



Dodge County Flier



VOLUME 17 NO. 10

DODGE COUNTY AIRPORT, JUNEAU, WI

October, 2010

Next meeting

Annual Christmas Banquet

Saturday, November 13

Iron Ridge Inn, in Iron Ridge WI

Cocktails at 4:30 p.m.

Meal at 5:30 p.m.

Guest speaker at 6:30 p.m.

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

WEBSITE EDITOR

Brian Lerwick
Website: www.eaa897.org

PRESIDENT'S CORNER

Wow!! What a great Fall season we had so far. I've been able to do some flying and attend a couple of fly-ins. A bunch of the guys have got a really good start on the Chapter multipurpose room. I really am looking forward to our annual meeting at the Iron Ridge Inn this weekend. I'm sure we'll have another great meal. Adam Smith has lined up a very interesting program. You will enjoy it and I always learn something new when I talk with Adam. Be sure and bring some nice items for the silent auction to help the kitty.

Saturday morning we will have a board of directors at 9 a.m. at the terminal building. Everyone is invited to attend. After that, we will be working on the chapter multipurpose room. Come and help! If you haven't checked it recently, you will be pleased with the amount of progress.

Please consider running for a position as Chapter Officer as several of us will be ending our terms very soon and we would welcome others to bring their fresh ideas and new energy to Chapter 897 for a short two year term.

Dennis Winkel

Upcoming Events

DON'T FORGET OUR CHAPTER CHRISTMAS BANQUET SATURDAY, NOVEMBER 13, 2010

The speaker this year will be Adam Smith. You might remember that Adam was our guest speaker in the past. Since then, a lot of things have happened at EAA. Adam will bring us up-to-date on all these happenings.

Don't forget to bring something for the silent auction.

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>



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

**The Friday Fly In Lunch At Iola, WI,
Always Fun For Aviators from**

www.aero-news.net

[http://www.aero-news.net/
index.cfm?ContentBlockID=f09b93ec-
4419-4e57-9476-cfd8103f9e42&\\](http://www.aero-news.net/index.cfm?ContentBlockID=f09b93ec-4419-4e57-9476-cfd8103f9e42&\\)

Iola Friday lunch menu

[http://netnet.net/~wjknjan/
lmenu.html](http://netnet.net/~wjknjan/lmenu.html)

AIRCRAFT CRASH

Brace yourself before looking at the image on **page 7** of this newsletter.

A pilot at low level has no control over his aircraft. It narrowly misses a crowd gathered for the airshow and slams into four buildings. One can only imagine the horror of the occupants inside those buildings.

Photo thanks to Harold Benisch of EAA UL chapter #1

EAA Chapter 897

Minutes

October 9, 2010

Dennis Winkel, President, called the meeting to order in the chapter hangar at 6:09 PM with 17 members and 1 guest present.

Minutes: Ron Romans made a motion to accept the August minutes as printed. Stuart Ludtke seconded the motion. Motion passed. .

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

Young Eagles: Glenn Ingram flew 4 Young Eagles today along with 1 adult. Brian Lerwick has flown 3. Glenn Ingram has flown over 100 Young Eagles and has received a shirt in appreciation from EAA. Members thanked him for his service and enthusiasm in supporting youth programs

Chapter Hangar: Progress report was given by Roger Vavra. Work continues on enclosing the room and working on the exterior walls. Next workday will be October 16. Thanks to everyone who has helped.

Fly-out Reports and Events: Breakfast next Sunday at Palmyra.

Annual Meeting: Adam Smith will be our extra-special speaker on November 13 at the Iron Ridge Inn. Cost is \$16.00 per plate. Please pay when you make your reservation with Linda. Please bring items for the silent auction. Ben Ludtke made a motion to provide 2 tickets to Don Propst in appreciation of his donation of a window for the meeting room. Second by Glenn Ingram. Motion passed. Ben Ludtke made a motion to provide Adam Smith with 2 tickets for the banquet. Second by Glenn Ingram. Motion passed

Educational Presentation: none

Pedal Planes: Dennis Winkel reported work will continue after the multipurpose room is finished.

Nominations for officers: The terms of office for President and Vice-President will expire in January. Members are encouraged to give careful consideration of volunteering to fill these offices. The term runs for 2 years.

Fall Meetings: November will be our annual meeting. Starting in December, Board of Directors meeting will commence at 8 AM and the general meeting at 9 AM. They will be held in the airport terminal.

Builders Reports: Cleo Kahlhammer will be wintering in AZ and will attend Copper State. Tim is selling his plane today. Ben and Linda Ludtke are making consistent progress on their Sonex.

Adjourn: Motion made by Ben Ludtke. Second by Linda Ludtke. Motion passed at 1900.

Respectfully submitted Carol Winkel, Secretary



BEN LUDTKE'S SONNEX IS TAKING SHAPE



Here in an early picture, Ben works on the vertical fin.



Elevator skins.



Left wing being skinned.
By now the right wing is skinned

***CLEO KAHLHAMER ATTENDS
THIS YEARS COPPERSTATE FLY-IN IN
CASA GRANDE, ARIZONA.***

All photos by Cleo



Consolidated Vultee P4Y-2 Privateer



Mesa, Arizona Wing of the Commemorative
Air Force's 1944 Boeing B-17G,
"Sentimental Journey."



Wallace Transtrum's Pitts Monster from
Gilbert AZ. Powered by a Russian
Vendenyev M14P



Scott Casler's CX-4 from Coolidge, AZ.
Powered by VW.



