

# WFC Pilot

Volume 1, Issue 1

March 2013

## For your reading pleasure...

When my fellow club members suggested we begin distribution of a newsletter, I was happy to hear it. Newsletters are a great way to keep up-to-date on important information, learn about events, and a wonderful way to get to know each other better.

For instance, in this our first issue, you'll learn about Gary Geisler's trip to Colorado with Club CFI Tim Lemke, and the reasons behind the trip. You'll share in the success of two members who recently soloed, and see photos from our recent Winter Party. You'll find a number of area activities, and get a brief report on meetings or events you may have missed.

However, that "get to know each other" part is what's most important to me. Being a part of a flying club automatically means it's a social experience. And while it's better to learn about people "live and in person," at least we can read about them before or in-between seeing

them at meetings. In that light, a "Member Spotlight" form has been sent to all members to be filled out and returned promptly so we can feature you in a future issue of *WFC Pilot*. Don't worry! The questions are easy to answer. I can almost guarantee that you'll enjoy answering them as much as you will enjoy reading the responses of others. (Be sure to send a photo, too!)

The frequency of this newsletter has not yet been determined. I'm hoping for monthly. It all depends on you sharing information and telling me what kind of content you want to see. For the best newsletters, it's a collaborative effort; members send stories and photos that others enjoy. Have a flying destination story you want to share, a tip that makes your flying easier, or a report on an aviation event you've attended? Send it in... and I'll try to use it.

It's my pleasure to serve as the *WFC* newsletter editor. My



For the *WFC Pilot* to be the best it can be, it needs you! Please share your news, stories, tips, and knowledge.

contact information is on the back page, please get in touch with me with ideas you have to make the *WFC Pilot* your most valued reading material! Okay, maybe that's pushing it, but I'll try!

—Rose Dorcey

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## Let's Meet in April!

Our next meeting is Saturday, April 6, 8:30 a.m. at the FAA Safety Center, located next to the air traffic control tower at Wittman Regional Airport in Oshkosh. We'll discuss ongoing projects, hear a report from Eric, our maintenance officer; and get a financial report from Sara, along with other business items of note.

Following the meeting, beginning at 9, members are en-

couraged to stay for the 2013 FAA Safety Standdown, which focuses on building a safety community, human error, and loss of control, the leading causal factor in general aviation accidents. Presentations will explore each of these critical areas and provide important insight, tips, and resources for improving general aviation safety. Expand your knowledge on aviation safety and get Wings

credit by attending this event.

Questions? Call Wes Hakari, FAA Great Lakes Safety Team program manager, at 414-486-2976 for more information.

## Tim Talks

Welcome to the inaugural issue of the *WFC Pilot* newsletter. I hope you'll enjoy reading these pages, and by doing so, become a more fully engaged member of the Winnebago Flying Club.

The objectives for this newsletter include:

- Keep members fully informed of flying club business and activities
- Encourage active participation in all club activities
- Promote the Winnebago Flying Club and use this newsletter as a recruitment tool
- Entertain
- Inform
- Educate

If there are any topics that you would like to see covered in

this newsletter, or better yet, any articles you'd like to contribute, please forward to Rose at [skyword@new.rr.com](mailto:skyword@new.rr.com).

We continue to actively recruit new members. Our word-of-mouth promotion has traditionally been our most effective recruiting tool. We currently have room for as many as 12 additional members. So please continue to spread the word about the advantages of club membership. We welcome beginning pilots as well as seasoned veterans.

Our current roster of members includes a diverse mix of pilots with a variety of backgrounds and experiences and includes student pilots, private pilots, commercial pilots, flight instructors, and air-

line transport pilots. We are all joined by our common passion for aviation.

In future issues of this newsletter, we'll be providing a brief biographical sketch of each member. I'm sure you'll be amazed at the talent and diversity of our members.

The next club meeting is on April 6 at the FAA Safety Center at Wittman Regional Airport (next to the control tower). The business meeting starts at 8:30 a.m. and will conclude by 9:00 a.m. Following the business meeting is the FAA Safety Standown presentation, moderated by Wes Hakari. I look forward to seeing you there.

