



Dodge County Flier



VOLUME 16 NO. 11

DODGE COUNTY AIRPORT, JUNEAU, WI

November, 2009

MEETINGS

**THIS MONTH IS OUR
CHAPTER BANQUET AT
THE IRON RIDGE INN,
IRON RIDGE WI.
NOVEMBER 14th.**

**SEE BACK PAGE
FOR DETAILS**

CHAPTER OFFICERS

President: Dennis Winkel (920) 296-0645
Vice President: Randy Clark (920) 387-2166
Secretary: Carol Winkel (920) 485-4676
Treasurer: Glenn Ingram (920) 887-2507

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Ron Romans Chuck Dwyer
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Glenn Ingram
Dick Siedschlag

SAFETY OFFICERS

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Dale Wahl

FLY-OUT DIRECTOR

Dale Wahl

NEWSLETTER EDITOR

Ron Romans
ronromans@wi.rr.com

WEBSITE EDITOR

Brian Lerwick

PRESIDENT'S CORNER

Wow! It's November already and I hope to see all of you at our Annual Chapter Meeting on Saturday.

So it's time to start planning activities and setting 2010 goals for Chapter 897. Start thinking about things you want to do, places to go, people to meet for yourself and share that with the rest of us. It is always more fun to do things together than alone. Share your vision for our chapter and let's have fun doing it. 2010 will bring opportunities to grow, learn, and share. It is important to not stagnate. Some of the things we are looking at doing next year include a tour of the new control tower at Oshkosh, a visit to the Weeks EAA hangar to see the B-17 and other planes being restored or receiving maintenance.

Share your thoughts and
happy flying.

Dennis Winkel



WACO UPF-7

Seen at the 50th annual WACO reunion at Wycoop Airport, June 23 to 28, 2009, Mt Vernon Ohio.

Photo by Ed Lachendro

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/~wjknjan/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.

BRAKE BLEEDING TIP.

We just bled the brakes and let me tell you what we think is the best way. We got a hand crank fuel pump for RC planes and put one end on the bleeder and the other in the fluid, turned the crank, and in 3 minutes both sides were done. Hope this helps someone.

Dennis Winkel

Tower hobbies has one similar to the one shown below.

<http://www3.towerhobbies.com/cgi-bin/wti0001p?&I=LXFAW2&P=7>

Stock Number LXFAW2

Tower's Price=10.99



YOUNG EAGLES

Contact:

Glenn Ingram (920) 887-2507

Linda Ludtke (920) 885 2480

Dodge Co. Airport (920) 386-2402

INTERESTING WEBSITES

Scenes from Atlanta Municipal Airport Summer 1949

<http://www.sunshineskies.net/49life.html>

Miracle on the Hudson, Animated.

http://www.exosphere3d.com/pubwww/pages/project_gallery/cactus_1549_hudson_river.html

Fly the the new Zeppelin

http://www.avweb.com/avwebflash/exclusivevids/ExclusiveVideo_AirshipVentures_ZeppelinNTFlight_201294-1.html

Bear vs. Cub vs. Man or "Major fabric repair with duct tape."

http://www.avweb.com/avwebflash/news/cub_bear_man_pictures_alaska_201323-1.html#gallery

Close call in Bonanza

http://www.avweb.com/avwebflash/votw/ViralVideo_NearCFIT_TerrainCloseCall_201352-1.html

Strap on a Reno Racer For a Run Around the Pylons

http://www.avweb.com/avwebflash/exclusivevids/AOPASummit2009_ExclusiveVideo_ThomasRichard_RenoAirRaces_201488-1.html

EAA Chapter 897
Board of Directors Minutes
October 10, 2009

Dennis Winkel called the meeting to order in the airport terminal at 0830 with eight members present.

Topics discussed:

Young Eagles: Glenn Ingram has flown five and Ruth Mack flew four. Next event scheduled in December.

Air Academy: Linda Ludtke provided printed EAA information. Carol Winkel will develop a tool for possible participants to provide information on their interest in attending the Air Academy. Deadline of March 31 for paperwork and medical, age 14/15 \$150.00 deposit due March 31. Mary in Oshkosh 888-322-3229.

