



WFC Pilot

Volume 4, Issue 2

February 2016

Meetings

Winter Schedule:

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

Fox Valley Technical College
Spanbauer Aviation Center
Oshkosh, Wisconsin

Next Meeting:

Tuesday, February 9, 2016

Details here →

Radio Communications Preferred Practices

Due to the snowstorm today, February 2, the regular monthly meeting of the Winnebago Flying Club has been rescheduled for next week on Tuesday, February 9.

The meeting will start at 6:30 p.m. at the Fox Valley Technical College Spanbauer Aviation Center on the southeast side of Wittman Regional Airport on Oregon Street. Following the business meeting, Eric Abraham will lead the safety program entitled *Radio Communications Preferred Practices*.

Right: A snowy Oshkosh airport photo from 2007.



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Flying Wisconsin By Rose Dorcey

A few weeks ago I received the most wonderful news that WFC Member Jenny Wiegmann had soloed. I immediately wrote Jenny a note, congratulating her on the big event. I also asked her to please send a paragraph or two telling about her experience so I could share it here in *WFC Pilot*.

When Jenny sent her paragraph, I was confused by something. The line that said, "If Aunt Bee can do it, so can you." Of course I'm old enough to know who Aunt Bee is, but I didn't get the flying reference (see page 4.) The Internet is a wonderful thing, so I Googled *Aunt Bee Flying* and found the most delightful thing. It turns out that yes, indeed, an entire episode was devoted to Aunt Bee learning to fly, and her first solo flight. I watched it immediately!

I wrote back to Jenny:

"Jenny!

You've made my day! This is such an awesome paragraph - but I have to say, at first I was confused. While I watched The Andy Griffith Show I didn't remember this episode. So I honestly didn't know what you were talking about when you referenced Aunt Bee. So I went out on the Internet, found, and watched the episode. It was so good - it just made my heart melt to watch her and even identify with her when cried, 'Ooooo' as she took off, and as she wondered if she would ever remember all those gauges. Thank you!

Thank you for sharing this with me for WFC Pilot. Great job writing it and of course, on your solo!"



What I really enjoyed about the show was the reaction she got from the people she told she was learning to fly. Some were all for it, others, not so much. Andy was kind of a killjoy, while Opie thought it was cool. Also, the show was quite technically correct, which isn't often the case. How many times have we watched TV shows or movies and found the jargon or sound effects inaccurate when it comes to aviation, or cars or motorcycles, for that matter? Not in this episode!

I posted the link to the episode on our club's Facebook page, and I'm including it here, too. Enjoy it. I'm sure that by watching you'll get a wide smile on your face, and find yourself rooting for Aunt Bee. Kind of like in our club, where we all root for each other.

Here's a link to the show:

http://www.dailymotion.com/video/x1c0x81_andy-griffith-s08e23-aunt-bees-big-moment_shortfilms

TIM TALKS



Club Pres Tim Lemke

“Within a few minutes, Chris returned, and with that piece of equipment, he was able to blow almost all of the snow away from the doors....”

Kudos to the Oshkosh Airport’s Operations Staff

This month I want to recognize Chris Hallstrand and his crew at Wittman Regional Airport. Chris is the Operations Manager at the airport. Many of you may remember him from our October meeting when he gave a tour of the operations hangar. He and his crew are responsible for the upkeep and maintenance of the airport property and facilities. They do an outstanding job. As users of Winnebago County’s airport, we are fortunate to have such capable and dedicated employees to maintain this excellent facility. I’d like to share two recent examples of the great service they provide.

The heavy snowfall we had in the area has created some challenges for airport tenants. I was scheduled to fly on the day after the snowstorm wound down. When I arrived at the hangar, the snow had already been cleared from between the rows of hangars. Of course it’s impossible for the big plows to get closer than about two feet from the hangar doors without risk of damage to the doors and door guides. Therefore, upon my arrival at the hangar I was not surprised to see snow piled up about 4-feet high against the hangar doors. The direction of the wind during the snowstorm had caused some gigantic drifts on the west side of every han-

gar, including our hangar C-5.

I thought I could get the hangar door open just enough to get inside and access the snow shovel. Alas, I couldn’t budge the doors even an inch due to the compacted snow pressing against them. And I didn’t have a snow shovel in my truck. What to do? Just at that moment, Chris drove up and asked if I was going flying. When I said, “Yes, but I can’t get the doors open,” he offered to get the John Deere snow blower that they use for close quarters snow removal. Within a few minutes, Chris returned, and with that piece of equipment, he was able to blow almost all of the snow away from the doors and then push it off to the side and out of the way.

