



WFC Pilot

Volume 3, Issue 6

June 2015

Meetings

Summer Schedule:
First Tuesday of the Month
6:00 p.m.
Hangar C5
Wittman Regional Airport
Oshkosh, Wisconsin

Next Meeting:

Tuesday, June 9, 2015
Details here →

Wash, Wax, Wipe and Whistle Plus “Engine Starting Procedures” by John Dorcey

That’s right folks, you’ll be whistling a happy tune when you see how good 70G looks after a good going over.

The regular monthly meeting of the Winnebago Flying Club will be held on Tuesday, June 9. We’ll wash and wax 70G (weather permitting) for the second time this season, beginning at 6 p.m. When that’s done, right about 7 p.m., the business meeting will begin.

At the end of the business meeting, John Dorcey will lead the ground instructional session, which will cover details of the engine starting system and procedures for 70G.

We could use lots of help with washing and waxing our club airplane, but if you’re unable to arrive by 6:00, that’s okay. Come when you can.



Photos by Rose Dorcey

Flying Wisconsin By Rose Dorcey

Less than a week ago, I heard the news that a Sonex plane had gone down at Wittman Regional Airport, and that both occupants had died. Thoughts immediately went through my head as to who it may be. I never expected to learn that it was our fellow club member Mike Clark, and Sonex CEO Jeremy Monnett. “No, not Mike,” I said. “Not Jeremy.”

In the year or so that Mike had been a WFC member, I can’t say that I got to know him well, however it’s easy to say that *I really liked him*. Not only did we have flying in common, but we both loved motorcycling. I was impressed by his determination to succeed in the aviation field, and at how much he had already accomplished, at just 20. Mike had become a private pilot before joining our club, in minimum hours. He had recently graduated from Fox Valley Technical College’s demanding A & P program and was on the Dean’s List. He was working on his instrument rating with my husband, John, and mastering each lesson with ease. John stated early on that Mike was one of the best pilots he had ever flown with in his 47 years of flying. Mike was on his way to a stellar aviation career.

The morning after he died, I spoke with Mike’s father, Gary. He and Mike would have been leaving on a motorcycle vacation that day. Instead, Gary was notifying family and friends of Mike’s passing.



We talked about Mike’s aviation roots and goals. He stated that everything Mike had wanted in his near term goals had come together. There was no doubt in Gary’s mind that Mike’s loftier goal of becoming a commercial pilot would be met in just a few short years. There was no doubt in my mind, either.

Mike will be missed. I’m sure all WFC members who met him would agree. His personality wasn’t loud; it’s his quiet, thoughtful nature we’ll miss. His presence was known at so many meetings because of his knowledge, friendliness, and helpfulness. As a young pilot who has flown west, let’s honor him when we fly, and remember him in our prayers.

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TIM TALKS



Club Pres Tim Lemke

“Only when the oil level drops below six quarts is it necessary to add oil.”

Engine Oil Considerations

In last month’s column, I reviewed many of the standard practices for refueling N7770G. This month, I would like to review some of our standard practices regarding engine oil.

The engine in 70G has a maximum oil capacity of eight quarts, but an oil level anywhere between six and eight quarts is acceptable. Our airplane uses approximately one quart of oil for every 12-18 hours of operation. Although this rate of consumption is much higher than your car or truck, it is right in the normal range for an air-cooled aircraft engine.

If the oil sump is filled to capacity, the oil consumption tends to be higher. Therefore, the preferred oil level is between six and seven quarts. There is no need to add oil if the oil level is at or above the six quart mark. Only when the oil level drops below six quarts is it necessary to add oil. Then, please add the *entire* quart, not just a portion. The reason for this is that once the oil container is opened, it is difficult to know whether it is fresh, clean oil, or if the opened container has been contaminated.

Be patient while waiting for the oil to drain from the container into the engine, especially during the cold weather months when the oil doesn’t flow very fast. If you need to add oil when outside temperatures are below freezing, I’ve found it helpful to



Checking the oil in 70G should be part of every preflight inspection. Follow Tim’s advice to make certain your procedures regarding adding oil are aligned with club guidelines.

place a container of oil on the floor of the airplane cabin, and then put the portable space heater in the cabin to warm everything up while you perform the normal preflight inspection. By the time you’ve finished the preflight inspection, the oil will have been warmed sufficiently so that it flows freely, almost as it does in the warm, summertime temperatures.

