



WFC Pilot

Volume 3, Issue 1

January 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, January 6

Details here →

Good Landings, Part II—The Last 300 Feet

A Presentation by Keith Myers

Join us on Tuesday, January 6 for another great presentation by Pilot Examiner Keith Myers as he shares valuable information about making good landings. Keith's presentation is a great follow-on to last month's safety briefing by Club President Tim Lemke on flying consistent traffic patterns to help assure good landings. Like that one, Keith's presentation is sure to leave you with tips and knowledge that are likely to improve your next landings in N7770G.

This presentation on how to make consistently good landings will begin on or about 7 p.m., following our business meeting, which begins at 6:30. As usual, the safety portion of the meeting offers Wings credit; find the event at faasafety.gov to pre-register, or sign up at the meeting.



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Flying Wisconsin

By Rose Dorcey

Well it's finally done! The commercial written exam, I mean, which I've talked about in this column before. It happened on Monday, December 8. I arrived at UW-Oshkosh's testing services site early, with plenty of time to find the designated parking spot in Lot 34. I walked into the building to collect the parking pass, and back out to the Escape to place it in the driver's side door window, as meticulously instructed. I had everything in order, neatly placed in a zippered pouch: my driver's license, Commercial Pilot Written Exam Sign-off Form, a calculator, and both my electronic and manual E6-B.

I wish I could tell you that I wasn't nervous, but I was. So nervous, in fact, that when prompted to enter my Social Security Number for the computer-testing login, I couldn't remember it. Any other day I could rattle it right off. That day, all I could remember were the last four digits. Fortunately, I had already provided it to the testing service center's attendant, and he was kind enough to share it with me. He did so cautiously, with a skeptical look on his face, while asking, "Are you really who you say you are?" I had left my photo ID with him prior to entering the testing room. I think he checked the ID once more before returning with my number! (And I thought I had an honest face.)

There was no reason for me to be nervous. My dozen or so online practice tests had gone well, scoring anywhere from 82 - 92, where 70 is a passing grade. I had even texted a friend an hour before taking it, saying, "I'm so freakin' nervous, but deep down, I know I've got this." Still, I was all butterflies. I am most certainly, typically, not a nervous type when it comes to taking a test. As a recent college student, I tend to prepare and study more than needed; I obsess over studying for exams and fully expect passing—if not perfect—scores. I don't know why I let this one get to me so badly.

Login complete, thanks to the attendant, I started the test and took a full two hours to complete it, checking and reviewing my work, spending more time on it than any practice test I had taken. I changed a few answers. I wish I hadn't. I know that two of those I changed I got wrong. You'll often hear advice that it's not in your best interest to change an answer. On my next written test, I won't be doing so.

My flight instructor (who most of you know is my husband, John) insisted that I get the written out of the way before we started flying. I'm glad he did. In January, it begins; three lessons are scheduled. I'm looking forward to the flying, but my studies haven't ended. My new study-time reading is ASA's Commercial Oral Exam Guide. Other WFC members have written about being nervous about their flight tests. I'll be working hard at remembering to *just relax* for mine, as they advised. Surely that will be easier than the written exam. <insert sarcasm here> Surely they'll be nothing to be nervous about at all.

TIM TALKS



Club Pres Tim Lemke

Looking Back at 2014; Looking Ahead to 2015

The year 2014 was a very good one for the Winnebago Flying Club. I think we accomplished many good things. I don't have the final statistics in front of me as I write this on December 30, but it looks like club members accumulated nearly 500 hours of flying time in N7770G over the past 12 months. We gained 11 new members while seven members resigned, for a net gain of four members. Two member-pilots completed flight training and obtained a new license during the course of the year. And our club airplane, N7770G, was upgraded with a new windshield and new control yokes, new engine cowling winter baffles, and a new cowling blanket.

We also held 11 monthly meetings with a variety of educational presentations, some of which were approved for knowledge credits under FAA's WINGS program. (The January 2014 meeting was cancelled due to extremely cold temperatures. Remember?)

For me personally, 2014 was about average as far as the amount of flying I did. One of the highlights for me this year

was being able to fly to the weekly Friday lunch event at Iola five times during the summer. If you've never attended, you need to go. And if you wish, I'll volunteer to go with you on your first visit. It's a great experience that I'm sure you'll enjoy.

