



# Dodge County Flier



VOLUME 17 NO. 034

DODGE COUNTY AIRPORT, JUNEAU, WI

April, 2010

## MEETINGS

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

Next meeting

**Saturday, April 10, 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

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Ron Romans Chuck Dwyer  
Dale Wahl Tim Hoversten

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Brian Lerwick

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## SAFETY OFFICERS

Chuck Dwyer  
Dale Wahl

## FLY-OUT DIRECTOR

Dale Wahl

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Ron Romans  
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## WEBSITE EDITOR

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

## PRESIDENT'S CORNER

I'm hoping for great flying weather. Bob Hartwig and Stuart Ludtke and I are flying our homebuilt planes to Florida for Sun-N-Fun as soon as we get a good weather window. We have been going to SNF for the past 10 years or more flying commercial or driving. This year we decided it was time to fly our own planes down. Bob, Stu, and I have been studying charts, checking fuel prices on the internet and generally getting our planes ready to go. We are trying to decide how much stuff you really need. My last long cross country was helping fly a RV-6A from Boulder City Nevada back to UNU several years ago. I survived it just fine with a few changes of underwear and socks. That presented the challenge of avoiding mountain flying and needing to stay close to highways at times. (It's nice to have people close by if you need them.) Flying to Florida should not require flying over or around any mountain peaks or huge unpopulated areas. This time I will be flying a plane I have spent a lot of hours in and using a GPS that is not completely new to me. I think it will be fun and offer a few challenges –but that's what flying is all about. It has been really neat to plan the trip with friends and Bob's new Sonex is really flying great.

*Dennis Winkel*

## HEY DUES DELINQUENTS!!!

You're being cut off!

Yep, if you haven't paid your dues, this is your last newsletter. You can, of course, still avert this disaster by forwarding your dues check (\$25) to Glenn Ingram, C/O Wisconsin Aviation, N6469 Hwy 26 Juneau, WI 53039 This is the last time we'll remind you. You're on your own now.

## UPCOMING EVENTS

**Wednesday, April 21st**, You are all invited to join EAA Chapter 1177, in at the airport clubhouse. Palmyra WI (88C), to hear the story of Thomas Scott Baldwin. Mr. Baldwin is referred to by many as the Grandfather of American Aeronautics, and was a mentor to such aviation notables as Lincoln Beachey, Glenn Curtis, and the Wright Brothers.

Doors open at 6:30. Presentation begins at 7:00.

Mike Dean VP, EAA Chapter 1177, Palmyra, WI

PS: Oh, and if you know anyone else who might find this interesting... drag 'em along.

**Saturday, April 24 Third Annual Pancake French Toast Fly-in Fox Valley Technical College Aviation Center, Oshkosh, WI 7:00 am – noon**

Texas French toast w/ Strawberry topping, scrambled eggs, bacon & sausage, beverages: \$8.00 (RSVPs appreciated) : Safety Seminar 10 a.m. – 11 a.m. Changing of the Seasons: How to prepare for all weather. Rm. 104A RSVP, directions or info: huss@fvtc.edu

**Saturday, May 22, 7:30 - 11:30 Donut Day at Brennand. Fly-in Food. Brennand Airport, Neenah, WI.**

Come on out to Brennand for a donut and experience a lazy day at the hangar. Enjoy a cup of hot coffee or soft drink and sit back and relax while watching planes come and go. <http://www.eaaul41.org>

Contact: Bill Brown Phone: (920) 721-9237

**Saturday, May 29 Salute to Veterans Red Wing Regional Airport (RGK), Bay City, WI**

10:00 a.m.– 4:00 p.m. Fly-in, military aircraft and vehicles, live eagle program, educational activities, car show, free admission, food vendors Sponsored by Eagle Valley Squadron CAF

Kent Smith 651-214-5317 E-mail: f100ks@aol.com [www.eaglevalleysquadron.com](http://www.eaglevalleysquadron.com)

**Sunday, May 30 Manitowish Waters Airport Open House & Hangar Dedication**

**Manitowish Waters Airport, Manitowish Waters (D25)**  
10 a.m. – 2 p.m.. Dedication @ noon. Airport tour, pancake breakfast by Lion's Club from 8 – noon.

