



WFC Pilot

Volume 1, Issue 7

October 2013

Next Meeting:

Tuesday, October 8, 2013
6 p.m.

Club Hangar C5
Wittman Airport (KOSH)

Details here 

Our October Meeting...

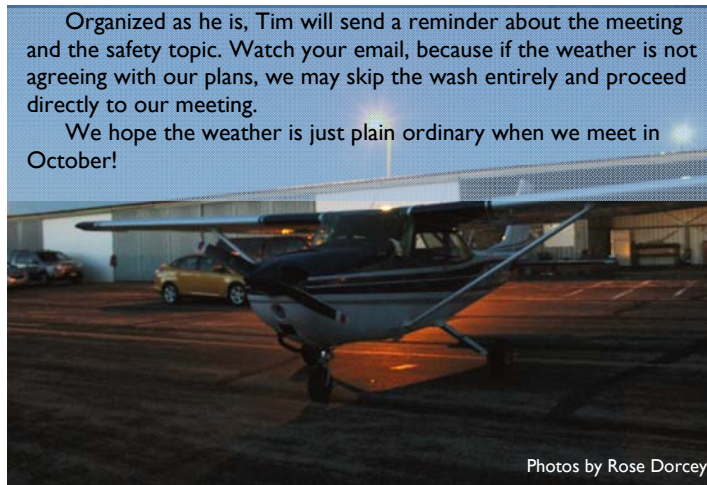
So the question is... will the weather for our October meeting be ornery or opportune? Obnoxious or outrageous? Objectionable or obliging?

Due to the earlier sunsets of October, we'll only have time to wash N7770G, not wax it. So please plan to arrive at our club hangar by 6 p.m. for a quick wash, if the weather agrees, and then our regular business meeting at 6:30.

After the business meeting, Club President **Tim Lemke** will lead us in a safety discussion, topic to be decided.

Organized as he is, Tim will send a reminder about the meeting and the safety topic. Watch your email, because if the weather is not agreeing with our plans, we may skip the wash entirely and proceed directly to our meeting.

We hope the weather is just plain ordinary when we meet in October!



Photos by Rose Dorcey

N7770G under the lights.

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Flying Wisconsin - By Rose Dorcey

I was delighted when I read Club President Tim Lemke's column for this issue of *WFC Pilot*. Tim talked about the weekly Friday lunches at Central County Airport (68C) and the great opportunities there for connecting with pilots from around the state. I couldn't agree with Tim more; whenever John and I have been there, we've enjoyed conversations with a lot of good people!

Another reason to attend is to meet Paul Johns. Paul is an aviation legend at Central County, and for good reason. He soloed a glider in 1929 and joined the U.S. Naval Reserve in the early 1930s, acquiring radio repair and aircraft mechanic certifications. He began instructing pilots in the Link trainer, first for the Navy and later for United Airlines.

In 1939 Pan American hired

Paul to establish an instrument training program for pilots ferrying aircraft to Europe via South America. Once the training program was established he became a line pilot flying DC-3s to the Caribbean and South America. In 1944, he transferred to Pan Am's Pacific fleet, flying the PB2Y3 flying boat and the fabled Boeing 314 Clipper. As a senior pilot and master navigator, Paul had completed 220 flights on the longest overwater route flown by any airline.

Paul never lost his love for flying. At 75, he built a Kitfox, completing it in just 12 months. He flew the airplane until 1995, when he grounded himself after 66 years of flying. Paul was inducted into the Wisconsin Aviation Hall of Fame in 2009.

The Paul Johns story doesn't end there. He stays active in the avionics field, designing and marketing radio antennas. At 99, he's engaged on the Internet and visits with friends at Central County Airport. On Friday, October 11, Paul will turn 100. A celebration is planned at Central County Airport. If you've never been, there's not a better time. It's your opportunity to meet and congratulate Paul Johns, wish him a happy birthday, and shake hands with a respected, much loved Wisconsin aviation legend. It will be a memorable day for Paul, and I suspect you won't soon forget it either.



Paul Johns in 2009.

TIM TALKS



Club Pres Tim Lemke

Thank you...

In our last issue of *WFC Pilot* we put a call out for an air compressor, and we're happy to note that WFC Members **John** and **Carrie Forster** donated one to the club. We appreciate their kindness and generosity. Having a small air compressor may make some small jobs more efficient by having it in our hangar. Thank you, John and Carrie!

Let's Do Lunch at Iola!

I trust you've heard about the weekly lunches at the Iola/Central County Airport (68C). I try to participate in this event a few times each summer, and I highly recommend it to WFC members. It's a relatively short flight from Oshkosh, the food is good (and inexpensive too), and the opportunity to visit with other likeminded pilots is simply a lot of fun. If you're planning to go to Iola for lunch sometime, here are some recommendations to make the experience safe and enjoyable.