Annual Meeting: Iron Ridge Inn on Saturday, November 14. Cocktails at 1630 and meal at 1730. Cost is \$16.00 per person due by November 3 to Linda Ludtke. The speaker will not be staying overnight, therefore no reimbursement for lodging will be made. The chapter will cover mileage expenses two meals.

Annual breakfast: Dennis Winkel is willing to chair the event.

Pedal plane project: Dennis Winkel continues to work on the wood patterns.

Website: Members are encouraged to provide current info, articles, and photos to Brian.

Runway: Work continues so be aware and check for restrictions before flying..

Adjourn: To General Meeting at 0900 in airport conference room.

Respectfully submitted by Carol Winkel, secretary

From AvWeb November 2, 2009

FAA ISSUES MASSIVE PROPOSED AD FOR PIPERS

"We estimate that this proposed AD would affect 41,928 airplanes in the U.S. registry," says the FAA in its move to prevent control wheels from coming loose of their control wheel shafts on certain Piper aircraft. Affected models are certain Piper PA-28, PA-32, PA-34 and PA-44 series aircraft -- all to be inspected at an estimated cost per aircraft of \$40 (that's \$1.67 million for the whole flock). The FAA has received two reports of control wheel shafts that were incorrectly assembled at Piper -- one that led to separation of the right wheel from the shaft and another that was discovered during a ground inspection. The agency has no way of knowing how many aircraft are affected, but has estimated the necessary repair/replacement cost to involve 16 hours of labor and a total cost of about \$1430 per airplane.

EAA Chapter 897

Minutes

October 10, 2009

Dennis Winkel called the meeting to order in the airport terminal at 0900 with 13 members present.

Minutes: September minutes were reviewed. Dick Siedschlag made a motion to accept the minutes. Tim Hoversten seconded the motion. Motion passed.

Treasurer's Report read by Dennis Winkel. Linda Ludtke made a motion to accept the report. Roger Vavra seconded the motion, Motion passed

Young Eagles: Glenn Ingram has flown five and Ruth Mack flew four. Next event scheduled in December.

Chapter Hangar: Thanks given to Mike Digman and Cleo Kahlhamer for finishing the flashing and front brick work. Hometown adjusted the side overhead door.

Fall/Winter Meeting: Suggestion made to arrange tower tour at Oshkosh. Bob Hartwig will investigate possibility. Suggestion made to tour the Weeks hangar in Oshkosh on a Saturday morning during the winter. Tim Hoversten will investigate the possibility.

Air Academy: Linda Ludtke provided printed EAA information. Carol Winkel will develop tool for possible participants to provide information on their interest in attending the Air Academy.

Annual Meeting: Iron Ridge Inn on Saturday, November 14. Cocktails at 1630 and meal at 1730. Cost is \$16.00 per person due by November 3 to Linda Ludtke. The speaker will not be staying overnight, therefore no reimbursement for lodging will be made. The chapter will cover mileage expenses two meals.

Annual Breakfast: Dennis Winkel is willing to chair the event and there was no opposition to his offer.

Pedal Plane Project: Dennis Winkel continues to work on the wood patterns.

Website: Members are encouraged to provide current info, articles, and photos to Brian.

Runway: Work continues so be aware and check for restrictions before flying.

Builder's Projects: Bob Hartwig brought his Sonex to the airport. Cleo Kahlhamer is working on his second wing. Dennis Winkel is flying his RV3. Stuart Ludtke is flying. Ben Ludtke solved an oil leak problem and continues testing.

Adjourn: Ron Romans made a motion to adjourn. Tim Hoversten seconded it. Motion passed.

Respectfully submitted by Carol Winkel, secretary

***DOES ANYBODY KNOW ED
EMANUEL OF WEST BEND?***

Ed writes:

My VIP passenger showed up late for a two-hour flight. At 4,000 feet, we were halfway to the destination when he announced his bowels needed immediate attention and landing right now was not an option.

