



# WFC Pilot

Volume 2, Issue 9

October 2014

## Winter Meetings:

First Tuesday of the Month  
7 p.m.

Room 138

Fox Valley Tech College  
Aviation Campus

3601 Oregon Street  
Oshkosh, Wisconsin

## Next Meeting:

Tuesday, October 7

Details here →

## The Garmin 340 Audio Panel

### What all those buttons and knobs are good for

On October 7, we'll start off at 7 p.m. with a brief business meeting. Following the meeting, Club President Tim Lemke will present a review of the Garmin 340 audio panel that is installed in N7770G (and a lot of other airplanes). Here's a brief overview of what he intends to cover:

- Buttons and knobs
- On, Off, and Failsafe Operation
- The Intercom System
- The Com/Nav Functions
- The Marker Beacon Receiver
- And more!

Reminder, this is the first of our club's safety presentations that will be eligible for FAA Wings credit. Please [register online](#) to get credit, or leave your name on the sign up sheet available at the event. As extra incentive for attending, your *WFC Pilot* editor will bring cupcakes (now taking flavor requests until October 5!) See you there!



## Flying Wisconsin

By Rose Dorcey

Washing and waxing an airplane isn't what a lot of pilots would call fun. But with the right people, and the right attitude, it can be. For those of you who have attended our summer plane wash meetings, you probably know what I mean. As I recall those meetings, I think of the laughs we've shared, the knowledge we've gained, and the satisfaction that comes with a job well done. That sort of defines fun, doesn't it?

I've been looking through all those pictures I've taken at our summer plane wash meetings, and what I see makes me smile. The pictures tell a story about who we are as a club, and the reason we're successful. There are familiar faces, and new ones, too. Any successful organization needs both; the steadfast members who know and are willing to share club history and duties, and the recent ones who learn and jump in to help. I see welcoming gestures in those photos, when new members are introducing themselves and "old" members are respectfully listening. The photos show how friendships are made and grow; the camaraderie we share. I see people standing around talking, and we jab them in good humor for not working. But as we're talking, we're creating bonds as we learn about each other. Plus, the conversations are often safety centered. There's nothing more important in aviation than that.

Vince Lombardi once said, "Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." That seems to apply to Winnebago Flying Club. We have a lot of good individuals who give of themselves to make our club an excellent value for its members, not just financially, but for the wisdom and goodwill we gain from each other. Your commitment to support the club—and each other—is clear. It shows in the pictures.

As summer is coming to a close and we're feeling a little chill in the air, we won't be cleaning N7770G again until next spring. I'll miss it. But I know that our winter meetings will be productive and we'll have some good speakers. We'll also have more opportunities for fun, if you define it like I do, by doing a task well and giving back, and appreciating simple things, like washing and waxing an airplane with friends.



## CONTENTS

Tim Talks	2
Meeting Recap <i>September</i>	3
Members in Action <i>Adisen and Blaine</i>	4
Expect the Unexpected <i>By Adi Fenrich</i>	5
<i>FAA Wings Credit for WFC Meetings</i>	5
The VSI Doesn't Get Any Respect <i>By Keith Myers</i>	6
Member Spotlight <i>Mike Clark</i>	7
Area Aviation Events	8

## TIM TALKS



Club Pres Tim Lemke

### Attention to Detail

Flying is one of those activities where neatness and attention to detail count. I'd like to share a couple examples with you. See the photographs of the funnel that is stored on the north hangar wall of our club hangar, C-5. You'll note that photo #1 shows the funnel correctly stored with its cover in place. The cover prevents dust and debris from collecting on the inside of the funnel, and therefore avoids introducing any dirt or contamination into the aircraft engine when oil is added.

Photo #2 shows the funnel incorrectly stored with the cover not installed. I've found the funnel stored in this condition on several occasions, so let this be a reminder of the correct way to take care of this small detail.

Photo #3 shows how the seat belts and headsets for the rear seat can be neatly stowed when not in use. Note that the long half of each seat belt is draped over the seat back. This makes it easy for rear seat passengers to board the airplane, locate their respective seat belt, and attach it.

