



# Dodge County Flier



VOLUME 16 NO. 10

DODGE COUNTY AIRPORT, JUNEAU, WI

October, 2009

## MEETINGS

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

**Saturday, January 9, 2010, 9:00 a.m.**

We will meet at Wisconsin Aviation FBO  
Board Meetings:  
Same day and place as the chapter meeting.

**8:30 a.m. sharp**

**Everyone welcome**

## 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

## BOARD OF DIRECTORS

Randy Clark Glenn Ingram  
Kip Elliot Jeremy Wald  
Ron Romans Chuck Dwyer  
Dale Wahl Tim Hoversten

## DIRECTOR AT LARGE

Brian Lerwick

## TECHNICAL COUNSELOR

Ben Ludtke (920) 885-2480

## YOUNG EAGLES COORDINATORS

Linda Ludtke  
Glenn Ingram  
Dick Siedschlag

## SAFETY OFFICERS

Chuck Dwyer  
Dale Wahl

## FLY-OUT DIRECTOR

Dale Wahl

## NEWSLETTER EDITOR

Ron Romans  
[ronromans@wi.rr.com](mailto:ronromans@wi.rr.com)

## WEBSITE EDITOR

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

## PRESIDENT'S CORNER

What did you get for Christmas? Well, my wife and I treated ourselves to a great meal with a lot of friends, interesting people, and great entertainment. If you haven't guessed it yet, I'm referring to the Annual Wright Memorial dinner served each year at the EAA museum in December to celebrate the first powered flight by Orville and Wilbur Wright.

Some of the speakers in the past have included Mike Melvill, first pilot of Spaceship One, Scott Crossfield, famous test pilot, Frank Borman, astronaut and commander of Apollo 8, Brian Binnie, second pilot of Spaceship One to enter space. This year's speaker was Jeff Skiles, copilot of Flight 1549 "the Miracle on the Hudson" and current co-spokesman for the EAA's Young Eagles program.

Jeff gave a minute by minute timeline of what transpired from takeoff to landing in the Hudson and how well the rescue took place. Jeff also related that many of the passengers, being veteran commuters, left in cabs to catch the next flight home.

So next year when you're asked what you would like for Christmas, try attending the Wright Memorial Dinner.

*Dennis Winkel*

**Life isn't tied with a bow,  
but it's still a gift.**

## UPCOMING EVENTS

### Saturday, Jan. 23, 2010 EAA Ski Plane Fly-In at Pioneer Airport

10:30 AM - 3:00 PM

Only pilots who have pre-registered in advance with EAA's Director of Aircraft Operations, Sean Elliot, are permitted to fly into Pioneer Airport. Contact Sean in EAA Aircraft Operations at [selliot@eaa.org](mailto:selliot@eaa.org). Initial contact can also be made by calling 920-426-4886. Complimentary chili and cake will be served to celebrate the birthday of EAA's matriarch, Audrey Poberezny, at Pioneer Airport beginning at 10:30 a.m. Everyone is welcome to this free of-charge event, so put on your best winter clothes and head out to the airport!



### YOUNG EAGLES

Contact:

Glenn Ingram (920) 887-2507

Linda Ludtke (920) 885 2480

Dodge Co. Airport (920) 386-2402

Young Eagles Scheduled for Saturday  
December 12, 2009  
never showed up

### ***DENNIS WINKEL, IN HIS NEWLY PAINTED RV-3, MAKES HIS 1ST OUT OF STATE CROSS COUNTRY (BARELY)***



Here is some proof I did get out of Dodge County. I left UNU about 9:30 a.m. Tuesday, December 29 and landed at Land O Lakes about 10:45 a.m. My friend Mark Reupert met me at the airport, made me a great lunch at his new house on Little Portage Lake and took me snowmobiling for a couple of hours on some beautiful groomed trails. I left Land O Lakes about 3:00 p.m. and landed at UNU at 4:15 p.m.. I did get into Upper Michigan as the border is just north of the runway so I guess that would count as getting out of the state.

