



# Dodge County Flier



VOLUME 17 NO. 05

DODGE COUNTY AIRPORT, JUNEAU, WI

May, 2010

## Next meeting

In our chapter hangar

**DODGE COUNTY AIRPORT**

**New Summer Schedule**

**Friday, May 7th,**

**Potluck at 5:00 p.m. Meeting at 6:00 p.m.**

**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

## *PRESIDENT'S CORNER*

We made it!!! Last month Stuart Ludtke, Bob Hartwig, and I flew our planes from KUNU to X35 Dunnellon, Florida and back without any significant problems. First problem: my plane developed a slight banging noise about 50 miles from our first stop (DNV) Danville, ILL. The noise was caused by a loose piece of wing root rubber slapping the bottom of the fuselage. As a prepared aviator, Stuart had some 200 mph blue duct tape in his repair kit. My plane was soon airworthy once more.

The next couple of fuel stops went well, until Stuart's GPS quit as we were taking off from (ANB) Anniston, Georgia. Stuart was able to follow my duct taped RV-3 to our next fuel stop in (16J) Dawson, Georgia where he was able to reboot his GPS and it functioned flawlessly the rest of the trip. Bob's new fangled GPS worked great!

Occasionally, it took all 3 of us to program the next fuel stop. Once one learns the system, it should be a fantastic asset in the cockpit. Bob and Stuart's planes both ran well and did not require any duct tape like mine. We had great weather down to Florida and back just some afternoon bumps. Most of the trip was flown at 6500 to 7500 MSL and briefly at 8500 MSL to get over some smoke of a forest fire in Georgia. Bob, Stuart, and I had a great visit with Mike Schultz and thank him for his hospitality. If you are thinking about doing a trip, the AOPA flight planner is a great tool that can provide you with everything you need including weather, terrain, airport layouts, winds aloft, and you can even print charts from your computer.

*Dennis Winkel*

## UPCOMING EVENTS

### **Sunday, May 16 Fly-in/Drive-in Pancake Breakfast Brodhead Airport, Brodhead, WI (C37)**

Breakfast served from 7:00 a.m – Noon

[www.eaa431.org](http://www.eaa431.org)

email: [events431@eaa431.org](mailto:events431@eaa431.org)

### **Sunday, May 30 Memorial Holiday Pancake Breakfast Fly-In, Sponsored by EAA Chapter 371 Portage Municipal Airport, Portage, WI,**

7:00 a.m. - 12:00 noon

Fly-in, Food, Homebuilts Fly-In or Drive-In for the BEST Pancake Breakfast of the Year! Our specialty is eggs to your order - just the way YOU like 'em! Pancakes and sausage cooked to perfection, and your choice of Milk, OJ and Coffee round out the menu - All for only \$6.00!!

Come and join the FUN!

<http://www.eaa371.org>

Contact: Tim Hoversten Phone: 920-426-6846



## YOUNG EAGLES

Contact:

Glenn Ingram (920) 887-2507

Linda Ludtke (920) 885 2480

Dodge Co. Airport (920) 386-2402

## INTERESTING WEBSITES

Air Force skill test

<http://members.iinet.net.au/~pontipak/redsquare.html>

Got a spare \$400,000? Check out the brand new Waco.

[http://www.youtube.com/watch?v=MJsFf-2qwNs&feature=player\\_embedded#](http://www.youtube.com/watch?v=MJsFf-2qwNs&feature=player_embedded#)

Balancing tires

[http://aircooledtech.com/tools-on-the-cheap/balancing\\_beads/](http://aircooledtech.com/tools-on-the-cheap/balancing_beads/)

Wag Aero's Digital Catalog

[http://onlinecatalog.wagaero.com/skin/entrymap/entrymap\\_singlebook.asp?SkinId=7.1.6.19](http://onlinecatalog.wagaero.com/skin/entrymap/entrymap_singlebook.asp?SkinId=7.1.6.19)

P-51 Mustang you won't forget.

Thanks to Lynne Eaton

<http://www.asb.tv/videos/view.php?v=1bf99434&br=500>

Skydiver glider-to-glider transfer

[http://www.avweb.com/avwebflash/exclusivevids/RedBullSkydiverTransfer\\_202479-1.html](http://www.avweb.com/avwebflash/exclusivevids/RedBullSkydiverTransfer_202479-1.html)

### **Free movies, the second Friday of the month.\* Aviation Heritage Center N6191 Resource Drive Sheboygan Falls, WI 53085 920-467-2043**

6:30 p.m. Doors Open

6:45 p.m. Aviation Historian Provides Introduction

7:00 p.m. Movie Begins

## 2010 Movie Schedule

May 14	Test Pilot
June 11	Midway
July 9	Flight of the Phoenix (new)
August 3	The War Lover
September 10	Flying Tigers
October 8	Flight of the Intruder
November 12	Bat 21
December 10	Air Force

Please bring your own chair, blanket, or sleeping bag.

