



Dodge County Flier



VOLUME 18 NO. 4

DODGE COUNTY AIRPORT, JUNEAU, WI

April 2011

MEETINGS

2nd SATURDAY of the MONTH
DODGE COUNTY AIRPORT

Next Meeting

Saturday, April 9

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: Roger Vavra (262)-247-2500
Secretary: Carol Winkel (920) 485-4676
Treasurer: Glenn Ingram (920) 887-2507

BOARD OF DIRECTORS

Glenn Ingram
Ron Romans Dale Wahl

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

One of life's lessons I've been forced to learn is events don't happen as fast as you like. I do have my new overhauled engine hung on my airframe and it is really close to running. But getting all the little nagging details done is taking more time than I had planned. I'm going to try and have the plane done before Saturday so you guys can hear it run. As you know, good things happen when it's time.

The wings and wheels breakfast planning is going well. I am looking forward to a great event. We will again be doing a Cessnas to Oshkosh breakfast this year. However, we will be asking for a guaranteed number of breakfasts to insure a profit.

Dennis Winkel

OVERHEARD THE FOLLOWING TOWER TRANSMISSION ...

...after a King Air made a particularly short landing at Metro Airport near Denver. The King Air landed in less than a thousand feet and cleared the runway much earlier than the tower anticipated.

Controller (obviously stunned — and in good humor) :

"King Air, would you mind telling the tower exactly what was wrong with the other 9,000 feet of our runway?"

From AVwebFlash: Monday, April 4, 2011

UPCOMING EVENTS

Iola every Friday.

Lunch is served at 12:00 noon, but arrive early and watch arrivals or just hang out by the stone fireplace. NOTICE: We are not plowing any runways this winter. (Skiplanes are welcome.)

Saturday, April 30 Fly-in Breakfast Oshkosh-Wittman Regional Airport 8:00 a.m.-Noon.

Brought to you by the Fox Valley Technical Collee-Aviation Center. Join us for our fourth annual fly-in/drive-in breakfast. Menu: pancakes, hash browns, scrambled eggs, bacon, ham & sausage, fruit, baked goods, coffee, juice, milk & water. Cost: \$8.00. We will be hosting an open house and safety seminar (Room 104A). Come for the food...stay for the fun! RSVP's are appreciated.

Jared Huss- (920) 232-6024

E-mail: huss@fvtc.edu

Saturday, May 7 EAA Chapter 1158 Fly-in Breakfast West Bend Municipal Airport

7:00 a.m.-10:00 a.m.

Featuring breakfast burritos and daily specials. Proceeds benefit EAA Chapter 1158 educational mission.

A.J. Brandt (262) 338-8411

Website: events@eaa1158.org

Facebook: eaa1158.org

Saturday, May 14 Lumberjack Breakfast Sparta/Fort McCoy Airport, Sparta, WI(CMY)

7:00 a.m.-11:00 a.m.

Enjoy a hearty lumberjack breakfast provided by the Sparta Eagles Club. Visit a display from the local air, space and bike museum. View demonstrations by a radio-controlled airplane club. Rain or Shine!

Jordan Skiff (Airport Manager) (608) 269-4340, ext 228

E-mail: dpw@ci.sparta.wi.us

Sunday, May 15 Fly-in Breakfast Tri-County Regional Airport, Spring Green, WI(LNR)

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

Fly-in pancake breakfast. Marc Higgs (Airport Manager) (608) 583-2600

E-mail: markhiggstca@yahoo.com



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

Flanging Lightening Holes with the "Bob Stick" narrated by Tim Hoversten

[http://www.eaavideo.org/
video.aspx?v=820371239001](http://www.eaavideo.org/video.aspx?v=820371239001)

Video's of Sun-n-Fun storm

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

[http://www.youtube.com/
watch?v=h8E7L26qL50](http://www.youtube.com/watch?v=h8E7L26qL50)

[http://www.avweb.com/eletter/
archives/avflash/1872-
full.html#204415](http://www.avweb.com/eletter/archives/avflash/1872-full.html#204415)

[http://www.eaavideo.org/
video.aspx?v=873881435001](http://www.eaavideo.org/video.aspx?v=873881435001)

BELITE INTRODUCES FUEL-WATER PROBE

A small probe that can fit into an aircraft fuel line, detect water in the system, and alert a pilot was introduced at Sun 'n Fun last week. The system is still undergoing testing. Test and reliability data will be available at AirVenture later this summer. "It will be for sale at Oshkosh, at a price to be announced." The price will be affordable for the homebuilt and ultralight market, and soon for the light sport and certified aircraft.