*Dennis Winkel*

### INTERESTING WEBSITES

A runway rises from a frozen lake in New Hampshire,  
[http://www.aopa.org/members/files/pilot/2010/january/feature\\_icerunway.html?WT.mc\\_id=ebrief](http://www.aopa.org/members/files/pilot/2010/january/feature_icerunway.html?WT.mc_id=ebrief)

Segmented Airship Demonstration  
<http://www.youtube.com/watch?v=uMZvVcqmg1E>

Elbit Hermes 900 UAV First Flight  
<http://www.youtube.com/watch?v=BuhxAR8wLQo&feature=related>

Aeronautics Dominator II UAV  
<http://www.youtube.com/watch?v=exChVax9W7Q&feature=related>

Creating a flying motorcycle  
<http://www.theunion.com/article/20091230/NEWS/912299980/1001&parentprofile=1053>

### SIGN OF THE ECONOMY

If the bank returns your check marked "Insufficient Funds," you call them and ask if they meant you or them.

**EAA Chapter 897  
Minutes  
December 12, 2009**

**No Board of Directors meeting was held.** A General Meeting was held at 0800 in the Airport terminal to accommodate flying Young Eagles.

Dennis Winkel called the meeting to order in the airport terminal at 0800 with 12 members present.

**Minutes:** Ron Romans made a motion to accept the October minutes as printed. Tim Hoversten seconded the motion. Motion passed. No minutes were recorded at the annual banquet in November.

**Treasurer's Report** read by Glenn Ingram. Tim Hoversten made a motion to accept the report. Jeff Schmidt seconded the motion, Motion passed

**Young Eagles:** None flown and none flying today due to weather. By consensus dates for 2010 will be May, September and December.

**Chapter Hangar:** Discussion of utilizing storage racks differently. Following discussion, the decision was to leave the storage racks in their current configuration and location. Glenn Ingram to price additional storage racks to be placed to the left of the current racks. Dennis Winkel provided an estimate (approx. \$200) from a firm in Allenton to coat the pancake grill with a Teflon type coating. Ron Romans made a motion to proceed with getting the grill coated. Dale Wahl provided the second and the motion passed. Dennis Winkel will have the grill coated prior to June.

**Annual Meeting:** Carol Winkel made a motion to have the banquet on the second Saturday in November 2010, if possible and the same location, if possible. Dale Wahl seconded the motion. Motion passed. Ben Ludtke expressed that Linda Ludtke is willing to coordinate the event. The offer was accepted and greatly appreciated. Linda has done an outstanding job each year in arranging the meal and entertainment.

**Fall/Winter meeting:** Bob Hartwig is investigating the possibility of touring the Oshkosh tower. Tim Hoversten will update in January what is going on in the Weeks hangar for a possible Saturday event. If the weather is favorable, a fly-out to either Sheboygan or Manitowoc for lunch likely following the January meeting. Dale Wahl asked if there was interest in a one day trip to Washington DC. Mention was made of a Barnstormer tour coming to Iowa and Minnesota – the dates have been published.

**Air Academy:** Carol Winkel developed a tool for possible participants to provide information on their interest in attending the Air Academy. It will be provided to schools and newspapers by the next meeting. Deadline for return in January 31. Completed applications will be returned to Glenn Ingram at the airport.

**Annual Dues:** Reminder that dues are \$25 for 2010 and are due January 1 per bylaws. Honorary membership requires appointment by the Board of Directors and then appointment by the majority of Chapter members and expires at the end of the calendar year per bylaws.

**New business:** Conflict of interest information has been received from the EAA website. The purpose of the policy is to protect the tax exempt status of the Chapter. The suggestion has been made to incorporate it into the Chapter Bylaws and then annually each board of directors would make a statement of accepting, understanding, and intention of compliance. Carol Winkel will research the current Bylaws and provide information at the January meeting.