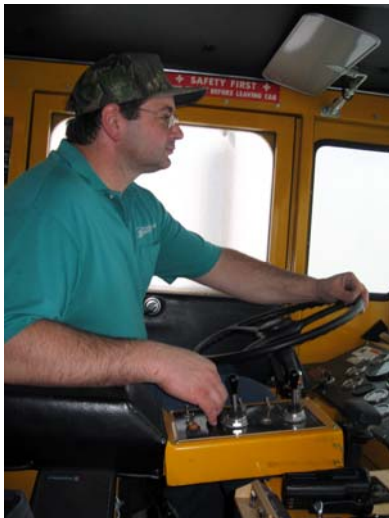
In just a few minutes, I was able to open the hangar doors, retrieve the snow shovel, and quickly remove the small amount of snow remaining in front of our hangar. Had Chris not been there to offer assistance, I’m sure I would have spent well over an hour shoveling if, indeed, I could have first located a snow shovel. As it turned out, I was able to complete the flight with my student as scheduled with minimum delay.

Another example of great service from Chris’s crew hap-

pened earlier this week. I was scheduled to conduct a flight review with the owner of an airplane hangared on the east side of airport. Try as we might, we couldn’t get the hangar door unlocked. The door uses a dead-bolt lock similar to a residential door lock. The key would turn, but the door refused to open.

I called Chris. He sent one of his guys over in a truck with tools. The maintenance guy (I didn’t get his name) arrived at the hangar within minutes. In order to get inside the hangar and open it from the inside, he removed several of the fasteners on one of the metal hangar door panels. This was enough for him to pull the panel out far enough to crawl inside and undo the latch. It turns out that the catch for the lock was a little too wide, so with a portable grinder he was able to quickly modify the catch. It’s now working perfectly again.

I was so impressed with the responsiveness and customer service orientation that I saw displayed on these two occasions, I felt that other airport tenants should know about it. That Chris and his crew don’t often get any words of thanks. Next time you see any of these guys at work out at the airport, let them know how much you appreciate what they do.



Left: KOSH Operations Staffer Pete driving the plow. Center: Ops worker Chris has gone for several flights in 70G with John and Rose Dorcey. Above: Chris Hallstrand, Ops Manager at KOSH.

First Solos!

In recent weeks we've seen a number of first solos and we couldn't be happier to give a big shout out on this unforgettable accomplishment!

Jenny Wiegmann (right) completed on her first solo of January 11. She braved the cold and was able to get in three takeoffs and landings before she had to go back and pick up her freezing instructor, Keith Myers, at the terminal. Job well done, Jenny!

Andrea Weidner (below) soloed on January 22. She overcame snow flurries and a lowering ceiling to accomplish her first solo flight at Wittman Regional Airport (KOSH).



Alan Berg (below) soloed on Tuesday, January 5. He soloed in the afternoon and attended our club meeting that evening. Alan has been documenting his flight training via GoPro video, reviewing each and every lesson post flight. Here's a great shot from one of his flights on a beautiful December day, before we had any snow in Oshkosh.



On February 1, **Randy Sullwold** (below) completed his first solo on a bright and beautiful winter day. His three solo takeoffs and landings were from Runway 27 at KOSH. It's relevant to note that Randy is the significant other of Andrea Weidner and they occasionally make training flights together with their instructor, John Dorcey.



First Solo

By Alan Berg

My first solo was January 5th. I started that day with about an hour doing pattern work with John Dorcey, my CFI. It was one of those days when the wind was predicted to be gusting over 30. Although winds were certainly not *that bad*, they were gusting to around 20.

After about an hour of that we took a break at Basler's Flight Service, did a few more laps around the pattern, and immediately noticed the winds had calmed down. So John hopped out and said, "Good luck!" leaving me no time to contemplate or get too nervous.

I soloed on runway 18. The funny part to me was as I turned base for my third and full stop I saw the most beautiful sunset I've ever seen. I thought to myself, "I better stick this one or I'll be making my first solo and first night flight at the same time!"

My First Solo

By Jenny Wiegmann

Well it finally happened!

After another hour in the pattern doing touch and goes, my instructor, Keith Myers, finally said, "Well do you think you can do this on your own?"

"Yes, I think I can!" was my reply.

And I soloed!

Thanks to my instructor for being patient and kindly telling me my struggles were a "plateau" in my learning! It sure is a humbling experience to see those young students solo so early in their training. And my ever encouraging husband kept telling me, "If Aunt Bee can do it, so can you!"

