



Dodge County Flier



VOLUME 14 NO. 10

DODGE COUNTY AIRPORT, JUNEAU, WI

October, 2007

MEETINGS

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

DODGE COUNTY AIRPORT

NEXT MEETING IS

Saturday, October 13, 2007

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

BOARD OF DIRECTORS

Randy Clark Glenn Ingram
Kip Elliot Jeremy Wald
Ron Romans Chuck Dwyer

DIRECTOR AT LARGE

Brian Lerwick

TECHNICAL COUNSELOR

Ben Ludtke (920) 885-2480

YOUNG EAGLES COORDINATORS

Ed Lachendro
Glenn Ingram
Dick Siedschlag

SAFETY OFFICERS

Chuck Dwyer
Dale Wahl

FLY-OUT DIRECTOR

Dale Wahl

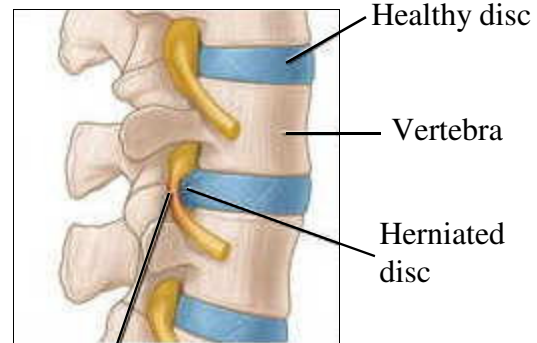
NEWSLETTER EDITOR

Ron Romans
ronromans@milwpc.com

WEBSITE EDITOR

Brian Lerwick
[Website: www.eaa897.org](http://www.eaa897.org)

PRESIDENT'S CONDITION REPORT



Compressed
nerve root

President Randy Clark has been unlucky enough to acquire a herniated disc. EAA chapter 897 spies have smuggled this picture of the offending disc from the local Wall Mart photo department. Randy was spotted at the airport last Saturday. From the look on his face, he was in severe pain. Randy said that he may not make the meeting this Saturday.

Don't **you** miss this meeting. We have to decide what plan of action we take to finish the chapter hangar. We have quotes to finish the East side of the hangar in stone or in metal siding. Also this is the meeting that you should get your Banquet tickets from Linda Ludtke - or at least let Linda know that you are coming. Linda needs an accurate count so she can tell the people at the Beaver Dam Country Club. See page 2 for more information.

Don't miss the letter from Young Eagle Director Steve Buss about Dick Siedschlag and Glenn Ingram. You will find that on page 5. They say that it's better to give than to receive. I say that it is best to give freely, then receive unexpected recognition like this.

Ron Romans reporting for *Randy Clark*

Get well soon, Randy.

New Hangar For Rent

Kip Elliot has room for a Cessna 150 size plane in his hangar. \$80/ Month (920) 324-9082

UPCOMING EVENTS

October 14 EAA Chapter 1177 Breakfast and Poker Run Game Day

Palmyra Municipal Airport, Palmyra, WI

Poker run May thought October, cash prizes, poker hands made up by trading tokens collected throughout the season. The more events you attend the better your odds. Midwest EAA Chapter's Poker Run.

Rick Martin (262) 495-3108

E-mail: eaa1177@charter.net

December 8 Breakfast with Santa

West Bend Municipal Airport West Bend, WI (ETB)

8 a.m. to noon

Santa arrives at 9:30 a.m.

Glen Brandt (262) 338-8411

www.eaa1158.org



YOUNG EAGLES

Contact:

Ed Lachendro (920) 885-3968

Glenn Ingram (920) 887-2507

Dodge Co. Airport (920) 386-2402

Glenn Ingram flew all the Young Eagles and some Old Eagles in his 1969 Cessna 172K with short take off and landing modifications. See page 5 for more on the Young Eagle flight.

From Avweb Flash 9/24/07 www.avweb.com

No More Dumbing Down GPS

The Department of Defense says its next generation of GPS satellites won't come with an on/off switch for civilian users. Because the system was originally deployed as a military system, the military wanted the ability to degrade the accuracy of the signal or eliminate it entirely to prevent it from being used against them. But with GPS in everything from cellphones to tracking chips in store merchandise, the DoD long ago gave up any hope of keeping it a discretionary asset and effectively turned off the "selective ability" function in 2000.

However, beginning with satellites deployed in 2013, even that capability won't be included in the system, something that should calm the fears of some that their moving map could suddenly disappear without warning. "This action to permanently remove SA eliminates a source of uncertainty in GPS performance that has been of concern to civil GPS users worldwide for some time," DoD said in a news release. That undoubtedly means the military has something even better than GPS to run its own systems and it will be interesting to see what trickles down to the civilian market.