Martin Schmunk's Hatz Special from
Fountain Hills, AZ
Powered by a Lycoming O-235

***FIGHT AGAINST 3RD CLASS MEDICAL GAINS MOMENTUM
POSTED BY JANICE WOOD · NOVEMBER 3, 2010***

Posted by Janice Wood · November 3, 2010

From aopa@smartbrief.com

David Wartofsky, the controversial owner/operator of Potomac Airfield, closest of the Maryland 3 airports to downtown Washington D.C., has filed a formal petition with the Secretary of Transportation (FAA 2009-0481), and the Transportation Committee, proposing to replace FAA's 3rd class medical with a driver's license for private-use aircraft under 6,000 lbs.

"The day you lose your FAA 3rd class medical, you drive home in your family SUV," he says. "What conceivable legitimate public-safety risk did the loss of your FAA 3rd class medical really address?"

"Every pilot's eventual loss of their 3rd class medical remains the greatest threat to aircraft ownership," he continued. "For anyone over 40 years old, buying any aircraft is like playing Russian roulette with all the barrels loaded; it is just a matter of time. Without clear benefits, this rule continues to impose huge public-sector costs to manage, as well as negative impacts on the economy, when positive impacts are sorely needed."

In his petition, Wartofsky notes the medical requirements to fly a small private family airplane are remarkably similar to those required to drive a 65,000 lbs. commercial passenger or cargo carrying truck, also known as a Commercial Driver's License (CDL). He speculates that perhaps FAA may have simply slapped the commercial truck driver medical standards onto small family aircraft, but contends they are inappropri-

ate for the aviation equivalent of the family car. Wartofsky further contends that generally cooperative general aviation pilots have been singled out for micro-management of a negligible risk, without due cause, saying: "Pilots will always ask how to comply, but somebody needs to ask the more fundamental question, "Why?"

As required by law, DOT had to publish Wartofsky's petition, but then tried to bury it, delaying action by accepting comments until 2099, he says. Wartofsky notes DOT's public comment period of nearly 100 years is "justice unfairly delayed" under the Administrative Procedures Act. "I guess they're betting I won't be around in 100 years to follow through," he says.

Wartofsky encourages all pilots and aircraft owners to submit additional comments to the petition online and to approach their representatives in Congress and Senate to support the petition. The objective is to force a full re-evaluation of the need for a 3rd class medical for private aircraft under 6,000 lbs. through an open public Notice of Proposed Rulemaking (NPRM). An NPRM could potentially bring the existing regulation under further oversight and accountability, which may not have existed when it was originally written, such as Regulatory Flexibility review and Economic impact.

Links to the comment submission site on Regulations.gov are available at www.potomac-Airfield.com



Aircraft crashes into four buildings.
No one hurt, four people very angry.

***FAA SAFETY TEAM / SAFER SKIES THROUGH EDUCATION
"WINTER WEATHER FLYING"***

Wednesday, November 17 at 6:00 PM

Location: Gran-Aire, Inc. at Timmerman Airport (KMWC)
9305 W Appleton Avenue Milwaukee, WI 53225

Description:

The seminar will cover the following topics: Aircraft Preparation, Pilot Preparation, and Runway Conditions.

6 p.m. Social Hour (coffee, snacks, and "hangar flying")

7 p.m. Seminar

www.flymilwaukee.com

To view further details and registration information for this seminar, go to:

http://www.faasafety.gov/SPANS/event_details.aspx?eid=35168

The sponsor for this seminar is: Wisconsin FAAS Team.

THE PROBLEM WITH ASKING THE FAA ANYTHING

Since at least 1800, except for certain areas, Americans have been adequately brushing their teeth.

Suppose, for a moment, that by some bizarre twist of politics and bureaucracy, perhaps under Congressional mandate to 'do something to improve standards,' the FAA was somehow given jurisdiction over tooth brushing.

Obviously, all that brushing would have to stop, until the FAA could issue some technical standards.

So, innocently enough, the FAA would be asked, "How *should* we brush our teeth?"

After a lengthy process to determine which *part* of the FAA should be the 'lead' on the matter, the FAA would assign various staff, technical groups, and oversight committees.

Perhaps six to nine months later, after careful deliberation by any and all departments that MIGHT have something to say, all of which are waiting to see what the other departments have to say first, but since they were asked they all feel they must throw in *something*, the FAA finally formally submits its reply to Congress:

"You pick up your tooth brush in your right hand, and brush from left to right for about one minute; before you go to sleep."

What are the consequences of this innocent, well-meaning official statement?

1. It is now illegal to use your left hand to hold your toothbrush.
2. Since the FAA did not specifically spell out alternate periods of compliance, brushing your teeth after breakfast or lunch is not authorized.
3. Tasked with enforcement, and often greatly embarrassed by their own requirements, from time to time the FAA has to come out to the few locations where they have jurisdiction to see if anyone is brushing their teeth with the wrong hand, or at the wrong time.
4. Thus, while there are those who are willing to follow the FAA to the letter of the law on how and when to brush their teeth, these are the same people who have entirely lost sight of the original question.

The rest of the world has fewer cavities, because the rest of the world brushes its teeth whenever and however they need to brush.

And therein lies the underlying problem with citizens blindly looking to, and waiting for, the basically well-meaning but somewhat bumbling Government to tell everyone what to do.

Despite well-meaning efforts from both sides of any question, if you have to ask, most of your teeth will fall out.

David Wartofsky - Now Specializing in Bureaucratic Dentistry

Does this mean we have to have an annual inspection by a licensed dentist who must make an entry into our tooth log books? Will there be AD notes sent out? Will dentures have to be certified?