—Tim Lemke

Club Pres Tim Lemke

### *Did you know?*

*Our club pilots*

*flew N7770G*

*about 450 hours*

*in 2012?*

#### **Note:**

*Members are asked to please pay their bills promptly. When our accounts receivable is high, it leads to cash flow problems. We love prompt payments!*

**Our members and guests had a great time socializing and winning prizes—nearly everyone went home with something—at our annual Winter Party in February.**

## Winter Party 2013

Brendan Stormo and Paul Bohnert reported that our annual WFC Winter Party was a success. Held at the Delta Family Restaurant in Oshkosh on February 15, about 20 members and their spouses/friends attended, and those who did reportedly had a great time. A family-style meal was served, and members played a round of "Name that Tune—Aviation-style," a lively game put together by WFC Member John Forster.

Quite a number of local and national aviation vendors donated prizes. Curt Carter and his wife, Sue, were the big winners—taking home both the David Clark headset and one of two, \$50 cash prizes donated by Keith and Carol Myers (thanks for doing so K&C!).

Thanks to all who attended and to Paul and Brendan for handling the party planning and providing the photos.

## Our March Meeting and FAA Safety Seminar

Our March meeting, featuring an FAA Wings Safety Seminar, was a great success with more than two dozen members and guests in attendance. WFC Flight Instructor John Dorcey led a lively discussion on aircraft systems, particularly related to a Cessna 172 such as ours. The discussion generated

a lot of valuable discussion points, with topics such as the fuel system, carb, mixture, and priming, answering questions such as, "Why does the fuel selector valve have positions for "left tank" or "right tank" when I only use the "both" position?" and "How do I know if I've leaned the mixture cor-

rectly?" The discussion was so vigorous and helpful that the topic will be continued at our May meeting, covering magnetos, the electrical system, and more.

Watch for details on this meeting, likely in May. But first, plan to attend the April meeting—details on page 1!

Some of the WFC members and guests who attended our March safety meeting.

## Congratulations to...

On February 12, WFC Member Doug Koehler soloed our club aircraft, N7770G at Wittman Regional Airport (KOSH) in Oshkosh to become our most recent pilot to experience flight alone in the cockpit. The sky was blue and the wind moderate as Doug performed his first three solo takeoffs and landings. Doug's flight instructor is Tim Lemke.

Congratulations to Brendan Stormo on his first solo flight in N7770G, on January 14, 2013, at 12:35 p.m. Brendan's flight instructor is John Dorcey.

Brendan continues his flight training and is now on the dual cross-country phase.

**Cheers to Doug Koehler (above) and Brendan Stormo on their first solo flights!**

*Please welcome  
Joel Hunt  
as our newest  
WFC Member!*

## Oshkosh to Colorado in an LSA Mountain flying is doable, with proper planning

By WFC Members Gary Geisler and Tim Lemke, CFI

The FBO at Steamboat Springs.

*“Adventure like this was the reason I started flying.”*

—Gary Geisler

A recent photo of Tim and Gary with N131C, Gary's light-sport aircraft.

### GARY'S PERSPECTIVE

I had been thinking about flying to Steamboat Springs, Colorado, since 2007, after our son, Adam, moved there. In 2005, my wife, Karen, and I flew the Oshkosh-based Winnebago Flying Club's Cessna 172, N7770G, to visit Adam when he was living in Boulder. A trip to Steamboat Springs (KSBS) would be much different. I would be landing and taking off at a higher elevation than ever before—elevation at SBS is 6,882. It would include mountain flying, since SBS is on a western slope of the Rocky Mountains; Boulder is on the Front Range, at 5,288 feet. And, I would be flying a light-sport airplane (LSA), a Czech Aircraft Works SportCruiser.

On previous driving visits to Steamboat Springs, I went to the airport and talked to some flight instructors, asking their advice for my trip from Oshkosh. They advised me to study mountain flying, spend some time with a flight instructor, and be on the ground by 11 a.m., before the winds pick up. The main concern here is downdrafts on the eastern slopes, caused by the westerly winds coming over the mountains. They recommended I fly to Cheyenne, Wyoming, and then follow a major power line that would take me to SBS. I would be going through Buffalo Pass, elevation 10,500-feet.

