



WFC Pilot

Volume 1, Issue 9

December 2013

Winter Meetings:

First Tuesday of the Month
6 p.m.

Room 138
Fox Valley Tech College
Aviation Campus
3601 Oregon Street
Oshkosh, Wisconsin.

Next Meeting:

Tuesday, December 3

Details here →



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Garmin 430 Tips

Our next meeting takes place on Tuesday, December 3 at our new winter location at Fox Valley Technical College in Oshkosh. We hope many of you can make it. In addition to our regular business meeting, covering communications, N7770G maintenance, officer elections, and we'll have a review of the Garmin 430 including tips on how to use it. Tim Lemke will lead the discussion, and it's sure to be valuable in our quest for becoming safer pilots. Bring your questions and be ready to share some tips of your own.

We Have a Winner!

As the votes started coming in it quickly became obvious that one photo was pulling ahead, Tim Turner's view of Fond du Lac on the shore of Lake Winnebago. It's a beautiful shot! Tim received 8 of the 19 votes, definitely making his a crowd favorite and the winner of our first WFC Pilot Photo Contest. Congratulations, Tim!

We have a tie for second place between Adam Patrick's *Southwest Wisconsin* and Frank Juedes' *Oshkosh*. We'll determine the outcome at our next meeting. See all the entries on pages 6 and 7.

Enjoy—and keep taking those photos!



Flying Wisconsin By Rose Dorcey

On October 26, I had the opportunity to participate in the Wisconsin Aviation Hall of Fame's (WAHF) 28th annual induction banquet. Five aviators were inducted: Wisconsin Aviation Founder Jeff Baum, Record Setting Aircraft Designer Arnold Ebnetter, Award Winning Home-builder Ron Scott, and posthumously, Airshow Pilot Bill Adams and "Wisconsin's Flying Governor" Walter Kohler, Sr.

The inductees or their family representatives imparted thoughtful remarks as they were honored onstage. Ron Scott told of the value of having been mentored in aviation, and of being a mentor, a good reminder for all of us. But Jeff Baum's speech was particularly inspiring, enough so to include an excerpt here:
"...But the greatest lesson I learned is what a fantastically rewarding career general avia-

tion can be and how we as an industry fail to tell this story. Yes, there are easier ways to make more money, easier lifestyles, less responsibility, fewer calls in the middle of the night. But as Pete Schroeder, our director of maintenance once said, 'We probably see more in a year than a lot of people see in a lifetime.' I think he is probably right.

"The problem is, we don't tell our story. We don't tell what an exciting, memory-filled life experience it can be for young people embarking on a career—the places you can go, the machines you can fly, the incredible people you will meet—that there's just nothing like it on earth!"

Jeff is right, of course, being involved in aviation is an extraordinary experience, whether as a career, or a rewarding recreational and learning activity. Jeff went on to describe some of his incredible experiences, and I remembered many of my own. But then I asked, "Am I sharing that message enough? Am I passing along my enthusiasm for aviation, by mentoring, giving airplane rides, etc.?"

I know that many Winnebago Flying Club members do. And I'm quite sure I can honestly answer, Yes! But there is always more we can do. As Jeff suggested, we have to tell our story. It's just one small way we can make aviation stronger, but it's no small measure.



**WAHF Inductee Jeff Baum
Founder, Wisconsin Aviation**

TIM TALKS



Club Pres Tim Lemke

WFC and the Advancement of Flight Education

Article II of the constitution of the Winnebago Flying Club states, "The purpose of this club shall be to provide for its members advancement of flight education and safety, and for such other purposes as specifically set out in the articles to follow."

The advancement of flight education and safety is indeed a noble reason for our club to exist. And I'm thankful that so many club members are regular participants in this mission. We have multiple examples of that participation. It's truly amazing and gratifying to me that within just the past 12-18 months a

substantial percentage of our members have obtained a private pilot's license or an instrument rating. They include:

Sam Wiltzius
instrument rating
Joel Hunt
private pilot
Brendan Stormo
private pilot
Doug Koehler
private pilot
Eric Abraham
instrument rating
Brian Rupnow
private pilot

Five other members are currently in training for their private pilot license and two of those will be completing their training very soon. (My apologies if I've overlooked anyone.)

