WFC Pilot

Volume 2, Issue 7 July 2014

Summer Meetings:
First Tuesday of the Month
6 p.m.
Hangar C5 (North Ts)
Wittman Regional Airport
Oshkosh, Wisconsin

Next Meeting:
Tuesday, July 8, 2014
Details here →

CONTENTS

Make Room in Your Belly for Pizza!

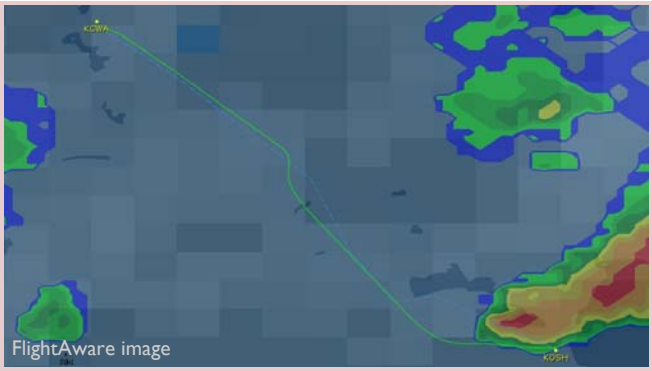
Our next meeting rewards plane washers with pizza. Please join us at our July 8 meeting at 6 p.m., when we'll taxi N7770G over to the firehouse for a wash. While the plane is being washed and waxed, Little Caesar's Pizza will be baking up some delicious flat round bread dough with a variety of toppings. Plan for pizza at about 7 p.m. The club will provide pizza. Please bring your own drinks.

Keith and/or Carol Myers will provide a talk on aircraft insurance. It's important to know you're covered by an insurance policy when flying; learn more about this critical topic at this meeting.

Look at how much fun these WFC members had at our pizza night last year, just hanging out and eating pizza under the wing of N7770G. You can join the fun this year! See you on July 8.

Flying Wisconsin

By Rose Dorcey



A recent ride-along on an IFR training flight gave me a greater appreciation for flying with an iPad and ForeFlight, and the value of simple communications. This specific flight was from KOSH - KJVL - KCWA - KOSH. The leg from KCWA to Oshkosh provided the topic for this column.

Shortly after departing Central Wisconsin Airport (KCWA) in Mosinee, Minneapolis Center reported heavy precipitation at our destination, of which we were already aware from watching it on ForeFlight. Oshkosh/Wittman Regional Airport ATIS reported "Lightning Distant NE and NW." When we switched to Milwaukee Approach, they also reported heavy precipitation at Oshkosh.

Looking at ForeFlight and the Cessna 310's Stormscope, the student and instructor requested a deviation to the intended southeast route to a more southern route that would intercept a straight-in to the RNAV (GPS) Runway 9 approach (see image, both dashed and solid lines). This gave the storm a few more minutes to pass before our arrival. They requested a brief frequency change from Milwaukee Approach to Oshkosh tower to simply to ask the controller how the current weather was looking. "Passing by, should be through the area by the time you arrive," was the reply.

We continued on course and landed on the wet runway, with no precipitation, sunshine behind us, storm clouds to the north, and a beautiful rainbow arcing over Runway 9 directly in front of us. As we taxied to the North Ts, a sprinkle or two helped wash off the bugs. It was an exquisite ending to another good flight.

We pilots use many tools to ensure a safe flight. And while N7770G doesn't have a Stormscope, it's easy to call up a controller to ask about current conditions. Having ForeFlight to show the location of heavy precipitation was helpful, too. Of course, flying near thunderstorms is potentially disastrous, but this is an example of how using smart communications and technology can help get you on the ground safely.

Tim Talks

Club Pres Tim Lemke

Headsets

The more seasoned pilots in the WFC can remember when nobody used headsets in light airplanes. Maybe that helps explain why my hearing is not nearly as good today as it was 25 or 30 years ago. Years of flying sans headset in a noisy airplane cabin while listening to ATC on a tinny cabin speaker have taken their toll.

Today every pilot I know uses a headset, and I know I wouldn't fly without one. Many members of WFC own their own headset. For those who don't, you should be aware that the club owns four adult-size and two child-size headsets. The adult headsets are usually kept in the club airplane, while the child headsets are stored in the cabinet at the back of the hangar. All are available for anybody who needs to use them, pilots or passengers. The adult-size headsets are all David Clark brand, but they are not all the same model. Some have a volume control on one or both ear cups. Some have no volume control.