\*Dates and movies subject to change. Check [www.sheboyganavation.com](http://www.sheboyganavation.com) or call 920-467-2043 for updated information

*Info Thanks to Pat Konz*

**EAA Chapter 897 Minutes**  
**April 10, 2010**

Randy Clark, Vice President, called the meeting to order in the airport terminal at 0900 with 16 members present.

**Minutes:** Dale Wahl made a motion to accept the March minutes as printed. Chuck Dwyer seconded the motion. Motion passed. .

**Treasurer's Report** read by Glenn Ingram. Ron Romans made a motion to accept the report. Tim Hoversten seconded the motion. Motion passed. Glenn requests Chapter dues are sent to his home address not the airport.

**Young Eagles:** None flown.

**Chapter Hangar:** Roger Vavra, chairman was not available today. He will provide a report next month.

**Fly-out Reports and Events:** Dale Wahl reported that 9 people participated in the Dayton fly-out in 3 airplanes. Everything went smoothly and everyone enjoyed the museum. Brian Lerwick reported on a trip to the state of Washington. Dale Wahl is planning a trip to Mackinaw Island on May 22. Pat Konz plans to attend a Shuttle launch in Florida in May.

**Breakfast Meeting:** The grill has been coated with a non-stick coating. We will try the grill out at the Friday evening meeting. Planning is going on schedule.

**Air Academy:** We should know by the next meeting if Collin Jahnke's application has been approved by the EAA.

**International Learn to Fly Day:** Motion made by Brian Lerwick to schedule Young Eagle Flights to May 15 if agreeable by airport management. Second by Tim Hoversten. Motion passed.

**EAA Weekend Work Parties:** information provided.

**Pedal Planes:** Most wood parts have been cut for the prototype plus 5 planes. Ron Romans presented a much improved pedal assembly.

**Conflict of Interest:** Statement to be added to Bylaws to strengthen documentation of compliance with IRS guidelines. Suggested change under Article III- Purpose C leave as printed adding *Annual acknowledgement of understanding and intended compliance will be documented by signature of all officers and directors.* Article VII- Board of Directors h. add *Conflict of interest issues will be resolved using IRS government guidelines of Form 1023 as of 2010 and updated as Form 1023 changes.* Annual statement of compliance: Copy of Article VI the signature of each officer and each board of director including date of signature. Forms to be kept by the sectary and filed with the usual Chapter documents.

**Aircraft Reports:** Chuck Dwyer continues to make progress. Tim Hoversten is in the middle of obtaining tail wheel endorsement.

**Summer Meetings:** All meetings to be held at the Chapter hangar.

Friday, May 7 starting with 5 PM potluck. 6 PM meeting

Friday, June 11 starting with 5 PM potluck 6 PM meeting

Saturday, July 10, 8 AM meeting

Saturday, August 14, 8 AM meeting

Saturday, September 11 starting with 5 PM potluck 6 PM meeting

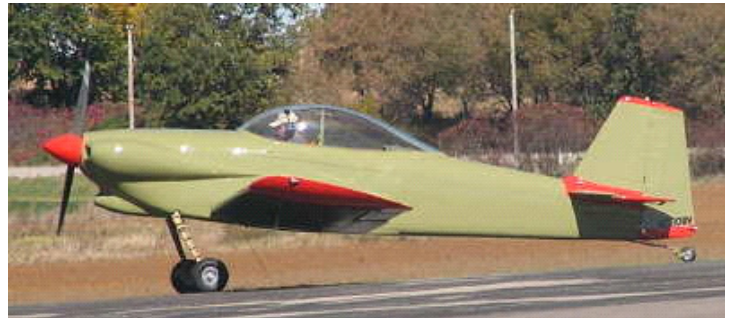
Saturday, October 9 starting with 5 PM potluck 6 PM meeting

Adjourn: Motion made by Ron Romans. Second by Mike Digman. Motion passed at 0945.

Respectfully submitted by Carol Winkel, Secretary

***EAA 897 CHAPTER'S THREE MUSKETEERS FLY TO SUN-N-FUN***  
Stu Ludtke in his RV-4, Bob Hartwig in his Sonnex, and Dennis Winkel in his RV-3

File photo of **Stu Ludtke's** RV-4 before Stu added trim paint and wheel fairings



