



Dodge County Flier



VOLUME 15 NO. 1

DODGE COUNTY AIRPORT, JUNEAU, WI

January, 2008

MEETINGS

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

DODGE COUNTY AIRPORT

**NEXT MEETING IS
Saturday, January 12, 2008**

Board Meetings:
Same day and place as the chapter meeting.
8:00 a.m. sharp

Everyone welcome

PRESIDENT'S REPORT

I want to extend an invitation to everyone in EAA 897 to attend the January 12, 2008 meeting, bring a friend! The meeting will take place at 9:00 a.m. in the Dodge County terminal building. Everyone is welcome!

Glenn Ingram and I will attend leadership training at EAA Oshkosh. Mr. Dennis Winkel will conduct the Jan. 12 meeting.

The EAA 897 snow blower is currently in my hangar and having an annual inspection. The carburetor has been completely rebuilt. A new fuel line, fuel shutoff valve, and fuel filter have been installed. All moving parts lubricated and all required specifications adjusted or updated. I completed all the maintenance and the only charge to the chapter is \$15.00 for the carburetor rebuild kit. When the next snowstorm flies in we will be ready. The snow blower is available for all EAA 897 members to use but may not leave the airport property. If you decide to use the snow blower, refuel it as a courtesy to the next person.

The next project we want to work on in regard to the EAA hangar is all the wiring and lighting. The cold weather has slowed down any kind of work you do in an unheated building. When weather conditions improve, we can measure up and decide what's needed to complete the project. If we all work together, we can finish in a reasonable amount of time.

Happy New Year!

Randy Clark

CHAPTER OFFICERS

President: Randy Clark (920) 387-2166
Vice President: Dennis Winkel (920) 485-4676
Secretary: Jeremy Wald (920) 485-4642
Treasurer: Glenn Ingram (920) 887-2507

BOARD OF DIRECTORS

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Ron Romans Chuck Dwyer

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Dale Wahl

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Ron Romans
ronromans@milwpc.com

WEBSITE EDITOR

Brian Lerwick
Website: www.eaa897.org

CHAPTER OPHTHALMOLOGIST

C.F. EYE CARE

UPCOMING EAA MUSEUM EVENTS

Skiplane Fly-In January 26

A festive gathering—snow or no snow—will be held on Saturday, January 26, at the EAA AirVenture Museum's Pioneer Airport for the annual EAA Skiplane Fly-In. If there is enough snow on the ground, an impressive array of skiplanes will be welcomed. If the ground remains bare, airplanes are welcome to land at Wittman Regional Airport. Shuttles will run throughout the day to and from Orion and Basler FBOs. Complimentary chili and cake will be served to celebrate the birthday of EAA's matriarch, Audrey Poberezny, at Pioneer Airport beginning at 11:00 a.m. Everyone is welcome to this free-of-charge event, so put on your best winter clothes and head out to the airport! Those driving in to the event can simply follow the signs to Pioneer Airport. Pilots intending to fly in must contact Sean Elliott (920-426-4886) to register and receive an arrival briefing.

UPCOMING EVENTS

January 26 EAA Chapter 1331 Chili fly-in Wautoma Municipal Airport Wautoma, WI (Y50) 10 a.m. to 2 p.m.

Chili, drinks, games bonfire and lots of fun!
Patrick Handel (920) 229-1560
E-mail: flyin@centurytel.net

February 2 Groundhog Chili Ski/fly-in Brodhead Airport Brodhead, WI (C37) 11 a.m. to 2 p.m.

Check www.eaa431.org for field conditions.
Mike Weeden E-mail: blueleader@wekz.net

February 10 Winter fly/ski-in 8th annual Log Cabin Airport Mondovi, WI (WS69) 10 a.m. to ?

Chili, hotdogs, beverages, served at noon.
44-34-29.87N 091-32-49.56W Elevation 840
Frequency 122.9 Doug Ward (715) 287-4205

March 1 Weather date - March 2 Wheels and skis fly-in Northport Field Royalton, WI (38WI)

Poppy's Northport Chili served from 10 a.m. to 1 p.m.
Sponsored by EAA chapter 444
Wayne Poppy (920) 538-0062
E-mail: poppyplumbing@centurytel.net



YOUNG EAGLES

Contact:

Ed Lachendro (920) 885-3968
Glenn Ingram (920) 887-2507
Dodge Co. Airport (920) 386-2402

A NOTE FROM PAUL H. POBEREZNY EAA FOUNDER AND CHAIRMAN OF THE BOARD

I want to share with you some of the thoughts of our members as they appeared in our Sport Aviation magazine back in 1963. The organization of dreamers, homebuilders and fellow aviation supporters building/designing their aircraft under the CAA/FAA 51% rule we worked so diligently for and earned is something to be treasured. One can build his or her airplane for educational and recreational purposes and friends can work with you for their own educational value. Really, we can build one half of it – the other half, such as engines, propellers, wheels, brakes, instruments, radios, items not normally within the capabilities of those who work with hand and mind can be purchased. Now we are faced with a situation of the FAA amateur building program being used for commercial purposes – from building complete aircraft or well over the half mark ... not within the intent of the program given to us by those CAA/FAA folks who believed in us. Let's hope we don't lose this privilege.

Sincerely,
Paul H Poberezny

**EAA Chapter 897 Meeting
December 08, 2007**

President Randy Clark brought the meeting to order at 9:10 a.m. He began the meeting by asking everyone to observe a moment of silence in memory of the soldiers, law enforcement and rescue workers that gave their lives in the line of duty.

Dennis Winkel made a motion to approve the minutes from the last meeting. Bob Mueller seconded the motion. Motion passed.

