



WFC Pilot

Volume 3, Issue 2

February 2015

Winter Meetings:

First Tuesday of the Month
6:30 p.m.

Room 138

Fox Valley Tech College
Aviation Campus

3601 Oregon Street
Oshkosh, Wisconsin

Next Meeting:

Tuesday, February 10

Details here →

Sectional Chart Symbolism - a Review

A Presentation by Tim Lemke

There is so much information to be found on a Sectional Chart! With just a glance you can find the location of wind farms and tall towers, power lines, race tracks, mines, quarries, and all kinds of airport facts. Sectional Aeronautical Charts, according to the FAA, are the primary navigational reference medium used by the VFR pilot community. The topographic information featured consists of the relief and a judicious selection of visual checkpoints. The checkpoints include populated places, drainage patterns, roads, railroads, and other distinctive landmarks. The aeronautical information on Sectional Charts includes visual and radio aids to navigation, airports, controlled airspace, restricted areas, obstructions, and related data. Most charts are updated every six months.

With so much information to be found, it's wise to spend some time reviewing what all those symbols mean. That's why Club President and Master CFI Tim Lemke will present "A Review of Sectional Chart Symbology" at our next meeting on February 10. This interactive discussion will review the symbols used on VFR sectional charts, especially those symbols used on the Chicago and Green Bay sectional charts in and around the area Oshkosh. If you haven't studied the sectional chart legend recently, this seminar is for you! The safety portion of the presentation begins at about 7 p.m., after our business meeting, which begins at 6:30 p.m. **Note we will meet in Room 104A** this time around, just off the main entrance at FVTC. Register online at FAASafety.gov for WWings credit, or sign up at the event. Plan to attend!



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Flying Wisconsin

By Rose Dorcey

The 2015 WFC Winter Party is now history, but three days post-party, I'm still feeling good about what a nice event it was. With 26 members and guests present, it was a fun-filled evening offering another opportunity to get to know each other better. Our icebreaker game, which was five semi-amusing, semi-personal questions that each attendee took turns and answered aloud, gave us the chance to say, "I didn't know that about you." One question was, "What did you want to be when you were growing up?" Two women answered, surprisingly, "A Nun," an answer that was dear to my heart since my daughter is a Dominican Sister. In some cases, the responses made us laugh, particularly for the question, "If you were dining at a friend's house and found a dead insect in the food, what would you do?" My own answer was dreadfully honest. If it were a good friend, I would probably point out the bug and make a joke of it. And then some of my friends would likely respond that the insect was added especially for me!

On the night of the party, John and I were able to make plans with fellow members for some joint flying this summer—and I can't wait for that! Also, I finally had the opportunity to sit down with the spouse of one club member and get to know her better—it was something I've been wanting to do for many months, years really. It was such a delight that it finally happened. Since becoming a Winnebago Flying Club member my life has been enriched by the friendships I've made through our meetings and events. There are many good reasons for joining Winnebago Flying Club, but the good people who are a part of it is the most important reason to me. I've said it before, but I don't believe I've met a more humble, generous, accepting, and nice group of people than those I've met through WFC. I'm so glad to be a part of it!

Good parties don't happen without "a village." Special thanks go to Jim Hamman and Blaine Vander Wielen, who joined me recently in becoming our club's Event Coordinators. Jim and Blaine jumped right in to their new duties, finding prizes, games to play—games that promoted aviation safety—and handling the RSVPs. Thanks to Sara Strands who also collected some great prizes and took care of the usual financials.

If you weren't able to attend, we would like to plan more events, particularly those that are family-friendly. If you have ideas, please send me an email at rose.dorcey@gmail.com, or call 385-1483. I hope to hear from you soon. With your ideas and a good team of planners, our club can only get better!

TIM TALKS



Club Pres Tim Lemke

WFC members are welcome and encouraged to borrow any items from my aviation library.

What's in Your Aviation Library?

Over the past 39 years that I've been a pilot, I've accumulated a fairly extensive library of aviation-related books, VHS tapes, and DVDs. Some of these I've read or viewed just once. Others I've referred to multiple times. As you may expect, I have a few favorites.

The one reference source that I look at most frequently is the FAR/AIM (Federal Aviation Regulations/Aeronautical Information Manual) of which most every pilot owns a copy. If I was forced to get rid of my entire aviation library except for one item, the one I would keep is the FAR/AIM because it contains such a wealth of information.

I have a few other favorites. *The Student Pilot's Flight Manual* by William K. Kershner is written in plain language and includes many good illustrations (many of which are comical and entertaining). It's equally suitable for licensed pilots as well as brand new student pilots. The FAA's *Pilot's Handbook of Aeronautical Knowledge* is the very

first aviation book I ever bought, and it's still a great reference. A more modern FAA publication called the *Airplane Flying Handbook* is something every pilot should read.