**Respectfully submitted by Carol Winkel, secretary**

## ***AERONAUTICAL TERMS DEFINED. THANKS TO DON MILLER***

**AIRSPPEED** - Speed of an airplane. (Deduct 25% when listening to a retired fighter pilot).

**BANK** - The folks who hold the lien on most pilots' cars.

**CARBURETOR ICING** - A phenomenon reported to the FAA by pilots immediately after they run out of gas.

**CONE OF CONFUSION** - An area about the size of New Jersey located near the final approach beacon at an airport.

**CRAB** - A VFR Instructor's attitude on an IFR day.

**DEAD RECKONING** - You reckon correctly, or you are.

**DESTINATION** - Geographical location 30 minutes beyond the pilot's bladder saturation point.

**ENGINE FAILURE** - A condition that occurs when all fuel tanks mysteriously become filled with low-octane air.

**FIREWALL** - Section of the aircraft specifically designed to funnel heat and smoke into the cockpit.

**FLIGHT FOLLOWING** - USAF Formation flying.

**GLIDE DISTANCE** - Half the distance from an airplane to the nearest emergency landing field.

**HOBBS** - An instrument which creates an emergency situation should it fail during dual instruction.

**HYDROPLANE** - An airplane designed to land long on a short and wet runway.

**IFR** - A method of flying by needle and horoscope.

**LEAN MIXTURE** - Nonalcoholic beer.

**MINI MAG LITE** - Device designed to support the AA battery industry.

**NANOSECOND** - Time delay between the Low Fuel Warning light and the onset of carburetor icing.

**PARACHUTES** - The two chutes in a Stearman.

**PARASITIC DRAG** - A pilot who bums a ride and complains about the service.

**RANGE** - Usually about 3 miles short of the destination.

**RICH MIXTURE** - What you order at another pilot's promotion party.

**ROGER** - Used when you're not sure what else to say.

**SECTIONAL CHART** - Any chart that ends 25 nm short of your destination.

**SERVICE CEILING** - Altitude at which cabin crew can serve drinks.

**SPOILERS** - FAA Inspectors.

**STALL** - Technique used to explain to the bank why your car payment is late.

**STEEP BANKS** - Banks that charge pilots more than 10% interest.

**TURN & BANK INDICATOR** - An instrument largely ignored by pilots.

**USEFUL LOAD** - Volumetric capacity of the aircraft, disregarding weight.

**VOR** - Radio navigation aid, named after the VORtex effect on pilots trying to home in on it.

**WAC CHART** - Directions to the Army female barracks.

**YANKEE** - Any pilot who has to ask New Orleans tower to "Say again".



Pictured left, from [www.flightaware.com](http://www.flightaware.com)

Runway 9 Telluride Regional Airport Highest Commercial Airport in the United States Elevation: 9070 ft.

KTEX / Telluride Rgnl / Telluride, CO.

**14 AIRLINES SIGN LANDMARK MOU FOR CAMELINA-BASED RENEWABLE  
JET FUEL & GREEN DIESEL  
CAMELINA IS GROWN IN WISCONSIN**



Camelina superficially resembles flax.  
The seeds contain up to 37.5% oil

Purchase agreements for up to 750 million gallons of renewable fuels would remove 14 billion pounds of CO<sub>2</sub> over 10 years?  
New biojet production facility to be built in Washington state

SEATTLE (December 15, 2009) Seattle-based AltAir Fuels today announced it has entered into a Memorandum of Understanding with 14 major airlines from the United States, Mexico, Canada and Germany, led by the Air Transport Association (ATA), to negotiate the purchase of up to 750 million gallons of renewable jet fuel and diesel derived from **camelina** and produced by AltAir Fuels. This unprecedented announcement demonstrates the airlines' determination to reduce emissions and accelerate the deployment of renewable jet fuel. The renewable fuel, to be produced at a new facility in Anacortes, Wash., would replace about 10 percent of the

petroleum fuel consumed annually at Seattle-Tacoma International Airport, reducing carbon emissions by about 14 billion pounds over 10 years.