Me:

"Chicago Center, Five Eight Six Five Papa requests an immediate landing at Kankakee for a 10-minute stop, then continue with no change in flight plan."

ATC:

"What's the reason for the request, sir?"

Me:

"From the expression on his face, I'd say my passenger has his sphincter at max pucker. And the successful outcome of the effort is seriously in doubt."

ATC (after a long pause) :

"Six Five Papa, call me when airborne. And good luck to all!"

Ed Emanuel

West Bend, Wisconsin

***OVERHEARD IN IFR
MAGAZINE'S "ON THE AIR"***

Airliner:

"Approach, what's our sequence?"

Approach:

"Calling for the sequence, I missed your callsign — but if I find out what it is, you're last."

Courtesy of the Top Twenty Actual Transmissions Heard in the O'HareTracon, from IntentionallyLeftBlank, the newsletter of O'Hare's National Air Traffic Controllers Association.

***AOPA PREVENTS AD THAT WOULD HAVE
AFFECTED 127,000 AIRCRAFT.
THIS INCLUDES ALL CESSNA 150'S POWERED
WITH CONTINENTAL O-200 ENGINES.***

Thanks to the FAA's willingness to consider industry input early in the airworthiness directive process, AOPA was able to gather data and work with the agency to prevent an AD that would have affected more than half of the aviation fleet.

The issue centers around float-type carburetors on 127,000 aircraft. During the past two decades, float-type carburetors have been a contributing or causal factor in accidents. Because of that, the FAA issued an airworthiness concern sheet earlier this year addressing that issue and officially starting the AD process.

Through data collected by the AOPA Air Safety Foundation, AOPA was able to show that while float-type carburetors were a contributing or causal factor, the problem with the carburetors that caused those accidents were not the same. For example, in some cases the wrong float-type carburetor was installed on the engine; in others, it was a gasket problem.

Because of AOPA's research, the FAA has instead issued a special airworthiness information bulletin (SAIB) that alerts pilots of the potential hazards associated with float-type carburetors. The FAA recommends that pilots examine the engine area for fuel leaks during preflight; watch out for carburetor flooding during engine start; monitor fuel consumption; and be vigilant of difficulty shutting down the engine when the mixture is pulled to idle cut off.

Owners, operators, and mechanics should inspect the carburetor for signs of fuel leakage; inspect for fuel stains; comply with engine and carburetor recommendations from the manufacturer; and overhaul the carburetor every time the engine is overhauled. The overhaul interval could coincide with the engine overhaul, or occur every 12 years or 2,400 hours, the SAIB recommends.

"The FAA really considered our concerns, analyzed our data, and came out with the best action for pilots and aircraft owners," said Leisha Bell, AOPA director of aircraft and environmental issues. "The recommendations in the SAIB are reasonable given the history of our piston fleet."



Message from Sully and



We would both like to express to everyone in the EAA community our excitement about our new roles as Co-chairmen of the EAA Young Eagles program. We are honored and humbled to accept this position within the EAA organization and look forward to working with you all to further this great cause.

Together, we share a kinship as aviators and a responsibility to inspire those who follow. Our passion for flight and our sense of family in the company of other aviators must be introduced to the pilots, aviation professionals and enthusiasts who will follow in our footsteps. The EAA and its many members have challenged themselves to take the lead in this effort. The Young Eagles program has harnessed the enthusiasm and drive of the entire EAA organization to promote aviation and encourage, inspire and enlighten the aviation leaders of tomorrow. The two of us share that commitment with you. Together we will move forward and build upon the solid foundation left by those that came before us, working to inspire youth into aviation and promote their many achievements.

The two of us come from different aviation backgrounds, but a passion for flight binds us together, as it binds us all within the EAA community. Through the Young Eagles program we look forward to partnering with you and sharing our passion with youth, both through our local EAA Chapters and our individual efforts. We are enthusiastic about moving forward with Harrison Ford's message that by applying themselves, being self disciplined and focusing on goals, a Young Eagle can "earn" the reward of flight. We would like to add our own emphasis on training, preparation and leadership to the EAA Young Eagles vocabulary. As professional pilots and through our experience on US Airways Flight 1549, the two of us know the value of these basic tenets of aviation and will promote and encourage their importance as our contribution to the EAA Young Eagle message.