Note also that the unused headsets are carefully stowed over the seatback and that the cords are unplugged from the phone jacks. Disconnected phone jacks prevent the voice-activated intercom from transmitting the noise caused by a headset jiggling around in flight and contacting other surfaces. This extra noise in the intercom system can be very distracting, and it's easily avoidable. Any unused headset should always be disconnected.

There are literally dozens of details similar to the examples that will make your flight experience more enjoyable—and safer. What suggestions do you have for paying attention to the details? If you'll forward your ideas to me, I'll include them in a future newsletter article.



Sara Strands provided a great explanation of our club financials.

### September Meeting Summary

Our September meeting was called to order at about 7 p.m. at Hangar C5, following a wash and wax of 70G. Vice-Pres Curt Carter presided in the absence of President Tim Lemke. The following members and guests were present: Curt Carter, Eric Abraham, Rose Dorcey, John Dorcey, Sara Strands, Dan Lenz, Carrie Forster, John Forster, Ralph Paul, Bill Cudnowski, John Oberg, Dennis Hinz, Mike Clark, Levi Fischer, Timothy Bobzin, and Nick Luther. We thank all those who helped wash and wax 70G.

Sara provided a member-

ship report: Three new members: Dan Lenz and Jim Latta, regular; and Jim Hamman and his son, Peter, family membership. Current numbers are: 36 regular, 12 associate, 4 family, and 4 college.

Eric Abraham provided a maintenance report: Oil was changed on August 28. Oil leak was repaired on September 2, a slightly loose quick-drain valve. High oil temperature reported on a flight September 3. Aircraft owner Keith Myers plans to have 70G's windshield and control yokes replaced at the next annual inspection at the end of October. More than

one pilot reported nose-wheel steering is less responsive in one direction than the other. The engine is sometimes difficult to start when warm; seems to crank longer than it used to.

Sara presented an excellent review of the club's variable and fixed expenses, and explained how the monthly dues and hourly rental rates are established.

Members were reminded of our October location: Fox Valley Technical College Spanbauer Aviation Center on Oregon Street. The safety topic will be, "Use of the Garmin GMA 340 Intercom."



# September Meeting



Dennis Hinz



Curt Carter



John Forster



Mike Clark and guests



Photos by Rose Dorcey



Sara Strands and Carrie Forster

**Last Plane Wash  
of the Season**



## Adi Fenrich Earns Private Pilot Certificate

WFC Member Adisen Fenrich is our newest private pilot. Adisen passed her check ride on Wednesday, August 27 in N7770G with Examiner Harold "Duffy" Gaier at the Marshfield Municipal Airport -Roy Shwery Field (KMFJ). At 17, she's not only our newest pilot, but the youngest as well. Great job, Adi. Congratulations!

Read Adi's story about her flight training on the next page.

## Blaine Vander Wielen Solos

On Wednesday, September 17, Blaine Vander Wielen soloed N7770G. The weather was perfect for a solo, with little wind. The only slightly out of the ordinary of his three landings was ATC's "Caution Wake Turbulence" reminder when a jet landed ahead of him. Brett touched down lightly without incident.

Blaine described his overall first solo experience:

"I was a little nervous at first but as soon as I put full throttle in and 70G began accelerating down the runway, all of those nerves went away. It was such an amazing feeling to be up there solo. I had been imagining that day for a very long time and to have it finally come true was great. That is a large benchmark that I was very proud to share with my wife, Jenn and Addison. I cannot thank Tim enough for the time and knowledge that he has provided thus far. I am really looking forward to continuing this journey and learning more from Tim. There is no better feeling than flying."

Blaine made a great [video](#) of his first solo flight, which you can view on YouTube. Check it out!



Photo by Jeanne Fenrich

Adi Fenrich is congratulated by Examiner Duffy Gaier (left) and her WFC CFI, John Dorcey.



Photo by Jenn Vander Wielen

Congratulations to Blaine Vander Wielen, who soloed N7770G on September 17. Shown here with Winnebago Flying Club CFI Tim Lemke, Blaine has that typical happy, post-solo, ear-to-ear smile!

