



WFC Pilot

Volume 2, Issue 6

June 2014

Summer Meetings:

First Tuesday of the Month
6 p.m.

Hangar C5 (North Ts)
Wittman Regional Airport
Oshkosh, Wisconsin.

Next Meeting:

Tuesday, June 3

Details here →



Plane Wash and Pre-flight at June Meeting

Our next meeting is Tuesday, June 3, and we're planning to get our airplane, N7770G, sparkling clean by washing and waxing it, beginning at 6 p.m. If you haven't been to a plane wash meeting, please attend—it's a lot more fun than work, and it's surprising how easy and fast it is to clean an entire Cessna 172 with good help.

Following the plane wash (weather permitting of course) Club President Tim Lemke will present our monthly safety briefing, "The Pre-flight Inspection." Think you know all there is about pre-flying an airplane? Well thorough as he is, Tim will provide many details that you're likely to remember for your next pre-flight, including some things you may not have thought of before. The safety briefing begins at about 7 p.m. Please join us!



WFC Member Bill Cudnowski helped wash and wax N7770G at our May 2014 meeting.

CONTENTS

Tim Talks	2
Meeting Recap May	2
Summer Flying Photo Contest?	4
Summer Flying Photos	4
Thunderbirds and More at AirVenture	5
Special Airplane Pt. II By Keith Myers	5
Women in Aviation Scholarship deadline is approaching	6
Book Review: Wisconsin's Flying Trees in WWII	7
Area Events	8

Flying Wisconsin

By Rose Dorcey

Springtime means flight review time for me, so I scheduled N7770G last month and John and I went flying. Every flight reminds me of my first general aviation airplane ride, and our flight in May was no different. Just like when I first flew in a Cessna 150 above the marshes and rivers of Central Wisconsin in 1991, I was in awe of the beauty of our state. The lakes, hills, and patchwork fields. Beautiful cities with standout buildings, like churches, museums, and schools. Even our interstate system looks beautiful from the air, with four or more lanes of traffic as "the earthbound crawl below."

We pilots get to experience all that from our unique perspective in the air, and it's something we should never take for granted. If we're fortunate enough, we get to share it with family and friends. John and I are lucky, like some other married couples, we're



both pilots who love to fly. Recent flights to East Troy and Stevens Point (above) allowed us to catch up with several of our friends and see more of our rich, green Wisconsin dairy land. Tractors plowing fields, cows in the pasture. Mist rising from a stream, boats on waterways, trains carrying paper, logs, and containers filled who knows what. Sunsets and city lights... we see it all when we fly. We are fortunate indeed.

My wish for you as you fly this summer is to appreciate the beauty in the simplest of things, and enjoy every flight safely. Don't let the landmarks just be checkpoints on your route of flight. Let them be things you cherish. Let them be a realization that life is short and filled with beauty. A simple flight is so much more when you appreciate every good thing in life, like having the freedom to fly.

TIM TALKS



Club Pres Tim Lemke

Participating in General Aviation

I recently renewed my annual membership subscription for both the Experimental Aircraft Association and the Aircraft Owners & Pilots Association. During this time, I again reflected on what a privilege we have to enjoy the hobby of recreational flying. I'm also a member of the National Association of Flight Instructors. The membership fees to belong to these three organizations add up to almost \$150 annually. The costs are well worth every penny for the benefits I obtain, and I've been a member of all three of these groups for many years. Each organization has its own lengthy list of member benefits, including a monthly publication, discounts on aviation items, and its own unique place in promoting general aviation.

But I think what I appreciate most about my membership in these groups is the way in which it keeps me connected, informed, and involved as a pilot. With regular reading of the publications (both print and electronic) that come from EAA, AOPA, and NAFI, I feel like I know what's going on in our corner of aviation.

I only wish I had more time to

get even more involved by also joining the local EAA chapter and the local squadron of the Civil Air Patrol. (Seems strange to hear that a retired guy doesn't have time for some things, but it's true.) But I don't want to spread myself too thin, and as a member of any organization I feel like I should be a full and active participant.

So what does this have to do with the Winnebago Flying Club? Here are my thoughts, for what they are worth. Winnebago Flying Club members have many opportunities to participate in activities that will enhance their knowledge and skills as pilots. And it's not just the piloting of N7770G that I'm talking about. WFC members can also benefit from the many social connections to the larger local aviation community.

