



Dodge County Flier



VOLUME 14 NO. 4

DODGE COUNTY AIRPORT, JUNEAU, WI

APRIL, 2007

MEETINGS

2nd SATURDAY of the MONTH
9:00 a.m.

DODGE COUNTY AIRPORT

NEXT MEETING IS

Saturday, April 14, 2007

Bring a friend!

Board Meetings:

Same day and place as the chapter meeting.

8:00 a.m. sharp

Everyone welcome

CHAPTER OFFICERS

President: Randy Clark (920) 387-2166
Vice President: Kip Elliot (920) 324-9082
Secretary: Jeremy Wald (920) 485-4642
Treasurer: Glenn Ingram (920) 887-2507

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FLY-OUT DIRECTOR

Dale Wahl

NEWSLETTER EDITOR

Ron Romans
ronromans@milwpc.com

WEBSITE EDITOR

Brian Lerwick
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PRESIDENT'S REPORT

I want to extend an invitation to everyone to attend our April 14 EAA 897 meeting, bring a friend! With some luck we may be able to have the meeting at the hangar, weather permitting. I have received the certificate of insurance for EAA 897, this insurance is purchased through EAA headquarters in Oshkosh and was effective 12-1-06, and anyone who wishes to view the document may do so at the April meeting.

Next I have a very serious subject to discuss and it's called "USER FEE'S." Fee's are a threat to anyone who build's and or flies general aviation aircraft. The big airlines and their lobbyist in Washington are attacking general aviation and want to transition more cost on our shoulders. This will include increases in fuel cost, airman medical, annual inspections, landing fees, insurance etc., and anything else they can dream up. We must all work together to defeat user fee proposals. The best method to contact your representative in Washington and express your concerns is a written letter. You may go online at www.EAA.org/govt/index.html. Also look at the April issue of Sport Aviation vol.56, no.4 page 11 for more information. I know some members have already sent letters to Herb Kohl and Thomas Petri. I want to urge everyone in our chapter to contact these two representatives and if you're not up to writing a letter the EAA Headquarters website has form letters you can sign and mail.

Honorable Herb Kohl
U.S. Senate
330 Hart Senate Office Building
Washington, D.C. 20510

Honorable Thomas Petri
U.S. House of Representatives
2462 Rayburn House Office Building
Washington, D.C. 20515

Keep smiling

Randy

UPCOMING EVENTS

May 6 EAA Chapter 1177 Young Eagles Rally Palmyra Airport Palmyra WI (88C)

10 a.m. to 2 p.m.

Young eagle rides, pilots needed, please come help a child fulfill a dream. Brats, soda and coffee will be sold.

Rick Martin (262) 441-0600

E-mail: eaa 1177@charter.net

May 12 Fly-in Breakfast

Manitowoc Co. Airport Manitowoc, WI (MTW)

7 a.m. to noon.

Eggs, pancakes, porkies, coffee, juice, and milk.

Karl Meyer (920) 553-1207

E-mail: kjmeyer@msn.com

May 20 EAA Chapter 431 Pancake Breakfast Brodhead Airport Brodhead, WI (C37)

7 a.m. to noon

Pancake breakfast, drawing for free airplane rides.

Jeffrey Fink (815) 624-7583

May 27 EAA Chapter 371 Breakfast Fly-in Portage Municipal Airport Portage, WI (C47)

7 a.m. to noon.

All you can eat pancakes and eggs made to order.

John Poppy (608) 742-3300

June 3 Open House Fly-in Drive-in

Dodge County Airport Juneau, WI (UNU)

8 am. to ?

Pancake breakfast from 8 to noon sponsored by EAA Chapter 897. Airplane rides by Wisconsin Aviation

Dennis Winkel (920) 296-0645

E-mail: dennis@millertool-die.com

Tim Bentheimer, Airport Manager (920) 386-2402

E-mail: tim.bentheimer@wisconsinaviation.com

June 17 Father's Day Fly-In, Drive-In Breakfast Palmyra Airport

One of Wisconsin's oldest Fly-In breakfast, our 57th year! Serving Radishes (Yep, you read that correct), Pancakes, Ham, Eggs, Juice, Coffee, Milk.

Phone: 414-732-8456

YOUNG EAGLES

Contact:

Linda Ludtke (920)-885-2480

Glenn Ingram (920) 887-2507

Dodge Co. Airport (920) 386-2402

The next scheduled Young Eagle Flight will be on May 12, starting at 9 a.m. We will hold our May chapter meeting after the Young Eagle Flights.

GOING TO SUN 'N FUN?

Cleo Kahlhammer will be going to Sun 'n Fun directly from his home in Mesa Arizona.

He would like to hear from anyone who is going to Sun 'n Fun. Contact Cleo at his home in Mesa (480) 854-0855

THANK YOU

Thank you for the beautiful plant (the only flowers from the funeral that survived and it's in bloom) that the Chapter sent to the funeral for my mother, Josephine Romans. I also want to thank all those who expressed their condolences in word, in e-mail, and in thought.

We did not mourn the loss of my mother. Being a Polish family (formerly Romanowski) we celebrated her life and her life upgrade.

Ron Romans

DON'T DO THAT AGAIN DEPARTMENT



What tree?

10 March, 2007
EAA Chapter 897 Meeting

President, Randy Clark, brought the March 10, 2007 meeting to order at 9:10 a.m. There were 18 members in attendance.

Dennis Winkel made a correction to February's minutes. Mike Digman played a major contributing role in the completion of the cabinet in the hangar. Dennis Winkel and Tim Hoversten also assisted him.