From AVwebFlash: Monday, April 4

***EAA CHAPTER 897
MINUTES
MARCH 12, 2011***

Roger Vavra, vice-president, called the meeting to order in the airport terminal at 0900 with 12 members present and 1 guest: Harvey Plummer of Fond du Lac.

Minutes: Jeff Schmidt made a motion to accept the February minutes as printed. Rick Gempler seconded the motion. Motion passed.

Treasurer's Report: Presented by Glenn Ingram. Bob Hartwig made a motion to accept the report. Dale Wahl seconded the motion. Motion passed.

Young Eagles: none flown. We expect a larger group of boy scouts in September. Planning will start in May. Next event: May

Air Academy: Brian Lerwick advised. To date there are no applicants.

Chapter Hangar: No recent work has been completed. Work will proceed on the drywall once the weather improves.

Fly-out Reports and Events: The 2011 light aviation safety seminar will be held in Oshkosh on March 19. If interested in carpooling, contact Ron Romans or Ben Ludtke. Roger Vavra is planning a trip to Arkansas. Ron Romans is planning to attend Sun-n-Fun. A suggestion has been made to do a photo of chapter planes with the May meeting.

Educational Presentation: Glenn Ingram presented an in-service on radio communication.

Pedal Planes: Delayed until after the multipurpose room is finished.

Chapter Breakfast: Planning meeting to be held March 13 at 2 p.m. at the airport terminal.

Summer Meetings: June, July, and August 2011 meeting to start at 0800 to facilitate fly-outs.

Builders Reports: Verbal reports given.

Adjourn: Motion made to adjourn made by Ben Ludtke. Second by Glenn Ingram, motion passed at 0943.

Respectfully submitted by Carol Winkel, secretary

10 MOGAS MYTHS

The GA fuels Blog is written by two private pilots concerned about the future availability of fuels for piston-engine aircraft: Dean Billing, Sisters, Ore., an expert on autogas and ethanol, and Kent Misegades, Cary, N.C., an aerospace engineer, aviation sales rep for U-Fuel, and president of EAA 1114.

Evidence of the growing interest in the use of affordable, lead-free, ethanol-free autogas, AKA, “Mogas,” in General Aviation is evidenced by Ben Visser’s recent article on the topic, The fuel of the future: Is it already here? and the results of a survey conducted by AVWeb. Further evidence is the overwhelming interest we’ve experienced to the introduction of the Aviation Fuel Club, the new Sport Fuel program, and thousands of comments on our petition calling on a ban of the blending of ethanol in Premium gasoline. There remains, however, some confusion about the pro and cons of using Mogas, something we hope to dispel below:

Myth #1 – Gasoline used in airplanes is unsafe. Fact – International standard ASTM D4814 is used for both fuel production and engine TC/STC certification. Mogas has been an FAA-approved aviation fuel since the 1980s and has had an excellent safety record.

Myth #2 – Gasoline is unstable. Fact – Modern gasoline remains stable for at least six months. Addition of some fresh fuel “rejuvenates” old Mogas. Adding ethanol to the fuel dramatically reduces its life.

Myth #3 – Gasoline is not as “clean” as 100LL. Fact – This is a problem of the past mostly eliminated through modern filters. Modern RFG (Reformulated Gasoline required in many parts of the US) is the cleanest burning gasoline made.

Myth #4 – Seasonal/regional formulations cause problems. Fact – Provided fuel remains ASTM D4814 compliant, this can be managed.