### PLANNING BEGINS

When I plotted the trip on sectional charts and completed a no-wind flight plan on DUATS, the preliminary plan showed eight hours of total flying time. Most of the trip followed federal airways and at least three fuel stops would be

required. Going west, we would need to allow for headwinds. And, it would be a two-day trip, as we would fly to Sidney, Nebraska, spend the night, and get up early for the remaining two hours of flight time to Steamboat Springs. I also attended mountain flying seminars at EAA AirVenture and completed FAA online safety courses.

Now I needed to make sure I could make the trip, operating within the capability of the SportCruiser. To allow a 2000-foot margin for safety, I wanted to fly at 12,500-feet, over and back, through Buffalo Pass. Before the trip, and with the help of flight instructor Tim Lemke, I conducted a high-altitude test flight in the vicinity of Wittman Regional Airport (KOSH) during which we climbed up to 12,500-feet. I wanted to see what the climb rate would be at that altitude. The climb rate went down to 100- to 200-feet per minute! But what a view—from above the Oshkosh airport we could see across Lake Michigan, to the western shore of Michigan! Even so, being more than 11,000-feet above ground level, I did get a bit of a queasy feeling, even though I knew I was perfectly safe.

The remaining item I needed was a capable co-pilot. About this time, Tim was retiring from Gulfstream. He is one of our flying club's flight instructors, and coincidentally, was one of my high school teachers. He agreed to go on the adventure with me. This would be a real learning experience—with some dual instruction.

### ROUTE

The trip I plotted on the sec-

tional charts was KOSH-ODI-RST-FRM-OTG-YKN-ONL-LBF-SNY-KCYS-KSBS. Planned fuel stops were at Fairmont, Minnesota; North Platte, Nebraska; and Cheyenne, Wyoming. Departing KOSH at about 8 a.m. on September 8, 2012, we flew direct to ODI, with a slight course deviation to stay well clear of Fort McCoy's restricted airspace near Sparta, Wisconsin.

On the way to our first fuel stop, we landed briefly at 55Y in Rushford, Minnesota, for a bathroom break. On the leg from Fairmont to North Platte, we experienced the only significant turbulence of the trip. Several times I felt the shoulder harness keeping me in my seat! Arriving in Sidney, Nebraska, late that afternoon, we called the airport manager to get instructions for use of the airport courtesy car. Over dinner, Tim and I reviewed our plans for the most exciting part of the trip: Flying over the mountains.

Early the next morning we left for Cheyenne, Wyoming. We spent extra time at Cheyenne, carefully calculating our fuel needs, making sure we had comfortable reserves, but without carrying unnecessary weight for the high-altitude flight over the mountains. We departed, and except for the spectacular mountain scenery, flying west towards Buffalo Pass seemed like any other flight. We generally flew about 2000- to 5000-feet above ground level. As the elevation of the terrain below us increased, so did our altitude. Following the power lines depicted on the sectional chart was relatively easy to do, especially where the trees were cleared under

the lines. We had no trouble spotting the Steamboat Springs airport as we came over Buffalo Pass. With a circling descent, we landed at about 10:30 a.m. with almost calm wind. Total flying time from KOSH to KSBS was 11.6 hours.

We spent four days in the Rocky Mountains near Steamboat Springs with my son, hiking, camping, and scouting for an October elk hunt. We completed some handyman projects on Adam's house, and even spent some time soaking at Strawberry Park Hot Springs.

As we were preparing to leave SBS early the morning of Thursday, September 13, a Beechcraft Baron landed. Its pilots walked over to Tim and me, looked at us quizzically, and said, "Cute... where did you fly here from?" Apparently unfamiliar with light-sport aircraft, they were surprised to learn that we'd flown in over the mountains. We asked for six gallons of fuel for the flight to Cheyenne—a smaller order than they were accustomed to.