Many other club members have completed flight reviews and/or are active participants in FAA's WINGS program. Still other members are building, or have built, their own airplane. Many WFC members are also regular participants in aviation-related safety seminars, and

several members are also active in the local EAA chapter.

Although our club membership is currently only a few dozen people, I think the level of activity by WFC members in "flight education and safety" is truly impressive. Yet there are still many more opportunities for "the advancement of flight education and safety". I hope that members will continue to take full advantage of these opportunities in the future. Is 2014 the year to obtain your instrument rating or ground instructor license? Have you considered pursuing a seaplane rating or a multi-engine rating? What about the complex, high performance, or tailwheel endorsement?

Few other avocational interests can provide an opportunity for such a vast array of continuous learning activities as does aviation. And your membership in the Winnebago Flying Club provides a window to so many of those opportunities. Thanks for being a member.

Winnebago Flying Club offers its members many opportunities to learn and become safer pilots.



November Meeting Summary

We had a great turnout for our first "Winter Schedule" meeting at Fox Valley Technical College on November 5. Twenty-five members and guests attended: **Adi Fenrich, Jeanne Fenrich, Bill Cudnowski, John Dorcey, Rose Dorcey, Tim Lemke, Tim Turner, Carrie Forster, John Forster, Keith Myers, Gary Zahn, Dennis Hinz, Alex Wiltsey, Michael Scott, John Oberg, John Stanton, Stephen Knudson, Trevor Johnson, Craig Schuller, Eric Abraham, Ralph Paul, Nick Luther, Dave Coan, Brendan Stormo**, and our guest speaker, **Andrew Tieman**.

Before Andrew's presentation, **Eric Abraham** presented the maintenance report. The "loaner" magnetos on 70G were swapped out on October 15 after the original mags came back from inspection. The Pitot/static system and transponder checks were completed on October 18. **Keith Myers** reported that the attitude indicator had tumbled once or twice when he was doing spin training in October.

Members were reminded that cold weather pre-heat procedures are now in effect. Plug in the Tanis heater when the airplane is not being flown. Also, a low battery condition was reported on November 1.

The battery was recharged and members are reminded that if doing on-the-ground cockpit training, turn the transponder off to conserve power.

Tim reported that Chris Hallstrand had contacted him regarding the possible leasing of his Cessna 150 to the club. It's a 1966 model equipped for VFR flight only. Estimated rental cost would be \$20 per hour plus fuel. Members will continue to discuss this option at the December meeting.

Our November meeting included nominations for club officers. The following slate were nominated for election in December: Vice-President/Secretary, **Curt Carter**; Fi-

nancial Officer, **Sara Strands**, incumbent; Maintenance Officer, **Eric Abraham**, incumbent; and Co-Events Coordinator, **Brendan Stormo**.

Additional nominations can be submitted at the December meeting. The annual election will be held at the December meeting, with newly elected officers taking office on January 1, 2014.

Following the meeting, Andrew Tieman shared his flight training experiences in preparation for being a missionary pilot with JAARS in Indonesia. JAARS is a faith-based organization serving people in remote locations.

Next meeting is Dec. 3.



Photos by Rose Dorcey

November Meeting

Held at Fox Valley Technical College, the November meeting was another great opportunity for our members to do some hangar flying, learn more about each other, and discover more about missionary flying, as the photos show. Andrew Tieman's talk and PowerPoint presentation vividly showed the extreme challenges that missionary pilots face while flying in rainforests, deserts, islands, and mountains. Andrew related that JAARS missionary pilots may fly sick children to hospitals, transport passengers—human and animal, such as pigs or chickens—and deliver food, mail, building, and medical supplies. JAARS pilots are typically airframe and powerplant mechanics who help maintain the aircraft they fly.

Another excellent meeting and presentation.

MEMBERS *In Action*

Welcome New Members Adisen Fenrich

Adisen joined Winnebago Flying Club recently and is soon to begin the dual cross country phase of her flight training. Adisen started her flight training at another location but is currently flying with club CFI John Dorcey. Her goal is to earn her private pilot certificate on her 17th birthday in June. More about Adi on page 5.