There are several high quality brands of oil and it’s available in a variety of different grades. We normally use AeroShell 15W50. If you need to buy a quart of oil when you’re at another airport, that’s what you should ask for, although, another brand of the same grade could be used. However, don’t even think about using automotive oil

in an air-cooled aircraft engine, or vice versa. The formulation of the two oils is considerably different and bad things will happen to your engine if you interchange them.

More important points:

- Make certain that the funnel is clean. Keeping the cover on the funnel when it’s not in use will keep out the dust and dirt.
- Wipe up any spilled oil immediately to help keep the engine cowling (inside and outside) clean and neat.
- Any oil added between oil changes is paid for by the club, so we don’t want to waste any of this expensive stuff.

It’s Summer - Please Wipe off the Bugs!

Picnics, lazy days at the beach, baseball, and lemonade, yada, yada, yada... we know what summer really means—bugs! Dang things. They bite our ankles and give us welts. They get in our food at summer picnics. They buzz around, attempting to use our arms and legs as runways to land and spread their germs. And worse than all that, they get all over the leading edges of our prized 70G!

Please remember to wipe the bugs off after each of your flights this summer. Cleaning supplies can be found on the bench in the hangar.



May 5, 2015 Meeting Minutes

The meeting was called to order at 7:00 p.m. after a 6:00 p.m. wash and wax of 70G at hangar C5. The following members and guests were in attendance: Dennis Hinz, Eric Abraham, Mike Clark, Brenden Stormo, Sean Gibbons, Dani Mortenson, Adi Fenrich, Chris Matheny, John Oberg, Tim Lemke, Rose Dorcey, Curt Carter

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

TREASURERS REPORT:

Checkbook balance: \$2245.95
70G hours flown: 33.8 by 13 pilots
Self-insurance (savings): \$2812.49
Receivables: \$5016.69
Payables: Fuel and taxes
Tax returns for 2014 have been submitted. The fee for tax preparation was \$225.

MEMBERSHIP REPORT:

- Timothy Bobzin's membership was recategorized to "college member" to correct his membership status.
- Prospective new members: Sumit Chanana, Dani Mortenson, Sean Gibbons, Paul Spanbauer
- Current membership includes 32 regular members, 3 family memberships, 6 college students, and 16 associate members

MAINTENANCE REPORT:

- Several pilots reported that 70G was occasionally difficult to start in recent weeks. N7770G has been in the shop twice to troubleshoot and correct the issue. The left magneto and impulse coupling was replaced most recently. The starting difficulties appear to be resolved.
- The nose wheel tire was replaced with a new tire after one member experienced a flat during takeoff and landing practice. The left main tire was replaced with a used (but still good) tire.
- The GPS database has been updated.
- The extension cord for plugging in the Tanis heater was found to have a bad connection on the receptacle end and was repaired.
- A missing inspection cover screw was replaced.
- A "smoking" rivet was spotted on the upper surface of the right wing during the wash and wax and will be investigated.

COMMUNICATIONS:

- See the WFC newsletter for a list of current and future events.
- Blaine Vander Wielen passed the flight test for his private pilot certificate on April 18. Congratulations to Blaine on a job well done.
- Mike Clark will graduate from FVTC's A&P program in May. Mike will take a practical test in June, and has a fulltime job waiting for him at Sonex.
- A safety seminar sponsored by the AOPA is scheduled for May 14 in Manitowoc, 7:00-9:00 PM.
- The UWO Aviators club is still in the process of getting organized and set up as a flying club. Eric Abraham attended a recent meeting where bylaws, board organization, insurance and finan-



WFC Members Brendan Stormo, Mike Clark, and Dennis Hinz at our May meeting.

cial planning was discussed. We will keep WFC members apprised on developments as they happen. The club will be using a Cirrus airplane with an hourly rental rate of \$190. Two hours minimum flight time per month is required.

OLD BUSINESS:

None

NEW BUSINESS:

- Eric Abraham has asked to use 70G for an extended reservation of five days in September. The reservation request was approved.
- With warmer weather coming on, post flight activities should include wiping the bugs down from all the leading edges and the windshield. The plain white spray bottles have a mixture of dish soap and water, and are for the wings and other painted areas. The aerosol spray and the blue microfiber towels are for the windshield. Members were also reminded that we should try to wipe in a horizontal direction only when cleaning the windshield to minimize circular scratch patterns on the windshield.