If you are considering the purchase of your own headset, there are many good brands and models available with a variety of features and at various prices. The one I own and use is a David Clark model H10-13.4. It's a middle of the road model that has served me well for many years. I've also tried headsets from Bose, Lightspeed, Pilot, Telex, Peltor, Sennheiser, and others. Some of the headsets I've used had active noise cancelling (a very nice feature, but also more expensive) and some had only passive noise cancelling.

Some models are more comfortable than others are, but you typically cannot notice much difference in the comfort level until you've worn them for at least an hour or more. Then the weight of the headset and the clamping pressure become more noticeable.

AirVenture is an ideal venue to try every brand of headset available, and the prices during the show are usually the best you can find. Perhaps an even better way to decide on a headset is to borrow the model that you're considering from a friend and try it out on a flight of an hour or more.

In my years as a pilot and flight instructor, I've observed some recurring errors that pilots and passengers make when using a headset. Here are a few tips to get the best use from a headset.

- Adjust the headset to fit correctly. The position of the ear cups can be adjusted up or down on the headband to fit various head sizes. The position of the microphone can also be adjusted. The mic should be positioned so it is almost touching the users' lips.
- Speak in a normal tone with normal volume. Speak slowly and enunciate clearly.
- Adjust the volume control(s) as desired. Multiple volume controls may need adjustment. These include the volume controls on the intercom, volume controls for each comm and nav radio being used, and controls on the headset itself.
- Adjust the squelch control on the intercom so that any static noise in the background is eliminated, but yet the intercom easily picks up your voice as soon as you begin speaking and transmits it to others that are connected via the intercom.
- Ask your flight instructor or another experienced pilot to show you how to adjust all volume controls and/or squelch controls if you're unsure of the correct adjustments.
- Remind passengers to observe the "sterile cockpit" rule during takeoff and landing or at other times when communication with air traffic control is likely.

A David Clark headset is just one of many fine brands to choose from.

Photo by Rose Dorcey

June Meeting Summary

Following a wash and wax of 70G, the June meeting was called to order at 7 p.m. These members and guests were present: Curt Carter, Sara Strands, Don Abel, Dennis Hinz, Eric Abraham, John Oberg, Rose Dorcey, Al Follendorf, Russ Brodtke, John Dorcey, Tim Lemke, John Forster, and Carrie Forster. We also warmly welcomed three guests/potential members to our club meeting: Chris Matheny, Mike Clark, and Jon Nett.

Sara Strands reported that 22 WFC pilots flew 70G 37 hours in May. Current membership stands at 31 regular, 4 family, and 3 college; no changes from the previous month.

Club Maintenance Officer Eric Abraham reported that the oil was changed on May 19. The interior door handle on the co-pilot's side was repaired. A small crack in the sheet metal under the left wing was repaired by installing a patch; this is a cosmetic issue, not structural. The GPS database was updated. The right main tire is reaching the end of its useful life and will be replaced soon.

Some engine roughness has been reported since the weather has gotten warmer. A suggested practice is to lean the mixture for taxi, taking care to ensure full rich for the run-up and takeoff. Avoid idle speeds below 900 RPM.

An intermittent intercom or radio squelch issue was discussed at length. This issue has been difficult to troubleshoot because of the intermittent nature of the problem. Please report any difficulties that you might experience with the intercom to Eric.

Club President and CFI Tim Lemke led the safety talk on pre-flighting the aircraft.

June Meeting in Photos

Thanks to all who helped!

Thanks to our members and guests, N7770G got a good cleaning, followed by a wax job, at our June meeting. Tim led the safety talk on pre-flighting N7770G. With all the good questions and participation it was another great learning event for those present. Thanks, Tim!

Oshkosh to Baltimore in an LSA

By Ellen and Gary Geisler

Ellen's Story:

Two years ago my father offered to fly me to visit my friend, Sadiya, whom I met while we were both Peace Corps Volunteers in Paraguay. First we were going to visit her in Chapel Hill, North Carolina; then Atlanta, Georgia; and then she moved to Baltimore, Maryland. From the pilot's perspective I'm not sure what would have been the most fun, but from my passenger's seat, any of the three options would have been great.

We left Oshkosh at 3:20 p.m. on Thursday, May 29, and had a great evening for flying. After flying west of Milwaukee's airspace, we flew along the lakeshore, past Chicago and Gary, Indiana, and landed in Knox, Indiana, for a fuel stop. The second leg of the trip took us to Findlay, Ohio, just before sunset. The rooms in the FBO were locked up except for the entryway, where there was a list of phone numbers for hotels, taxis, and other services. We walked two miles to stretch our legs after a couple hours of flying and arrived at the Econo Lodge. (Lesson #1: Remember to account for time changes when flying across time zones.)