Treasurer's Report: Glenn Ingram gave the treasurer's report. The funds from the chapter banquet, including admission, were added to the Horicon Bank account. Glenn felt that he would probably be closing out the US Bank account this month. Ron Romans made a motion to accept the treasurer's report as read. Linda Ludtke seconded the motion. Motion was approved.

Hangar Report: Glenn Ingram listed several things that he would like to see get done in the hangar. He also opened up the floor for other members to say what they think needs to be taken care of in the hangar. The first suggestion was to remove the lights and other misc. items that have been sitting on the floor of the hangar. Another item on the list was to start the process of hanging Dick Siedschlag's plane from the trusses in the hangar. Glenn thought the 182 that was being stored in the hangar would be leaving this month. Randy Clark said that he would make sure that the chapter snowblower's carburetor gets rebuilt. He said members can use it to blow snow by their hangars, but please fill it with gas and clean it off when you are done. Randy will check into a battery operated lift to lease or borrow for installing the electrical to save time (Roger's suggestion). Randy also said that he will get a hold of the conduit and check into getting supplies at cost.

General Announcements: Randy received a mailing from EAA Oshkosh with certificates and pins for chapter officers and those that help with young eagle flights. Linda said that she will try to get the banquet set up for two hours earlier next year.

Upcoming Events: Randy reminded everyone to get in touch with Dale Wahl if you are interested in the upcoming trip to the museum in Kalamazoo, Michigan. Dennis Winkel also suggested that we try a few short trips as a group. Other members said that they would be interested in doing this.

Builder Report: Dennis Winkel is building a new aluminum gas tank for his RV3. He said it is a kit from Van's. Roger Vavra said originally he was going to put a corvair engine in his plane, but after checking into it he may go with a Jabaroo 3300 instead. Cleo Kahlhammer was given a 2 cylinder Volkswagen engine from Fred Keip, for use in his Ultra-cruiser kit.

Ron Romans made a motion to adjourn. Bob Mueller seconded it. Motion passed.

Respectfully submitted,

Jeremy Wald
Secretary

COLD WEATHER INFLIGHT HAZARDS AND TIPS

By: Technical Counselor Dave VanDenburg (email: WA8DOF@yahoo.com)

EAA Chapter 439 (Michigan) www.eaa.439.org

This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." This book is available free online at www.lycoming.textron.com

Technology Report:

SOLAR ALARM CLOCK FOR SENIORS

The solar controlled alarm clock triggers the wake up alarm when the sun comes up in the morning. On partly cloudy days, the alarm sounds one to three hours later, depending on cloud cover. This feature is adjustable to suit the seniors ambition level. On gloomy overcast days, the alarm is silent to allow the senior to hibernate through that day.



This will not affect the senior as he doesn't know what day it is anyhow. Only the second hand moves as most seniors can't read the time anyhow, however, the clock is guaranteed to be correct two times each day. Simply place the clock in the nearest window and get a good night, restful sleep. Instructions are included to be given to the nearest grandchild.

FRIENDS ACROSS THE CHAPTERS



Fred Keip (Chapter 18) and Cleo Kahlhamer (Chapter 897), new friends.



1/2 VW in Fred/s basement

Fred Keip asked Ron Romans, "Do you know anyone who needs a 1/2 VW engine?" Ron immediately thought of Cleo Kahlhamer who is building a Hummel Ultra Cruiser. On Friday, Dec. 28, 2007 Ron and Cleo drove to Fred's house. Fred said "If you plan to fly it, you can have it." Cleo thanked Fred and loaded the engine into his van. Cleo smiled all the way home, thanks to Fred.



1/2 VW with prop. in Cleo's Van

15th Annual Ultralight and Light Aviation Safety Seminar 2008

Saturday, March 1st

9:00 a.m. – 4:00 p.m.

Hotel Mead & Conference Center
Wisconsin Rapids, Wisconsin.

Registration at 8:00 a.m.

Morning Refreshments and Lunch Available.



Morning Sessions include:

Weight/Balance throughout Flight

Joe Norris, EAA DAR

Stalls/ Spins , Always Flying The Airplane

Jim Szajkovic

FAA Flight Standards Office

Proper Care/ Feeding Rotax 2/4 Stroke Engines

Brian Meyerhofer, Leading Edge Airfoils

Luncheon Break

Buffet line available on site

Afternoon Sessions Include:

Airspace Airport Etiquette

John Dorcey

Situational Awareness

Dennis Demeter

*Door Prize Drawings at “ALL BREAKS”
and
our Big Ticket Raffle at the close of our
Seminar.*

Big Ticket Raffle Items :

(2) Sets of 2 Week Long Passes to AirVenture 2007 -
Courtesy of EAA

Comtronics Headset - Courtesy of Comtronics

Windsocks – Courtesy of Bruce Hawk

Ultralight Winter Skis – Courtesy of Specialty
Welding –Greg Klemp, Neshkoro WI

Engine Cover – Courtesy of Sue Brown

Pennzoil Motor Oil – Courtesy of Pennzoil

Amsoil – Courtesy of Amsoil

I-COM Radio –Courtesy of I-COM

GPS – Lowrance

Quicksilver 15% Discount – Courtesy of Snyder LSA
and UL Sales and Service

Warp Drive propeller –Courtesy of Warpdrive

EIS System – Courtesy of Grand Rapids Technology

Seminar Lodging

Hotel Mead

451 E. Grand Avenue

(800) 843-6323

Quality Inn

3120 8th Street South

(715) 423-5506

Super 8 Motel

3410 8th Street South

(800) 800-8000

AmericInn Motel & Suites

3010 8th Street South

(800) 634-3444