NEXT MEETING: Tuesday, June 9, 2015

Location: Hangar C5

Wash & Wax starting at 6 p.m. Business meeting starts at 7.

General Interest/Safety Topic: *Engine Starting Procedures*, discussion led by John Dorcey.

Tim Lemke led the May instructional program, which was a review of procedures for selecting and tuning radio frequencies in 70G. The review included a test, which was a fun and informative way to present the material. (Mike Clark was the only one who got 100% correct.) A copy of the test, with answers, is included with the meeting minutes sent to members.

Sonex Aircraft's CEO Jeremy Monnett and Mechanic Mike Clark Lost in Oshkosh Plane Crash

Sonex Aircraft CEO Jeremy Monnett, 40, and Sonex Assembly Mechanic Mike Clark, 20, were killed in an airplane accident involving Sonex Sport Acro N123SX on Tuesday, June 2, 2015.

The plane they were in crashed at about 3:20 p.m. on the back parking lot of an Oshkosh Corporation property located near Montana Street and West 23rd Avenue in Oshkosh, according to the Oshkosh Police Department. Jeremy and Michael were pronounced deceased at the scene. The Federal Aviation Administration and National Transportation Safety Board are investigating the cause of the crash. Sonex Aircraft is hopeful the investigation of

Tuesday's accident will reveal conclusive findings regarding the cause, however, no immediate conclusions can be drawn. The cause of the accident remains unknown.

Sonex Aircraft founder John Monnett made a statement to staff on Wednesday, June 3, that Sonex Aircraft, LLC will continue to operate despite the holes left by Jeremy and Mike's absence. It would unquestionably be Jeremy's wish that the Sonex company and the community of Sonex and AeroConversions customers carry-on.

Jeremy Monnett

Oshkosh lost one of its finest young leaders, community contributors and all-around great guys with the passing of Jeremy Trent Monnett. A lover of family, life & community, he is survived by his wife Kate (Cotter), their two sons, Miles & Brooks, his parents, John & Betty Monnett, all of Oshkosh, his brothers John (Terri) Monnett III of LaCrosse and his twin Jason (Jaimie) Monnett of Oshkosh, Parents-In-Law Kerry and Tom Christopher of Waukesha, Mike & DeLoma Cotter of Fond du Lac, brothers in law Dan Cotter and his beloved Ruth Zimmerman, Tim Cotter and his fiancé Sam Green, step in-laws Courtney & Aleta Schultz and Eric and Scott (Jodi) Christopher. His nephews & niece: Calvin & Juliet Monnett of Oshkosh, John Monnett IV of LaCrosse and nephew Ryan McWane of Oshkosh. He is also survived by numerous beloved Aunts, Uncles and Cousins. He loved all of his family so much: Shirks, Monnetts, Diedrichs, Cotters, Sheahan & Christophers.

Jeremy loved being a father. His family was his life. He and Kate lived and loved with such a great passion and zeal. Kate, Miles and Brooks will be his legacy always- as will all that have been touched by him.

Jeremy was born June 12, 1974 in Elgin, IL with a collapsed lung and spent his initial days in intensive care- exhibiting his toughness at a tender age. He also exhibited his adventurous spirit early on in life. He climbed up on the roof of the family's Elgin, Illinois, home at age 4 following his dad up the ladder and interrupting Dad's work with a "what ya doin' Dad?" Aviation brought the Monnett family to Oshkosh in 1981. Jeremy's formative years led him to a passion for singing, dancing, running, and then aviation. Participation in Odyssey of the mind laid the groundwork for his engineering interests. He helped restore an Aeronca L3 Warbird Aircraft with his dad while in high school, stoking the passion for aviation that would later define his career.

He spent five glorious years on the campus of UW Madison earning his mechanical engineering degree, making many friends from far and wide and of course becoming a huge Badger fan. While in college, he interned for a summer in Detroit for General Motors- and begin to realize that working for corporate America was not in his plan. Upon college graduation, he moved to Seattle to work for the Boeing Company. He worked remotely assisting in the early stages of Sonex, establishing the website and helping respond to early builder inquiries via email. While with Boeing, he had the opportunity to visit China, Japan and Australia- and he fondly recounted those trips over the years—including the wishes he made in a Chinese fountain—that he would help Sonex become successful and find and marry the woman of his dreams. While he enjoyed Seattle and made many new friends. In 1998 he returned to Oshkosh to work at developing Sonex full-time. Upon his return, Jeremy did help guide Sonex to prosperity. He began as general manager and grew into designing his own model - the Onex- with the helpful input of his father and Pete Buck.