There are an abundance of social activities that we can participate in with others who share our fascination with and love of all things aviation. At our meetings, as regular attendees know, members discuss quietly among themselves, or in a group setting, about recent flight experiences. These are great opportunities to learn and become safer pilots. Members also share information about area aviation activities, make plans to fly together, or even to socialize outside of the aviation environment. I've

heard long time pilots encouraging new ones, and younger pilots sharing the latest technology with those who haven't yet experienced it.

My wife and I flew to the weekly Friday noon lunch at the Iola Airport last week. It was a gorgeous day for flying, and there were more airplanes and people there that day than I had ever seen on previous visits. What a great experience. We saw and visited with a few other people I already knew, but I also met some new people from airports around the state. We had the chance to view a number of interesting airplanes, classic cars, and even a few motorcycles. What a delight to experience flight into a very busy non-towered airport with unpaved runways, then enjoy a delicious lunch and engage in pleasant conversation with other aviators. It made for a wonderful day.

However, you don't need to fly to Iola to get these same kinds of experiences. How about joining us at the next club meeting on the evening of June 3? The camaraderie that takes place during washing and waxing of the club airplane, and the knowledge shared by participating in the safety discussion, will help to keep you engaged in aviation.

First, you need to show up. I hope to see you there.

Safety briefings and occasional field trips, such as a tour of Wittman Regional Airport's air traffic control tower, are just two of the many benefits of attending monthly meetings.



Photo by Rose Dorcey

May Meeting Summary

The first plane wash of the season took place at our May meeting, with weather that finally felt spring-like. While there was a small crowd, the plane looks great and business was accomplished. Nine members attended: Curt Carter, Eric Abraham, Russ Brodtke, Brendan Stormo, Tim Turner, John Oberg, Gary Geisler, Tim Lemke, and Bill Cudnowski. These folks deserve a big "Thank You" for helping with

the first wash and wax of 70G of 2014.

We learned that in April, 15 members flew N7770G 27.5 hours. There were no changes in membership numbers, however at least two people inquired about club membership recently.

Eric provided a maintenance report, sharing that the interior door handle on the copilot's side is wobbly and will be replaced during the next oil

change. There is a small crack in sheet metal under left wing under fuel tank. The push-to-talk button on the pilot's side was changed in early April. Two pilots reported that the tower had difficulty receiving the #1 radio on recent flights. There have been a couple reports of intercom squelch problems as well; could be that the volume and/or squelch controls on the intercom were maladjusted due to different

impedance values with different brands of headsets used.

Brendan Stormo won the Winter Flying themed photo contest. After flying in the harsh winter of 2014, he was awarded a tin of hot chocolate mix and a \$20 Fratello's restaurant gift card.

Tim Lemke provided the safety briefing, which was a review of self-serve refueling procedures, due to the loss of Orion at Wittman Airport.

May Meeting...



Photos by Curt Carter

May Meeting in Photos

Nine members attended our May meeting and completed the first plane wash of the season. Per our usual procedure, as the photos show, N7770G was taxied over to the fire station to be washed, and then taxied back to our hangar for waxing.

After the wash and wax was done, Club President Tim Lemke began the membership meeting at 7:01 p.m. Once the club news was presented, he shared information about upcoming area events. Then it was time to present Brendan Stormo with his gifts for winning the WFC Winter Flying Photo Contest. WFC gave Brendan a \$25 gift card and a fancy tin of hot chocolate mix, because his toes were probably still thawing out from flying on cold winter days to shoot pictures. As you can tell by the photo, Brendan was just ecstatic to win the contest!

Thanks to WFC Member Curt Carter for taking pictures at the meeting and providing them for our *WFC Pilot* newsletter.

MEMBERS *In Action*

Summer Flying Photo Contest?

If we have enough interest, we'll hold another photo contest. If you're able, please take photos of 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.

No fancy cameras are needed for these contests. Both of the photos shown here were taken with an iPhone 4S. Whatever you see that's beautiful to you, snap a picture of it, save it, and then send it in to enter.

Have fun—and fly safely!