Kip Elliot made a motion to approve the minutes from the February meeting. Bob Mueller seconded the motion. The minutes were approved.

Glenn Ingram gave the treasurer's report. Several members paid their dues in February. Dennis Winkel made a motion to approve the report. Kip Elliot seconded the motion. The motion carried.

Glenn Ingram presented the hangar report. He mentioned that the service door is jammed tight. The concrete floor is heaved up from the frost. He suggested that a garage door opener be installed on the large overhead door on the side of the building. This would allow a secondary means of access.

Kip Elliot and Dale Wahl discussed several gutter options. Kip had priced a couple of installers also.

Linda Ludtke announced that the annual Young Eagles flights for 5th graders will be held on May 12th from 9:00a.m. to Noon. Being that this is a meeting day, we will hold the meeting after the Y.E. flights.

Dale Wahl and Chuck Dwyer got raffle tickets printed. They distributed some to the members present. See Chuck Dwyer If you did not receive yours.

Randy Clark and Tim Bentheimer attended the county board meeting. They discussed a list of petitions and proposed improvements that came before the board regarding the Dodge County Airport. Several items on that list included:

- a petition to do crack and sealant repair work to the runways (extending runway life 7-10 years).
- upgrade runway lighting
- upgrade fuel facilities
- purchase a large snowblower for the County (this would remain at the airport)
- a petition for a Land Acquisition Survey for possible future expansion.

Glenn Ingram suggested a "Good Neighbor" get together with neighbors surrounding the airport. This would allow the EAA and the Airport to hold discussions with the neighbors and promote good relations. Tim Hoversten suggested asking members of management of Wisconsin Aviation to attend and to allow neighbors to engage in discussion with them also.

The pancake breakfast is still set for June 3rd.

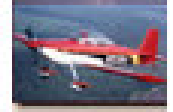
Tim Hoversten received the rest of his tail section from Zenith. (This was the remaining part of the tail kit from the Mexico, Missouri workshop that he attended.)

Bob Mueller made a motion to adjourn, Tim Hoversten seconded the motion. Motion passed.

Respectfully submitted,

Jeremy Wald
Secretary

SAFETY THOUGHTS



From Len Kauffman, EAA Chapter 105, Portland Oregon

ARE YOU BLIND?

Last month we talked about a mid-air nightmare emphasizing the importance of keeping heads-down time to a minimum. This month we'll consider a related topic, the blind spot in our eyes. Under certain conditions, this phenomenon could prevent a pilot from seeing an airplane even if he or she is looking outside. The blind spot is nothing new to most, if not all, pilots but is worth revisiting from time to time. Let's take a look at it again using the two small aircraft pictured above. Hold this page at arms length in front of your eyes. Close your left eye and stare at the center of the Cessna while moving the page slowly toward you. The RV disappears. Now close your right eye, look at the center of the RV and bring the page closer. The Cessna disappears. The brain cleverly fills in the blank spot to match the surrounding area.

The blind spot is about 3/4 inch diameter at one foot from the eye. At a distance of 800 feet, however, it's about 50 feet across and could easily hide an airplane. Move out to one mile and the blind spot is over 300 feet. That is enough to hide a 747. Something you really don't want to miss. Two aircraft (at RV speed) heading toward each other will close one mile in less than 10 seconds.

So what's up with this blind spot? Light entering the eye is focused on the retina at the back of the eye where millions of rods and cones sense incoming rays. They send their signals to an area called the optic disc, where they connect to the optic nerve. This circular area, the optic disc, has no rods or cones and is unable to sense light- resulting in the "blind spot."

Normally, the blind spot in one eye is covered by vision in the other eye so objects are not missed. A person with only one functional eye can overcome the blind spot by constantly moving the eye so an object will not remain in that spot. Those of us with two good eyes could still "Lose" an object (perhaps a plane) by staring in one direction while something, (side or center windscreen trim, roll bar, pedestal mounted compass, large nose,

etc.) blocks the vision in one eye.

Let's look at a couple of examples. First stare at a prominent object (door knob, light switch, etc.) ten or more feet away. Now hold up your hand at arms length to block the vision of that object with your left eye. You'll only see it with your right eye. Keep your hand in place and slowly move your eyes to the left (maintaining the same elevation). The object disappears. If you're outside, try it with a car about 300 feet away or an airplane at 800 plus feet.

What about that "large nose" — You thought I was joking, right? For those blessed with a particularly prominent proboscis, try this. Look at the object again, but this time turn your head so the left eye vision is blocked by your nose (those with a small nose can experience it by placing a finger on your nose to make it larger. Now slowly move your eyes (don't move your head) to the left. It's gone again.

The nose deal is not likely to be a problem since it requires a somewhat contorted position - but the other examples using cockpit obstructions are quite real. The normal blind spot is about 15 degrees outboard of center - vision for each eye. Anything in your airplane that blocks vision in that position can create a blind spot (obviously, if the obstruction is wide enough it will block both eyes). The solution, of course, is to ALWAYS keep your head and eyes moving. We normally do, but at times could we be tired and maybe a bit bored on a long cross country flight over uninspiring terrain? Maybe daydreaming a bit? Could we stare long enough for that unseen plane one mile away to come within 200 feet where it's wingtips begin to appear? Remember that the "collision" airplane will have no relative motion in the windscreen and could remain in a blind spot if we let it.

All this might be just an interesting academic exercise. It's PROBABLY not a real threat. **Right?**