



# Dodge County Flier



VOLUME 17 NO. 12

DODGE COUNTY AIRPORT, JUNEAU, WI

December, 2010

## MEETINGS

2nd SATURDAY of the MONTH  
DODGE COUNTY AIRPORT

Next Meeting

**Saturday, December 11**  
**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

I was surprised and saddened to hear Jerry Knuth had passed away. Jerry Knuth had been a member of Chapter 897 for many years. Because of health issues, Jerry was not always as active as he would have liked to be. Jerry loved airplanes and airplane people. He did not fly as much as he would have liked. He experienced his passion for aviation as much as he was able.

This really reminds all of us that for our chapter to remain viable, we need to add new members as well as keep our existing members. We need to welcome more people to an aviation event this next year, fly a Young Eagle, take someone for an airplane ride or take them to a fly-in breakfast. Please come to the next EAA Chapter meeting on Saturday morning at 9 a.m. @ the Dodge County terminal building December 11, 2010. We will be discussing next year's agenda and events.

Merry Christmas and happy holidays to all,

*Dennis Winkel*



## ***UPCOMING EVENTS***

**Friday - Sunday, January 21-23, 2011**

**EAA Chapter Leaders Academy**

**EAA Headquarters Campus, Oshkosh, WI**

The EAA Chapter Leaders Academy is designed to help chapter leaders improve their chapter and learn more about the support EAA can lend to chapters. These sessions are provided free of charge and include food, lodging and local transportation. Attendees are responsible for the travel expenses to Oshkosh. If travel costs are an issue, we may be able to assist you.

The academy begins on Friday evening with dinner and social time, followed by a daylong discussion on many topics that challenge all chapters, including recruiting, programs and fundraising. The academy concludes on Sunday with a half-day of meetings and another opportunity to discuss topics that may be of interest to your chapter. In addition, chapter leaders meet many of the staff members they work with on a regular basis and other staff members who can be additional resources. A tour of the EAA AirVenture Museum is also included.

These sessions are extremely valuable for any chapter officer but can also be of great service to newly elected officers and future chapter leaders. All chapter leaders are encouraged to participate. Lodging is provided in the beautiful EAA Air Academy Lodge.

Contact: EAA Chapter Office

Phone: 920-426-4876

<http://www.eaa.org/chapters>

**December 10, 2010 Fly-in Lunch**  
**(check website to be sure)**

**Iola Central County Airport, Iola, WI(68C)**

Fly-In Lunch - served at noon, but arrive early and watch arrivals or hang out by the stone fireplace.

Enjoy a sumptuous lunch buffet with lots of sport aviation fellowship -- homebuilts, antiques, cars, cycles.

Bill Kinsman (Airport Manager), 920-596-3400

E-mail: [wjknjan@wolfnet.net](mailto:wjknjan@wolfnet.net),

See the website: <http://netnet.net/~wjknjan/>



## ***YOUNG EAGLES***

Contact:

Glenn Ingram (920) 887-2507

Linda Ludtke (920) 885 2480

Dodge Co. Airport (920) 386-2402

No Young Eagles were reported flown.

## ***INTERESTING WEBSITES***

**Red Green - How To Do Everything  
- Build Your Own Airplane**

[http://www.youtube.com/  
watch?v=HioV-  
vQvqio&feature=player\\_embedded#](http://www.youtube.com/watch?v=HioV-vQvqio&feature=player_embedded#)

**Extreme cropdusting**

[http://www.oshkosh365.org/  
ok365\\_DiscussionBoardTopic.aspx?  
id=1235&boardid=147&forumid=175  
&topicid=5790](http://www.oshkosh365.org/ok365_DiscussionBoardTopic.aspx?id=1235&boardid=147&forumid=175&topicid=5790)

**A flight aboard the DoX - 1930's 12  
engine seaplane**

[http://www.oshkosh365.org/  
ok365\\_DiscussionBoardTopic.aspx?  
id=1235&boardid=147&forumid=175  
&topicid=5790](http://www.oshkosh365.org/ok365_DiscussionBoardTopic.aspx?id=1235&boardid=147&forumid=175&topicid=5790)

**Aerial video of New York from a RC  
model airplane. Pictures you  
couldn't get from a full size aircraft.**

[http://www.youtube.com/  
watch?v=M9cSxEqKQ78](http://www.youtube.com/watch?v=M9cSxEqKQ78)

**EAA Chapter 897**

**Minutes**

**November 13, 2010**

Dennis Winkel, President, called the meeting to order at the Iron Ridge Inn during the annual banquet with more than 40 members and guests in attendance.