Summer Flying Rose Dorcey

In May, John and I flew to East Troy Municipal Airport (57C) where John gave a safety presentation to about three dozen area pilots. I asked John to “take the airplane” on the way down so I could snap a photo of beautiful southeastern Wisconsin near Oconomowoc (below). The photo at right is the pristine landing strip at Air Troy Estates. A friend of ours who lives at Air Troy Estates picked us up at East Troy Municipal, took us to Gus's Drive-in for dinner, and then back over to his place. Air Troy Estates is a beautiful place to live! We returned home after 10 p.m. on a clear, cool night.

In case anyone has forgotten how fortunate we are to live in Wisconsin, these photos of God's green earth should remind us! Please share your photos for the next issue of *WFC Pilot*!

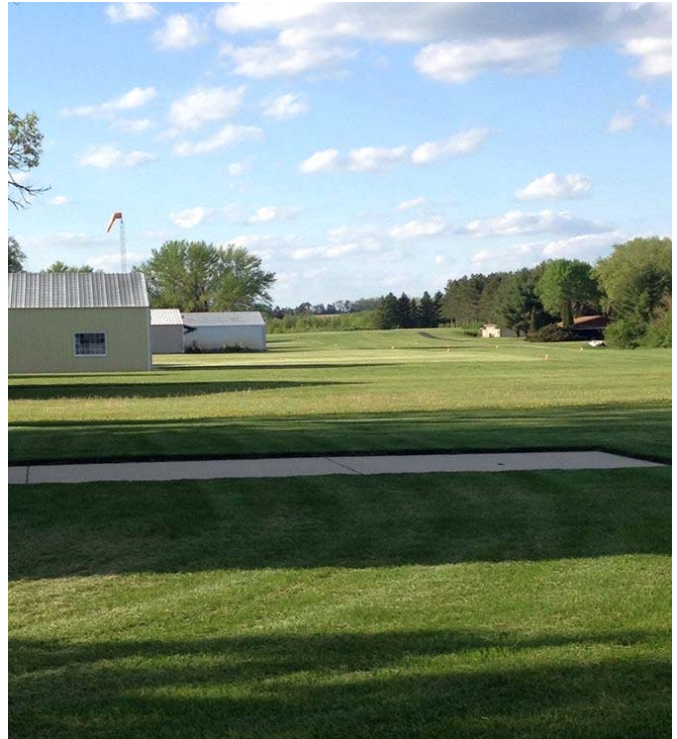


Photo by Rose Dorcey

Thunderbirds and More High-Flying Fun at AirVenture Oshkosh 2014

A first-time appearance by one of the world's top jet teams, an airplane built in one week, the latest flying innovations, and an airport full of aircraft large and small are part of EAA AirVenture Oshkosh, the 62nd annual Experimental Aircraft Association (EAA) fly-in convention, coming July 28-August 3 to Wittman Regional Airport in Oshkosh.



Known as "The World's Greatest Aviation Celebration," among this year's EAA AirVenture Oshkosh highlights (all included with daily admission) are:

- The U.S. Air Force Thunderbirds brings its full performance to Oshkosh for the first time (August 1-3)
- See an airplane built (and help build it) in just seven days, with the "One Week Wonder" Zenith aircraft
- Increased displays of current military aircraft, led by the U.S. Marine Corps VV-22 Osprey tiltrotor
- Vintage and warbird aircraft
- Daily afternoon air shows featuring aerobatic pilots, including WWII aircraft extravaganzas on August 1-2, plus night air shows on July 30 and August 2.
- Aviation discovery for the whole family at KidVenture
- Musical entertainment every evening, including on July 28 Kenny Loggins.

Visit www.AirVenture.org for more information and tickets.

Aerobatic Pilot Bill Cowden Killed in Crash at Stevens Point Air Show

Bill Cowden, Menomonie, was killed in a crash at the Stevens Point Air Show on Sunday, June 1. Bill was performing aerobatics in his Yak-55M when he went down into a wooded area about 1,000 feet east of the airport's Runway 21.

Bill's interest in flying began in 1986 when he enlisted in the US Air Force and was trained as an aircraft mechanic. Bill flew F-16 fighter jets in the USAF before retiring in 2006, and had been flying for more than 24 years. He accumulated more than 7,000 hours in more than 85 different models of aircraft. He was an Airframe and Powerplant Mechanic and aircraft builder. Bill was employed as a first officer flying the Boeing 757/767 for Delta Airlines, based in Minneapolis.