Don Abel

Don is a private pilot who looks forward to increasing his flying activities through his membership in Winnebago Flying Club.

Congratulations to... Brian Rupnow

Brian Rupnow passed his private pilot checkride on Wednesday, November 20. Brian took on the threat of strong, gusty wind and light snow showers in the area of Marshfield Municipal Airport-Roy Shwery Field (KMFI) to pass his practical test with Examiner Harold "Duffy" Gaier.

Brian said being a pilot is something he's always wanted to do and he's happy to have fulfilled that goal.

"Years ago, when people asked me what I wanted to be, I always said I wanted to be a pilot," Brian said. "It feels good to have made that goal."

Brian is looking forward to taking up his first passengers, when he's not racing motocross, deer hunting, or hiking in some remote mountain wilderness. Congratulations, Brian!



Brian Rupnow and his "ear-to-ear" smile.

With a Lot of Support... Dream Fulfilled

By Brian Rupnow

For as long as I can remember, I have wanted to be a pilot. I began building and flying radio controlled models planes, which helped. I was brought under Jay Strauss' wing and taught the ropes, for which I am forever grateful; such a great influence.

I eventually went down the engineering path because of my mechanical abilities. With college wrapped up I had to the opportunity to make becoming a pilot a reality. Some asking around and I found Winnebago Flying Club, which is such a great resource to pilots and prospective pilots. WFC directed me to a few instructors and once I started with Mr. Dorcey I knew it was going to be perfect. I soloed on May 16 after beginning flight instruction on April 2. I arrived at Marsh-

field for my checkride with 40.1 hours in my logbook. What a neat feeling of freedom and achieving a dream that I can share with others, and on top of that do my training at a place with such rich history as Wittman airport.

"Winnebago Flying Club member Brian Rupnow challenged a forbidding forecast of wind, wind shear, and possible precipitation and overcame it all to earn his private pilot certificate. Club CFI John Dorcey provided the instruction while Duffy Gaier, DPE from Marshfield, gave the practical exam."

This would not of been possible without the support of my fiancé Cassi Meyers. She put up with many nights of studying and coming home late smiling ear-to-ear from flying! Also the Winnebago Flying



Brian receives congratulations from his flight instructor, John Dorcey, after passing his private pilot checkride.

Club and my flight instructor John Dorcey, who did a great job challenging myself and steering me in the right direction. I give my success up to having a great instructor who is continuously teaching. I hope someday I can become such a teacher to pass the dream of

being a pilot to others.

I cannot wait to use my license and am excited for the endless possibilities of sharing my passion for aviation with others. I am honored to be a pilot! It was a dream that I was able to make a reality by the help of many!

Learning to Fly It's Not Unthinkable

By Adisen Fenrich

As a kid growing up in "small town USA", it can be challenging to get out and experience things that may be unthinkable, like flying a plane. No one in my family has even the slightest background in aviation. I am truly honored to be the first. I can't recall when my love for flying first started, but all I know is that it hasn't stopped since then. I am sure any pilot can relate to this feeling. Flying has become part of my lifestyle, and it's something of which I never want to let go.

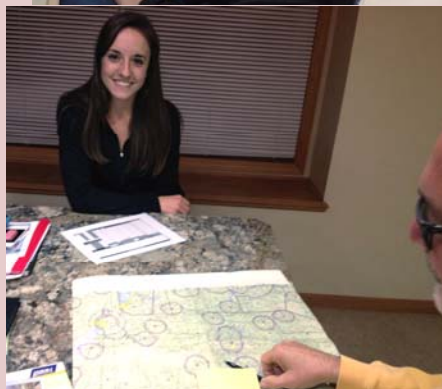
Although I grew up most of my life with little aviation influence, I can't say that's still true! I have been blessed with many amazing opportunities this past year or two. The reason I am able to take lessons is because a generous couple, whom I met at the 2012 Young Eagles auction, sponsored me to get my private pilot certificate.