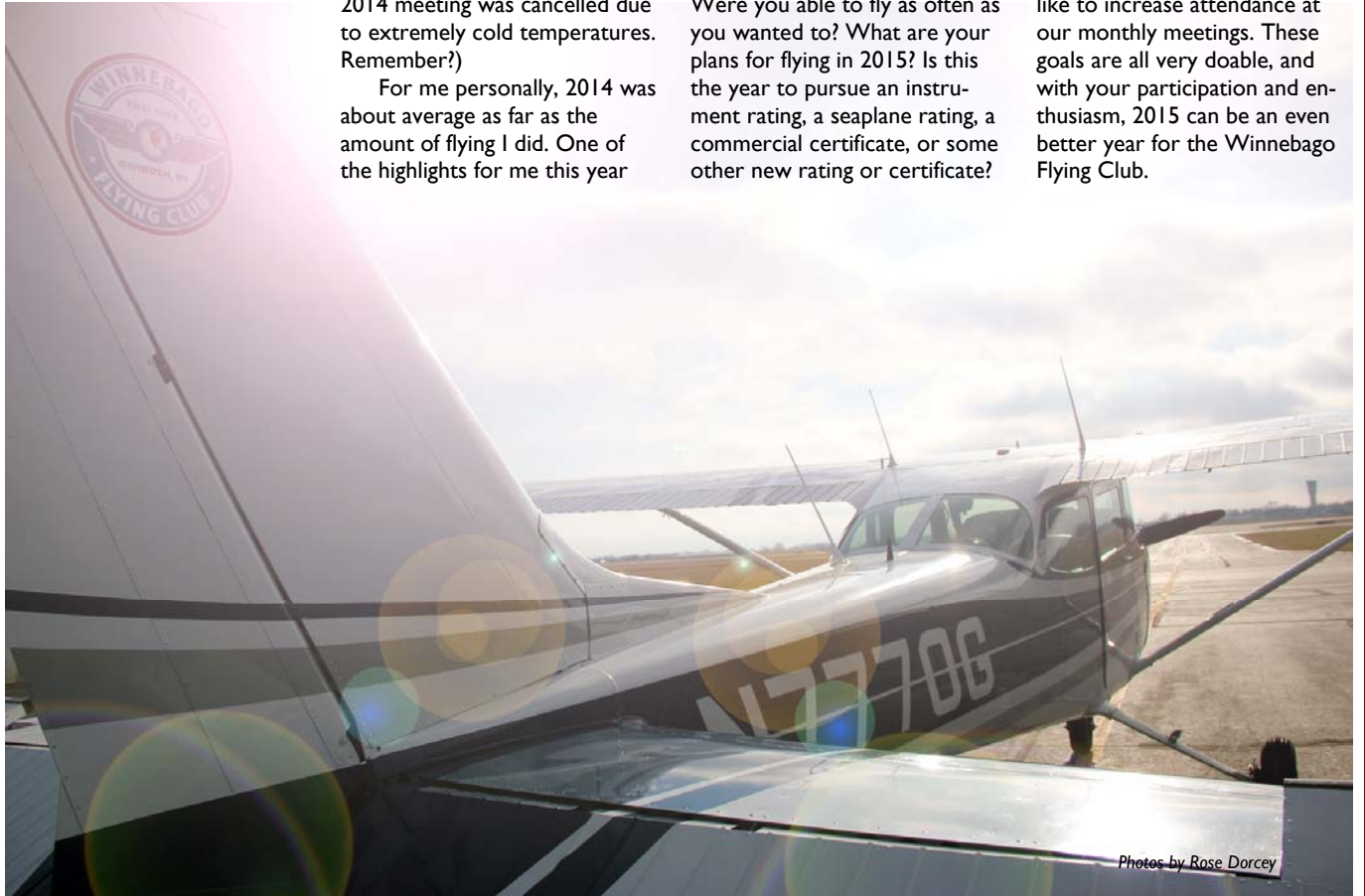
As is the case with most of the WFC members, the majority of my flying is within 50 miles of the Oshkosh Airport. I was able to land at 20 different airports this past year, but the amount of cross-country flying I did (18.6 hours) was down a bit from prior years. My longest cross-country flight in 2014 was to Lakeville, Minnesota, which is just south of the Twin Cities. I was also privileged to experience 8.4 hours of night flight and pilot eight different airplanes.