Bill is survived by his wife, Heather, and son Gunnar.

Stevens Point Adds 'Mattson Field' to Official Airport Name

Stevens Point's airport was officially dedicated as Stevens Point Municipal Airport - Mattson Field on June 1 to honor Conrad Mattson, a military ace pilot and Stevens Point native.

Born in 1919 to Swedish immigrants who had only recently moved to Stevens Point, Mattson enlisted in the army after graduating from Emerson High School and first served in D Battery, 120th Field Artillery Unit but later applied to the Army Air Corps where he trained as a fighter pilot.

Mattson was Commissioned as a 2nd Lieutenant in November of 1943 at Luke Air Force Base in Arizona and assigned to the Pacific Theater. During a training mission on Thanksgiving

1944, engine failure forced Mattson to bail out into the Pacific Ocean, where his chute caught the wind and dragged him under the water, forcing him to cut his parachute lines before getting free. He awaited rescue four hours in his dingy, but this event sealed his induction in The Goldfish Club for "escaping death through the use of his emergency dingy or life jacket".

Mattson was assigned to Iwo Jima, where his 21st Fighter Group had landed shortly after a Marine unit secured the island from Japanese forces. Mattson and his cadre stayed in tents near the airfield, and on March 26, 1945- just 11 days after Mattson arrived- the island was attacked by three Japanese units. Mattson, along with other pilots, had become temporary infantry soldiers fighting through a hail of Japanese grenades, and were pinned down for 45 minutes before reaching safety.

In the subsequent air battles, Mattson shot down at least two enemy aircraft, and damaged several others. After WWII ended, Mattson remained in the service and became one of the first Army Air Corps pilots to ever fly a jet.

Mattson returned to the states and continued flying the new jets produced for the military. During a cross-country flight in 1947, the typically clear canopy of the P-80 Shooting Star he was flying began to fog over, forcing him to make an emergency landing on a municipal landing strip in Peoria, Illinois, which was much shorter than what his jet was designed for. The landing—and later, the takeoff—went off without a hitch.

Mattson also served during the Korean War, where he shot down at least two more enemy aircraft, earning him the official designation of "Jet Ace".

After the war, Mattson was recognized for flying twice the speed of sound and also served as an advisor to the German Air Force. Among his accolades are the bestowed honors of the Distinguished Flying Cross with three Oak Leaf Clusters, Air Medal with six Oak Leaf Clusters and the Air Force Commendation Medal. He retired as a Lt. Colonel after 38 years in the service and died in California in 2001. He is interred at Forest Cemetery in Stevens Point.

The Stevens Point City Council approved renaming the air field at its January 2014 meeting. The Council heard a presentation last November on Mattson's accomplishments but given the weight of renaming the airfield, Mayor Andrew Halverson asked Council Members to take the time to consider its importance before voting. WFC Member John Dorsey, secretary-treasurer of Wisconsin Aviation Hall of Fame, encouraged the renaming. Before the Council, Dorsey noted several other Wisconsin airports named after admirable aviators of the past.

"Walking up here tonight I couldn't help but notice the picture of the founders of this community, as well as a lot of memorabilia from a Civil War hero," Dorsey said. "It's that type of history that extends well beyond the walls of city halls everywhere in the state."

Stevens Point Mayor Andrew Halverson said renaming the field gives the air field a certain prestige in recognizing Mattson, and would also make the airport a destination for people interested in aviation or military history.



Conrad Mattson

Strange Airplanes Part II The Republic RC-3 Seabee

By Keith Myers

One of the more unique single-engine aircraft I have had a chance to fly was the Seabee. This airplane was my father's all-time favorite airplane, so he bought one. Steve's shop rebuilt it. They won a "Lindy" award for it that year at EAA.

Percival Hopkins "Spence" Spencer, an aviation pioneer and one-time test pilot for Republic Aircraft, designed the RC-3 Seabee. He later went on to design the Spencer Air Car, which looked a lot like the Seabee. You may be familiar with some other Republic aircraft. One that jumps to mind is the P-47 Thunderbolt! The Seabee was built in that robust style.