Taking flight lessons is by far the coolest thing I have ever done. Well, just as cool as flying with Sean D. Tucker as his first Young Eagle. Meeting (and flying) with him was unbelievable; he is my role model. I don't think anything I ever do will live up to that moment.

I feel it is important to set goals during my flight training. One goal I made was to solo as I turned 16 years old. I am proud to say that I recently met that goal, and I couldn't be more excited about it! Another goal I have is to earn my private pilot certificate on or shortly after my 17th birthday.

I am unsure of what I want to do for a job when I get older. However, I do know I want to do something in aviation.

I am very excited to be a part of the Winnebago Flying Club. I feel it will be beneficial in my journey of getting my certificate. I look forward to every lesson I have, and hope to continue to gain more knowledge about each aspect of flying.



Adisen in two favorite places, top photo, flying an airplane, and above, learning about flying airplanes.

WFC's Donation Drive For the Day by Day Warming Shelter

This time of year many of us think about the things we're thankful for, and how we can help others who are unable to enjoy many of the basic comforts we sometimes take for granted. It's a good time of year to give back to our community. The Day by Day Warming Shelter in Oshkosh provides an opportunity for WFC members to do just that.

For those unfamiliar with the facility, Day by Day Warming Shelter seeks to provide temporary emergency shelter for adult men and women who have no other sheltering options in Oshkosh, according to its website. All services and assistance are offered in the context of the furtherance of human dignity with the primary goal of harm reduction during the coldest weather months of the year. The facility provides night-to-night temporary shelter, a warm evening meal, and a breakfast to its guests. The shelter's philosophy: "As a community we have a social responsibility to care for each other by assuring that everyone has access to resources that help them meet their basic need for shelter." Learn more at www.warmingshelter.com/index.php.

Winnebago Flying Club members can participate in a donation drive this season to benefit the shelter. Bring items from the shelter's wish list to the December meeting, or between now and December 15, to our club hangar. The "Wish List" follows, and you'll see basic items you can pick up inexpensively at a grocery or discount store. Once all items have been collected, WFC members will deliver them to the shelter in the name of Winnebago Flying Club.

Let's make a difference in the lives of those who have less than we do. Thanks in advance

for your generosity. Items in blue are especially needed.



Wish List

- Bus tokens
- Cab Fare
- Fruit Cups
- Cereal bars
- **Oatmeal**
- Coffee
- Coffee creamer
- Drink cups
- **Warm gloves and hats**
- Men's socks
- **Lipton/generic tea bags**
- Styrofoam plates
- Styrofoam coffee cups
- **Hot chocolate packets**
- Large & small freezer bags
- Food prep gloves
- Non latex gloves
- Rubber Gloves for cleaning
- Toilet bowl cleaner
- Scented bleach
- **Windex**
- **Floor cleaners**
- Disinfectant wipes
- Foot powder
- Instant hand/foot warmers
- **All sizes, men's and women's underwear**
- Twin fleece/flannel sheet sets
- Bath & hand towels and washcloths
- Dish towels & wash cloths
- Dish soap
- Mesh laundry Bags
- **Dryer sheets**
- **Liquid laundry soap**
- 33-gallon black trash bags
- AA and AAA batteries
- Toilet Paper
- Kleenex
- Shampoo and Shower Gel (regular size)
- Paper Towels
- Disinfectant Spray Cleaner and Air Fresheners
- Travel size: hand sanitizer, tissues, deodorant.

Photo Contest



Tim Turner



Brian Rupnow



Jim Kress



Brian Rupnow



Michael Scott



Frank Juedes



Bill Cudnowski



Adam Patrick



Adam Gary



Tim Turner

Having a photo contest proved two things: we have some talented club members (but we already knew that) and Wisconsin provides many beautiful scenes that pilots can enjoy. Thanks to everyone who submitted a photo. Watch for another contest in 2014.

Pilot Myths

By Keith Myers

As a CFI and pilot examiner, I occasionally come across some interesting comments or actions from pilots that leave me scratching my head. Not sure where they picked up the habit or “knowledge,” but it is not serving them well.

What follows are some examples of the myths some pilots believe, and a different way of thinking about that myth.