1. The Iola airport has three turf runways. All runways are in fair condition, but they're not very long and all have obstructions on both ends. Runway 4-22 is the preferred runway and is also the longest of the three. It's just 2530-feet long, so make certain you are proficient in performing short field take-offs and landings.
2. Be mindful of the effect that gross weight has on aircraft performance. I like to keep the gross weight below 2200 pounds when flying N7770G into Iola. This means you

will likely be able to carry only one or two passengers, and you'll probably need to operate with less than full fuel tanks. If you've not flown into 68C previously, I strongly recommend you go with an experienced pilot on your first visit, especially a pilot who is comfortable and proficient with short field operations.

3. A spot landing contest is held during the arrivals before noon. The pilot who lands beyond, but closest to or on the marker, is awarded a free lunch.
4. 68C can be a bit difficult to locate because the runways tend to blend in with the surrounding geography. The Garmin 430 will take you directly to the airport if you use its navigational capabilities correctly. Don't be surprised or alarmed if you don't spot the airport until you're within 3 or 4 miles of the airport. You're likely to see the hangars before you identify the runways.
5. If the weather is good, you can expect dozens of other



airplanes flying in, so keep an active scan for other traffic. Be prepared to do a go around if the spacing with other traffic is an issue.

6. Buffet style lunch is served promptly at noon. The cost is \$8 per person. The menu is different each Friday. If you want to know what's being served, you can look it up on the Iola Airport's website, at <http://netnet.net/~wjkjan/>. There is also a bunch of useful and entertaining information on this website.

There are quite a number of regulars. You'll probably see pilots you know; I've always seen many pilots I know during each visit. Enjoy, and fly safely!

September Meeting Summary

Following the washing of N7770G, the September meeting was called to order at 7 p.m. **Bill Cudnowski, Tim Lemke, Brian Rupnow, Carrie Forster, John Forster, John Dorsey, Rose Dorsey, Dave Coan, Sara Strands, Kyle Strands, Keith Myers, and Mike Scott** were present to wash the plane and participate in the business and safety meeting that followed. We were delighted to approve **Craig Schueller, Jason Kossel, and Michael Scott** as new regular members.

Club Treasurer **Sara Strands** gave her report, and we learned that 22 members

flew N7770G 68.3 hours in August. In **Eric Abraham's** absence, Club President **Tim Lemke** provided a maintenance report, including an oil change in August, tire pressures adjusted, and the ELT battery changed out. Tim reminded members that the annual inspection of N7770G will begin on September 30 and will take a few days to complete. We were also reminded to make certain the electrical master switch is turned OFF at the end of each flight.

Several members volunteered to staff a table at the Wittman Regional Airport Open House/EAA Chapter 252 pancake breakfast on October

14. Six members will participate in this marketing effort by sharing information about the benefits of membership in Winnebago Flying Club, and giving out club brochures, Learn-to-Fly booklets, and copies of *WFC Pilot*. Club Members **Ralph Paul, John Oberg, Bill Cudnowski, John Forster, Curt Carter, Rose Dorsey, and John Dorsey** have volunteered to help.

Once the business meeting was complete, Club President **Tim Lemke** led an excellent discussion on the differences between ATIS (Automatic Terminal Information System), AWOS (Automated Weather Observing System), and ASOS

(Automated Surface Observing System). We listened to the Oshkosh ATIS, which happened to be recorded by the fastest talker of the Oshkosh air traffic controllers, and each member copied the transmission. A discussion on each point followed.

Tim noted that ASOS reports are current, while ATIS transmissions may be an hour or more old. He also said that Wisconsin AWOS/ASOS phone numbers are available on the Wisconsin aeronautical chart posted on the wall in our club hangar, and can also be found online at: <http://www.dot.wisconsin.gov/travel/air/awos-asos.htm>.



Brian Rupnow



Keith Myers



Photos by Rose Dorcey

Our September meeting included a plane wash, with a great turnout of members there to help. A special thanks to **Keith Myers**, who flew to KOSH to help wash the plane. During the brief business meeting, new member **Michael Scott** introduced himself, saying he's just begun working on his private pilot certificate. Club President **Tim Lemke** led a discussion about the differences between ATIS, AWOS, and ASOS. Members listened to the Oshkosh ATIS, writing down all the pertinent information, and then Tim discussed each point, providing valuable reminders that all pilots in the group could use.

With fall approaching, we ended the evening under the lights. It was a beautiful night to be outside in the company of great people!