I look forward to further learning opportunities and, hopefully, fewer "plateaus!" Now if I could just remember that 80 is a glide speed for the airplane and not the car on my way home from the airport. No wonder I have to drive old VWs in the summer, because doing 80 is unheard of for them.



Wisconsin Aviation Conference to be held in Oshkosh

The 61st Annual Wisconsin Aviation Conference will be held in Oshkosh on May 2-4, 2016. An exciting conference is being planned and individual attendee registration can be completed at <http://wiama.org/attendee-registration/>.

In addition to a soon-to-be-released new conference format, the Planning Committee is excited to announce the following conference events:

- The Monday night Welcome Reception Dinner will be indoors

on the shore of Lake Winnebago at the beautiful, historic Yacht Club known as "The Waters".

- The Tuesday night Annual Banquet will be held in the Founder's Wing at EAA. The Annual Banquet includes cocktails before the banquet and dessert in the museum!
- Golf will be at the Oshkosh Country Club, a private course.
- The location of trap shooting/sporting clays will be announced soon!
- More information will follow soon on Conference Sessions and Speakers.

Visit www.WIAMA.org for more information.

Multiple Aircraft Groups to make EAA AirVenture Oshkosh 2016 'Aviation's Family Reunion'

More than a half dozen types of airplanes will celebrate special anniversaries in 2016, and owners of those aircraft are commemorating the occasion at EAA AirVenture Oshkosh 2016, the perfect place for aircraft and aviation people to gather.

EAA AirVenture Oshkosh, the 64th annual Experimental Aircraft Association fly-in convention, is July 25-31 at Wittman Regional Airport in Oshkosh, Wisconsin.

The aircraft types celebrating anniversaries at Oshkosh are from across the spectrum that includes homebuilts, vintage aircraft, warbirds, aerobatic aircraft, and ultralights. Owners of anniversary aircraft types are encouraged to register early to help ensure parking and other special events surrounding their gathering.

Among the aircraft types celebrating anniversaries at Oshkosh are:

- Van's RV-6 – 30 years
- Ultralights at Oshkosh – 40 years
- Cessna C120/C140 – 70 years
- Navion – 70 years
- De Havilland Chipmunk – 70 years
- Interstate Cadet – 75 years
- Grasshopper (L-Bird) – 75 years
- Stearman Aircraft, commemorating Boeing's 100th anniversary

"Along with these milestone anniversaries, there are dozens of



The 70th anniversary of the Cessna 140 (shown here) and the Cessna 120 will be celebrated at EAA AirVenture Oshkosh 2016.

other aircraft groups and type clubs that make EAA AirVenture their annual reunion place," said Rick Larsen, EAA's vice president of communities and member programs, who coordinates AirVenture features and attractions. "Oshkosh really is the site of aviation's family reunion. Whatever you fly or enjoy see flying, you'll find kindred spirits on our flight line."

U.S. Customs has Landed at Appleton International Airport

The new U.S. Customs & Border Protection (CBP) facility at Appleton International Airport (ATW) opened on December 18. This means that for the first time ever, aircraft from outside the U.S. can now land directly in Appleton without first stopping at another airport to clear Customs.

The facility, which is 3,200 square feet, can accommodate aircraft with up to 20 passengers and it features a dedicated CBP officer, clearance and processing space, and provides processing for international waste, which has unique disposal requirements.

"We're projecting 75 -100

aircraft to land at ATW in the first year, and we expect to grow the service each year," said Abe Weber, Airport Director. "It provides convenience to our existing employers as they look to develop and strengthen relationships in foreign markets."

Thomas Nelson, Outagamie County Executive, said "This additional dimension—international status—can only add horsepower to what is already a powerful engine of commerce in northeast Wisconsin. Our business community is now more directly linked to their international counterparts and the door is open to a world of possibilities."



U.S. Customs means big changes for ATW.

Story and photo source: The ATW Flightplan newsletter.

Yaron Retires as Director at CWA Grefe hired as new director

The assistant airport director at Aspen, Colorado, is the new airport director at the Central Wisconsin Airport (CWA) in Mosinee. Brian J. Grefe began his duties at CWA on February 1. He succeeds Tony Yaron, who retired on January 6.

Yaron leaves a legacy which includes planning for and overseeing construction of a \$35 million dollar terminal expansion and renovation. Yaron noted two major upcoming projects. The time has come to update the airport's Master Plan, a step necessary in order to obtain federal aid for future projects. And as part of that plan, work will begin in the next year to renovate Runways 17/35, the north-south runways. That project will include decoupling that runway from the east west runway, a safety measure.