- Me: “Why are we coming in to land so fast?” Pilot: “Because it is hot outside!” This pilot believed that the hotter the day the faster he had to fly his airplane. While it is true that the true airspeed will be higher in hotter (or higher) conditions, the indicated airspeed remains the same for any desired maneuver, at any outside temperature or altitude, including landings.
- I have seen pilots begin the takeoff run while still on the taxiway. This turning takeoff run is used, they tell me, so they use less runway. Bad idea. Besides destabilizing the takeoff roll and perhaps getting the airplane up on one wing, fuel may be forced to the side of the tank where the fuel pickup isn’t!
- I see the following behavior far too much: As soon as the wheels touch, the pilot goes limp, physically and mentally!

Crosswind correction goes away, the pilot turns to tasks inside the cockpit, like repositioning levers, stowing paperwork, anything but paying attention to the rollout. The vast majority of aircraft accidents happen in the 15 to 20 seconds from wheel touch-down to turning off the runway. The NTSB uses the phrase, “Pilot was unable to maintain directional control.” No wonder.



Myth; noun

1. a widely held but false belief or idea.
2. a misrepresentation of the truth.

I have helped retrieve numerous aircraft that have crashed short of their destination because of fuel starvation. Most of the pilots involved are always surprised that they ran out of gas! “But, I have made this trip before and I had enough gas.”

- “I can’t stall if I keep the nose down.” Sort of. Stalls can happen

in any attitude and at any airspeed. Consider an airplane in a spin. The nose is really pointed down and yet it is stalled!

- “The wind was really pushing me around up there.” The only wind an airplane responds to is “relative wind.” An airplane would handle no different in a 60 knot wind (discounting turbulence) at a given altitude than it would in calm conditions.
- “It is really cold outside, I had better make sure to use lots of carb heat so I don’t ice up!” Carb ice is a greater danger on warm and humid days not cold days.
- “The steeper I bank the airplane the higher the stall speed.” Sort of true. It is not bank angle that determines the speed but “load factor.” Consider an aerobatic pilot doing a roll maneuver. It transitions 360 degrees of bank and doesn’t come close to stalling. The use of the elevator affects the load factor, not the use of the ailerons.
- Not keeping the “ball” centered will lead to a spin should we stall. Half true. If the airplane isn’t coordinated the pilot may be flying in a slip (like on climb-out) or a skid (like in a skidding turn to final) Slips are spin resistant, while skids are spin prone. If the ball isn’t centered because you are slipping you may just be sloppy! If the ball is not centered because you are skidding, you could be heading for trouble!
- “You have to do what the tower tells you.” Not necessarily, only if you acknowledge their direction and give them an indication you will comply, like, “Roger, Wilco!” If you don’t like what they are trying to have you do say something or request an alternative.

Be careful of the myths. Be sure you understand the truth behind the maneuvers and procedures you practice.



Keith Myers, Pilot Examiner

Sleep Apnea, BMI, and the FAA

By Dr. Tom Voelker, AME

Those of you with sleep apnea, and any of you aviators who are on the particularly heavy side, may want to take note. The FAA is now paying particular attention to sleep apnea, which is the newest “disqualifying condition” in aeromedical terms. If you have this condition you cannot fly, at least not until it is being adequately treated and you get a “special issuance” after a satisfactory review of your treating doctor’s report and a review of the use of your “CPAP” machine.

The group of people at highest risk of sleep apnea is the very obese (although anyone can be affected). Because of this, Oklahoma City is going to require that AMEs defer the medical applica-

tion of all airmen who have a body mass index (BMI) of more than 40. You can calculate your BMI very easily. Get your height and weight and simply Google “BMI.” You will get a calculator that rapidly gives you your number. As an example of what a BMI of 40 means, a 5’8” pilot (male or female) who weighs 263 pounds, or a 6’0” airman would clock in at 295 pounds. If your BMI exceeds 40 at your next flight physical, you will need to get a “sleep study” (or get a statement from a board-certified sleep specialty doctor) showing that you do not have sleep apnea.

If you are in this category, you may want to call your AME before your next medical is due to discuss your options.