Friday morning we walked back to the airport and found nice facilities in which to wait while we watched the weather radar and waited for cloud cover to clear in Baltimore. It was rougher flying in the middle of the day on Friday, but we were still able to enjoy the scenery as we flew over the Appalachians, Gettysburg, and our arrival into Baltimore. Sadiya said she would be waiting for us by the water, and the man who parked us kindly pointed out that Martin State Airport (KMTN) is surrounded by water. We found her waiting at the terminal.

The best part about visiting new cities is having a local tour guide. Sadiya drove us to the hotel in Towson and then showed us the city. Saturday we walked in a nearby forest and drove through the wealthiest and the most impoverished neighborhoods in Baltimore before going to Sadiya's house to meet and have lunch with her family. Her mother cooked authentic Indian food and we talked for hours.

The most interesting part of the trip was learning about what it was like for a family to emigrate from India and reestablish in the US. After the fantastic cultural exchange, we went out to experience the local life. Sadiya and I walked along the Baltimore Waterfront Promenade while my dad planned the return trip to Wisconsin. Later we found a restaurant along the water and ordered six oysters and a dozen crabs. The crabs were delicious and even after eating for two hours, none of us felt too full. (Lesson #2: start early or you'll be cracking crabs until midnight.)

Sadiya was an excellent host and tour guide, and it was great to catch up with old friends. She also gave my dad and I a great reason to fly to Baltimore and along Lake Michigan, over low mountains, nearly to the Atlantic Ocean. I'd recommend the trip to any pilot.

Rain and thunderstorms were rolling into the Midwest, so we wanted to get an early start on Sunday. Again, the first leg of the trip was calm, and the air got a little choppy as we crossed Ohio. We landed for fuel in Fort Wayne, Indiana, and checked the radar. We thought we could get to Oshkosh before the rain did, but while en route we were advised that thunderstorms were closing in, so we landed in Kenosha. We got a break in the weather that allowed us to fly to Waukesha. The rest of the afternoon, we waited for another break in the weather. We read for an hour, and then learned it was raining in Oshkosh. We borrowed the courtesy car and went to visit family up the road, and then it rained in Waukesha. We read and played backgammon until 8 p.m. before we decided that we weren't going to be able to fly to Oshkosh that night.

Gary's Story:

My daughter, Ellen, has always been an adventurous person. When she was 16 we went on a kayak trip around Isle Royale in Lake Superior. There was no hesitation when I asked her to go on a flying adventure with me to visit her friend in Baltimore.

I planned two potential routes for this trip from Oshkosh, Wisconsin, to Baltimore. The northern route (KOSH BAE ENW GYY KOXI FWA FBC MFC BSV 2D1 EWC JST THS TAFFI KMTN) included fuel stops at airports where premium unleaded auto fuel was available. I fly a SportCruiser, a light sport airplane (LSA) with a Rotax 912 ULS engine that prefers premium unleaded fuel. Airports in Knox, Indiana, and Alliance, Ohio, would be convenient fuel stops for auto fuel. The Alliance airport is a grass field. As it turned out, too much rain made it wet and soft, so I opted not to land there for fuel.

The southern route (KOSH BAE ENW GYY KOXI FWA APE ZZV MGW MRB EMI TAFFI KMTN) looked more direct along Victor airways. Both routes are about the same distance, 690 nm. The no-wind time in route is about 6 hours, 18 minutes. I try to plan 2-hour legs between fuel and rest stops. We planned an overnight on the way out, to take advantage of smoother air, flying at the beginning and end of the days. On the way back, we planned to start early, take a break in the middle of the day, and finish the trip in the evening. We planned to depart KOSH Thursday afternoon, May 29, and return on Sunday, June 1. Monday was kept open in case we got delayed.

The airport closest to Sadiya's house is Martin State (KMTN), located in the northeast part of Baltimore. A look at the charts during initial trip planning revealed some extra preparation would be required. Baltimore is just northeast of Washington DC. The area within roughly 15 nm of the DCA VOR is a Flight Restricted Zone (FRZ). The area within 30 nm of the DCA VOR is a Special Flight Rules Area (SFRA). Flight within 60 nm of the DCA VOR requires special awareness training.