John Hanson (715) 543-8413: [mwehair@centurytel.net](mailto:mwehair@centurytel.net)



## YOUNG EAGLES

Contact:

Glenn Ingram (920) 887-2507

Linda Ludtke (920) 885 2480

Dodge Co. Airport (920) 386-2402

## INTERESTING WEBSITES

Listen to select ACT towers live

<http://www.liveatc.net/>

FlyingHovercraft

<http://www.avweb.com/avwebflash/exclusivevids/>

[ExclusiveVideo\\_RudyHeeman\\_FlyingHovercraft\\_202120-1.html](http://www.avweb.com/avwebflash/exclusivevids/ExclusiveVideo_RudyHeeman_FlyingHovercraft_202120-1.html)

Legend Cub Amphib Flight Trial

<http://www.avweb.com/avwebflash/exclusivevids/>

[ExclusiveVideo\\_AmericanLegendCub\\_Amphibian\\_FlightTrial\\_202168-1.html](http://www.avweb.com/avwebflash/exclusivevids/ExclusiveVideo_AmericanLegendCub_Amphibian_FlightTrial_202168-1.html)

Exclusive video: Finessing the rudder (An exercise from Aviation Safety Magazine)

[http://www.youtube.com/watch?v=UyfVh2TM\\_iY&feature=player\\_embedded](http://www.youtube.com/watch?v=UyfVh2TM_iY&feature=player_embedded)

A humorous but-not-that-gentle look at flying traffic patterns

<http://www.avweb.com/avwebflash/exclusivevids/>

[ExclusiveVideo\\_PatterFlying\\_CFIs\\_SarcasmHumor\\_202261-1.html](http://www.avweb.com/avwebflash/exclusivevids/ExclusiveVideo_PatterFlying_CFIs_SarcasmHumor_202261-1.html)

## **EAA Chapter 897 Board of Directors**

**March 6, 2010**

Dennis Winkel called the meeting to order at 0830 in the terminal lobby. Discussion centered on the Air Academy Scholarship, applicant Collin Jahnke's deposit has been sent to Oshkosh. Light Aviation Safety Seminar, March 13 breakfast at PJ's at 0630 and leaving from UNU at 0715. June breakfast planning update. Carol Winkel will draft a conflict of interest statement to insure compliance with non-profit incorporation requirements and bylaw guidelines recommended by the EAA Chapter office. Meeting adjourned at 0855.

**Respectfully submitted by Carol Winkel, Secretary**

## **EAA Chapter 897 minutes March 6, 2010**

Dennis Winkel called the meeting to order in the airport terminal at 0900 with 16 members present and guest, Andrew Moore, friend of Michael Koch. Andrew lives in Neosho and would like to attend the Air force Academy.

**Minutes:** Air Academy scholarship winner, correct spelling is Collin Jahnke. Ron Romans made a motion to accept the January minutes with notation of correct spelling. Roger Vavra seconded the motion. Motion passed.

**Treasurer's Report** read by Glenn Ingram. Ron Romans made a motion to accept the report. Chuck Dwyer seconded the motion. Motion passed.

**Young Eagles:** None flown.

**Chapter Hangar:** Committee will meet today immediately following the general meeting. Roger Vavra is the chairman. The committee will report their proposal at the April meeting.

**Fall/Winter Meetings:** Weeks Hangar tour was well attended and enjoyed immediately following the February meeting. The annual WI Light Aviation Safety Seminar will be held in Oshkosh on March 13. Breakfast at PJ's in Juneau at 0630 for those interested and then leaving from the airport at 0715. VFR Fly-out to Dayton has been set for March 27 with expected arrival time in Dayton at 0930. Dale Wahl will coordinate the event. Glenn Ingram reported on participating in a recent Citation pressure test. It was the first time he had observed the process while in the jet.

**Air Academy:** The deposit for Collin Jahnke has been sent to the Air Academy by Glenn Ingram, treasurer.

**Breakfast Planning:** Dennis Winkel reported on the meeting of February 21, 2010. Next meeting will likely be the end of April or May.

**Pedal Plane Project:** Workshop was held Saturday, February 20. Progress has been made but much work remains. Update will be provided at the next meeting. Ron Romans is working on the pedal mechanism. Dennis Winkel continues to work on the wood parts.

**Builders Reports:** Roger Vavra has completed his wing upgrade. Bob Hartwig is flying his Sonex. Chuck Dwyer is working on rudder pedals and cables.