Member Spotlight

John Dorcey

Occupation or Job Title: Current: Flight instructor and Aviation Consultant, Skyword Communications, LLC. **Past:** Operations Manager, Wittman Regional Airport, 5 years. Aviation consultant, Wisconsin DOT, 22 years. Charter pilot, corporate pilot, and aircraft mechanic. U.S. Air Force, Missile Systems Analyst, 6 years.

Where did you grow up? Janesville, Wisconsin.

Latest book you've read and/or favorite book: I am a voracious reader, 50 books last year. Just finishing number 32 for this year, *Iron Eagle, the Turbulent Life of Gen. Curtis LeMay*.

Name one thing you want to do before you die: Visit Ireland.

Share a favorite flying experience: Every time I give a kid, at any age, an airplane ride, every time I solo a student, every time a student passes their check ride – that moment, that experience, that is my favorite.

Favorite airplane: I have been blessed to be able to fly lots of cool ones – DC-3, P-51, Cessna Citation, King Air 90/200/350, Nord Stampe, Wacos, etc. My favorite one is the one I am flying at the moment.

How did you get interested in aviation/your aviation background: I went for a penny-a-pound ride when I was 8, and told everyone from that moment on I wanted to be a pilot. For close to the next 55 years I've been able to do just that.

Name a person from history you would like to meet (and why): There are so many, almost too many. I'd like to talk with General Robert E. Lee about leadership.

The person you most admire and why: My Dad; he overcame more than his share of challenges and obstacles to succeed as a father, role model, and all around good guy.

Name one thing most people don't know about you: I'm an open book; if you don't know and really want to know, ask me.

My other hobbies, besides aviation: Reading, hiking, donating my time to a good cause, and working around the house.

Favorite Quote: "Nothing is too small to know, and nothing is too big to attempt." —William Cornelius Van Horne.

What do you enjoy most about your life: The fact that I was able to retire relatively young and now spend a lot of time being a resource for others.

What do you like about being a member of Winnebago Flying Club: It's all about the people, our club is a great group of people who love flying.



John Dorcey

Meet
WFC Member
John Dorcey

Please be sure
to fill out your
Member
Spotlight
form and send
it to the editor.
Thanks!

Meet your fellow members in each issue of
WFC Pilot.



Merry
Christmas



This is the last WFC Pilot newsletter of 2013 so I want to wish all our members a very merry Christmas and a joy filled new year. Thanks for your help in putting this newsletter together!

—Rose



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or call 920-385-1483.

*"I don't have a
fear of flying;
I have a fear
of crashing."*

Billy Bob Thornton

We're on the Web
winnebagoflyingclub.com



Facebook.com/WinnebagoFlyingClub
@WinnebagoFlying on Twitter
www.WinnebagoFlyingClub.com

The Fox Valley's Friendliest Flying Club!

Our club airplane, N7770G, is a 1971 Cessna 172. This is a 150 hp, four-seat aircraft certified for flight under IFR, with VOR and GPS navigation radios. Dues are \$30 per month and the airplane rents for \$85* per Hobbs hour, wet. Aircraft scheduling is done via internet or telephone through www.AircraftClubs.com. Flight instruction is available from any of our several club instructors.

Spring, summer, and fall monthly meetings are held on the first Tuesday of each month at 6 p.m. in the north T-hangars at Hangar C-5. Enter through the automatic gate located on Knapp Street, just east of the Oshkosh Post Office. Winter meetings are held at 6 p.m. on the first Tuesday of the month, typically at Fox Valley Technical College-Spanbauer Aviation Campus, located at 3601 Oregon Street in Oshkosh.

We have openings! To make application to the Winnebago Flying Club, simply fill out our application (available online at www.WinnebagoFlyingClub.com) and send it, along with the initial, non-refundable membership fee of \$150, to the address noted.

Visit our website or email info@winnebagoflyingclub.com to learn more.

*Due to market conditions and other circumstances, see our website for current rate.



WFC 2013



Thanks to everyone who made 2013 a great year for Winnebago Flying Club and its members. We're looking forward to more good things happening in 2014.