He also became an incredibly active and impactful member of the community-and was a tireless champion of many causes. He began as President of the Oshkosh Jaycees, Member of the Chamber Aviation Committee, then involvement with Progress Oshkosh and the light the bridges campaign, Chairmanship of the Christine Anne Domestic Abuse Center Board, service on the Chamco and in formation of the Greater Oshkosh EDC. In these capacities, he gained many valued friendships and admirers. He was a cheerleader and an advocate for Oshkosh and his leadership in many areas will be missed. He was honored as a 40 under 40 recipient by the Oshkosh Northwestern. He was also a national advocate and participant in the home built aircraft industry: a young leader in that movement that he was so passionate about.

...And he did meet the love of his life! His love for Kate was so strong and undeniable. From the first Jaycees meeting Kate attended, Jeremy knew she was the one he was going to marry. When on their first date four years later, driving home Kate said to Jeremy: "This sucks. I'm never gonna date anyone else again." They were engaged on St Patrick's Day 2006-- less than eight months after they started dating. They were married on March 24, 2007.

Through his organ & tissue donation, Jeremy gave the precious gift of prolonged life to as many as 50 people. Please enroll as an organ and tissue donor *today*.

A memorial service and celebration of Jeremy's life was held Sunday, June 7 in the Eagle Hangar of the EAA AirVenture Museum in Oshkosh. In Lieu of Flowers, the family has established a memorial.



Photo courtesy of Sonex

Mike Clark

Michael John Clark, age 20, of Oshkosh died unexpectedly in an airplane accident near Wittman Regional Airport (KOSH) on June 2, 2015. Mike was born on December 21, 1994 to Gary and Jacqueline (Beining) Clark in Green Bay.

Mike attended Wrightstown High School, Class of 2013, and Fox Valley Technical College. He graduated in May with a Technical Diploma in the Airframe & Powerplant Mechanics program where he was on the Dean's List. Mike was active with Boy Scout Troop 1446 of Wrightstown where he earned the Eagle Scout award shortly after his 16th birthday. After scouts, Mike began pursuing his dream of flying. He began lessons to earn his Private Pilot Certificate at Blue Sky Aviation in Pulaski. He achieved his Private Pilot Certificate shortly after his 17th birthday with the minimum hours required by the FAA. Mike was presently working on his Instrument Rating. After high school, Mike was employed at Basler Turbo

Conversions and most recently employed at Sonex Aircraft, LLC in Oshkosh where he was an Airframe Assembler. Mike had a deep love for not only the work that he did, but also for the entire Sonex family. Every time we talked to him the conversation was always about the love for his job and the people he worked with. Mike belonged to the Winnebago Flying Club and was a member of EAA.

Mike was a caring person and will live on through his donation of organ and tissue. Mike is survived by his parents, Gary and Jacky and his older brother, Chris.

Visitation will be from 3 to 7 p.m. on Friday, June 12, 2015 at St. Clare Parish, 437 Main Street, Wrightstown. Visitation will continue Saturday morning from 9 to 11 a.m. A memorial mass will be celebrated at 11 a.m. with Father Dennis Bergsbaken and Deacon Ken Kabat. Burial will be in the Saint Mary cemetery.

In lieu of flowers a memorial fund will be established.



Photos by Rose Dorcey

Mike at some of our club meetings over the past year. Above, with WFC Member Sara Strands. Mike usually came right after work. He will be missed.

Preflight Preparation

By Keith Myers

As part of every practical test the pilot is expected to have completed some rather extensive pre-flight planning tasks. Let's look at Task A (Certificates and Documents), Task B (Airworthiness Requirements), and Task C (Weather Information). These tasks are evaluated extensively during the oral portion of the practical test, however they may show up in the flight portion as well.