I also like author Rod Machado's books for the way in which he takes the complexity out of difficult-to-understand topics by using analogies from everyday life. Machado's sense of humor also serves to liven up what could otherwise be boring reading.

For instrument pilots, my favorite title is *The Instrument Flight Training Manual* by Peter Dogan. His very structured approach to instrument flying suits my learning style perfectly.

Like many WFC members, I have numerous books from Gleim Publishing in my collection. For written test preparation, I don't think anybody does a better job than Gleim.

Yet another important reference book is the Pilot's Operating Handbook (POH) for the make and model airplane that

you fly. I have my own personal copy of each of the POH's for every airplane that I fly on a regular basis.

VHS tapes are obsolete technology and few people still use them, but I've retained my collection. I must admit, however, that I rarely look at these anymore. DVDs are far superior. I have the King Schools Instrument Ground School series on DVD as well as the Sporty's Private Pilot course on DVD, and I also have numerous single-subject DVDs from the FAA, Sporty's, and various other sources.

WFC members are welcome and encouraged to borrow any items from my aviation library. If you're looking for study materials in either hard copy or digital format, just ask. And if I don't have what you're looking for there's a high probability that someone else in the flying club has it. The opportunity to share training materials is just one more benefit of being a WFC member.



Photos by Rose Dorcey

January 6, 2015 Meeting Summary

The meeting was called to order at 6:30 p.m. at Basler Turbo Conversions. The meeting location was changed from the FVTC Spanbauer Center with very short notice due to FVTC being closed for its winter break. Many thanks to the folks at Basler's for allowing us to use their facility. It worked out very nicely.

The following members and guests were present: Curt Carter, John Stanton, Tim Lemke, John Oberg, Dennis Hinz, Eric Abraham, Keith Myers, Al Follendorf, Tim Turner, Sara Strands, Gary Zahn, Forrest Benson, Mike Clark, Dan Lenz, Blaine Vander Wielen, Rose Dorcey, Doug Koehler, John Forster, Carrie Forster, Chris Matheny, and Chris' daughter.

TREASURERS REPORT:

- Checkbook balance: \$3951.15
- 70G Hours flown in December: 43.2 by 17 different pilots
- Self-insurance fund (Savings): \$2788-02
- Receivables: \$5142.23
- Payables: Fuel and Hangar Rent

MEMBERSHIP REPORT:

- Russ Brodtke moved from Regular to Associate.
- Wade Melichar and Travis Stevens resigned from regular membership.
- We currently have 32 regular members, 4 family memberships, 5 college members, and 14 associate members.
- Prospective new members: Jason Shikowski and Kyle Cooper.

MAINTENANCE REPORT:

- The right main tire was reversed on December 23 to even out the wear, and a new PTT switch was installed on the pilot's side.
- Oil change is due in the next few flight hours. Several lose cowl fasteners will be replaced when the oil change is done.
- The trim was noted to be very stiff during a recent cold weather flight. It was a little better after operating it a bit.
- Eric Abraham replaced the electrical switches in the hangar for the flood lights over the table. Once it warms up a bit more, Eric will also perform some needed maintenance and adjustments to the battery powered aircraft tug. Thank you, Eric!

COMMUNICATIONS:

- Ground school classes are being offered in Green Bay through



UW-Green Bay and held at CAVU Aviation at Austin Straubel International Airport (KGRB), Green Bay. An IFR class is on Wednesday evenings from February 11 thru April 8, 6 – 9 p.m. The Private Pilot class is on Monday evenings from February 9 thru April 6, 6 – 9 p.m. Cost is \$250 for each class.

- CAVU Aviation has taken over the flight school in Appleton from Tailwind Aviation.
- The WFC Winter Party is scheduled for Saturday, January 31 at Mahoney's Restaurant in Oshkosh. There will be prizes, a game, and good fellowship. Menu to be announced soon. Be sure to respond ASAP!

OLD BUSINESS:

None

NEW BUSINESS:

None

NEXT MEETING: TUESDAY, FEBRUARY 10, 2015

NOTE: This is the second Tuesday of the month!

Location: Fox Valley Technical College Spanbauer Aviation Center, Room 138, Business meeting started at 6:30 p.m.

General Interest/Safety Topic: To Be Determined

PROGRAM:

Keith Myers presented the safety seminar: *Landing, The Last 300 Feet*. This excellent presentation included a number of helpful tips for making consistently good landings, along with a discussion of common errors. Thank you, Keith.