**Dennis Winkel's** RV-3 with new paint

**Bob Hartwig's** brand new, just out of the shop Sonnex

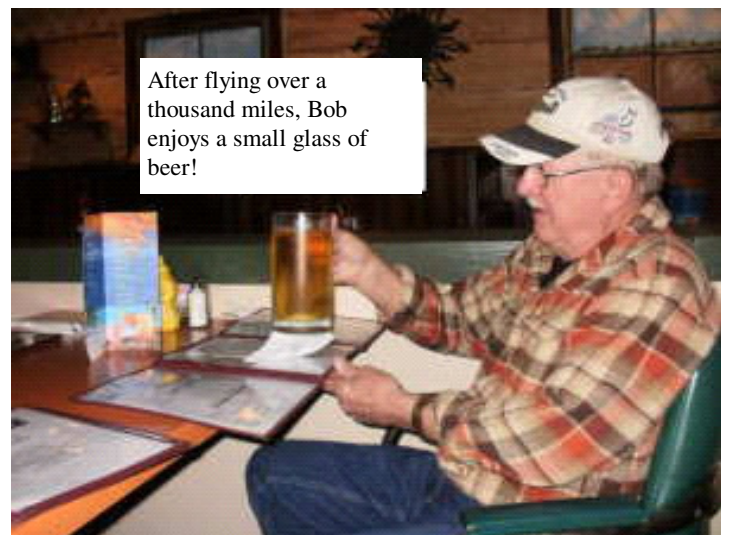


Come to the chapter meeting to hear all about the trip to Sun-N-Fun.  
New summer meeting schedule starts this Friday.  
See the box on the first page of each month's newsletter for time and date.

Dawson Georgia (16J)  
Bob programming his  
GPS for the last leg of  
the trip to Florida



After flying over a  
thousand miles, Bob  
enjoys a small glass of  
beer!



## ***AND THE CHECKLIST WAS BORN***

*Submitted by Don Miller*

On October 30, 1935, at Wright Air Field in Dayton, Ohio, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far.



A Seattle newspaperman who had glimpsed the plane called it the "flying fortress," and the name stuck. The flight "competition," according to the military historian Phillip Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.



A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly and climbed sharply to three hundred feet. Then it stalled, turned on one wing and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill (thus Hill

An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features.

While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly." The Army Air Corps declared Douglas's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do.

They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' Chief of Flight Testing. Instead, they came up with an ingeniously simple approach: they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced.



## WEBINARS

EAA is now offering a regular series of “webinars” (short for “web-based seminars”) as a new service free of charge for EAA members. A webinar is a multimedia presentation transmitted live over the Internet, viewed on a computer. The presenter can use slides, audio, and video as part of their presentation, while audience members can ask questions, chat, or be polled for their opinion.

Note: Registration is required, and space is limited.

Click on the link to register or see more details. **All presentations begin at 7 p.m.** and will last about an hour. Presenters will use slides and audio, and audience members can ask questions or be polled for their opinion.

**Wednesday, May 12: Liability of selling your Homebuilt** with Pat Phillips, EAA legal advisory council.

**Wednesday, May 26: Zenith STOL aircraft - CH 701, 750,& 801** with Sebastian Heintz, Zenith Aircraft Co.

**Wednesday, June 2: Your Homebuilt's FAA inspection - How to prepare and what to expect** with Joe Norris, Homebuilders Community Manager.

More webinars for homebuilders will be scheduled in the coming weeks. To view a complete and up-to-date list of all EAA webinars, visit:

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

Powered by a Rotec R2800. Radial engine  
Featured in the May 2010 issue of “Sport  
Aviation”

And it doesn't even Fly

*Photo thanks to Dean Kind*



## P-51 PEDAL PLANE MAKING PROGRESS



Fuselage



Landing Gear

# Celebrate Aviation May 15, 2010 WEST BEND AIRPORT

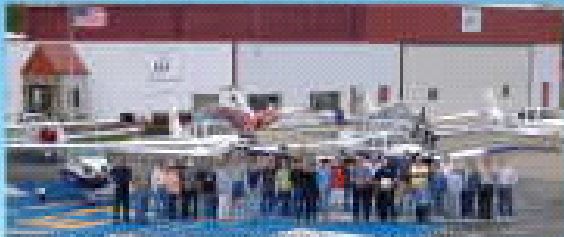
With support from West Bend Air, Cirrus Aircraft, & Broad Pressing

featuring **Jeff Skiles**

US-Airways "Miracle on the Hudson" Co-pilot  
EAA Young Eagle Co-Chairman



Supporting  
**EAA**  
Chapter 1158  
**262-338-8411**  
[www.eaa1158.org](http://www.eaa1158.org)



Free Airplane Rides to Kids from local EAA Members.



**Open House: 9am - 3pm**

Visit your local airport, see aircraft on display and speak to pilots and airport staff

**Free Airplane Rides For Kids: 9-11:30 am**

Ages 8-17 for EAA Young Eagles Program  
First Come First Fly

**Learn to Be A Pilot**

Seminars by West Bend Air about learning to fly...  
On the hour, from 9am - 3pm

**Fly-in / Drive-in Lunch: 10-1:00 pm**

Great Food & Atmosphere at the airport

**Program by Jeff Skiles: 1:30-2:30 pm**

Program Admission \$2 per-person

**310 Aerial Dr., West Bend**

Located on Hwy 33, 4 miles east of Hwy 45