Myth #5 – Mogas is less “powerful” than 100LL. Fact – 91 octane E0 Mogas has 3%-5% more BTUs/gallon than 100LL. Lead deposits from 100LL can reduce power, though.

Myth #6 – Higher octane is always better. Fact – Only if needed for anti-detonation. Octane does not increase power. Higher octane is always more expensive, though.

Myth #7 – You can’t find ethanol-free Mogas. Fact – PURE-GAS.org lists more than 2,600 sellers across the country. The Aviation Fuel Club will help you find suppliers who deliver to airports.

Myth #8 – Gasoline producers won’t sell E0. Fact – Perhaps not at retail stations, however many fuel terminals around the country sell ethanol-free fuels to airports, marinas, farms, etc.

Myth #9 – A Mogas pump is too expensive. Fact – The Aviation Fuel Club will help find low-cost options, which might mean a small military surplus fuel trailer. U-Fuel has developed a line of smaller, self-service Sport Fuel stations ideal for GA airports wishing to add mogas.

Myth #10 – Mogas at airports costs too much and takes revenue away from airports. Fact – Mogas is typically \$1-\$3 cheaper than 100LL and makes its seller a profit. Airports selling mogas recoup revenue lost to self-fuelers, help sport aviation and flight schools grow, and retain the same flowage fees as 100LL sales. They also make real reductions in lead emissions, a serious public relations issue for General Aviation.



Wednesday, March 30, Mike Schultz, Al Kind and I (Ron Romans) went to the Sun-n-Fun fly in, in Lakeland Florida. The flight line did not have many airplanes, and the ultralight area had few exhibits. Those who stayed home were the lucky ones. We got there in the morning and spent about 6 hours there when they issued tornado warnings. That was our signal to head back. On the way to Mike's house, we were delayed for a half an hour when a large tree fell across the road, taking power lines with it. The final count of destroyed or damaged airplanes was 70 to 80 as reported by Mike Schultz.



It was like a giant egg beater hit the flight line.



Four Air Cam's were destroyed.
Only two were insured.



I took this picture of a restored Ercoupe on Wednesday.



This is what it looked like on Thursday.
Video Websites available on page 2.

MOGAS AVAILABLE IN WISCONSIN

Closest City	ICAO Identifier	Octane	FBO / Vendor
Cumberland	KUBE	?	Aviation Resources
East Troy	57C	91+	East Troy Aviation, Inc.
Franksville	62C	?	Guntly Aircraft Repair
Hartford	KHXF	91+	City of Hartford
Lancaster	73C	?	Lancaster Municipal Airport
Manitowoc	KMTW	91	Lakeshore Aviation
Neillsville	KVIQ	?	Duffy's Aircraft
Palmyra	88C	?	Agen Aviation
Phillips	KPBH	91+	Price County Airport
Portage	C47	87	Air Portage, Inc.
Pulaski	92C	?	Blue Skies Aviation
Stoughton	99C	?	Quam's Marina
Siren	KRZN	?	Burnett County Airport
Suring	7P5	?	Piso Airport, Rhodes Oasis
Wausau	KAUW	?	Wausau Flying Service

RESIDENTS NEAR ALASKA AIRPORT VOICE CONCERNS

I detect some error on the part of AOPA

Neighbors of **Dodge County Airport in Alaska** met with officials last week to express concerns that the final draft of an Overlay Zoning Ordinance would render their real estate worthless. The residents expressed fear that restrictions imposed by the ordinance would make their land unmarketable in the case of fire, storm or other catastrophe. **Daily Citizen (Beaver Dam, Wis.) (3/20)**

From AOPA E-Brief, March 21, 2011

ATIS was being implemented in the late 1960s, and many pilots were not yet aware of it. While making practice instrument approaches at San Jose International Airport in California, I overheard the following exchange:

Cessna 1234:

"San Jose Tower, Cessna 1234. Ten south, landing San Jose."

SJC Tower:

"Cessna 1234, do you have information Hotel?"

[silence]

SJC Tower:

"Cessna 1234, do you have information Hotel?"

[more silence]

Cessna 1234:

"Ahhh, no thanks. We're staying with friends."