Flying with Friends



One of the advantages of being on Facebook is seeing all the photos that your friends are posting. WFC Member Forrest Benson recently posted about two dozen photos from four different flights he's taken in January. Forrest is doing a great job of sharing aviation with his friends. Many of the flights take place at lunch time while he's not attending A & P classes at Fox Valley Technical College.

Forrest flew his passengers around Lake Winnebago, to eastern Wisconsin, and over to Waupaca for a landing and snack. Forrest noted that after December's considerable amount of IFR weather, it was good to get back in the air and share it with friends.

You've got to love the happy smiles we're seeing from Forrest's passengers.





CFIs need refreshers, too. WFC Member John Dorsey (right) has been flying with his friend and fellow CFI Tom Thomas for several years. On a recent trip to Madison in 70G, John and Tom met up for a flight review, and a promise that when Tom's comes due later this year, they'll fly together again. Here John is concentrating on his landing on Runway 3. John said the most challenging part was landing from the left seat! As a CFI, he spends most of his time on the right side of the airplane.

EAA AirVenture News

Ercoupes, Skydivers, and more...

The 75th anniversary of the Ercoupe, which became a popular and innovative post-World War II airplane design, will be celebrated at EAA AirVenture Oshkosh 2015 with a gathering of these unique airplanes and their owners.

There are more than 2,000 individuals in the U.S. who own Ercoupe designs, which made a major splash in the post-World War II general aviation era and continued to be built until 1970. The celebration at EAA AirVenture Oshkosh will follow the 2015 National Ercoupe Convention that takes place July 15-18 at the Sheboygan County Airport (SBM) in Sheboygan Falls, Wisconsin.

On Sunday morning, July 19, the planes will fly to Oshkosh. Special parking for Ercoupes will be provided in the vintage aircraft area. The Ercoupe Owners Club will hold a banquet on July 21, where the guest speaker will be Jessica Cox, a woman born without arms who learned to fly in an Ercoupe in 2009.

Ercoupe owners who want to participate in the EAA AirVenture Oshkosh activities and National Ercoupe Convention can e-mail Syd Cohen at sydlois@charter.net or call [715-573-7063](tel:715-573-7063) for information and registration forms.

World Record Skydive Attempt

A world-record skydive attempt will be part of EAA AirVenture Oshkosh 2015, with an international team of top skydivers aiming to make history at The World's Greatest Aviation Celebration. EAA AirVenture Oshkosh 2015 is July 20-26 at Wittman Regional

Airport in Oshkosh, Wisconsin.

The Skydiving Hall of Fame based in Fredericksburg, Virginia, will organize the 108-person jump team for the record attempts sanctioned by the Federation Aeronautique Internationale, which is the official organization that maintains the world's aviation-related records. The teams will practice and prepare with record attempts at Skydive Chicago in Ottawa, Illinois, before the scheduled record attempts on July 22 and 24 at Oshkosh (weather and conditions permitting).

Runway 5K Returns

Oshkosh-based Clarity Care, Inc., will benefit from EAA's Runway 5K Run/Walk that will be held on Saturday, July 25, during the final weekend of the EAA AirVenture Oshkosh 2015 fly-in.

For the past 11 years, EAA has partnered with local agencies for the Runway 5K, an event that not only brings together local fitness enthusiasts with those who attend AirVenture, but also directly benefits local charities. Over the past decade, more than 5,000 people have participated in the Runway 5K.

Participants receive daily admission to EAA AirVenture for Saturday, July 25, including the night air show, as well as post-race food and a custom Runway 5K t-shirt. Parking for 5K participants on the AirVenture grounds is free for the day. Registration for the race will open on or about March 1, 2015 at www.airventure.org/run.

EAA AIRVENTURE
OSHKOSH
2015

Where Will You Touch Down?

By Keith Myers

This seems like a simple enough question and one I ask a lot during check rides. What I am expecting in the reply is a specific, and definable spot, on the runway not, "I hope somewhere on the runway."

For the private pilot check ride the tolerance is at or within 400 feet beyond a specified point. Think of it as box 400 feet long. Land before or after this box and, well, I think you know what happens. This shrinks to as little as 200 feet for a short field landing demonstration. If you are taking a commercial pilot check ride the landing tolerance shrinks to a very tight 100 feet! That 100 feet of runway goes by in just more than a second at normal landing speeds! Commercial pilot standards demand perfection!

So why is it that once the test is over, pilots seem to lose the skills to land at a specified point? Perhaps it is complacency. After all, "the runway is 6,000 feet long, why sweat it?" Perhaps pilots see it as too much work to focus so hard, and for what? It's not like we are being asked to land on an aircraft carrier!