MEMBERS *In Action*

WFC's Newest Pilot Congratulations Doug Koehler!

Winnebago Flying Club Member Doug Koehler successfully passed the Private Pilot practical test on September 17. Doug took the flight test with designated examiner Dick Hanusa in Oshkosh. Doug's flight instructor was Tim Lemke.

Doug described his flight check experience, "It is a great feeling. Tim trained me well; I was more comfortable than I thought I would be during the oral and checkride."

Best wishes, Doug! We can't wait to hear about future your flying adventures.



Doug Koehler, left, with examiner Dick Hanusa.



Michael Scott

Finally Time to Learn to Fly By Michael Scott

Having grown up in Oshkosh, I have always been fascinated by airplanes. About 10 years ago I started kicking around the idea of getting my pilots license. The difficulty was finding the time and resources to do it!

As a business owner who enjoys being involved in the community, and with a young family, there have always been a long list of other things that I put ahead of my desire to learn to fly. A couple years ago I agreed to be president of Oshkosh Southwest Rotary. At that time, I committed to myself that as soon as I finished my term as club president, I would begin to work on my pilots license. I finished that term in July and started my lessons with John Dorsey in August. John and the Winnebago Flying Club were referred to me by a friend who is very involved in local aviation.

A little bit about my personal background. I grew up in Oshkosh and graduated with my bachelor's degree in finance from Hillsdale College in Michigan. I lived in Denver for four years, which is where I met my

wonderful wife, Lisa. We eventually moved back to Oshkosh to raise our kids (son, 8, daughter, 6). I am a Certified Financial Planner who focuses on helping individuals and business owners achieve successful retirements. I have been with my firm, Independence Financial, for 13 years. Independence Financial has been serving the Oshkosh area for the past 80 years.

I really enjoy seeing many of the new sport planes that have appeared on the market. My initial plan was to get a sport pilot license, but the more I researched it, I felt more comfortable working toward my private pilot certificate. I am pleased I chose this route because as I have told John many times, piloting the plane is a whole lot more challenging than I thought it would be! I am having a lot of fun learning and appreciate John's patience. We are currently working on landings and I finally completed one on my own –



Michael attended the September club meeting and talked about his flying goals.

but it was anything but graceful! I am looking forward to the day when landings are as second nature as parking a car in the garage. Once I finally get my license, I look forward to being able to fly to clients who are scattered around the state. I also look forward to the time I can take my kids on a joy ride.

The next piloting goal after I achieve this one is to earn a seaplane rating. I would love to have a seaplane someday, but I have a lot of skills to learn between now and then!

Thanks for allowing me to join the club. I look forward to meeting the members over the coming months and years as I continue to develop my piloting skills. 🇺🇸

WFC at Wittman Airport Expo Day 2013

Winnebago Flying Club participated in the Wittman Regional Airport Expo Day, held in conjunction with EAA Chapter 252's breakfast on Saturday, September 14. It was a gorgeous day to visit the airport, and we were fortunate to have several club members who spoke with attendees. **Bill Cudnowski, Curt Carter, John Forster, John Dorcsey, John Oberg,** and **Rose Dorcsey** staffed our club table, sharing info about rates and dues, membership stats, and how to join, schedule, and get flight instruction. A number of people expressed interest in the club and follow-up contacts will be made.

Several aviation businesses based at Wittman, and other aviation-oriented organizations also had exhibits, such as NewView

Technologies, Sonex Aircraft, Basler Turbo, and Oshkosh Women in Aviation, to name a few.

Some club members gave Young Eagles flights. **Keith Myers** gave flights in N613KC, **Gary Geisler** flew some kids in his light-sport aircraft, N131C; and **John Oberg** and **Curt Carter** flew N7770G. Of the 40 Young Eagles flown, **John Forster** flew 10 of them! WFC members **Eric Abraham** and **Carrie Forster** coordinated the Young Eagles flights in their roles as members of EAA Chapter 252.

Those who participated felt the event was worthwhile as a great opportunity to promote Winnebago Flying Club and the benefits of membership. 🌐



Gary Geisler flew Young Eagles in his plane, N131C.



L-r: Bill Cudnowski, Curt Carter, and John Dorcsey at the WFC booth. They handed out Learn-to-Fly booklets, WFC brochures, and shared a lot of valuable information.



Keith Myers, right, with some of his passengers.



Curt Carter gives a preflight briefing.



Ready for a flight!



Love those smiling faces in N7770G.