After a circling climb, we headed back east, over the mountains. As we cleared Buffalo Pass, there were patchy areas of a scattered cloud deck below us. I had not flown

above the clouds before so that was a new experience. At Cheyenne, we topped off the tanks and headed for home. We snacked on the fuel stops at North Platte, Nebraska, and Worthington, Minnesota. With the help of a tailwind, the last leg of the trip was about 2.5 hours. We landed in Oshkosh just as the sun was setting. Total flying time on the return trip from KSBS to KOSH was 9.5 hours. That was one long day, with three fuel stops. We were fortunate to have good weather for the whole trip. I had built in two days for weather delays. We didn't use them, so I had extra vacation days when we got home.

Adventure like this was the reason I started flying. With good planning and preparation, trips like this are possible for all pilots. Team up with another pilot to share the fun and take advantage of each pilot's training and past experiences.

#### **TIM'S PERSPECTIVE**

Gary first approached me about the possibility of joining him on a flight to Colorado in March of 2011. With my retirement planned for June of that year, and knowing my schedule would then have lots more time for flying, I was intrigued

with the offer and immediately agreed. I've been a flight instructor for about 25 years and have given more than 3,000 hours of dual instruction in a variety of airplanes, including N131C and other light-sport airplanes.

However, my experience in mountain flying was very limited. I had crossed the Appalachian Mountains once in an Aeronca Champ, but I was able to do that at an altitude of just 4,500-feet. Flying in the Rocky Mountains of Colorado would be a much bigger challenge. I reviewed the sectional charts to see where the route would take us and determine how high we would need to climb. It seemed doable.

Gary and I discussed a couple of possible dates for the flight during the summer and fall of 2011, but we never really nailed anything down. And soon the season passed and we had to wait for 2012 to select a date for the flight. I believe it was mid-summer before Gary and I were able to choose a time period that was suitable for all involved, including Gary's son Adam, with whom we would be staying in Steamboat Springs. Our planned departure from Oshkosh was Saturday, September 8.

Gary's charts show a portion of his route, including his final destination, Steamboat Springs.

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*"Planning for a longer cross-country trip such as this is not significantly different than planning a shorter trip."*

—Tim Lemke

Gary proved to himself, and others, that flying an LSA from OSH-SBS can be done safely with proper planning.

*“We experienced moderate turbulence at our cruising altitude, along with a 10-15 knot headwind component.”*

*—Tim Lemke*

The panel of Gary's LSA was well-equipped for a trip to Colorado.

Planning for this trip was very detailed. Gary already related how we conducted a high-altitude test flight to determine the performance capabilities of N131C before we fully committed to the flight to Colorado. We also wanted to experience how we would handle the physiological aspects of flight at the 12,500-foot maximum altitude we anticipated climbing to for navigating Buffalo Pass. The high-altitude test flight was uneventful save for an occasional low fuel pressure warning light we experienced during the descent. A change of fuel pumps remedied that issue.

As part of the planning and preparation, Gary and I met several days before the flight and reviewed the planned route. We also made some preliminary plans regarding fuel stops and we calculated weight and balance. With Gary and I aboard and the full 30 gallons of fuel, there was minimal allowance for baggage. That potential problem was solved by boxing up the clothes, boots, and extra items we would need at our destination, and shipping them out in advance via UPS.

Planning for a longer cross-country trip such as this is not significantly different than planning a shorter trip. You simply string together a series of

shorter flights that add up to the total. Gary was very thorough in his planning. At the start of each leg, he would get a full weather briefing and file a flight plan for that leg. As it turned out, we were extremely fortunate to have VFR weather all the way there and all the way back. The only weather-related delay we experienced was on the departure from KSBS on the morning of September 13. We had intended to be airborne by 8 a.m., but due to below freezing temperatures the night before, and the resulting accumulation of frost on the airframe of N131C, we spent extra time clearing frost from the airplane before we were able to depart.