The FAA Safety Team provides this training in an on-line course, at their website (http://www.faasafety.gov). The course covers boundaries of the restricted areas, procedures for flying into and out of the restricted areas, and intercept procedures. You'll like the intercept procedures: 1) squawk 7700, 2) tune to 121.5, 3) establish communication, 4) remain calm, and 5) comply with all instructions! I completed the course online, printed out the certificate, and took it with me on the trip as instructed.

There is also a prohibited area north of Baltimore that I had to go around. My airplane is equipped with a Garmin 296 and a TruTrak Autopilot, so I used Victor airways and intersections to navigate clear of the prohibited area. As intimidating as it all seemed at first, the flight was not difficult. I filed flight plans for each leg of the trip and used flight following whenever I could get it. When departing airports on the eastern part of the routes, ATC offered flight following. They were very helpful and accommodating.

We knew that weather would likely be a factor when flying across that distance. We had to wait for fog and mist to clear at KMTN before we could get in on Friday, about 4:00 in the afternoon. Coming home on Sunday, we couldn't leave early enough to get back to KOSH before the storm front moved in. We got as far as Waukesha, and waited. In the end, we rented a car and drove home. The next day I drove the rental car back to Waukesha and fly the last 65 miles of a 1380-nm trip. So close and yet, so far!

Actual Hobbs time going to Baltimore was 8.2 hours. Coming back to Oshkosh, the Hobbs time was 8.1 hours. Total fuel burn was 75.3 gallons—4.62 gallons/hour.

I recently purchased an iPad Mini and ForeFlight, so this was my first long cross-country with an electronic flight bag. To be safe, I planned my complete trip on paper aeronautical charts and printed airport kneeboard diagrams of the airports I planned to use. On the way out, I found the iPad and ForeFlight to be distracting—taking away from my time looking outside and scanning instruments. On the way back I was much more comfortable using the iPad and ForeFlight. A better plan would have been to learn to use it when I had two pilots at the controls. These are two great tools. I think they will help to improve situational awareness and flying safety.

Previous page: Pre-flighting N131C before leaving Baltimore early Sunday morning.

Top: On the way home, a view of downtown Chicago as Gary and Ellen flew north along the lakeshore.

Above: Gary and Ellen with Sadiya and her parents at their home in Baltimore.

The Power Curve

By Keith Myers

Keith Myers, Pilot Examiner

Most pilots have heard of the power curve. If you ask them to explain it the conversation usually sounds like, "Well, I don't know that much about it but I do know I don't want to get behind the curve!"

The graph accommodating this article shows a power curve. Focus your attention on the blue horseshoe-like curve. The scale on the right shows power. The scale along the bottom shows airspeed.

If we are flying level at 3,000 feet as the curve suggests, move your focus to the bottom of the blue curve. If you draw a line from that point to the left you are at about 30% of engine power. If you dropped a line to the bottom scale you note that you are flying about 60. What that tells us is that the airplane will stay in level flight with very little power while flying not very fast. This would be handy if we just wanted to stay airborne, burn very little fuel, and not go anywhere; also called the best endurance speed. Handy for fish spotters, or airborne highway patrolpersons trolling for speeders.

Now if more power is added and altitude is held, the airplane speeds up so we move up and to the right on the blue curve. When we reach full power (pedal to the metal) we reach the top right part of the blue curve. Drop a line to the lower scale and you see that the airplane is whistling along at 140. This part of the curve is called the "front side" or the "area of normal command." Everything is acting "normal," that is, we use power to go fast and we use the elevator to control altitude.

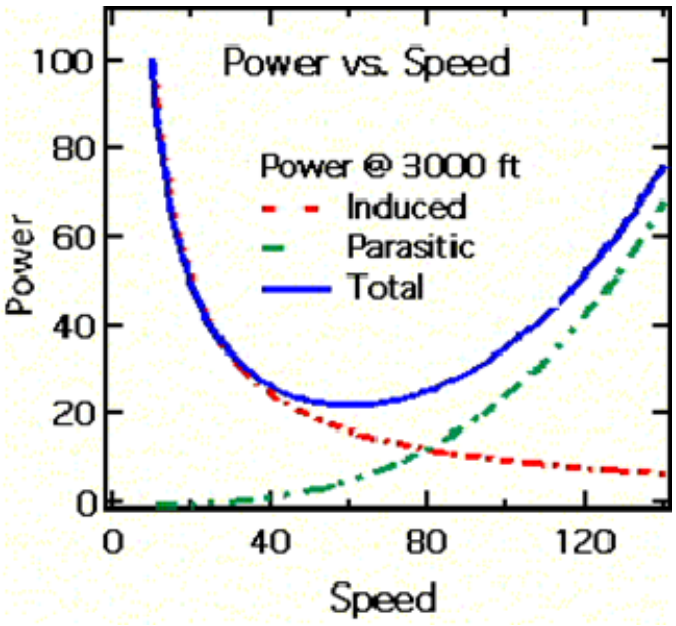
Now for the dreaded back side of the curve. If we wish to fly slower than the speed represented by the bottom of the blue curve we pull back on the elevator control a bit to induce drag which slows us up and we start to lose altitude. To stay at the same altitude we have to add more power. In a sense we are "controlling" altitude with power and speed with the elevator. We are now "behind" the power curve and in the area of "reverse command." The controls still work the same way but the pilot uses them to do different things.