Angles and Angels

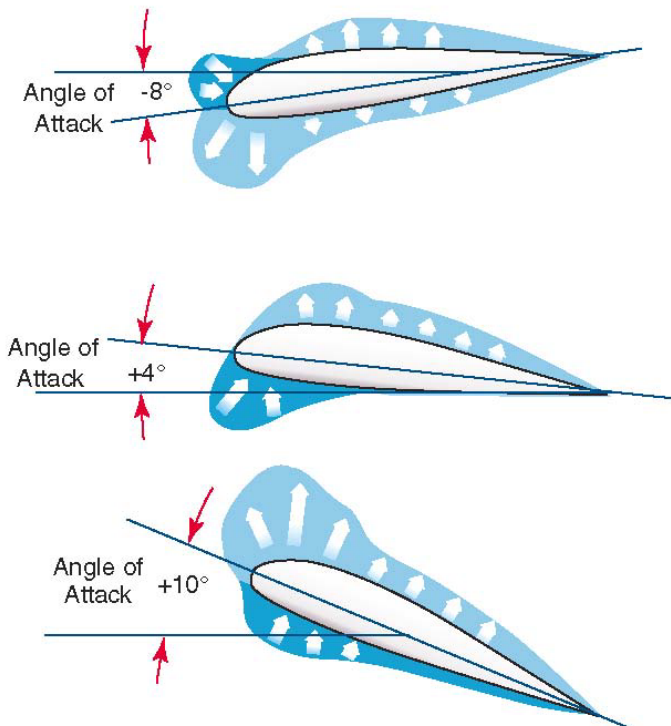
By Keith Myers

There are three angles that an airplane wing can make. (I'll say wing rather than chord to stay simple.) There is the angle of incidence, angle of pitch, and angle of attack. The angle of incidence is that angle between the wing and the fuselage. When airplane designers get this about right you sit more or less level in level flight.

The angle of pitch is an angle that all pilots understand and can describe with a fair amount of accuracy. This angle is the angle formed between the wing and the horizon. Watch any pilot describe his or her last flight and you will see an animated display of hand movements that duplicate the pitch angle the pilot was flying (usually exaggerated).

The angle of attack is another animal. Most pilots know the definition: The angle between the wing (chord) and the relative wind. The problem is many pilots can't identify this angle in flight. Since pitch is easy to see, pilots sometimes erroneously believe they are at a high angle of attack when at a high pitch angle and at a low angle of attack when at a low pitch angle. The problem is they may or may not be. Fun fact: You are flying at a higher angle of attack in straight and level flight than you would be if you decided to fly straight up!

Much is being written lately in the aviation press about pilots exceeding their critical angle of attack and then crashing. (That's where the angels come in.) So critical is this subject, the FAA now makes it required discussion at flight instructor refresher clinics. Even CFIs get confused about this angle.



We need angle of attack to affect our lift. The danger comes when we reach that "critical angle of attack." At that point, and beyond, airflow is compromised and becomes turbulent. Lift is decreased dramatically as well!

The only way to get the angle of attack away from "critical" and lift restored, is to reduce that angle. This is the role of the elevator control, not the throttle as some pilots seem to want to demonstrate to me. And, you have to push it (the elevator, not the throttle) to be effective at reducing the angle of attack!

Here comes the confusion. When an airplane stalls the nose pitches down. (It is a center-of-lift, being behind the center-of-gravity thing.) Pilots often confuse this pitch down with a reduction in the angle of attack. After all, it sure looks like the angle of attack is decreasing. So, hey, why push the elevator control when the nose is going down anyway? Pitch is being reduced but the angle of attack may actually be increasing! Should this event happen at low altitudes, like coming into land, it can often be fatal. (Cue the angels.)

The best way to avoid getting into this predicament is to not allow your airplane to get to that critical angle of attack when maneuvering at low altitudes. Since you do not have an angle of attack indicator you must use the airspeed indicator and the elevator control (and as a last resort, the stall warning indicator) as your guides. If the airspeed is low or lowering and/or the back pressure is high and getting higher you may be headed for a rendezvous with a stall. The best way to avoid that impending stall is to keep the airspeed at the correct value and the pitch forces stable.

When I test pilots, especially those who are having a difficult time landing, I often ask them what their approach speed should be. This is an examiner's way of hinting; "I am getting scared and you, pilot applicant, need to start paying attention!" When they answer something like, "Oh, around 70 or 80 or somewhere around there," I pucker up! When an applicant tells me his/her approach speed will be 72 knots (or whatever the correct approach speed should be for that airplane) and I see a serious effort on their part to keep it close to that value, I relax the sphincter muscle a bit.

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Special Requests

Do you have a topic you would like Keith to write about? Send Keith a note and he may just take you up on it. Keith's email address is myersairport@yahoo.com.