One other weather item to note is the strong surface winds we experienced on the flight westbound. In western Minnesota, southeastern South Dakota, and north central Nebraska the surface winds were well over 25 knots. We experienced moderate turbulence at our cruising altitude, along with a 10-15 knot headwind component. We landed for lunch at Yankton, South Dakota, in winds gusting over 30 knots. Fortunately the winds were closely aligned with the runway. Still, that's a lot of wind for an airplane with a gross weight of just 1,320 pounds.

N131C is well equipped for a light-sport airplane. It has a Dynon glass panel for the primary flight instruments and a Dynon engine monitoring system. Our navigation was done via pilotage, backed up by a Garmin 396 GPS mounted in the panel. Perhaps the most useful piece of equipment for a long cross-country flight like this was the TruTrack autopilot, which does a great job of following the GPS signal from the Garmin 396, and also holds the desired altitude accurately. The autopilot reduces pilot workload significantly.

The airplane performed flawlessly throughout the entire trip. Average fuel burn was five gallons per hour. Takeoff and climb performance was noticeable diminished at the higher elevation airports (above 5000-foot MSL), but we expected that. Actually, the length of the takeoff run seemed only slightly longer than what we are accustomed to in the flatlands, but the reduced climb performance at the higher elevations was very noticeable. When we departed KSBS for the return to Oshkosh, the first 30 minutes of the flight was in a circling climb over the KSBS airport in order to reach the 11,500-feet of altitude we needed to start east across the Rockies.

My advice to other pilots considering a cross-country flight of this distance in a light airplane is straightforward: just do it, but do your homework ahead of time.

- Plan your route carefully, considering terrain, airspace, fuel requirements, and all the other items you should consider.
- Be willing to alter your plans as events dictate, including altering the route, delaying your departure, or never launching in the first place.
- Weather is likely the most unpredictable variable. Recognizing that you may have to spend extra days on the ground somewhere along the route while waiting for the weather to improve is part of the reality of safe flying.
- Enjoy!

Call a CFI if you have questions about flying in the mountains.

## Friendly Flying Club Competition Interstate Airport Challenge

WFC Members Sam Wiltzius, John Forster, Gary Geisler, Tim Turner, Eric Abraham, and Tim Lemke flew to Southern Wisconsin Regional Airport (KJVL) in Janesville on January 26, to meet with AOPA's Adam Smith and representatives of various Wisconsin and Illinois flying clubs. Their purpose in doing so was to discuss ways to promote the benefits of club membership—and have an excuse to fly! Though the temp was a frosty 20 degrees, approximately 45 pilots arrived in several aircraft, leaving the air traffic controllers at JVL wondering what the big event was.

Our of preliminary discussions about how to encourage club members to fly more often came the Interstate Airport Challenge. Very much like other airport challenges, it rewards participants for flying to different airports throughout Wisconsin, Illinois, and beyond. Unlike others, this challenge is open to the members of multiple flying clubs.

The event began on February 1 and runs through November 3.

It's easy to get involved! Just fly to as many different airports as possible during the time period and send regular report to Sam Wiltzius, our club's team captain, who will track our club members' results. He will then forward the stats to the overall captain, who will compare our results with that of other club members.

Proof of landing is required. To claim credit, contestants will email the landing date, time, aircraft N-number, and a picture that clearly identifies the airport. Monthly updates will be sent to participants by the middle of each month. Full stop landings are required. Visits to local facilities are encouraged.

In order to receive credit, pilots must report within 5 days after the end of the month in which the visit occurred. No credit for late reports.

Sounds like a great way to

gain fame, bragging rights, and self-satisfaction, and improve your skills by flying to a variety of airports! Get some recognition for your flying and club through the Interstate Airport Challenge Facebook page, and perhaps by winning a trophy or other prizes.

Recognition will be made in several categories:

- Most Points, individual and club
- Most Airports, individual and club
- Most Points/Average-average per club member

Each airport can be scored one time per pilot, and is worth the following points:

- Class C = 3 points
- Class D = 2 points
- All others = 1 point
- Off Field = 0 points

Additional rules and information has been sent to WFC members. Contact Sam if you have questions via email at [sam@wiredforflight.com](mailto:sam@wiredforflight.com).