**Adjourn:** Motion made by Ron Romans and second by Tim Hoversten. Motion passed at 0945.

**Respectfully submitted by Carol Winkel, Secretary**

**CHAPTER FLY-OUT TO DAYTON'S AIR FORCE MUSEUM  
PLANNED BY EAA CHAPTER 897'S FLY-OUT DIRECTOR DALE WAHL**

6:00 a.m. Saturday, March 27, three planes left Dodge County Airport headed to Dayton Ohio and the Airforce Museum. Tommy Cristea-Rist flew his Piper Commanche 250 with Pete Giovannetti as co-pilot. Dale Wahl in his Beechcraft Bonanza, was next with Chuck Dwyer as co-pilot and Dick Siedschlag for good luck. Byron Giovannetti flying his Cessna Skylane, carried Ron Romans as co-pilot with Al Kind acting as flight engineer. Weather was overcast as we left Dodge County Airport, but slowly improved as we flew South. ADIS at Dayton surprised us with a warning of four foot snow piles at the edge of some of the ramps. We tied down at the Wright Brothers FBO and there were two cars waiting to take us to the Air Force museum.

The ride to the Air Force museum was interrupted by growling noises coming from Tommy's stomach. We had to make a stop at the local Burger King to stop that annoying noise. As it turned out, that was a good thing as the food was good and a lot cheaper than the food at the museum. We split into small groups at the museum. Tommy was disappointed that the U-2 spy plane was missing, but he later found it hanging from the ceiling in another building. We all magically came together at about 4:00 Dayton time, so we hopped in the cars and returned to our planes and headed for home. A tailwind helped speed us home, and except for a 35 minute direct flight over the big lake with no land in sight. the trip was in the smoothest air I can recall.



Byron refuels at Dayton in bright sunshine.



Here we are at the museum.



First sight of land.



Cloudy, but home safe.



## **Cub Love**

**By Paul Bertorelli**

Some years ago, when I was flying midnight charters, another pilot and I dropped off a bunch of machine parts at Detroit City Airport, gassed up and headed east at 5 a.m. As it frequently is during a Detroit winter, the weather was drizzly, cold and low.

We climbed up through the overcast and broke out between layers into a stunning sunrise, the kind that ignites the entire horizon into a thin, blazing orange ribbon. Real Saint Exupery stuff. As co-pilot, I thought it my duty to remark on the view being the sort of thing only pilots get to see.

"Yup," said my companion, Craig, adding after a long pause, "then the #&^%@ left engine catches fire or some damn thing." His comment succinctly framed a philosophy I happen to share, that being that I live in mortal fear of being mistaken for one of those bubbly morons who go through life perfectly capable of appreciating undiluted beauty while being completely unaware of the looming train wreck. If that sounds cynical, just remember that cynicism is the smoke that curls up from burned dreams. A romantic I ain't.

So I'm worried that what I'm about to say here suggests I'm losing my edge. I have fallen in love with airplanes. Again. Specifically, a J-3C Cub, a quarter of which I bought a couple of weeks ago. I flew my first Cub in 1972 and over the weekend, when partner Greg Woods was checking me out, it all came flooding back—that skip of excitement when the engine catches on the first blade, the whiff of exhaust you get in a right taxi turn, the kinda-sorta throttle response, the spoon-in-oatmeal trim system, if you can call rope and a crank a system.

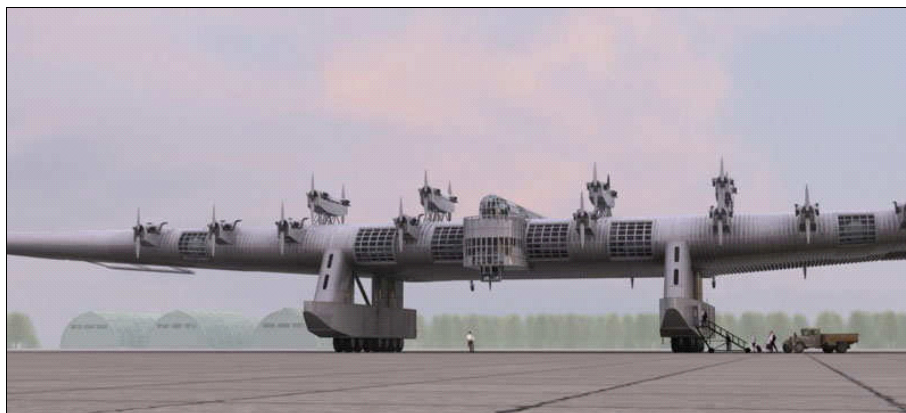
After we got down and nudged the thing back into the hangar, I sat on a step stool looking at this stupid thing trying to figure out why such antiques are so intoxicating. They aren't the best fliers in the roost—in fact, they float more than they fly. On a good day in the pattern, they climb well enough to get you to 400 feet in time to turn back onto the base leg. Cross country planning requires a calendar and if you don't rapidly get past the oh-God-no-brakes phase into the thank-God-no-brakes phase, you'll just embarrass the hell out of yourself trying to drive the thing around, much less land it.