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☆☆ **2007 CHAPTER BANQUET** ☆☆

☆☆ **SUNDAY, NOVEMBER 4TH** ☆☆

☆☆ **BEAVER DAM COUNTRY CLUB** ☆☆

☆☆ Linda Ludtke needs a count of who ☆☆

☆☆ will be attending the banquet in ☆☆

☆☆ November by the next meeting or soon ☆☆

☆☆ after. She would like all checks made ☆☆

☆☆ out to EAA Chapter 897 - \$16 per ☆☆

☆☆ person. Also bring a silent auction ☆☆

☆☆ item. For all who don't know, our ☆☆

☆☆ banquet will be at the Beaver Dam ☆☆

☆☆ Country Club on highway 33 North of ☆☆

☆☆ Beaver Dam on Sunday, November 4, ☆☆

☆☆ 2007. Cocktails at 5:00 p.m., dinner at ☆☆

☆☆ 6:00 p.m. The guest speaker will be a ☆☆

☆☆ new chapter member, Fred Zurbuchen. ☆☆

☆☆ Fred was a ball turret gunner on a B-17 ☆☆

☆☆ Flying Fortress bomber during WWII ☆☆

☆☆ Flying missions over Europe with the ☆☆

☆☆ 861st bomb squadron, 493rd bomb ☆☆

☆☆ group, 8th Air Force. ☆☆

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8, September, 2007
EAA Chapter 897 Meeting

President, Randy Clark, brought the September 8, 2007 meeting to order at 8:20 a.m. There were 16 members in attendance.

Randy Clark displayed a 2008 calendar he received from EAA and asked if anyone wanted to order one.

Ron Romans read the August minutes. Glenn Ingram moved that we approve the minutes as read and Jim Hausch seconded it. Motion passed.

Glenn Ingram read the treasurer's report. Glenn stated that we are in transition from the U. S. bank to the Horicon bank. Glenn paid the utilities for the month and he also paid the bill for the new gutters that Kip Elliot had installed. Ron Romans moved that we approve the treasurer's report as presented, Dick Siedschlag seconded the motion. Motion passed.

Hangar report: Kip Elliot proved to be the right choice for hangar manager as Kip got the rain gutters installed in a timely manner, complete with 6" gutters and straps for hangers rather than the lesser quality clips. All this for a mere \$100 more than 5" gutters. Chapter member, Jerry Schachtner, was asked to do the remaining masonry work on the chapter hangar. Jerry said that he was willing and would give us a price. Dennis Winkel asked when the electrical wiring would be completed in the hangar. Glenn Ingram made a motion that we ask Roger Vavra to complete the hangar wiring. Cleo Kahlhamer seconded the motion. Randy Clark talked to Dodge County officials about grading the area east of the chapter hangar for proper drainage. Dodge County officials said that all of their equipment is too large for that job. Ken Adams may be interested in doing the job.

Jeff Schmidt announced that he has his Light Sport pilots license. Glenn Ingram said that Wisconsin Aviation has gotten many inquiries on Light Sport training, but doesn't have the equipment to train on.

Young Eagles: We are expecting 3 to 6 Young Eagles and some parents to show up for rides today.

Randy Clark asked Glenn Ingram if we need one more Young Eagle coordinator. Glenn said he would talk to Ed Lachendro to see if he can be more active in Young Eagles. If not Ben Ludtke said that Linda Ludtke may be interested in helping out. Linda was not at the meeting and could not respond to the suggestion.

Brian Lerwick flew a Piper Arrow from Wisconsin Aviation, to Farm Days in Decatur IL. Ron Romans flew his Cessna 150 to Freeport IL to a Polish Glider meet and his Skylight to Mathaire to a corn roast.

Cleo Kahlhamer is going to Ohio to pick up the kit for the Sport Cruiser ultralight. Ron Romans will go along and take pictures for the next newsletter.

Ron Romans made a motion to adjourn and Cleo Kahlhamer seconded it. Motion passed.

Respectfully submitted for Jeremy Wald
By Ron Romans

CLEO KAHLHAMER PICKS UP HIS HUMMEL ULTRA CRUISER MATERIALS PACKAGE

Tuesday, September 11, Cleo Kahlhamer and I (Ron Romans), drove to Bryan Ohio to pick up his materials package. We got a tour of the factory and a visit with Morrey Hummel, designer of several planes including the Ultra Cruiser.



Morrey Hummel, 92 and in a wheel chair after he broke his hip, still builds planes and is still smiling. Morrey is a most interesting person to talk to. He knows everything you want to know about airplanes and then some.

Mike shows Cleo the Hummel factory. There were at least six planes in various stages of construction. Here Cleo looks at a construction jig with the fuselage formers in place.