For the pilot applicant at the Sport, Recreational, or Private Pilot level there are some similar tasks that have to be demonstrated. All of these pilots have to explain to the examiner what the requirements are for the certificate he or she is going for. The applicant will be required to locate and explain airworthiness and registration certificates as well as operation limitations, placards, and instrument markings. If there is a POH (Pilot Operating Handbook) or AFM (Aviation Flight Manual) the applicant has to produce that and be able to answer any questions the examiner has about information contained in these documents.

The pilot has to produce the aircraft's maintenance records and be able to determine if the aircraft is in compliance with any required inspections, ADs, or safety directives. In general, the applicant has to show the examiner that the aircraft is airworthy from the paperwork side of things.



Sometimes the airplane is not in compliance and the test cannot move forward. Should the pilot discover this he or she may ask for a discontinuance of the test. If the applicant wants to fly the airplane anyway because he or she is not aware of the airworthiness items or chooses to ignore them, or perhaps believes that they do not apply, then the test is considered a failure.



Keith Myers, Pilot Examiner

When it comes to equipment and the aircraft, the applicant needs to know what is required for the condition of today's flight, what to do if something is found to be inoperative, and when a special flight permit might be required. They also need to know the steps required to obtain a special flight permit.

The pilot applicant will have been given a flight to preplan for the test. In doing this he or she also needs to come prepared to brief the examiner on the weather for that flight. Simply telling the examiner "the weather looks good to me" is not enough of a weather discussion.

The weather products and charts that the applicant needs to understand are rather long. Each PTS lists these products. Besides the normal METARs, TAFs, and FAs, there are things like wind shear reports and icing reports. The pilot needs to demonstrate to the examiner that he or she can interpret these reports in the coded format. The well-prepared applicant will have preprinted this information prior to the showing up at the exam. (They may be printed in the decoded or plain language format for actual use by the pilot.) Remember, the examiner is looking for current weather information. Printing out these reports from several days ago when you were working on the cross country won't cut it.

Electronic flight bags like the iPad are getting very popular. Having all the required information mentioned in this article available on these electronic devices is okay with most examiners. If in doubt ask your examiner prior to the test. Just make sure you can access whatever information will be required for the test.

See the F-35 Lightning II Fighter Jet at EAA AirVenture 2015

The Lockheed Martin F-35 "Lightning II," the fifth-generation fighter that will be used by multiple U.S. service branches, will make its initial appearance at the EAA AirVenture Oshkosh fly-in this summer. It also marks the first civilian U.S. air show appearance by this unique jet. The 63rd annual edition of the Experimental Aircraft Association's fly-in convention is scheduled for July 20-26 at Wittman Regional Airport in Oshkosh, Wisconsin. The F-35 is designed as a versatile, high-performance multirole fighter that combines stealth, sensor fusion, and unprecedented situational awareness. The "Lightning II" nickname was given to the F-35 in honor of the legendary P-38 fighter of the World War II era.

More information is available at www.eaa.org/airventure.



WAHF Announces its 2015 Scholarship Recipients

The Wisconsin Aviation Hall of Fame will award five scholarships to aviation students in 2015. The recipients will be honored at WAHF's induction banquet on October 24 in Oshkosh. The scholarship recipients and award they are receiving are:

- Johnathon Riderbush, Thiessen Field Scholarship, \$500
- Cole Hamilton, Jerome Ripp Memorial, \$500
- Michael Peer, Jeff Baum Aviation Management, \$500
- Nicholas Morgan, Carl Guell Memorial, \$1,000
- Brady Wojt, EAA Chapter 640/Robert Payzer Memorial, \$1,000.

More information on the recipients' background will be announced later this year. For more information about WAHF's scholarship program, visit www.CFONCW.org or at www.WisconsinAviationHallofFame.org.

Member Spotlight

Mike Clark

Occupation: Current: Sonex Aircraft, Sonex JSX-2 Kit Assembler. Past: Basler Turbo Conversions, Building Maintenance and Mechanic's Helper.

Where did you grow up? In the small town of Morrison, Wisconsin, halfway between Green Bay and Appleton.

How did you get interested in aviation/your aviation background: I really have no idea how I became interested in aviation. I used to and still do quite a bit of virtual flying on Microsoft Flight Simulator; I believe that's what sparked my interest. I used to spend a lot of time at Jay Baeten's Antique Aerodrome (9WS2) just south of Green Bay hoping that eventually I would get to go for an airplane ride and I finally got it in Jay's Cessna 170 on a windy, bumpy August day going over to Clintonville! I even did my first landing! I was immediately hooked; less than a month later I started my flight lessons at the tiny airport at Pulaski's Carter Airport (92C) and had my license four months later in January, just a month after my 17th birthday. Presently, I am going to Fox Valley Technical College for A&P and will have my license next summer.

