've read or favorite books: My favorite books I've read would probably have to be *Unbroken*, *Lone Survivor*, and *American Sniper*. I can't really pick between them.

Favorite airplane: F-15 Eagle.

Describe a favorite flying experience: Takeoff stalls—not! Definitely getting my private pilot certificate and soloing for the first time. The sense of accomplishment felt and recognition I received from family and friends was awesome.

If I could be King for a day, I would: Probably buy myself a plane, I don't know what else I would do.

My other hobbies, besides aviation: Hockey and like any other teenage guy, video games.

Favorite Quote: "Go to the net, hard." —Chip Dyni. It's a hockey reference, but to me it means a little more than that, and it's from my dad.

One thing people don't know about me: Most people don't know I was born in the state of the first flight—North Carolina. Coincidence?

I'd love to trade places for a day with: Any Air Force/Navy pilot. Assuming the skills from the pilot would carry over to me, I'd love to fly a fighter jet. Maybe one day.

What do you like about being a member of Winnebago Flying Club: I love the fact that it's nearby to home, and that most time I'm flying I get to talk to my parents. Plus it's home to my favorite flying instructor ever, John Dorcey—wink, wink.



Caylen



Meet
WFC Member
Caylen Dyni

If you haven't
already sent
your Member
Spotlight form
to the editor,
please do so
soon so you can
be featured in
an upcoming
issue of
WFC Pilot.

Meet your fellow members
in each issue of
WFC Pilot.



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. Send to Rose at rose.dorcey@gmail.com. Thank you!



Located at
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*“All agreed that
the sensation of
coasting on the
air was
delightful.”*

*Octave Chanute
1894*

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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 \$80* 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@winnebagoflyingclub.com to learn more.

*Due to market conditions and other circumstances, see our website for current rate.

2016 Plane Washes

Winnebago Flying Club may have the cleanest airplane based at Wittman Regional Airport. We wash and wax it monthly in summer months (weather permitting) and members wipe the bugs off after most every flight. Now that we're back to flying in fall, there are fewer bugs on a collision course with our leading edges, but please be sure to check, and wipe them off if needed.

Thanks to everyone who came to our summer meetings and helped keep 70G sparkling clean. Washing and washing a Cessna 172 in an hour seems impossible to some, but your help makes it easy. Thanks again!