Landing at a specific point on the runway requires pilots to focus on good airmanship. Traffic patterns need to be flown well, aircraft speeds need to be right on, and corrections need to be made for ever-changing wind conditions. It is the journey to the specified point that is important. Focusing on a precise landing spot hones many of your other pilot skills. A predetermined landing spot is the goal; the process of getting there is what is important to staying sharp as a pilot.

So you miss the landing spot, perhaps by just a little, perhaps by a bunch. The question you need to ask yourself is: "Why?" Was the traffic pattern the correct size, consistent in distance and altitude? Was the application of flaps correct for the conditions and were they applied at the correct points in the pattern? How about airspeed—the critical parameter? Even small variations in airspeed can affect your touchdown point.



Keith Myers, Pilot Examiner

How far did the airplane float during the flare? As a pilot do you take notice of this "float distance" every time you land? You will be surprised how consistent it is. I see many applicants flare at their touch down spot only to float beyond the tolerance limit for the maneuver. Oops!

A skilled pilot can put his or her airplane where they say they will put it. Think you are pretty good? Test yourself on the next landing. Pick a spot other than the one you normally use. At Oshkosh, pick one of the dots painted on the longer runways and land on it. You will be surprised how a little change in your pre-determined spot can test your skills.

Think you are really good? Land on a specified point "dead stick." That would be throttle to idle as your first and only throttle adjustment. Commercial pilot applicants have to do this during their test! We cut them a little slack on this one and give them a 200 foot box in which to land!

NOTE FROM KEITH:

I recently attached a short length of string to the left wingtip of 70G. This is an aid to show pilots where the relative wind is when taxiing about. Since the airplane only reacts to relative wind, pilots may find this string helpful in determining where that is at.





Carrie & John Forster



Karen & Gary Geisler



Sara Strands, Carol & Keith Myers



Sue & Curt Carter



Rosemary & Tim Turner



Doug & Melissa Koehler



Gary & Jody Zahn



Dan & Carol Lenz



Blaine & Jenn Vander Wielen



Pam & Jim Hamman



Carol & Keith Myers



John Oberg

Our club's annual Winter Party, held on January 31 at Mahoney's Restaurant & Bar, was a success with 26 members present! The food was fantastic, and everyone went home with a gift, thanks to our fantastic supporters: Basler Turbo, *Flying* magazine, O'Malley's Jet Room Restaurant at KMSN, Tim Lemke/Milestone Aviation, Keith and Carol Myers, Wittman Regional Airport, AOPA, Hamman Family Dental, NewView Technologies, WAHF, and Aviation Universe. Thanks to everyone who attended! We hope you had a great time and will attend again next year.



Al & Jean Follendorf



John & Rose Dorsey



2015 Winter Party





Located at
Wittman Regional Airport
(KOSH)
Oshkosh, Wisconsin

Club President:
Tim Lemke
920-836-3856
General e-mail:
info@winnebagoflyingclub.com

WFC Pilot is produced by WFC
Member Rose Dorcey.
For questions, comments,
ideas, or submissions contact
Rose at 920-385-1483 or email
rose.dorcey@gmail.com.

*"I fly because it
releases my mind
from the tyranny of
petty things . . ."*

—Antoine
de Saint-Exupéry

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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 for \$35* per hour.

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 C5. 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.



Photo by Tom Thomas

Above: While John Dorcey was flying with Tom Thomas over Madison, Tom snapped this great photo of Camp Randall. Are you looking for somewhere to fly this winter or other aviation activities? Here are a few from which to choose:

Saturday, February 7, EAA Skiplane Fly-in. Free admission to the public. Complimentary chili and cake. 10 a.m. - 1:30 p.m. at Pioneer Airport, Oshkosh; Serving begins at 10:30 a.m. Skiplanes will arrive mid-morning and stay until mid-afternoon (weather and runway conditions permitting). Pilots who wish to participate must receive approval and flight briefings from EAA prior to landing at Pioneer Airport. Contact EAA's Olivia Rasmus at 920-426-6599 or at orasmus@eaa.org for more details.

Saturday, February 21—Third Annual Sandhill Flyer's Veto Chili Challenge, Palmyra Municipal Airport (88C). Do you have a "killer" chili recipe? Then make up a batch and join the fun—prizes will be awarded to the top three favorites. Can't cook? They need someone to eat it and vote for the best chili. Begins at 1 p.m. For more information: Mike Dean at mdean@lavelle.com or call 262-279-3270.

Saturday, February 28, 2015—22nd Annual Wisconsin Light Aviation Safety Seminar, registration begins at 8 a.m., Seminar 9 a.m. - 4 p.m. at EAA AirVenture Museum Founders Wing, 3000 Poberezny Rd, Oshkosh. Guest Speakers: Joe Norris, Wes Hakari, John Moody, and Tom Boyer. Door prizes. More information and preregistration at FAAsafety.gov.