*Sounds like a great way to gain fame, bragging rights, and self-satisfaction, and improve your skills by flying to a variety of airports!*

## 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 \$83 per Hobbs hour, wet. Aircraft scheduling is done via internet or telephone through [www.AircraftClubs.com](http://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 7 p.m. at Hangar C-5 of the north T-hangars. Enter through the automatic gate located on Knapp Street, just east of the Oshkosh Post Office. Winter meetings are held at 8:30 a.m. on the first Saturday of the month, typically at the FAA Safety Center, located next to the air traffic control tower at Wittman Regional Airport in Oshkosh.

We have openings! To make application to the Winnebago Flying Club, simply fill out our application (available online at [www.WinnebagoFlyingClub.com](http://www.WinnebagoFlyingClub.com)) and send it, along with the initial, non-refundable membership fee of \$150.00 to the address noted.

Send an email to [info@winnebagoflyingclub.com](mailto:info@winnebagoflyingclub.com) or visit our website to learn

Located at  
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Rose at [skyword@new.rr.com](mailto:skyword@new.rr.com),  
or call 920-385-1483.

## Area Flying Events

The next **Multi-state Flying Club Meet-up** will take place on Saturday morning, March 23, at the Flight Deck Bar and Grill in Rochelle, Illinois. Sam Wiltzius is looking for club members who may want to fly with him, and perhaps share flying duties. Send an email to Sam at [sam@wiredforflight.com](mailto:sam@wiredforflight.com) for more information.

**Tailwind Flight Center** in Appleton is sponsoring a VFR refresher clinic on March 30 from 9-12. Registration fee is \$30, including pizza! Tailwind is also offering an introductory special for its Redbird Flight Simulator, at \$20 for the first hour. Call 920-738-3031 to schedule.

**EAA Chapter 252** will hold a pancake breakfast from 7:30 - 11 a.m. on Saturday, April 13, at Wittman Regional Airport in Oshkosh.

Wausau Flying Service will sponsor a free seminar entitled, **"How to Win A Spot Landing Contest—or—Learn to Land Where You Want To."** Presented by CFIs Gil Buettner and John Chmiel, all pilots are welcome to attend. The one-hour seminar offers FAA WINGS credit. Saturday, April 6 from 9 - 10 a.m. at

### A Decathlon at Central County Airport.

Wausau Flying Service, located at Wausau Downtown Airport (KAUW). Contact John or Gil at [taildraggerflyer@yahoo.com](mailto:taildraggerflyer@yahoo.com) or call 715 845-3400.

Daily during the month of May, a **spot landing contest** will take place at Wausau Downtown Airport. For a \$1 donation and a non-perishable can of food, participants can try their skill at landing on the line, and help The Neighbor's Place, a Wausau-based, locally supported nonprofit with a mission to help people in need. Details at [www.FlyWausau.com](http://www.FlyWausau.com).

The **Wisconsin Aviation Conference**, by the Wiscon-

sin Airport Management Association, takes place April 29 - May 1 in Middleton at the Madison West Marriott. Learn about the finer points of airport management, marketing, and operations. Plus FAA and WisDOT Bureau of Aeronautics personnel provide updates on airport projects and financing. Registration is \$85, which includes meals during the conference. [www.wiama.org](http://www.wiama.org).

The **Sport Aviation Olympics** will take place at Northport Airport (38WI) in Royalton on June 22 from 10 a.m. - 2 p.m. Flour bombing, spot landing contests, and torpedo runs; prizes will be awarded. Refreshments will be available. Call 920-225-9881 or [sportaviationolympics@yahoo.com](mailto:sportaviationolympics@yahoo.com) for more information.

It's hard to find a better lunch than what's being served up every Friday at **Central County Airport (68C)**. You'll also find great aviation fellowship and almost certainly have a good time. Some days a spot landing contest is held, with free lunch to the winner. You don't even need to check the menu before you go—it's that good—just plan to arrive early, lunch is served at noon!

We're on the Web  
[winnebagoflyingclub.com](http://winnebagoflyingclub.com)

Facebook.com/WinnebagoFlyingClub  
@WinnebagoFlying on Twitter