## Expect the Unexpected

By Adi Fenrich

Who would have thought that a 17-year-old girl would ever get her Private Pilot certificate? I mean, it just seems impossible...I had only earned my driver's license a year ago.

The instant my alarm clock went off the morning of my check ride, butterflies filled my stomach. I could barely eat a full muffin for breakfast; my nerves were definitely taking over. When I arrived promptly at Wittman Regional Airport at 7 a.m., I found my instructor, John Dorcey, waiting with 7770G all pre-flighted and ready to go. All I had left to do was finish up my flight log with the new forecast winds.

Before I knew it, the two of us set off to Marshfield Municipal Airport-Roy Shwery Field (KMFI) to start my big day. On our way over, thousands of thoughts were flying through my head. What if I didn't pass? Will I let my friends and family down? What if the test is harder than I thought it would be? What if I forget how to do a maneuver? Thankfully, John was able to help calm my nerves and exterminate all of the "What ifs" that proceeded to float through my mind.

In the blink of an eye, John and I were flying into KMFI air-space. After doing a few takeoffs and landings, it was time to park the plane and head inside the terminal to begin my test. At that point, I remember thinking that I had never been so nervous in my entire life. Sitting down with the examiner, I attempted to put all my nerves aside, and instead put my all into the oral portion of the test. I did just that. The oral was less intimidating than I thought it would be; I was starting to feel a little bit more relieved.

The only thing left for me to do was show him that I could safely fly a Cessna 172. The minute I took off, I knew I was going to be able to show the examiner exactly what he wanted. I performed everything just as I had practiced it a million times before with John. When I landed, my nerves came rushing back. Did I pass? Fail? The examiner didn't tell me right then and there. However, when he asked me to sign my temporary certificate, a rush of excitement flooded through my body.

On top of that, I found that my parents had driven an-hour-and-a-half to Marshfield so they could celebrate the big accomplishment with me. This was definitely the most exciting day of my life. I can't thank John enough for prepping me so well, and making me the safest pilot I can possibly be. Not to mention, I wouldn't be where I am today without the constant support from my friends and family. I proved to the world that you could truly do anything that you set your mind to, no matter how young you may be. Anything is possible. Expect the unexpected.

## Aircraft Clubs Website Update

If you've visited the AircraftClubs.com website lately, where we schedule N7770G, you've no doubt noticed big changes. The site has an entirely new look, and some nifty features that weren't offered before. The calendar is color-coded for various reservation types, such as maintenance, my reservations, other members' reservations, and backups. There's even an opportunity to mark your reservation as a shared flight, to let others know they can join you on a particular flight. It's very easy to use and learn. The best news is the user friendly app for your smart phones. Scheduling and checking reservations is now much easier with the app. If you haven't checked it out, take a look at <https://new.aircraftclubs.com>.



Photo by Jeanne Fenrich



Photo by Rose Dorcey

**Top: Adisen Fenrich earned her private pilot certificate on August 27. Her parents surprised her with a congratulatory bouquet of flowers. Above: A couple weeks later, Adi's high school senior photo shoot included N7770G.**

## FAA Wings Credit for WFC Meetings

Beginning with our October meeting, WFC members and guests can get FAA Wings credit for attending. The Wings Pilot Proficiency program's objective is to address the primary accident causal factors that continue to plague the general aviation community. The FAA hopes to reduce the number of accidents it sees each year for the same causes. It is not a simple "Award" program but is instead a true proficiency program, designed to help improve our skills and knowledge as pilots.

WFC's CFIs, Tim Lemke and John Dorcey, along with Examiner Keith Myers, have provided dozens of Wings credit-worthy talks in the past. Their future talks, along with speakers that fit the program objectives, will allow members and guests to get credit.

It's easy to get credit, just sign your name on the sign-up sheet at the meetings, or register online. Learn more about the program at [http://www.faa.gov/WINGS/pub/learn\\_more.aspx](http://www.faa.gov/WINGS/pub/learn_more.aspx).