Yet, still the blasted airplane is more fun and far more challenging to fly than any modern LSA, with the exception of the Cub clones from Legend and Cub Crafters. Park a Cub on an empty ramp, and you'll soon have gawkers. Yes, it's really a Cub. Yes, it was made in 1938. Yes, it has no radio or lights. And no, I don't know how fast it goes because I never look at the airspeed indicator.

Slow, underpowered, cold, uncomfortable and all the utility of a broken claw hammer, yet still I love it. Maybe it's just...the romance.

Please, someone just shoot me.

***LARGE RUSSIAN PLANE  
PICTURES, THANKS TO DON MILLER***



Built in Russia during the 1930s, it flew 11 times before crashing and killing 15 people. The designer, Konstantin Kalinin, wanted to build two more planes but the project was scrapped. Later, Stalin had Kalinin executed. Evidently, it was not good to fail on an expensive project under Stalin.

It's got propellers on the back of the wings, too. You can count 12 engines facing front. The size would be equivalent to the Empire State Building on its side, with cannons. And you think the 747 was big... Not only a bunch of engines but check out the cannons the thing was carrying. In the 1930s the Russian army was obsessed by the idea of creating huge planes. At that time they were proposed to have as many propellers as possible to help carry those huge flying fortresses into the air as jet propulsion has not been invented yet.

Not many photos were saved from those times because of the high secrecy levels of such projects and because a lot of time has already passed. I'd like to see the flight engineer's panel on this monstrosity. Still, on the attached photos you can see one such plane - a heavy bomber K-7.

**Need some advance flight or aerobatic training ?**

I run a part-time flight training business out of the Hartford, WI Airport (HXF) that specializes in upset recovery / advanced aircraft handling and intro to acro training.

I am a member of EAA, the IAC, and NAFI.

John Palese

[www.jpfli.com](http://www.jpfli.com)

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## **"2010 FAASTeam Safety Stand Down"**

Topic: An Aviation Safety Day for the General Aviation Pilot On Saturday, April 17, 2010 at 9:00 AM

Location: FAA Safety Center, 3130 Knapp St. Wittman Field (Oshkosh)

Select Number: L1331278

### **Description:**

Learn guidelines and methods for improving risk identification and reduction and best practices that can make flying safer. The event covers the four most common areas of general aviation accidents: Owner Performed Maintenance; Approach and Landings; Surface Deviations, and; Risk Management. Improve your safety awareness at the 2010 FAASTeam Safety Stand Down. The program will be primarily by DVD presentation, with discussion following the DVD viewing. The FAA Safety Center is located adjacent to the new Oshkosh Air Traffic Control Tower.

The 2010 FAASTeam Safety Stand Down is locally sponsored by your Wisconsin FAA Safety Team, This nationwide cooperative effort between the FAA and industry will stimulate and provoke a redirection in thinking to improve situational awareness and judgment. By DVD presentation: Lead Representative Aaron Tippon and Kermit Weeks in concert with professionals from the:

- 1) FAASTeam – FAA Safety Team
- 2) FAA Office of Runway Safety
- 3) Aircraft Owners and Pilots Association (AOPA)
- 4) King Schools
- 5) Sporty's Pilot Shop
- 6) Tulsa Tech

will guide the interactive seminars and expressly target accident factors within the local areas. The FAA and Industry professionals will share methods to help you improve risk identification and mitigation, develop best practices for procedures and processes, and to accurately assess your own level of discipline.

The following credit(s) are available for the WINGS/AMT Programs:

KEB 1.00

Contact Information:

WILLIAM KENNETH LAW

Phone: (630) 443-3112

william.law@faa.gov

### ***THE AOPA AIR SAFETY FOUNDATION'S SAFETY SEMINAR***

**May 11, 2010 Time: 7:00-9:00 p.m.**

10 Things Other Pilots Do Wrong

Milwaukee, WI CLARION HOTEL & CONFERENCE CENTER

MITCHELL ROOM

5311 S. HOWELL AVENUE,

MILWAUKEE, WI 53207