Grefe has served as assistant airport director for administration at the Aspen/Pitkin County Airport in Colorado since April 2012. He also was acting co-aviation director at the same airport for four months in late 2014. His prior work included a four-and-a-half year stint as director of operations at the airport in Duluth, Minnesota. Grefe is a 2004 summa cum laude graduate of the aviation management program at St. Cloud State University and a private pilot.

The Central Wisconsin Airport opened in 1969 and served 39,000 departing passengers during its first year. In 2015, CWA finished with approximately 130,000 departing passengers.



Tony Yaron (left) was honored by the Wisconsin Airport Management Association for his accomplishments as airport manager at CWA. Presenting the award is Abe Weber.

Canadian Snowbirds to Perform at EAA AirVenture Oshkosh 2016

The Canadian Forces Snowbirds, one of the most popular military aerial demonstration teams in the world, announced EAA AirVenture Oshkosh is part of its 2016 schedule, which would be the first time in more than 30 years that the team would be back at Oshkosh.

EAA AirVenture Oshkosh, the 64th annual Experimental Aircraft Association fly-in convention known as the "World's Greatest Aviation Celebration," is July 25-31 at Wittman Regional Airport in Oshkosh, Wisconsin. The Snowbirds are currently scheduled to have a public practice session over the grounds on Friday, July 29, with full

performances as part of the daily afternoon air show on Saturday and Sunday, July 30-31.

The Snowbirds, officially designated as 431 Air Demonstration Squadron, were created in 1971 and have a nearly 40-year connection to EAA, as they were the first military team to perform at Oshkosh when they flew over the EAA fly-in during the 1970s. They have not appeared at Oshkosh since 1983, as their primary schedule commitment each year is to Canadian air shows.



Being the PIC

By Keith Myers

“Why do I have to do S-turns across the road, or chandelles, or stalls?” I get those questions a lot. After all, the logic goes, “I ain’t doing those #\$\$%# stalls every again! And what, pray tell, would possess me to go out and do S-turns just for fun?”

It may surprise you but the practical test is not about the maneuvers. It is about something much more important. It is about taking on the responsibilities of being the pilot in command of an aircraft. In single-pilot operations the pilot in command is also the captain of that aircraft. I can think of no greater responsibility or any role with more authority than being the captain of a ship, whether it sails or flies.

As the captain (PIC) you are directly responsible for, and you are the final authority as to the operation of the aircraft you are in (FAR 91.3). Wow! That means there is no person on the planet more powerful than the pilot in command on an airplane whether it is a Cessna 172 or Jumbo 747! No other pilot, person, president, or prince can supersede your authority, ever! These powers are bestowed upon you the minute you pass your checkride and remain with you for the rest of your flying life.

Determining whether a potential pilot is ready to be the pilot in command of an aircraft is an awesome responsibility and pretty subjective. Pilot examiners are human (some may disagree with that) and as such one examiner’s definition of who is ready to act as PIC may differ from that pilot examiner down the road. The FAA knows this so they try to make the process of deciding more objective for pilot examiners.

So were born the Practical Test Standards. The logic goes that if a person is to be a captain of an aircraft and be able to fulfill the duties of being the pilot in command, such a person would cer-



Keith Myers, Pilot Examiner

tainly possess a certain level of piloting skills and aviation knowledge. To that end, examiners are required to test for all kinds of basic knowledge from aircraft systems to airspace; from regulations to runway markings.

What about flying skill? The maneuvers found in the PTS are designed to test the pilot skills for that level of license. Certainly the maneuvers at the commercial level are more daunting than at the private pilot level. It would make sense that commercial pilots should be more skilled than private pilots. Perhaps a private pilot applicant who doesn’t have the basic skills to do an S-turn across the road with accuracy is not skillful enough, yet, to be a captain. How about those stalls? Shouldn’t the captain of an airplane be able to recognize the onset of a stall and recover promptly from it? I would hope so.



Flying is a high risk activity and requires a potential airplane captain to have above average skills and superior knowledge to engage in it day after day safely. Some think that the flight test is hard. It is, and that is a good thing.

WINNEBAGO FLYING CLUB MINUTES – January 5, 2016

The meeting was called to order at 6:30 p.m. after welcome and introductions at the FVTC Spanbauer Center, room 104. The following members and guests were in attendance: Eric Abraham, Tim Lemke, Curt Carter, Tim Turner, Jim Thomas, John Oberg, John DeLong, Lee St.Aubin, Doug Koehler, Steve Benesh, Gary Zahn, Keith Wiegmann, Jenny Wiegmann, Dave Coan, Todd Schneider, John Dorcey, Rose Dorcey, Dennis Hinz, Al Follendorf, Alan Berg, and Chris Matheney.