## The VSI Doesn't Get Any Respect

By Keith Myers

The Rate of Climb or Vertical Speed Indicator (VSI) is the Rodney Dangerfield of flight instruments. It just doesn't get any respect! Of the six basic flight instruments found in most airplanes this is the only instrument that is not required to be in the airplane to meet either the VFR or IFR required equipment regulations. And, to add insult to the poor instrument, IFR pilots are trained to break the face of this instrument to introduce an emergency alternate static source for the other instruments should the need arise. Kind of source to be a VSI.

Despite this, the VSI can be useful to pilots. It is a good indicator of trends in altitude change. The important word here is "trends." Unless you are flying with an IVSI (Instantaneous Vertical Speed Indicator) the needle fluctuations you see in the short term may not be an accurate indication of what the airplane is really doing. The instrument won't tell you much until it has had time settle down—to notice a change in air pressure. This takes about 6 seconds. If the pilot tries to use the VSI to fly level, he or she will just wear themselves out chasing the needle up and down. Watching the long hand on the altimeter to maintain level flight works much more gooder. (I put that in to make the editor cringe! *Editor's Note: Editor cringed, laughed, and decided to leave it in for our readers' amusement.*)

### So how does a VSI work?

In the cutaway image you see an aneroid capsule connected to the static port. At the same connection there is a calibrated leak in the instrument housing. This leak creates a pressure difference inside the aneroid capsule, which then slows the expansion or retraction of the aneroid capsule during altitude changes. The aneroid capsule is mechanically linked to the pointer on the outside of the instrument.

Due to this calibrated leak there is a lag before the instrument reacts to changes in pressure. That is why the IVSI was invented. The IVSI has an internal accelerometer that reacts to movement up or down instantly, thereby getting rid of delay.

During the preflight inspection the needle should be in the horizontal position and pointing to zero. It is serviceable if the indication is +/- 200 fpm between -20°C and +50°C. The VSI is

subject to a number of errors:

1. Lag or instrument error: This is the most common error and it shows up on every flight and altitude change. Until the instrument is stabilized you can interpret the indication as a trend of where things should be a few seconds from now.

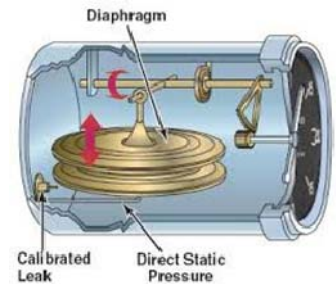
2. Position error: This is the same type of error we can sometimes see in the airspeed and altitude indicators caused by fluctuations in the static port or lines. Having two static sources, one on either side of the aircraft, takes care of most of this problem. To see this in action in the club airplane (there is only one static source) move the rudder pedals in level flight and you will notice a climb indicated with the application of left rudder and a descent indicated with the application of right rudder, even as you maintain level flight.

3. Erroneous indications can also be caused by turbulence, propeller slipstream, and possibly flap changes.

4. Cabin pressure: If you are using the alternate static source that vents to the inside of the cabin, then opening of an air vent or window will cause this instrument to fluctuate.



Keith Myers, Pilot Examiner



## Ground is Broken for the Oshkosh Aviation Business Park

After several years of planning, presentations, and negotiations, the Oshkosh Aviation Business Park is now officially underway.

A groundbreaking ceremony was held on Thursday, September 4 and the infrastructure is scheduled to be completed within the next year. After a flyover by aircraft from Wittman Regional Airport based Sonex Aircraft and Basler Turbo Conversions, Chamco (Oshkosh Industrial Development Corporation) CEO Elizabeth Hartman kicked off the ceremony by thanking the many organizations that worked so hard to make this business park a reality. Other speakers at the ceremony included City Manager Mark Rohloff, County Executive Mark Harris and Lieutenant Governor Rebecca Kleefisch.

Following the remarks of each speaker, representatives from the many groups that helped bring this new airport addition to fruition grabbed shovels and turned some dirt, officially marking the opening of the business park.



