



Dodge County Flier



VOLUME 16 NO. 12

DODGE COUNTY AIRPORT, JUNEAU, WI

December, 2009

MEETINGS

2nd SATURDAY of the MONTH, 9:00 a.m.
DODGE COUNTY AIRPORT

Because of our Young Eagles event,

NEXT MEETING IS ONE HOUR EARLY

Saturday, December 12, 2009

8:00 A.M.

Young Eagles at 9:00 a.m.

We will meet at Wisconsin Aviation FBO

Everyone welcome

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Let me begin with wishing everyone a safe and very Merry Christmas season.

If you missed the annual meeting at the Iron Ridge Inn, you missed a great meal and a great speaker. Our guest speaker, Lynn Eaton, took us on a flight from Wisconsin to Seattle, and then another flight from Wisconsin to Alaska in her Piper Tri-Pacer camping along the way, avoiding the sides of mountains and nearly becoming grizzly bear food. Lynn also gave us a lesson on transporting puppies in the baggage area of her Vans RV-6 with her son on a warm bumpy afternoon flight from Iowa to Wisconsin. The puppies relieved themselves along the way, adding interesting odors to the small cockpit.

Let's all make it a goal to fly beyond the state line a few times next year and stretch our horizons.

Dennis Winkel

Heard over northern Florida .

Jacksonville Center:

"Airliner XYZ: Turn left, heading 320."

Airliner XYZ:

"Is that a 320 heading for Airliner XYZ?"

Jacksonville Center:

"No, that should be, 'Turn left, heading 230' for Airliner XYZ. Sorry about that. Five out of four controllers are dyslexic."

Airliner XYZ:

"No problem. Five out of three pilots, same thing. Airliner XYZ turning left, heading 230."

Tom Ahonen from AVwebFlash

UPCOMING EVENTS

Every Friday year round Central County Airport, Iola (68C)

A sumptuous noon lunch is served at Central County Airport in an amazing clubhouse/hangar. See the website for each week's menu.

<http://netnet.net/~wjkjnan/lmenu.html>

Contact: Bill Kinsman Phone: 920-244-7808

Wisconsin Light Plane / Ultralight Aviation Safety Seminar Update

From EAA Ultralight Chapter 1, newsletter
Corey Cassavant, Editor

The 2010 seminar is coming back to Oshkosh! We have secured a date to use the brand new Founders Wing at the EAA Museum for the 2010 seminar. Planning continues for event speakers, topics, special hotel rates and meal options. Watch for details in an upcoming newsletter.

SHORT FINAL

On a recent trip in my Cirrus from KSAV to KPDK, I had this exchange with Atlanta Approach. (This was right after the FL-GA football game where the Gators won ... again.)

ATL:

"N267CP, you are cleared to PDK via the TRBOW8 arrival. Proceed direct from present position to TRBOW."

N267CP (me) :

"N267CP cleared direct TRBOW for the TRBOW8. Are you sure that shouldn't be renamed TEBOW for the beating that your Bulldogs took?"

ATL:

"N267CP, one more remark about the beatdown, and I will amend your clearance to IAH, LAX direct PDK!"

N267CP "N267CP O.K. TRBOW8 it is!"

ATL:

"Smart man."

Steve King



YOUNG EAGLES

Contact:

Glenn Ingram (920) 887-2507

Linda Ludtke (920) 885 2480

Dodge Co. Airport (920) 386-2402

INTERESTING WEBSITES

Landing on a Road in an Emergency

http://www.avweb.com/podcast/podcast/AudioPodcast_AviationSafety_EmergencyRoadLanding_201591-1.html?kw=AVwebAudio

Lunch at Iola

<http://www.youtube.com/watch?v=W4d-LGHV84Y&feature=channel>

Pigeon impossible. Thanks to Don Miller

http://www.youtube.com/watch?v=jEjUANPc2VA&feature=player_embedded

FAA's Thru the fence rules narrated by Fareed Guyot, former instructor at UNU

<http://www.eaa.org/news/2009/audio/FEA-ThroughThe%20FenceTAG.mp3>

EAAer designs, builds his own two-thirds scale P-38

http://www.oshkosh365.org/ok365_DiscussionBoardTopic.aspx?id=1235&boardid=147&forumid=178&topicid=3321

Wacos to Broadhead

<http://www.youtube.com/watch?v=ws4HyzNLR-8&fmt=18>

E-LSA Amphibian "Mermaid"

<http://www.eaa.org/apps/galleries/gallery.aspx?ID=264>

**OUR 2009 BANQUET ANOTHER SUCCESS
WITH
GUEST SPEAKER LYNNE EATON**

About 44 members and guests attended our annual Christmas banquet at the Iron Ridge inn in Iron Ridge Wisconsin. The food was great starting with a salad bar followed by a family style dinner served at the table. There was Chicken cordon blu, Beef tips, mashed potatoes and gravy, noodles, mixed vegetables, coffee, dinner roles and cake for dessert.

Our guest speaker, Lynne Eaton took us along with her on a most interesting video tour of her trip to Alaska in a Piper Tri-Pacer she purchased from Geoff Downey. Lynne's video showed some of the scary conditions she had to fly through to get to the Piper short wing convention in Fairbanks Alaska. Conditions like landing on a remote un-attended airport to spend the night in a tent. A passing pilot stopped and left with her, a can of bear repellent. Now that ought make you sleep well. Another place on the video, shows her flying between two mountains with the overcast going from peak to



peak. It must have taken much nerve to fly into that tunnel. There were many more scenes on video of the trip. It was like being there. Lynne now owns a RV-6 and she has gone on many long trips. Lynne spoke about one trip in the RV where she transported three puppies in three pet cages. All went well until she started the engine. The puppies got nervous. After taking off, one puppy had to poop. Then the others had to do

their thing. The smell began to get stronger. If that wasn't bad enough, the puppies got air sick. The smell, a mix of poop and puke, took some of the fun out of the flight, says Lynne. Lynne made the evening most enjoyable with her colorful stories. Oh, did I mention, Lynne's husband, John, attended the banquet, but John doesn't fly. Lynne said he likes to drive. "Yuck"

A silent auction was held and winners were announced at the end of the night.