MINUTES: The minutes of the December meeting were approved as published.

TREASURERS REPORT:

Checkbook balance: \$1527.65

70G usage in December: 51.3 hours by 19 pilots

Self-insurance (savings): \$2680.39

Receivables: \$5871.39

Payables: All monthly bills are paid including the annual hangar rent

MEMBERSHIP REPORT:

- New members: None
- Memberships dropped: none
- Prospective new members: Jake Hansen, Todd Meyer, Jim Thomas, Kathleen Labrie.
- Current membership includes 38 regular members, 4 family memberships, 7 college students, and 15 associate members.

MAINTENANCE REPORT:

- Duct tape was installed over the cabin air inlets on the leading

edge of the wing to keep cold air out.

- The left magneto was replaced with a rebuilt unit after John Dorcey and Phil Yazbak experienced a rough running engine with unstable RPM drop
- Instrument panel lighting will soon be enhanced with the installation of LED “eyebrow” lights. As part of that installation, a new instrument panel shroud is being located that will allow the mounting of the new LED panel lights at the correct angle.
- Oil change will likely be coming due later this month.
- Main gear tires will be reversed at the next maintenance event.

COMMUNICATIONS:

An instrument ground school class will be conducted in GRB on Wednesdays from 2/10/16 thru 4/6/16, 6:00-9:00 PM at CAVU Aviation. To enroll, contact Sherwood Williams at 920-850-0263. Cost is \$275, which includes books.

OLD BUSINESS:

Plans for the winter party are still in development. Rose and Blaine are currently working towards a date later in February. When the date and location are finalized we will let everyone know.

NEW BUSINESS: None

General Interest/Safety Topic: *Radio Communications Preferred Practices*, led by Eric Abraham

PROGRAM: Tim Lemke led an excellent safety program titled, *Obtaining a Weather Briefing Via the Internet*.

Member Spotlight Jenny Wiegmann

Occupation: Test Center Administrator at UW Oshkosh, I've worked for the University for 39 years previously in the Theatre Dept, Student Union, Admissions

Where did you grow up? Oshkosh,

How did you get interested in aviation/your aviation background: My husband, Keith, earned his private pilot certificate 20 years ago. Life happened and he didn't fly. Presently he is building a Sonex. I told him if he ever got a plane I would try to get my certificate. Well the plane is getting finished up! We'll see who gets done first!

Latest book you've read: Airplane Flying Handbook.

One thing people don't know about me: I've never flown in a plane larger than a four passenger.

Describe a favorite flying experience: Just completed soloing!!

My other hobbies, besides aviation: Flower gardening, bicycling, motorcycling, driving old VWs, sewing, quilting, stenciling and taking my two-year-old blue heeler for lots of walks to tucker her out.

Favorite Quote: I found this on the AOPA site:
"There is an art, it says, or rather, a knack to (landing an airplane). The knack lies in learning to throw yourself at the ground and miss." - Life, the Universe and Everything

What do you like about being a member of Winnebago Flying Club: It's like Mayberry where everyone is so encouraging and happy for you when you solo!



Jenny

Meet
WFC Member
Jenny
Wiegmann

If you haven't
already sent
your Member
Spotlight form
to the editor,
please do so
soon so you can
be featured in
an upcoming
issue of
WFC Pilot.



Meet your fellow members
in each issue of
WFC Pilot.



Send your Ideas!

Do you have story ideas?
Need a flying question answered by Keith, Tim, or John?
Want to write a story or share a favorite flying photo?

Your ideas, questions, photos, and comments are welcome. What can we do to make WFC Pilot even better? Let us know! Send to Rose at skyword@new.rr.com. Thanks!



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*“That’s not
flying, that’s
just falling
with style.”*

—Woody, from the
1996 movie Toy Story,
regarding Buzz Lightyear

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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 \$80* 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.

WFC's 2016 Winter Party



Enjoy a night with your friends in the Winnebago Flying Club

Great Food

Door Prizes

Friendly Faces

Entertainment:

Name that Airport

Study your Wisconsin Airport Diagrams;

we'll show aerial views of several Wisconsin airports for you to identify!

Prizes will be awarded!

Details:

When: Friday, February 19

Where: Becket's
Front Party Room
2 Jackson Street
Oshkosh, WI

Time: 6:30 Cocktails
7:30 Dinner

Food: Your Choice - Order from Full Menu

RSVP: By February 15 to Rose Dorcey
rose.dorcey@gmail.com or 920-279-6029

Pay: Payments made directly to Becket's staff

Don't miss it!