**Minutes:** Ron Romans made a motion to accept the October minutes as printed. Ben Ludtke seconded the motion. Motion passed. .

**Treasurer's Report** presented by Glenn Ingram. Linda Ludtke made a motion to accept the report. Tim Hoversten seconded the motion. Motion passed.

All other business was delayed to the December meeting.

Adam Smith presented an entertaining and educational talk on Claims of pre-Wright Brothers flights.

Respectfully submitted Carol Winkel, Secretary

**EAA Chapter 897**

**Board of Directors**

**Minutes**

**November 13, 2010**

Meeting was not held due to lack of quorum.

Respectfully submitted Carol Winkel, Secretary

**Overheard at Page Field Airport (FMY)**

**FMY Approach:**

"Grumman 1 Romeo X-ray, how many souls on board?"

**Grumman 1RX:**

"Two S-O-Bs."

***NEW DIESEL AIRCRAFT ENGINE IN WORKS***

A Wisconsin company hopes to have a running prototype of a diesel aircraft engine by next summer after funding for the project came through last week. Engineered Propulsion Systems, of New Richmond, celebrated the formal launch of the project after it raised more than \$800,000 in investor and state financing. Engineers Michael Fuchs and Steven Weinzierl have been working on the project for several years but funding has been a problem in the recession. Technical details of the engine aren't readily available, but the project has attracted interest from Cirrus Aircraft and drawn Dick Rutan as a technical adviser. "I'm really proud of all of

you," Rutan told the product launch. "It's going to save aviation."

Rutan was the guest speaker for the launch and said there is a need for a modern aircraft engine that won't require 100 LL and delivers better performance and efficiency. Cirrus's chief of engineering Paul Johnston was also there and he told the New Richmond News that his company is looking for an alternative fuel engine and it's interested in the Engineered Propulsion Systems project. "It really gives you hope that this will be the engine to power our airplanes into the next decade," he said.

***SILENT AUCTION AT OUR CHAPTER BANQUET A BIG SUCCESS***



**Linnea Lerwik**

This was Linnea's first opportunity to participate in a silent auction and the doll really caught her eye! She had to keep going back to make sure no one had out-bid her! I think there were a few ladies standing guard to make sure she got it too! Linnea is seven years old.

*Brian Lerwik*

Nora Berndt, Friend of Jerry Knuth, supplied the doll to the silent auction. Jerry passed away Sunday, November 28, 2010.

## ***HOW TO DESTROY GENERAL AVIATION***

### ***FAA'S FIRST WEAPON OF GENERAL AVIATION'S MASS DESTRUCTION***

#### **FAA Proposes Photos For Your Certificate At A Cost**

The FAA proposed a rule Thursday that would put your picture on your pilot certificate and (for most pilots) will remove the current requirement to also carry another photo ID; it extends to students and it will cost you something. The agency has the authority to charge a maximum fee of \$22 for renewals and proposes to charge that entire fee to add photos to existing certificates. The cost of issuing, upgrading or adding ratings had previously been absorbed by the FAA. The FAA says the new fee will not cover the cost of adding photos to existing certificates and the agency proposes to adjust the fee periodically based on the Consumer Price Index. The FAA also expects designees, used to accepting and verifying photo-certificate applications, to also charge a separate and uncapped fee. Pilots would need to renew their photo certificates every eight years. The Notice of Proposed Rulemaking (NPRM) (PDF) explains that the proposal is a response to the Intelligence Reform and Terrorism Prevention Act. The proposed timeframe for compliance varies depending on your ratings and activities as a pilot.