Photo by Jennifer Jensen

The future of the Oshkosh Aviation Business Park appears bright. A business accelerator, anchored by AeroInnovate, is currently under development and is planned for one of the city-owned lots. D'Shannon Aviation, a recognized leader in modifications for Beech Bonanza and Baron aircraft, has committed to moving its engine operations to Wittman Regional Airport. Discussions are underway with several other aviation entities to ultimately fill the park.

For more information visit [www.WittmanAirport.com](http://www.WittmanAirport.com).

## 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.



Mike Clark

Meet  
WFC Member  
Mike Clark

***If you haven't already, 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 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](mailto:skyword@new.rr.com). Thanks!



Located at  
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or call 920-385-1483.

*“I could have  
gone on flying  
through space  
forever.”*

—Yuri Gagarin

We're on the Web  
[winnebago-flyingclub.com](http://winnebago-flyingclub.com)

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@WinnebagoFlying on Twitter  
[www.WinnebagoFlyingClub.com](http://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](http://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](http://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@winnebago-flyingclub.com](mailto:info@winnebago-flyingclub.com) to learn more.

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

## Area Aviation Events

**October 5 - Open House/99's Pancake Breakfast, Watertown Municipal Airport (KRYV)** 8 – Noon Pancake Breakfast 10 - 1 Air-plane rides, static, national weather service, and radio-controlled airplane displays. FMI: Krys Brown 920-261-4564 [Krys.brown@wisconsinaviation.com](mailto:Krys.brown@wisconsinaviation.com).

**October 11 - Frosting for Flight Cupcake Competition and Cupcake Sale**, at Wittman Regional Airport, benefitting the Oshkosh Women in Aviation Chapter's Spirit of Flight scholarship. Event runs from 1 p.m. - 3 p.m. Cupcakes just \$1 each or six for \$5. Or, sign up to compete! Form a one- or two-person team to bake and decorate a prize-winning cupcake. Judging based on taste, appearance, and theme. Contestants are encouraged to carry out a theme through costume/dress and table decorations. For more information visit <http://www.oshkoshwai.org/FrostingforFlight.html> or contact Linda Grady at 262-501-9362 or Rose Dorcey at 920-385-1483.



**October 16, EAA Aviation Adventure Speaker Series - Founders Wing 7 p.m. - 8:30 p.m.** Get an in-depth look at the B-24 bomber "Ready, Willing and Able" that was shot down over northern Italy in December of 1943 during World War II. Doug Tomas will present findings about his great-great uncle, who was a flight engineer aboard the bomber. Through correspondence with surviving crew members and a trip to Italy for a special dedication in 2011, Doug turned up some unexpected surprises, which he will share. The free presentation begins at 7 p.m. and includes free admission to the museum, plus an opportunity to climb into the cockpit of a World War II aircraft immediately following the presentation. FMI: Bob Campbell 920-426-4815.



Photo by Rose Dorcey

That's N7770G's tire right there, over Central Wisconsin and its beautiful fall colors. Where are you flying this fall?

**October 25 - EAA Chapter 41 Donut Day Brennand Airport (79C) Hangar 11.** Fly in or drive to Brennand Airport and join us for coffee, a soda, and a yummy bit of pastry while seeing old friends and making new ones. Weather permitting. FMI: Gene Hardesty [hardestyg@yahoo.com](mailto:hardestyg@yahoo.com).

**October 25 - Wisconsin Aviation Hall of Fame Induction Banquet** - EAA AirVenture Museum. Social hour at 5 p.m., Dinner at 6, Awards begin at 7. \$35 per person. FMI: Visit <http://www.WisconsinAviationHallofFame.org> or call Rose Dorcey at 920-385-1483.

**October 14, EAA SkyScape Theatre Royale 6:30 p.m. - 9 p.m.** Free Movie: The Wings of Eagles, a 1957 classic that tells the story of Commander Frank "Spig" Wead, a reckless WWI naval aviator who was instrumental in advancing the cause of American air power. John Wayne stars as Wead.