How would you evaluate your flying experiences in 2014? I hope you enjoyed this awesome hobby as much as I did. Were you able to fly as often as you wanted to? What are your plans for flying in 2015? Is this the year to pursue an instrument rating, a seaplane rating, a commercial certificate, or some other new rating or certificate?

What new destinations will you add to your list of airports visited? Have you considered what flying adventures you'd like to experience over the next 12 months? It's not too early to start formulating your flying plans for the New Year.

For the Winnebago Flying Club, there are a couple of goals I'd like to see us accomplish in 2015. We still have room for additional members, and I'd like to see our membership grow by recruiting at least six new members. Another goal is to expand our list of topics and presenters for the educational presentations that are a part of our monthly flying club meetings.

I want members to encourage each other to fly more often to maintain proficiency. There are numerous opportunities for members to share flights, which makes it that much more fun and reduces the cost. And I'd like to increase attendance at our monthly meetings. These goals are all very doable, and with your participation and enthusiasm, 2015 can be an even better year for the Winnebago Flying Club.



Photos by Rose Dorcey

December 9, 2014 Meeting Summary

The meeting was called to order at 6:30 p.m. in Room 138 of the FVTC Spanbauer Aviation Center. The following members and guests were present: Eric Abraham, Dennis Hinz, Mike Clark, Brendan Stormo, Tim Lemke, Andy Miller, Rose Dorcey, Lee St. Aubin, John Forster, Carrie Forster, Forrest Benson, Russ Brodtke, Bill Hasenfus, Tim Turner, Tim Bobzin, John DeLong, John Oberg, Adi Fenrich, and Keith Myers.

Members learned that N7770G was flown 27.5 hours by 15 different pilots in November. Tim Lemke shared that WFC Member Bill Cudnowski has resigned from membership, with regrets. Our current membership stands at 35 regular, four family, five college, and 13 associate. We still have room for another six or more members.

Eric Abraham provided a maintenance report:

- The fresh air vents on the leading edge of each wing have been covered with duct tape for cold weather operations. This tape will be removed again in the late winter/early spring.
- The new cover for the engine cowling is now in use and seems to be working well. The old sleeping bag should no longer be used.
- The engine oil was changed in November and new winter baffles were installed to partially block off the flow of air entering the engine cowling.
- The inertia reel safety strap under the pilot's seat was adjusted/ repaired for easier operation. The pilot's seat can now be moved easily fore and aft without binding.
- A new attitude indicator was installed in late November. One pilot asked that it be checked to make certain that it's mounted straight and level in the panel.
- A new federal registration document was placed in the airplane (in the clear plastic pocket on the lower left sidewall).
- The left main tire was replaced last week after a flat spot and exposed cords were discovered on that tire (probably due to excessive braking).

Communications:

The Oshkosh Day-by-Day warming shelter is still in need of juice boxes. Club members can still donate to this worthy charity until December 15. If you choose to leave juice boxes at the hangar, please notify Rose so she can pick them up before they freeze.

Andy Miller from UW-Oshkosh provided a PowerPoint presentation to keep WFC members informed of the status of the university's aviation program development and the formation of related university-affiliated aviation interest groups. Winnebago

Flying Club will continue to monitor this development work and decide in the future if there is a viable opportunity for some sort of reciprocity agreement. A Private Pilot Ground School course will be offered next semester, and this class will be open to WFC members.

New Business:

Elections took place for three officer positions: President and two Events Coordinators. These club officers are elected to serve a two-year term. A motion was approved to cast a unanimous ballot for all nominees. They are: Tim Lemke, President; Rose Dorcey, Blaine VanderWielen, and Jim Hamman: Events Coordinators. Note that in the past the club has had just two Events Coordinators, but because all three of the nominees indicated a willingness to serve in this capacity, all three were elected.

Rose will pick a date for the Winter Party and make a reservation at Mahoney's Restaurant in Oshkosh. The party will be held on a Friday evening. More details to follow next month.