DENNIS WINKEL'S AVID FLYER GETS THE FAA'S* BLESSING

Dennis Winkel's work has paid off with help from Mark Reupert. FAA inspectors gave Dennis the green light to fly his Avid Flyer. Dennis has sold the Flyer to a pilot in Georgia who wants to see the first flight, so Mark could only do some high speed taxi-ing. Mark reports that the Flyer is the easiest taildragger that he ever taxied. He ought to know since he has several other Avids and Kit Foxes. One thing that may be responsible for the ease of handling is the fact that Dennis added 18 inches to the fuselage length. The added length was needed to balance the heavier Subaru auto engine.



* Friendly Aeronautics Administration

FROM: "STEVE BUSS" <SBUSS@EAA.ORG>
TO: RICH SIEDSCHLAG AND GLENN INGRAM

Hi guys!

Thought you might enjoy this E-mail we received this morning.

Thanks for making this family's weekend special!!

All the best, Steve Buss, EAA Young Eagles.

Message:

Dear Mr. Ford,

It gives me great pleasure to write you this important letter. Today (9/8/07) my son was given a Young Eagles flight. I know that is not unusual but what follows is...

Originally my son was to have his flight during the 2007 EAA convention, but due to the weather not cooperating his flight was cancelled. It was too late in the convention to schedule another flight. Talk about disappointed. Fast forward to the middle of August. Out of the blue we received a phone call from **Rich Siedschlag**, he heard of his cancelled flight and so wanted our son to go on a Young Eagles flight. The date was set for early September. Rich was waiting for us on a fine day for flying. He introduced our pilot, **Glenn Ingram**, both were very apologetic for our previous cancelled flight. Glenn took my son on a wonderful flight, showing him the details of the Horicon Marsh and other features of Dodge county. If only you could see the smile on my son's face! It was enormous.

It is the spirit and dedication of EAAer's like these two individuals that make EAA so special. I know they left a lasting impression on my son (and me too). Please, if at all possible, I want everyone in the organization to know about this. A THANK YOU to everyone involved in Young Eagles!

Sincerely yours,

Darwin Pharo

Email: civic@charter.net



More of Glenn Ingram's Young Eagles



Dick Siedschlag displays an ear to ear grin after a well deserved flight with chapter president, Randy Clark.

Thanks to Rick Gempeler for the pictures

WE ARE PLEASED TO ANNOUNCE LUTRAN AIR IS NOW OPERATING FROM DULUT AIRPORT. YA SHURE, YA BETCHA! DIS IS DA LATEST AIR SERVICE TO SPROUT UP IN MINNYSOTA. ALSO SERVING VISCONSIN, NORT AND SOUT DAKOTA.

If you are travelin soon, consider Lutran Air, da no-frills airline. You're all in da same boat on Lutran Air, where flyin is a upliftin experience. Der is no first class on any Lutran Air flight.

Meals are potluck.

Rows 1-6, bring rolls;

7-15, bring a salad;

16-21, hot dish;

22-30, a dessert.

Basses and tenors please sit in da rear of da aircraft. Everyone is responsible for his or her own baggage. All fares are by free will-offering and da plane will not land 'til da budget is met. Pay attention now to your flight attendant, who will acquaint you wit da safety system aboard dis Lutran Air 599.

"Okay den, listen up you guys. I'm only gonna say dis vonce. In da event of a sudden loss of cabin pressure, I am frankly going to be real surprised and so vill Captain Olson, because we fly right around two tousand feet, so loss of cabin pressure would probably mean da Second Coming or something of dat nature, and I wouldn't bodar with doze liddle masks on da rubber tubes. You're gonna have bigger tings to vorry about den dat. Yust stuff doze back up in dair little holes. Probably da masks fell out because of turbulence which, to be honest wit you, we're going to have quite a bit of at two tousand feet, sort a like driving across a plowed field, but after a while you get used to it.

In da event of a water landing, I'd say forget it. Start saying da Lord's Prayer and yust hope you get to da part about forgive us our sins as we forgive doze who sin against us, which some people say "trespass against us," which isn't right, but vut can you do?

Da use of cell phones on da plane is strictly forbidden, not because day may confuse da plane's navigation system, which is seat of da pants all da way. No, it's because cell phones are a pain in da wazoo, and if God meant you to use a cell phone, He vould have put your mout on da side of your head.

Ve start lunch right about noon and it's buffet style wit da coffee pot up front . Den ve'll have da hymn sing; hymnals are in da seat pocket in front of you. Don't take yours wit you when you go or I am going to be real upset and I am not kiddin!

Right now I'll say Grace:

Come, Lord Jesus, be our guest
and let deze gifts to us be blessed.

Fadar, Son, and Holy Ghost,
may we land in Dulut or pretty close.

Amen!"