The FAA plans to transition pilots to photo certificates with a combined approach. Once the rule goes into effect all new certificate applicants will be paying for the new photo-certificate. The FAA's fees for issuing a first airman certificate (not a renewal, replacement or upgrade) could cost up to \$50 and "the FAA would decide whether additional rulemaking is necessary." Current pilots would be transitioned either by a "triggering event," which includes pilot/FAA interactions like picking up a new rating or flight instructor certificate. Beyond that, ATPs would have three years to obtain a photo certificate; commercial pilots would have four years; and private, recreational and sport pilots would have five years. The measure is an extension of the requirement of pilots to obtain plastic certificates. Comments on the NPRM will be accepted for 90 days from the pending date of publication in the Federal Register.

### ***FAA'S SECOND WEAPON OF GENERAL AVIATION'S MASS DESTRUCTION***

- The FAA has issued a new rule that requires the re-registration of all civil aircraft over the next three years and renewal every three years thereafter.
- In order to transition from the current non-expiring aircraft registration to one with a three-year expiration date printed on the certificate, the FAA is requiring all aircraft registered before October 1 to be re-registered.
- The plan calls for the re-registration of all U.S. civil aircraft by December 31, 2013. The FAA will cancel the N-numbers of aircraft that are not re-registered or renewed.
- The FAA proposed a \$5 re-registration and renewal fee, but the FAA reauthorization bill if enacted as passed by the House authorizes the FAA to increase the initial registration fee to \$130 and re-registration and renewals to \$45.

## ***FAA'S THIRD WEAPON OF GENERAL AVIATION'S MASS DESTRUCTION***

### **PROPOSED A&P CHANGES CAUSE CONCERN**

The FAA says it wants to change the way it evaluates applications for inspector authorizations, imposing what the NBAA called "a significant change" to the long-established practices for IA qualifications. In a "notice of proposed policy" published earlier this month, the FAA said it wants to clarify the term "actively engaged" for the purpose of reviewing applications and renewals for inspector authorization. The current rules require that an applicant must have been "actively engaged" for at least two years in maintaining aircraft in accordance with FAA regulations. The proposed policy would establish that "actively engaged" means "employed full-time in inspecting, overhauling, repairing, preserving, or replacing parts on aircraft." Anyone who does that kind of work only part-time or occasionally would be evaluated on an individual basis.

The NBAA said that in the past, FAA officials allowed IAs who don't work directly with aircraft to renew their authorization after complying with an annual eight-hour training requirement, which does not seem to be allowed in the new proposal. The Aircraft Electronics Association also expressed concern about the proposed change, saying it is a "flawed policy." The proposal would affect those who are in senior management positions with corporate flight departments, repair stations and air carriers who are not exercising their A&P privileges on a regular basis, the AEA said. The AEA also noted that the proposal would exempt FAA employees. If the proposal becomes policy, it will take effect in March 2011.

### **ADS-B Out (With the Bath Water) From AV WebFlash Nov 29, 2010**

I am doing my best to get the ADS-B Out mandate on GA dropped. Unfortunately, AOPA does not seem to be fighting it. If it remains, expect more pilots to quit flying as the deadline approaches.

Ron Lee

## ***JOE KITTINGER TO KEYNOTE EAA WRIGHT BROTHERS MEMORIAL DINNER***

November 4, 2010 — On December 17, EAA will celebrate the 107th anniversary of the first successful powered flight at the 8th annual Wright Brothers Memorial Dinner. The evening's keynote speaker is most famous for making perhaps the most incredible unpowered flight; Joe Kittinger, Jr.

Fifty years ago, on August 16, 1960, Kittinger jumped out of a helium balloon from a record altitude of 102,800 feet and free-falled back toward Earth. The record still

stands, as does the one he set for fastest speed (614 mph) by a human being through the atmosphere.

Join us as Kittinger discusses his record-setting day, along with his work with the Red Bull Stratos science team that is trying to break his very freefall marks with a jump from 120,000 feet. The dinner will be held at the EAA AirVenture Museum Eagle Hangar in Oshkosh, Wisconsin. To make reservations call 920-426-6880.

## ***FLYING HIGH: LOCAL LESSONS ALLOW ALL TO FIND THEIR WINGS***

From The Daily Citizen, Beaver Dam, By TRISTA PRUETT, Sunday, November 28, 2010

Close your eyes and imagine this. You are soaring high above your house. You are alone. There are no children screaming, no bosses demanding your attention. It is only you, looking out over the world from 2,500 feet above the earth. How are you doing this? You're flying.