To advance and ensure the future of general aviation, we must all join as ambassadors for flight and share our experiences with the generation that follows. As part of this effort, the EAA Young Eagles program has introduced many children and teenagers to a world they might never have had an opportunity to experience, and we are thrilled to join the EAA community in continuing this noble effort into the future. As pilots, we are united by our unique ability to break the bonds of earth and reach for the clouds. In partnership with the EAA Young Eagles and youth education programs, we can share in inspiring and grooming the next generation of aviation enthusiasts and leaders. The two of us are eager to join with each and every one of you in making our mutual passion for flight the legacy we pass on to the aviators of tomorrow.

Sully and Jeff

**BEFORE YOU BUY THE "AFFORDABLE" CESSNA SKYCATCHER,
LOOK WHAT YOU CAN GET FOR THE SAME MONEY**



AND



Restored 1940 Piper J3 Cub **\$37,215**
2010 Corvette Z06 **\$74,285**
Total 1 super car and 1 super plane \$111,500
Or, you can get a standard 2010 Corvette for
\$48,930 That leaves you with \$25,355
to play with.
Factory recalls are paid for by the factory.

Standard Z06 has a 505-hp 7.0 Liter LS7 V8 Carbon-fiber components Six-piston front brakes, four piston rear brakes. 198-mph test-track top speed, Aluminum frame

Engine is hand-built at the GM Performance Build Center in Wixom, Michigan and features a dry-sump lubrication system, titanium valves and connecting rods, forged-steel crankshaft with six-bolt main bearings and a high-profile cam.

The Z06's front fenders, wheelhousings and floorboards are made of carbon fiber. To further cut weight, Chevrolet gave the Z06 an aluminum body structure -- shaving off 136 pounds from a Corvette Coupe -- and a magnesium roof structure and engine cradle. The weight-savings measures give the Corvette Z06 a power-to-weight ratio of, besting the Ferrari F430 and Porsche GT3 RS.

The Corvette and Cub are made in the USA.



2010 Cessna 162 SkyCatcher
The SkyCatcher purchase price is **\$111,500.**
All AD notes are paid for by you.

The Cessna 162 SkyCatcher is a single-engine piston high-wing aircraft that is categorized under Light Sports Aircraft section.

It weighs not more than 1320 pounds with a maximum speed of 120 knots. (134 mph) The aircraft is designed to soar at 118 knots (132 mph) and for not more than 470 nautical miles (526 statute miles) at a time. The Cessna 162 SkyCatcher will be capable of Visual Flight Rules/Day/Night operations.

The Cessna 162 SkyCatcher is equipped with the Continental O-200D 100-hp engine designed in the late 1930's with a fixed-pitch propeller, no transmission, and also uses Garmin G300 avionics. The Garmin G300 incorporates a single split-screen and a multifunction display. The same can be seen as two full screen displays when an option of second screen is used.

Cessna has chosen Shenyang Aircraft Company (SAC) in **Shenyang, China**, to integrate the fuselage with the American made avionics and engine. SAC are experts in military and civil aircraft production and assembly.

Why does this plane cost so much? I bet Detroit could produce this plane with a modern engine for \$25,000 and make it in the USA.

*CHAPTER BANQUET AT THE IRON RIDGE INN
THIS SATURDAY, NOVEMBER 14*

Cocktails at 4:30 Meal at 5:30

Don't Forget to

Bring something for the silent auction
You must have reservations by now to attend



Lynne Eaton and her RV-6 she calls "Norma Jean"

Our guest speaker, Lynne Eaton, will take us on a trip to Alaska
in a plane she got from our own Geoff Downey.

Lynne now owns an RV 6 and has more stories to tell.

Expect a very enjoyable evening for the whole family

Menu: Salad bar, choice of beef tips or chicken cordon bleu,
choice of noodles or potatoes, includes dessert.

The Iron Ridge Inn is located at 131 S. Main St., Iron Ridge WI.