JR Camelina Seed harvests first camelina crop for Wisconsin, assembles seed for 2010 expansion to 500 tons

In Wisconsin, JR Camelina Seed Company has commenced harvesting of its first camelina crop, and will use the harvested seed to plant "thousands of acres" throughout Wisconsin next year, according to local reports. The initial plot for seed harvesting is located in Calumet County.

The camelina is expected to become feedstock for a proposed biodiesel plant in Holland, and the company said that it has commitments from 15 local farmers to grow the crop, but said it is seeking other growers, with a goal of securing 500 tons of feedstock for the production of

## ***ONE HUNDRED MILES PER GALLON*** **From AOPA's ePilot, December 30, 2008**

By Dave Hirschman

Vari-EZPilots usually think of airplane flight performance in terms of gallons an hour—not miles per gallon.

AOPA member and aeronautical innovator Klaus Savier, owner of Light Speed Engineering based at Santa Paula Airport (SZP) in Southern California, has been setting speed and efficiency records for two decades in his experimental, Rutan-designed Vari-EZ—a plane that serves as a technology demonstrator for products that hint at possibilities for improving the efficiency of the GA fleet.

“Efficiency and speed go hand in hand,” said Savier, a German-born engineer, glider pilot, and composite materials expert. “They’re so closely related that it’s really a matter of emphasis. Do you go as fast as possible and disregard how much noise you make and fuel you burn? Or do you optimize the airframe, engine, and propeller for maximum efficiency? To me, achieving speed through efficiency has always been more elegant.”

Savier has altered his Vari-EZ and its Continental 0-200 engine by adding computerized fuel injection and ignition systems of his own design. He typically flies at 190 KTAS while getting a Prius-like 50 miles per gallon. If he slows to extend range, Savier’s mileage approaches 100 miles per gallon.

Vari-EZAlthough his Vari-EZ carries just 30 gallons of fuel, Savier has flown it nonstop to Oshkosh, Wis., (1,522 nm) and Panama City, Fla., (1,700 nm).

To improve the flight efficiency of the GA fleet, Savier says magnetos need to be replaced, once and for all, with electronic ignitions, and engines need the kinds of precise fuel injection that allows his Continental to run an almost incomprehensible 300 degrees lean of peak. In fact, Savier says his engine runs so lean, and so cool, that he has trouble keeping cylinder heads and oil temperatures warm enough at altitude—even though his engine has no oil cooler.

On a typical long-distance flight, Savier flies at an altitude of 17,500 feet, about 35-percent power, full throttle, 190 KTAS, burning 3.5 gallons of fuel per hour. He has flown his Vari-EZ about 4,500 hours during 20-plus years of ownership and collected mountains of data. Switching to electronic ignition and computerized fuel injection, he says, would improve the GA fleet’s flight efficiency 20 percent without any airframe modifications.

AOPA member and aeronautical innovator Klaus SavierKlaus Savier, owner of Light Speed Engineering

Savier tires of what he calls the aviation industry’s circular arguments about the merits of electronic ignition, computerized fuel injection, and lean-of-peak operations. Definitive answers, he says, have been provided by the automobile industry and verified in a variety of aircraft and engines over tens of thousands of hours.

“As long as you have magnetos, you simply can’t get the large spark from a big electrode gap or advanced timing you need for peak efficiency,” he said. “For all these guys that think magnetos are so great, I only have one question: Why don’t you put magnetos in your cars?”

Submitted by Tim Hoversten Some pertain to open cockpits

### ***12 IMPORTANT THINGS MY AIRPLANE HAS TAUGHT ME***

Posted by: "Paul Smigel" paul.smigel@gmail.com psmigel

1. The only good view of a thunderstorm is from the inside of the hangar.
2. Four wheels move the body; One prop can move the soul.
3. I'd rather be flying my plane and thinking about God, than sitting in church thinking about my plane.
4. Life may begin at 30, but it doesn't get real interesting until about 75 ft AGL.
5. Morning bugs taste just as bad as afternoon bugs.
6. Sometimes it takes a whole tank full of gas before you can think straight.
7. A plane in the air is worth two in the shed.
8. Young flyers pick a destination and go; old flyers pick a direction and go.
9. When you're flying lead, don't spit.
10. Catching a yellow jacket in your shirt at 55 mph can double your vocabulary.
11. If you can't get it started be happy it is not starting while you are on the ground and not in the air.
12. Only an ultralight pilot knows why a dog sticks his head out of a car window.