Safety Briefing:

Tim Lemke presented the safety seminar: "Flying the Traffic Pattern." This was a good review of traffic pattern standard procedures and techniques with an emphasis on consistency and precision.



Congratulations...

To Winnebago Flying Club Member Dan Lenz, who made his first solo flight of a Cessna 172, N7770G. Dan joined Winnebago Flying Club recently and soloed our 172 on Thursday, December 4. Technically this is not his first solo; Dan soloed a Remos GTX last spring. Congratulations to Dan on this next step in his aviation career!

As of December 30, Dan has made another solo flight and continues his cross-country and other training.

Do You Have News?

If so, *WFC Pilot* wants to share it. Send news of your successful solos, written tests, cross-country flights, or anything you would like to share with your fellow Winnebago Flying Club pilots.

Have you taken any great flying photos lately? We'll publish those, too. Just send them to your *WFC Pilot* editor at rose.dorcey@gmail.com. Thanks!



Dan Lenz

WFC Donates Juice Boxes to the Day by Day Warming Shelter

The Day by Day Warming Shelter in Oshkosh was the recipient of Winnebago Flying Club's kindness when it received more than 200 servings of juice boxes before Christmas.

Winnebago Flying Club members brought donations to the December meeting and others were dropped off at the club hangar. One member, Gary Geisler, donated \$50 cash. The shelter was especially in need of juice boxes this year, and WFC members came through. The gifts were delivered to the shelter on December 16.

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. The facility provides night-to-night temporary shelter, a warm evening meal, and a breakfast to its guests during the coldest months of the year. 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."

To find out about volunteer opportunities, or for other information, visit www.WarmingShelter.com/.



DAY BY DAY INC.
warming shelter



WinnebagoFlyingClub.com Gets a Makeover

By Eric Abraham

Believe it or not, the current Winnebago Flying Club website is six years old. It has served us well and is the number one recruiting tool we have to draw in new members.

In order to keep up with technology and the increased use of mobile devices, a new website design was needed. The new design we used is called "Responsive Design". This means that when the site is viewed on smaller devices, such as iPhones or iPads,

the site automatically resizes and rearranges to fit the screen without the scroll bar at the bottom of the page. This makes for a better user experience that will hopefully attract more potential members.

The new site will go live on January 5. We think you'll like the changes, particularly the large, beautiful banner photo on the main



page. Our Facebook feed is also on the main page, which allows more club information, photos, and announcements to be shared than previously. We've provided a sneak peek here, but you'll want to visit the site soon to see for yourself what a wonderfully improved site it is. The website address will remain the same (www.WinnebagoFlyingClub.com).

45th Anniversary of Apollo 13 'Successful Failure' To be Commemorated at EAA AirVenture Oshkosh 2015

One of the most harrowing and triumphant adventures in space exploration history will be commemorated at EAA AirVenture Oshkosh 2015, as members of the Apollo 13 crew and team will participate in activities marking the 45th anniversary of what was called the "successful failure" of the aborted moon mission.

EAA AirVenture 2015, the 63rd annual Experimental Aircraft Association fly-in convention, will be held July 20-26 at Wittman Regional Airport in Oshkosh.

Apollo 13 mission commander Jim Lovell and flight director Gene Kranz will lead the members of the mission team participating in activities at Oshkosh. They will recount the preparations for what was planned as the third manned mission to the moon, the circumstances surrounding the malfunction that threatened the crew, and the ingenuity and determination that allowed the astronauts' safe return to Earth.

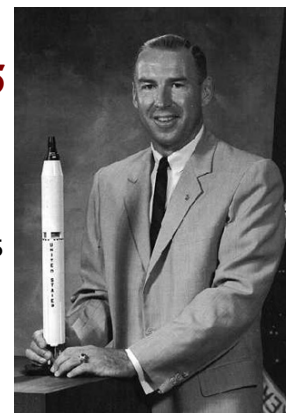
The final schedule and list of additional Apollo 13 team members are still being established. Exact schedules and activities will be announced as they are confirmed.

Lovell is one of America's most experienced astronauts, with flights on four missions. After flying aboard Gemini 7 and Gemini 12, he was command module pilot for the famed Apollo 8 mission

that in December 1968 became the first manned mission to orbit the moon. His flight in Apollo 13 was portrayed by Academy Award-winning actor Tom Hanks in the 1995 movie "Apollo 13."