The airplane came equipped with a 215-hp Franklin engine. The engine had a hybrid electrical ignition system that included one magneto and one automotive style distributor. That didn't work so great. The flaps were hydraulic, as was the landing gear. The drill was to put the respective selector in the correct spot and then pump the hydraulic handle to achieve the desired results. This got old fast and the airplane I flew had been retrofitted with an electrically driven hydraulic pump. The hand one was left in place—just in case.

What made the Seabee so neat was the fact it was amphibious and then some! The airplane could be operated from a variety of surfaces. Any solid surface, smooth or not. Water, to include lakes, rivers, and even open ocean. They were used in deep snow or soggy mud flats. The hull was incredibly well built. The owner's manual advised, as did people who operated Seabees, that in case of a forced landing, leave the gear up! Even a belly landing on the concrete did little more than scrape the paint off the keel.

What made the Seabee scary was the engine. The electrical system seemed to want to malfunction for no reason at all. Of course that meant you lost horsepower. I swear that airplane needed 214 of the 215 horses just to fly! On one memorable flight with my daughter, Sara, it took both of us working the controls and 5 miles of glassy lake to get airborne. The airplane would come unglued from the water at 60 mph and not one mph sooner! We got to 59 mph and stayed there for miles! Running across a boat wake finally got us airborne.



Keith Myers, Pilot Examiner



Photo courtesy of Keith Myers

On another memorable flight with my brother Steve, we departed Runway 9 from the intersection of 31/13 at Oshkosh, thinking, "I don't need to taxi all the way to the end. This airplane gets off the runway just fine." We got off fine and at about 40 feet and no runway left, a couple of the horses in the engine went and lay down! If you look at the departure path from Runway 09, you will note that it goes through the backyards of a bunch of houses and eventually comes out at the water. We went through that gap. Mechanics at the hangar thought we had crashed so they jumped into their vehicles to go pick up the pieces. Once over the water we gave up 39 of our 40 feet of altitude to get into ground effect. (Lower drag and some acceleration.) After about an hour of climbing ever so slowly and burning off fuel, we got high enough to call it pattern altitude and returned to the airport.

Flying that beast was always an adventure.

Oshkosh Women in Aviation Offers Scholarship, July 19th Deadline

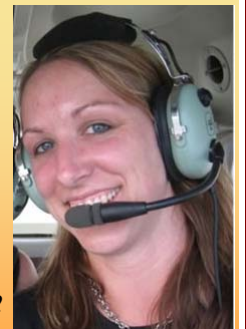
The WAI Oshkosh Chapter Spirit of Flight Scholarship is open to women of all ages who have already soloed and are working on their recreational, sport pilot, private pilot, or commercial certificate, instrument or multiengine rating, or CFI. Preference will be given to Wisconsin residents, but all who 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.

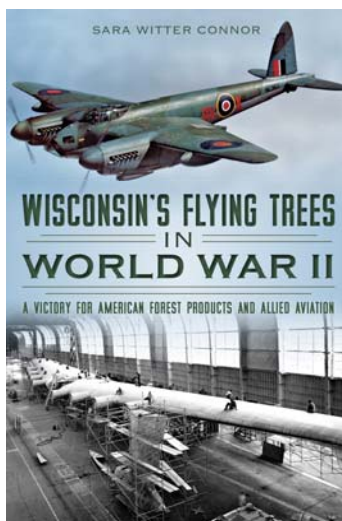
Wisconsin's Flying Trees

By Sara Witter Connor

Reviewed by Rose Dorcey

The back cover of Sara Witter Connor's new book, *Wisconsin's Flying Trees in World War II*, provides an adequate description:

Wisconsin's trees heard "Timber!" during World War II, as the forest products industry of the Badger State played a key role in the Allied aerial campaign. It was Wisconsin that provided the material for the De Havilland Mosquito, known as the "Timber Terror," while the CG-4A battle-ready gliders, cloaked in stealthy silence, carried the 82nd and 101st Airborne into fierce fighting throughout Europe and the Pacific. Sara Witter Connor follows a forgotten thread of the American war effort, celebrating the factory workers, lumberjacks, pilots, and innovative thinkers of the U.S. Forest Products Laboratory [in Madison, Wisconsin] who helped win a world war with paper, wood, and glue.



Adequate, yes, but the book is so much more.