\*Enjoy\*

\*Happy Holidays to All!\*

**Sterile cockpit. A wonderful concept.  
"Make it part of your flying operation."**

### ***GOT A PAPER CERTIFICATE? REPLACE IT NOW***

If your FAA pilot certificate is printed on paper, it's going to expire on March 31, unless you replace it with a new plastic certificate. To get the new counterfeit-resistant certificates, you have to fill out a form and mail it to the FAA in Oklahoma City along with \$2 for each certificate you want to replace, or you can do it online. Either way, the new certificate won't list your original date of issue, so you might want to keep that old dog-eared piece of paper to prove your longevity. If you apply by mail, it's going to take four to six weeks, and up to 10 days for online processing, so don't put it off till the last minute or you could find yourself grounded. Some non-pilot certificates, such as those for flight engineers and mechanics, are good for another three years but then they will also have to be replaced. Student certificates are not affected.

The form to get a plastic certificate is on a second attachment to this newsletter, or go to;

[http://www.faa.gov/licenses\\_certificates/airmen\\_certification/certificate\\_replacement/](http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/)

### ***TRIKE LEADS THE CRANES OVER TENNESSEE.***

From EAA news



## EAA Chapter 252 "Celebration Of Flight" banquet

Chapter 252 is again hosting it's annual "Celebration Of Flight" banquet for 2010. This gathering is not limited to only the members of Chapters 252, but is encouraged to be a community event for all EAA members, friends of aviation, and interested members of the community.

Randy Novak Newsletter Editor – EAA Chapter 252 920/426-2763 EAA252@gmail.com

# CELEBRATION OF FLIGHT!



## Annual Community Banquet

Open To All Aviation Enthusiasts, and Friends of Chapter 252

Master of Ceremonies: John Monnett, of Sonex Aircraft LLC

- Door Prizes!
- Silent Auction - proceeds to benefit Chapter projects.
- Meet the 2010 "Spirit of ELO" Awardee

### Featured Speaker:

Maj. Gen. Pat Halloran  
U. S. Air Force (Retired)



Hear Maj. Gen. Halloran talk about his experiences flying the famous U-2 and SR-71 aircraft!



Pat Halloran joined the Air Force in 1949 from his home in Minnesota. He flew 100 combat missions in the F-84 over North Korea in 1952. Beginning in 1956 he flew the U-2 high altitude reconnaissance aircraft for over 8 years, accumulating over 1600 hours in that aircraft. He then flew the SR-71 Blackbird for almost 8 years. His later Air Force years were spent in command and staff positions, with his final assignment in the Pentagon - Office of the Joint Chiefs of Staff, before retiring in 1983.

A long time EAA member, Halloran also has an extensive background flying vintage and sport aircraft, and was inducted into the Minnesota Hall of Fame in 2006. He presently owns and flies a Lancair high performance sport plane.

### Where:

EAA's AirVenture Museum "Founders Wing", Oshkosh

### When:

Saturday, February 6, 2010

- Cocktails at 6:00pm (cash bar)
- Catered Buffet at 7:00pm (Sodexo/Ripon College)

Cost: \$25.00 per person (\$20 for dues-paid Chapter 252 members)  
Payment by January 25, 2010 is encouraged for planning purposes.

Payment in advance to:  
EAA Chapter 252, %Janet Davidson  
3218 Bellfield Rd., Oshkosh, WI 54904  
Phone (920) 232-9238 or gbvfx@hotmail.com