Kranz was one of Apollo's most experienced flight officers during the 1960s, and was a top official in NASA mission operations until his retirement in 1994 with experience stretching from the early Mercury flights through the Space Shuttle program. Most recognized with his trademark vest that he wore in NASA Mission Control, he was portrayed by actor Ed Harris in "Apollo 13," whose performance earned an Academy Award nomination.

Both Lovell and Kranz have visited the EAA fly-in convention on several occasions, most notably in 1994 when the memorable "Salute to Apollo" program recognized the 25th anniversary of the first successful manned moon landing. Both men are also avid aviation enthusiasts with military aviation backgrounds.



The '709' Ride

By Keith Myers

Even though you hold an airman certificate, without an expiration date, did you know that the FAA could review your pilot skills anytime it sees the need to do so? This re-evaluation of your pilot skills takes place in something called the "709 Ride."

So how might you find yourself getting ready for a "709 ride?" These re-exams usually come about after a pilot deviation. "Pilot deviation" is a fancy term for doing something you shouldn't have and the FAA finds out about it. An example might be an accident or incident. Perhaps you flew through some controlled airspace without establishing radio communications first. There are many ways to get a pilot deviation.

If you are a CFI you may be on the hook for a "709" if your student does something to catch the eye of the FAA. Perhaps your student ran off the runway, got lost on a cross-country flight and landed at the wrong airport, or was ramp checked and did not have the proper endorsements for the flight he or she was on. Now you know why a lot of instructors have gray hair, if they have any hair at all!

The regulatory basis for the exam comes from Federal Code 49 USC 44709 (hence the "709" name), which states: "(a) The Administrator of the Federal Aviation Administration may re-inspect at any time a civil aircraft, aircraft engine, propeller, appliance, design organization, production certificate holder, air navigation facility, or air agency, or re-examine an airman holding a certificate issued under section 44703 of this title."

If the results of the 709 ride are good, as in, "you passed!" and



Keith Myers, Pilot Examiner

the pilot's certificate had not been suspended, the airman is free to exercise the privileges of his or her certificate and/or ratings. The FAA will issue a letter to the pilot explaining that.

If the airman does not satisfactorily complete the 709 ride, as in "you failed" then: "The airman must be informed in detail of each deficiency. If, in the opinion of the inspector, the airman could successfully complete another re-examination ride after obtaining additional instruction, every effort must be made to encourage the airman to do so."

Depending on what the inspector decides, one of two things happens: (1) when the inspector decides to allow the airman additional time, the inspector takes the airman's original certificate for temporary deposit at the FSDO and issues a temporary certificate to the pilot. (Much like the temporary you got the day of your check ride.) This temporary certificate must have a limitation against carrying passengers and a 30-day expiration date. The airman has 30 days in which to practice or obtain additional dual instruction before being re-examined. Or, (2) If the inspector determines the airman is unable to establish qualification to hold the certificate or rating, legal enforcement action must be taken to revoke the airman's certificate and/or ratings.

Example: You lose control of your airplane during a crosswind landing, swerve from the runway, take out a runway edge light, and cause some damage to your airplane. The FAA gets wind of this from a report filed by the control tower or from the accident investigation report.