Along with facts and figures that pertain to Wisconsin's involvement in the war are anecdotes of those whose lives were affected in personal ways. We hear from and about Wisconsin's World War II veterans, and those who stayed stateside to contribute to our victory. The book is about the savvy, dedicated people and companies of Wisconsin and the many ways our forest products helped win the war.

For instance, Connor tells us early on that during World War II, more than "320,000 men and 9,000 [Wisconsin] women served in the Armed Forces. Of that number, more than 8,000 were casualties and 18,600 were wounded to return home. Thousands more would be civilians participating in Wisconsin's workforces supporting the war effort."

Connor wrote of women who walked for miles to Marshfield, Wisconsin, where Roddis Lumber and Veneer Company, later Roddis Plywood Corporation, was located. Roddis was a key employer and manufacturer of the wood products needed to build the planes and parts that went overseas to fight. Specialty veneer so thin it couldn't be kiln dried for fear of shattering was used for aircraft wing skins. Splicing the wood was precision work, and many women worked many hours using hot flat irons to splice the veneers together. Mahogany, Wisconsin basswood, and yellow birch were used.

Airplane fans will enjoy reading details about the companies and various aircraft that were constructed using Wisconsin wood, such as the Avro Anson, Bellanca Aircraft, and of course the Hughes Aircraft Company, and the blundered name, *Spruce Goose*, that lives to this day. Ironically, there's also a connection to a German veneer edge gluing company used by Roddis.

Historic photos and drawings accompany the text to give readers a thorough understanding of not just the facts, but the feelings and attitudes from that period. After Pearl Harbor was attacked, Connor tells us, "Out of the initial shock came resilience, determination, and a unification of purpose." The book is filled with thoughtful, firsthand accounts of the ways Wisconsinites helped win the war.

As a central Wisconsin native, I found the book intensely interesting for the familiar names and locations mentioned. But for anyone interested in the heritage of our great state, especially World War II buffs, *Wisconsin's Flying Trees in World War II* is a must read. Find it online at Amazon.com, Barnes and Noble, or visit www.WisconsinFlyingTrees.com.

BOOK REVIEW

***If you haven't
already, please
be sure to fill
out your
Member
Spotlight
form and send
it to the editor
to be used in a
future issue of
WFC Pilot.
Thanks!***

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!





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 skyword@new.rr.com,
or call 920-385-1483.

*Don't ever let an
airplane take you
someplace where
your brain hasn't
arrived at least a
couple of minutes
earlier.*

— Anonymous

We're on the Web
winnebagoflyingclub.com

facebook



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

The Fox Valley's Friendliest Flying Club!

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

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

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

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

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

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.



June 11	Wisconsin Rapids	(KISW)
June 18	Marshfield	(KMFI)
June 19	Prentice	(K5N2)
June 25	Merrill	(KRRL)
June 26	Lakeland/Arbor Vitae	(KARV)
June 30	Sturgeon Bay	(KSUE)
July 2	Medford	(KMDZ)
July 3	Crandon	(KY55)
July 7	Walter's Agri-Center	(WI28)
July 9	Wausau	(KAUW)
July 10	Three Lakes	(K40D)
July 16	Stevens Point	(KSTE)
July 17	Rhineland	(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.

June 15 - Wings & Wheels Sheboygan County Memorial Airport (KSBM), Sheboygan Falls. Pancake breakfast 7 - 11. Sponsored by Sheboygan EAA Chapter 766, the Aviation Heritage Center hosts more than 70 vintage automobiles and 30 unique aircraft every year on Father's Day. The show will run from 7 a.m. - 4 p.m. Cars and airplanes to see!

FMI: Glenn Valenstein 920-377-0704 email: lakeshorefleet@gmail.com

Sunday, June 15 Father's Day Fly-in and Breakfast - 7am to Noon--Palmyra Municipal Airport (88C) Pancakes, ham, eggs, orange juice, coffee, and as always, radishes! Breakfast: \$6 adults, Kids under 12 \$3.



June 21 - 22 Menomonie Airfest & Auto Rama, Menomonie Municipal Airport (KLUM) 7 a.m. - 7 p.m. Pancake breakfast, chicken dinner, auto and air shows, kids activities, aircraft rides, and pet walk. Proceeds to benefit the Don Fanetti Memorial Aviation Scholarship. FMI: Jeff Overby 715-379-8399 or visit www.MenomonieAirFest.com.

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 & Sea-plane, 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