If you missed it, you missed a good one.



Lynne's RV-6

FLYING WEST

A poem read to us by Lynne Eaton, our guest speaker at our chapter banquet.

Lynne thought this was written only for men pilots. Lynne's response is on the next page.

Flying West

Captain Michael J. Larkin, TWA (Ret.), 'Air Line Pilot' magazine, February 1995

I hope there's a place, way up in the sky,
Where pilots can go, when they have to die.
A place where a guy can buy a cold beer
For friend and a comrade, whose memory is dear.

A place where no doctor or lawyer can tread,
Nor a management type would ere be caught dead;
Just a quaint little place, kind of dark, full of smoke,
Where they like to sing loud, and love a good joke;
The kind of a place where a lady could go
And feel safe and protected, by the men she would know.

There must be a place where old pilots go
When their paining is finished, and their airspeed gets low
Where the whiskey is old, and the women are young,
And songs about flying and dying are sung,
Where you'd see all the fellows who'd flown West before,
And they'd call out your name, as you came through the door.
Who would buy you a drink, if your thirst should be bad,
And relate to the others, He was quite a good lad!

And then through the mist, you'd spot an old guy
You had not seen in years, though he taught you to fly.
He'd nod his old head, and grin ear to ear;
And say, Welcome, my son, I'm pleased that you're here.

For this is the place where true flyers come,
When their journey is over, and the war has been won.
They've come here at last to be safe and alone
From the government clerks and the management clone.
Politicians and lawyers, the Feds and the noise.
Where all hours are happy, and these ole boys
Can relax with a cool one, and a well deserved rest.
This is heaven, my son, You've passed your last test!

*LYNNE COMPOSED A "GIRLS" VERSION SHE CALLS
"WOMEN FLYING WEST"*

Women Flying West

Lynne Rae Eaton, private pilot, June, 2005

I know there's a place, way up in the sky,
Where female pilots can go when they die;
A place where a gal can look back at what she has done
And can sip a glass of wine until there is none.

A place where no doctor or lawyer dare tread,
Nor a management type would ere be caught dead;
Just a quaint little place, romantic and soothing,
Where soft piano music plays for their choosing.
They would sing along and dream their sweet dreams
And tell of their love of their flying machines.

There must be a place where old female pilots go
When their flying is finished, and their airspeed is low;
Where the sky is pink, and the men they are young,
And songs about flying and soaring are sung.

Where they'd see all those men who flown West before,
And they'd step aside and open the door;
Who would buy them a drink, and tell them sweet lies,
And relate to their courage and gaze in their eyes.

And then through the mist, she'd spot an old guy
She had not seen in years, though he taught her to fly.
He'd nod his old head, and grin ear to ear;
Give her a big hug and say Welcome, my dear!

For this is the place where female flyers come,
When their journey is over, and their flying is done.
They've come here at last to sit back and reminisce
How they treasured the times they flew thru the mist.
Where all times are happy, and all these ole gals
Relax and think back of all their dear flying pals.

It is time for a needed and well deserved rest,
This is heaven, old gal, you passed your last test!



Dennis Winkel flying his newly painted RV-3

From AVweb Flash, 12/03/09

FAA MANDATES: DON'T BUFF FROST, REMOVE IT

The FAA this week published a final rule prohibiting takeoffs with "polished frost," which it defines as "frost buffed to make it smooth," on the wings, stabilizers and control surfaces of aircraft operated under fractional or charter rules. The rule requires operators to remove any frost adhering to critical surfaces prior to takeoff. Since most such operators already were prevented from using the procedure under FAA operating specs, the change mainly affects operators in Alaska, FAA's Les Dorr told AVweb on Tuesday. Out of 188 aircraft affected by the new rule, 177 are in Alaska. FAA Administrator Randy Babbitt said the FAA has advised pilots not to take off with frost or ice contaminating their wings for years, "because it made good sense. Now, it's the law." The change, however, does not apply to non-fractional operators flying under Part 91, although of the 12 frost-related accidents the FAA identified, 9 involved such operations. Those accidents, the FAA says, would not have been prevented by this new rule. "Nevertheless," the FAA said, "these accidents illustrate the risk involved in flying with polished frost."

We should think about this when flying our own aircraft.

From AVweb Biz, Nov. 18, 2009

The TSA, in a 69 page document, is proposing a program of "Aircraft Repair Station Security." Does mean that Chuck Swain will have to install perimeter fencing, security guards, and surveillance cameras to control access to his facility?

II. Summary of the Proposed Rule

TSA proposes to add a new part 1554 to its regulations, entitled "Aircraft Repair Station Security." The new part would require aircraft repair stations that are certificated by the FAA under 14 CFR part 145, both domestic and foreign, to adopt and carry out a standard security program. The regulations would require repair stations to safeguard the security of the aircraft and components located at the station, the maintenance and repair work performed there, as well as the repair station's facilities as required by 49 U.S.C. 44924.

The proposed regulations establish requirements, adopt and implement a standard security program and to comply with security directives issued by TSA. This rule allows TSA and Department of Homeland Security (DHS) officials to enter, and to determine whether a particular repair station presents an immediate risk to security. The proposal includes a process whereby a repair station may seek review of a determination by TSA that the station has not adequately addressed security deficiencies or that the repair station poses an immediate risk to security.