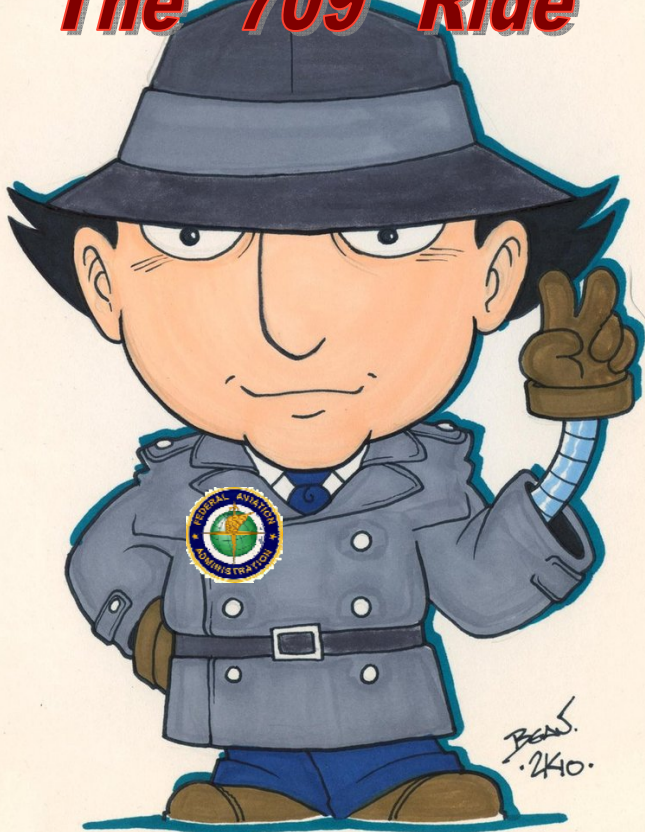
Sometime later you will get a letter from the FAA stating you are required to participate in a re-evaluation ride, the purpose of which is to determine your competence regarding crosswind takeoffs and landings. The letter will outline the steps (who, what, where, when) you need to take this ride.

What happens during a 709 ride? The inspector will test you primarily in the areas specified in the letter of notification. However, if other deficient areas are noted during the re-examination, these could be the basis for failure of the 709 ride. For example, during the re-examination, as you fly to another airport for the purpose of demonstrating crosswind takeoffs and landings, you get lost! Perhaps the FAA inspector turned your GPS off. In this situation the 709 ride would be discontinued, and you would be informed that you failed the test because of deficient skills exhibited while en route to demonstrate the original test maneuvers. The examiner would send you home with a temporary certificate and a deadline to get your skills up to the required standards.

Send your Ideas, Stories, and Photos!

Do you have story ideas? Need a flying question answered by Keith, Tim, or John? Want to write a story or share a flying photo? Your ideas, questions, photos, and comments are welcome. Send to Rose at rose.dorcey@gmail.com. Thanks!

The "709" Ride



WFC's 2015 Winter Party

Date: 01-31-2015

Location:
Mahoney's Restaurant and Bar
30 Wisconsin Street, Oshkosh

Save the Date!

Winnebago Flying Club's Winter Party is coming up on January 31. It's an annual club event that you don't want to miss!

Preliminary details include a choice of three menu items, priced between \$15 - \$20 per person, payable to WFC.

Watch for additional details coming to your inbox soon!

Brush up on your aviation trivia. We'll be playing the Aviator/Airplane Match Game. Prizes will be awarded!

Time:
6:30 p.m.



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
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ideas, or submissions contact
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rose.dorcey@gmail.com.

*“It’s wonderful to
climb the liquid
mountains of the sky.
Behind me and
before me is God and
I have no fears.”*

*— Helen Keller, at age 74,
on flight around the world*

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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 \$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.

Winter Flying



WFC Member Brendan Stormo submitted this photo in **March 2014** for our photo contest. We're reprinting it here to remind you how beautiful winter flying can be. Looking for somewhere to fly this winter or other aviation activities? Here are a couple from which to choose:

2015 Chili Fun Day, Saturday, January 31 at Wausau Downtown Airport (KAUW). Join your friends for food and fun. Serving begins at 11 a.m. and continues until the chili is gone. Ski-planes are welcome. Call 715-848-6000 for more information, or visit www.FlyWausau.com.

EAA Skiplane Fly-In, Saturday, February 7, 10 a.m. - 1:30 p.m. Oshkosh, Wisconsin
One of the area's most colorful events of the season, the annual EAA Skiplane Fly-In, will be held on Saturday, February 7, at the EAA AirVenture Museum's Pioneer Airport in Oshkosh.

This special winter event, which has welcomed more than 30 skiplanes in the past, celebrates the unique flight segment of skiplane flying as well as the anniversary of the first-ever meeting of the Experimental Aircraft Association on January 26, 1953.

The event is free of charge to the general public. The majority of skiplanes will arrive (weather and runway conditions permitting) mid-morning and stay until mid-afternoon. If weather or snow conditions do not permit aircraft arrivals at Pioneer Airport on February 7, other activities will continue as planned, including complimentary chili and cake served beginning at 10:30 a.m.