Latest book you've read: Peter Buffington's *Squawk 7700*.

Favorite airplane: I have future plans to build a Bearhawk 4-place, but I do have a soft spot for Cessna 150s.

I'd love to trade places with a day: Navy Carrier Pilots, just something about going from 0 -150-mph in an instant seems like it could be fun!

Describe a favorite flying experience: Taking my lovely girlfriend up for her first flight in a small plane earlier this August.

If I could be King for a day: I would pass on it.

Name something most people don't know about you: I'm terrified of helicopters.

My other hobbies, besides aviation: Motorcycling, fishing, and hunting. Really anything that will get me outdoors.

Favorite Quote: Dream it, believe it, achieve it. —Unknown

What do you like about being a member of Winnebago Flying Club: Belonging to a great group of people and having a pristine aircraft to fly for a reasonable price.



RIP Mike Clark

Meet
WFC Member
Mike Clark

RIP

Mike Clark

Editor's Note:

**This column in
being rerun; it
originally
appeared in the
October 2014
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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*“Higher,
Ever Higher.”*

—George Chavez,
last words after
crashing his Blériot,
September 1910.

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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.

Aero Activities

WISCONSIN FLYING HAMBURGER SOCIALS

Events throughout the state on different weeknights June through September from 5 - 7 p.m. Donations appreciated. Visit <http://www.wisconsinflying.com/flysocial/index.html> for more dates and information.

June 17 - Stevens Point Municipal Airport (KSTE)

June 18 - Tri-County Regional (LNR) Lone Rock

June 23 - Wild Rose Idlewild Airport (W23)

June 24 - Alexander Field-Wisconsin Rapids (KISW)

June 25 - Lakeland-Noble Lee (ARV) Minocqua

July 2 - Crandon-Steve Conway Municipal (Y55)

July 15 - Marshfield Municipal Airport (KMFI)

July 16 - Rhinelander-Oneida County (KRHI)

July 29 - Alexander Field-Wisconsin Rapids (KISW)

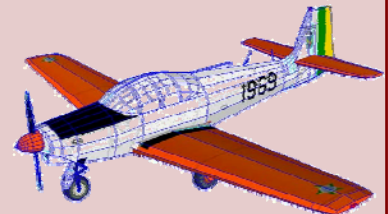
August 6 - Eagle River Union Airport (EGV)

Props & Pistons, June 20, Eagle River Union Airport (EGV).

The event features a 1/4-mile radar fun run on the runway, aircraft displays, RC models, food, and family fun. For more information visit <http://www.erairport.com>.



June 21, 2015 Wings & Wheels Rain or Shine - 8 a.m. to 3 p.m. Sheboygan County Memorial Airport (SBM) - Sheboygan Falls, Wisconsin.



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. Here's your chance to get a close-up look at one-of-a-kind cars

and airplanes. Meet pilots and car owners while enjoying food and beverages sold by local vendors. There are even vintage boats and model railroads. No admission charge.

July 12, 2015 EAA Chapter 1389 Pancake Breakfast Fly-in, Middleton Municipal Airport-Morey Field (C29), 7:30 - Noon. Pancakes, eggs cooked to order, sausage, pastries, coffee, juice, and milk. Airplane rides, static airplane, fire/rescue and med-flight displays. Contact Al Barger at 608-836-1711 or visit www.moreyairport.com.

July 17 - 19, 2015, Third Annual Heavy Bombers Weekend at Dane County Regional Airport (MSN), Madison, Wisconsin. The 3-day event will feature many historic aircraft from the Commemorative Air Force and the Experimental Aircraft Association, including B-29 *FIFI*, B-24 *Diamond Lil*, B-17 *Aluminum Overcast*, and many more. Activities include: air rides, ground tours, food vendors, merchandise vendors, and WWII re-enactors. In conjunction with the event, the 14th Annual **Wisconsin Aviation Hangar Dance will be held on Saturday, July 18, 2015**, with entertainment by Ladies Must Swing, from 6 - 10:30 p.m. For more information, visit <http://heavybombersweekend.splashthat.com>.