"You're going to take off and you're going to be off the ground in a couple thousand feet of pavement and you're flying. You'll see the birds. The scenery is phenomenal. There's nothing else like it in the world," said Tim Bentheimer, general manager of Wisconsin Aviation.

Flight instruction is available at the Dodge County Airport outside of Juneau for several levels of pilot's licenses.

The first level is the private pilot's license and ground classes start Jan. 13.

Bentheimer said most people start out by either stopping by the airport or calling to get more information about the flight lessons.

According to Bentheimer some of the numbers concerning pilots are alarming. The aircraft owners and pilots association (AOPA) reports that in the first quarter of 2009, approximately 6,000 private pilot's licenses were issued. In comparison, in the first quarter of 2010, only 2,000 private pilot's licenses were issued. The medical certificates required for a pilot to get his license were issued to approximately 12,000 pilots both years.

"Forty seven percent of those that may have received medicals got their license to about 17 percent in 2010. So, that's why I'm saying we have an upcoming pilot shortage. And it's so important we get people interested in aviation again," Bentheimer said.

Taking lessons is a somewhat expensive undertaking.

"The cost today to get a pilot license, I would say, is right in that neighborhood of \$8,000. If you look at it purely from a cost standpoint, it's not a real inexpensive thing to do, but once you obtain your license, the experience that you can have with this is a year 'round experience. The traveling you can do, the freedom you experience when you're up in an airplane, in my mind, is second to none," Bentheimer said.

**Glen Ingram**, a flight instructor at the Dodge County airport also warns that flying lessons are more effective if the student can attend regularly.

"The processes go from simple to complex and go from known to unknown. You need to put your lessons and your knowledge accumulation in a string so that one piece feeds the next, and that feeds the next. The process can't be too long, or it's really inefficient. That's true of everything. Learning to fly isn't a different process than learning to play golf," Ingram said.

The instructors say they do not teach students to pass the test. They teach students to fly.

"There's a ton that we teach our students that isn't a requirement of the rating, but we know it's important to teach the student. Real world scenarios," Ingram said.

Overall Bentheimer and Ingram agree that the perks outweigh the expense.

"You're sitting up there and you can go almost anywhere you want to go. There are no signs. There are no roads. There are no speed limits you're going to worry about. You don't have to worry about any of that. The freedom is just, I can't even put it into words well enough. It's phenomenal. The experience is incredible," Bentheimer said.

As Ingram points out, "There's no TSA or homeland security, X-ray machines, pat downs."

tpruett@capitalnewspapers.com

**EAA WEBINARS FALL SCHEDULE - REGISTER NOW!**

**EAA WEBINARS ARE FREE TO ALL AVIATION ENTHUSIASTS,  
BUT PRE-REGISTRATION IS RECOMMENDED SINCE SPACE IS LIMITED  
TO THE FIRST 1,000 REGISTRANTS.**

**UPCOMING WEBINARS, SCHEDULED FOR 7 P.M. CENTRAL**

EAA logos Audio speakers and a broadband internet connection are required to participate in the webinars. Visit the webinars page for more information about EAA's webinars.

[http://www.oshkosh365.org/ok365\\_contentdetail.aspx?id=1258](http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258)

October 19

"Flying Marine One"  
Lindy Kirkland

October 27

"AvGas: The Path Toward an  
Unleaded Future"  
Doug Macnair

November 3

"Kermit Weeks Q&A"  
Kermit Weeks

November 9

"Just Say No to Useless  
Maintenance"  
Mike Busch

November 16

"AeroVee Engine and AeroInjector"  
Jeremy Monnett

December 2

"Owning and Flying a Homebuilt -  
What You Need to Know"  
Joe Norris

December 7

"Earn Your A&P Certificate Through  
Practical Experience"  
Jim Moss

**December 16**

**"Flight Before the Wright Brothers"  
Adam Smith**

January 5, 2011

"Building a Blériot XI"  
Fred Stadler

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

**Los Angeles Center:**

"Beech 633, cleared for the approach to San Luis Obispo."

**Beech 633:**

"Cleared for the approach."

**Los Angeles Center:**

"Beech 633, how will this approach terminate?"

**Beech 633:**

"Successfully, we hope."