Keith Myers, DPE



Member Spotlight Frank Juedes

Occupation or Job Title: Sales

Where did you grow up? Denmark and Ladysmith, both in Wisconsin.

Latest book you've read: *Federal Express Flight 705* (the best book I've ever read.)

Favorite airplane: Anything with wings!

How did you get interested in aviation/your aviation background: As a kid I would go to Rusk County Airport in Tony Wisconsin and watch the planes. I never stopped looking in the sky when I hear a plane, or see a balloon drifting overhead.

My other hobbies, besides aviation: Love ballroom dancing with my wife, and spending time with my family.

Describe a favorite flying experience: Taking flight lessons with Michael, my flight instructor; he made my dream come true. Every flight I ever took was special in its own way.

If I could be King for a day, I would: Kiss the queen.

I would love to trade places with (and why): With no one, I love my family and wouldn't change places anyone.

Name one thing most people don't know about you: I met my wife in Odessa, Ukraine.

Favorite quote or words of wisdom: Enjoy life! Life is great!

What do you like about being a member of Winnebago Flying Club: I joined the club because the web page was up-to-date, and when I sent an e-mail, I heard back right away. It's nice to be part of a club that is making flying affordable. I love the newsletter that comes out each month. You guys are doing it all right.



Frank Juedes

Meet
WFC Member
Frank Juedes

Please be sure
to fill out your
Member
Spotlight
form and send
it to the editor.

Thanks!

Meet your fellow members in each issue of
WFC Pilot.



Send Your News to *WFC Pilot*!

Where have you flown lately? Have you taken some friends or family members for a memorable flight? Do you have a favorite logbook memory? What's a favorite airport you like to visit, and why? Please

share your flight experiences with others so they can come across the same joy and wonder that you did.

You don't need to be a great writer. Just jot down the basics, send a photo or two to

the editor, and then one of these days you may see it published in *WFC Pilot*.

Send your news, photos, and even story ideas to Rose Dorcey at skyword@new.rr.com. Thank you! 🌍



Located at
Wittman Regional Airport
(KOSH)
Oshkosh, Wisconsin

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WFC Pilot is produced by WFC
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Rose at skyword@new.rr.com,
or call 920-385-1483.

*Truly superior pilots
are those who use
their superior
judgment to avoid
those situations where
they might have to
use their superior
skills.*

-Anonymous

We're on the Web
winnebagoflyingclub.com

facebook



Facebook.com/WinnebagoFlyingClub
[@WinnebagoFlying](https://twitter.com/WinnebagoFlying) on Twitter

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 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) and send it, along with the initial, non-refundable membership fee of \$150.00 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.

Aviation Events

Oshkosh Women in Aviation's third annual Frosting for Flight

cupcake competition and cupcake sale, **Saturday, October 5, 2013**, raises funds for the chapter's Spirit of Flight scholarship. Takes place at Wittman Regional Airport (KOSH) from 1 - 3 p.m. Cupcakes on sale for just \$1 each. Stop in to watch the judging or just to pick up a cupcake or two! www.OshkoshWAI.org for more information. WFC will exhibit N7770G at this event and have an informational table.

Donut Days at Brennand Airport (79C) in Neenah, Saturday, October 19. Hangar doors are open to everyone! Event time 7:30 a.m. - 10:30 a.m. Coffee and pastries at Hangar 11. FMI: Gene Hardesty, EAA Chapter Secretary hardesty@yaho.com

Friday lunches continue at Central County Airport (68C) in Iola. Fridays at noon, but arrive early to watch arrivals. Enjoy a delicious lunch buffet with lots of aviation fellowship: homebuilts, antiques, cars, motorcycles. Fly or drive in. FMI: Bill Kinsman 920-596-3400 or wjknjan@wolfnet.net.



WFC's N7770G shortly after landing on the grass strip at Central County Airport (68C) earlier this year. Photo by Paul Bohnert.

Wisconsin Aviation Hall of Fame Induction Banquet, Saturday, October 26, at the EAA AirVenture Museum in Oshkosh. Attend to honor this year's inductees: Airshow Pilot Bill Adams, Wisconsin Aviation Founder Jeff Baum, Record Setting Aircraft Designer Arnold Ebner, Award Winning Homebuilder Ron Scott, and Wisconsin's Flying Governor Walter Kohler, Sr. Three aviation scholarships will be awarded.

The event takes place in the Founder's Wing at the museum. Social hour & silent auction, 5-6 p.m., dinner at 6, scholarship and inductee presentations begin at 7. \$35 per ticket.

Call Rose at 920-385-1483 for more information. Register at: www.wisconsinaviationhalloffame.org/banquet_registrations.htm.