Anytime the pilot wants to get out of this area of reverse command all he or she needs to do is add lots of power and accelerate right across the curve to the other side where everything is again "normal."

If the pilot elects to stay on the reverse side and continues to add elevator back pressure and power he or she will soon find themselves at the top of the blue arc on the far left side. They are now flying as slow as the airplane will go. Add any more back pressure or reduce the throttle and the airplane will probably stall. This is where you will be flying if the flight instructor wants you to demonstrate slow flight.

To get out of there and get back to the front side, the pilot has a couple of options. Adding more power isn't one of them since the throttle is as far forward as it can get. One option is to lower the nose and turn altitude into power, and therefore speed. The other option is to get rid of some drag. If you have been flying this slow and the flaps are down, bringing them up (slowly) to allow the airplane to speed up and cross the blue abyss to the other side.

So when do pilots get "behind the curve" in real life? If you look at the curve again you note that the bottom represents a speed close to the landing approach speed for your airplane. Pilots



who don't pay close attention to their approach speed can slow up, and as they do they start traveling to the "back side of the curve!" *Some of you are thinking it doesn't matter because I am not trying to hold altitude. You are trying to hold a relative constant descent rate which is "altitude" as far as the curve is concerned. We assume the curve represents holding a "level" altitude so we don't fry too many brain cells trying to figure it out. I can see it isn't working."Trust me, I am a flight instructor."*

So the pilot is flying the approach and gets slower than he or she should and the rate of descent gets greater. Seeing the ground coming up faster than normal the pilot does the logical thing and pulls back on the elevator control. Instead of stopping the descent the airspeed decays further and the ground gets closer, so, in desperation, they pull back some more. Pretty soon the stall indicator is beeping; the pilot is sweating, and the airplane lands hard! (If you are lucky). Not so lucky; a really bad landing is the result. He or she got "behind the curve!"

What could the pilot have done? Pay attention to and maintain the proper airspeed with power (front side of the curve). If the altitude is decreasing too fast (the pilot is probably behind the curve) so fix that with power. See a trend here? Power is the key to staying on the front side of the curve.

MEMBERS *In Action*

Brian Rupnow Introduces Baby Owen to Winnebago Flying Club

In May, Brian Rupnow returned to Oshkosh to log some flight time in N7770G, sandwiched between visiting family and friends in the area. If you didn't know, Brian and his wife, Cassi, and their son, Owen, now live in northern Wisconsin, where Brian accepted a job with Yamaha Motorsports (and it sounds like he has a really cool job there.) Because Brian gets home often, he has maintained his membership in WFC.

Brian and Cassi brought Owen to the airport to show him the plane and introduce him to a few fellow club members. Judging by the photo, Owen looks pretty comfortable around airplanes (or maybe bored by our airplane stories?) Either way, we're happy to meet his beautiful family and send them our best wishes on this new chapter in their lives.

Another WFC Photo Contest

If we have enough interest, we'll hold another photo contest. Please take photos before, during, or after your flights this year, or ask a passenger to take some. Then later this year we'll ask you to enter them into our Summer/Fall photo contest.

Whatever you see that's beautiful to you, snap a picture of it, save it, and then send it in to enter. Whether it's while in the air or on the ground, we're sure you'll see some great sights while flying this summer.

Have fun—and fly safely!

Young Eagles Flight

On June 26, WFC Member John Dorcey introduced a young lady and her parents to the joy of general aviation through a Young Eagles flight in N7770G. As happens many times, the youngster was a bit reserved before the flight but filled with smiles and enthusiasm after, asking questions and taking a lot of photos. Her mom and dad were also quite impressed and had thoroughly read the Gleim *Learn to Fly* brochure John had sent them before the flight. Wouldn't be surprised to see this family at the WFC hangar again.

Oshkosh Women in Aviation Offers Scholarship, July 19th Deadline

The WAI Oshkosh Chapter Spirit of Flight Scholarship is open to women of all ages who have already soloed and are working on their recreational, sport pilot, private pilot, or commercial certificate, instrument or multiengine rating, or CFI. Preference will be given to Wisconsin residents, but all who qualify are encouraged to apply. The $500 award will be paid to the flight school of your choice.

Applicants are required to submit a copy of their logbook page(s) showing the entry documenting their solo flight, and must submit a one-page typewritten response to the following questions by July 19, 2014.

1. What are you now accomplishing that provides evidence for your sincere interest in the world of aviation?
2. Identify the people who have been the most influential to you in pursuing your dreams of flight. Describe what makes that connection special in your life and what you aspire to do "give wings" to a future generation of females as they do for you.
3. What are your current extracurricular pursuits and what are your career goals?

Application and/or questions should be sent electronically to *knelson@wai.org*, or mailed to Kelly Nelson, WAI-Oshkosh Chapter Scholarship, 3007 Clairville Road, Oshkosh, WI 54904.

Send Your News and 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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WFC Pilot is produced by WFC Member Rose Dorcey. For questions, comments, ideas, or submissions contact Rose at *skyword@new.rr.com*, or call 920-385-1483.

Anybody can jump a motorcycle. The trouble begins when you try to land it.

—Evel Knievel

(Sound familiar?)

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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.

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.

Area Aviation Events

All summer long: event time 5 p.m., an opportunity for pilots to fly on **weekday evenings** to central Wisconsin airports for a burger and great conversation. Each week a different airport will host. Menu varies, donations appreciated.

July 7	Walter's Agri-Center	(WI28)
July 9	Wausau	(KAUW)
July 10	Three Lakes	(K40D)
July 16	Stevens Point	(KSTE)
July 17	Rhinelander	(KRHI)
July 18	Shell Lake	(KSSQ)
July 21	Ephraim-Gibraltar	(K3D2)
July 23	Antigo	(KAIG)
July 24	Boulder Junction	(KBDJ)

Visit http://www.wiflysocial.com for a complete schedule.

July 19 - 61st Annual Washington Island Lions Club Fly-in Fish Boil - Washington Island Airport (2P2) 11 a.m. - 1 p.m. Whitefish Boil with all the trimmings, $12 adults/$5 kids. FMI: Gregg Gaura *isletec@new.rr.com* or call 920-847-2070. Raindate July 20.

July 20 East Troy Municipal Airport (57C) Annual Open House – East Troy, WI Sponsored by Friends of East Troy Airport, 7 a.m. – 1 p.m. Pancakes, sausage, eggs, more. Airplane & Helicopter rides, Homebuilts, Warbirds & Antique Aircraft, Antique and Classic cars. Model trains on display. Skydiving demo, Raffle w/cash prizes, Trophies awarded for cars and planes. FMI: Dave Springer 262-745-7011 email: *djs@fabo.com*

August 10 Musky Day Fly-In, Land & Seaplane, Boulder Junction Payzer Airport (BDJ) 9 a.m. – 2 p.m. Free dark chicken dinner for pilot and crew. One-of-a-kind cap for the pilot in command. Camping under your wing Saturday night. FMI: Steve Krueger 715-573-9873 email: *kruegerfly@aol.com*

August 10 - Flying Waffles Fly-In and 5K Walk/Run - La Crosse Regional Airport (KLSE) - 7 a.m.—11:30 a.m. Belgian waffles with toppings and more $6 in advance, $7 at the door. PIC and kids under 6 free! Run includes a t-shirt. FMI: Becky Brockman 608-779-5142 or email *becbrock@aol.com.*

August 17 - Friends of Tomahawk Fly-In, Tomahawk Regional Airport (KTKV) 7 a.m. - 4 p.m. Breakfast and lunch, static displays, kids games, Red Bird flight simulator demos. FMI: Greg Jacobson *BigJake12@gmail.com* or call 715-966-1874.

August 24 - Juneau Lions Fly-in/Drive-in Pancake Breakfast Dodge County Airport (KUNU) 8 a.m - 12 p.m. FMI: Mary Gasper 920-386-2402 *Mary.Gasper@WisconsinAviation.com.*