

Corben Courier

EAA CHAPTER 93

Established 1962



Madison, Wisconsin

August 2017

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Grand Champion Gold Lindy
(see story on page 5)

View from an Open Cockpit

Roger Stuckey, President



Chapter 93 Volunteers, YOU ROCK! Once again you have stepped up to make the B-17

Tour Stop a Very Successful Event. I am very happy to inform you that our July fundraising efforts netted about \$8,000 to our treasury, and this all happened because of You! Job Well Done and Thank You.

As is the tradition in Chapter 93, our August monthly social gathering is with Tom Kretschman's very gracious invitation to join with his Sugar Ridge "Wings & Wheels" Event and Community Potluck Gathering. The event at Tom's is very popular, drawing as many as 1,000 guests and 50 to 60 airplanes. You can find the details in this newsletter, and we certainly look forward to seeing you all at Sugar Ridge August 17.

Let me circle back to the 1,000 attendees at Tom's event for a moment and draw a few parallels to our Pancake Breakfast and Heavy Bomber events. As a vibrant and growing chapter, I see event crowds such as these as the perfect chapter recruitment environment. I am not suggesting the "politicians approach" of shake everyone's hand and kiss the babies. All we need to do is be friendly and engaging with everyone we meet, and invite them to one of our Chapter Meetings, Hangar Hangouts, Young Eagles Rallies, future Fly-Outs or other Chapter activities. We are already among aviation enthusiasts, so your conver-

sation and invitation is a natural extension of being friendly. Give it a try.

Our next Young Eagles Rally is August 19 at the Mid-dleton Airport and we are on track to have another "full house" of students. Hopefully you have already responded to Christy's request for ground and pilot volunteers, but it is not too late if you haven't. Please let Christy know your availability as soon as you can.

Speaking of which, congratulations to Christy and her husband who have another child on the way! Unfortunately, Christy informed us that she will be unable to serve as our Young Eagles Coordinator in 2018, and this leaves us with an open Key Role in our Chapter. I am appealing to our membership for someone to step in as the Young Eagle Co-Coordinator for our last two YE events this year as training, and to assume the YE Coordinator role for 2018. Please email me your interest at rogergstuckey@gmail.com.

There are many ways for you to engage and support our growing chapter, now at over 130 members! We recently launched several new chapter committees and some have taken the first step of organizing committee meetings. If you were contacted by one of these committees, I encourage you to take part in support of our chapter. If you are interested in getting involved with one of our committees, please contact me so that we can explore which committee works best for you.

Blue skies and tailwinds.

Roger

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Upcoming Events

Chapter 93 Members:

A Reminder that our "Regular" Monthly Meeting will be a "Hangar Hangout" at Tom Kretschman's Sugar Ridge Airport on **THURSDAY, AUGUST 17**.

2017 Sugar Ridge "Wings & Wheels" Event

A Community Potluck Gathering & Chapter 93 Membership Meeting

**Sugar Ridge Airport (WS62) —
7550 Sugar Ridge, Verona, WI 53593**

5:00 PM dinner bell, but early arrival is welcomed.
Hosted by Tom Kretschman, (608) 845-6230

Potluck event — please bring a dish to pass.
Beverages and sandwiches will be provided.

For those flying, please monitor 122.85.

In addition to aircraft, owners of vintage & "interesting" vehicles are encouraged to showcase their delights — designated display area will be provided! We look forward to seeing you!

HAMBURGER SOCIAL AT MIDDLETON AIRPORT

Sunday, September 17 from 11 am - 2 pm

- Food served - Hamburgers, Hot Dogs & Potato Chips (this is not a potluck)
- No Charge for the food but donations are accepted to cover cost
- Rich Morey will purchase all the food, plate/napkins and soft drinks.
- Volunteers needed — 8-10 between Morey Airplane Company and Chapter 93

The Flying Hamburger Social (FHS) will advertise this event on its website and in social media bulletins. Rich Morey plans to send a notice to all hangar owners at Middleton Airport and post a few handbills at surrounding airports.

Rich has asked Chapter 93 to provide our white banquet tables (5-6), some chairs, and also few Nescos and an extra grill or two. He will clear out the large hangar and set up seating inside for attendees to eat.

YOUNG EAGLES

Saturdays: August 19 & October 7

Middleton Airport, Morey Field

9 am - 12 noon or last student flies

Flight scheduling: Christy (Stark) Beneke
ccstark55@gmail.com

SEPTEMBER MEETING

The next Chapter Meeting/Hangar Hangout is scheduled for **Wednesday, September 20** at **Rob Tweed's hangar** located at the **Dane County Regional Airport/Truax Field (KMSN)** on the South Ramp.

Directions begin at a point on Stoughton Rd. approximately 1 mile south of the entrance to Wisconsin Aviation.

At the intersection of Kinsman Blvd. and Stoughton Rd. (Hwy 51, McDonalds at corner) proceed west on Kinsman Blvd. to Wright St. Turn right on Wright St. Proceed north on Wright St. to the T junction. Turn right on Mitchell St. to end. Turn left on Bowman St. and take this to the parking area at the end of Bowman St.

I will meet our chapter members at the pedestrian gate (restricted access) at the east end of the lot. There I will open the gate and direct members to my hanger. Feel free to arrive anytime after 6:00 pm. We will have grills warming up.

I plan to do a mini "Composites 101" talk to familiarize the group on various materials and techniques used in building composite aircraft.

I look forward to seeing everyone there!

Rob Tweed

B-17 Tour Stop Wrap-Up

Rob Tweed, Vice President

It was 12:30 PM in Wisconsin Aviation's conference room on Thursday, July 20 as I nervously awaited our B-17 bomber. The aircraft was due to arrive from OSH mid-morning with ample time to prepare for our media flight, but it was delayed due to a leaking propeller hub on the number one engine. The new ETA was 1:00 PM.

Speaking of media, our various representatives from local TV and radio stations were already filling up our conference room. Our three WWII veterans had also just arrived. With a full room of media and veterans, 1:00 PM came and went with no word from our tardy B-17, so it was time for stories. Our friendly media representatives got to learn all about Chapter 93, the EAA and Wisconsin Aviation. Our veterans also chimed in with their interesting bios. One of our veterans, Beaufort Udell, age 93, told of his experiences with his 32 combat missions as a ball turret gunner. We finally received word that the B-17 was now on the ramp so it was time to prepare the manifests and escort our media to their briefing at the aircraft.

We were fortunate to have enough media and veterans to fill up two media flights. Several live TV interviews were conducted with the veterans. Bob Lindmeier of Channel 27 news gave a live weather report at the B-17 on the ramp for the 6:00 PM news broadcast. Now with our media flights complete, the big question was whether we would fill up that beautiful B-17 with riders. Fingers crossed...

After our somewhat tenuous start with our delays on Thursday, we recovered nicely and enjoyed a great weekend with a constant flow of visitors enjoying their time at the event. A few storm cells moved through the area throughout the three-day event but with minimal adverse impact. Approximately 100 rides were sold on the B-17, enabling our chapter to achieve the maximum commission rate possible.



EAA Oshkosh was thrilled with our results. Jaime Samuel, our Bell 47 helicopter pilot, was also delighted with the 144 rides he gave during our event. Great ice cream sales were also reported from our vendor, Chocolate Shoppe Ice Cream, capping a very successful and financially rewarding weekend.

This year's event was purposely organized to be "low key" to allow some dust to settle from our recent merger and to give our dedicated volunteers a break from the hectic pace of our larger Heavy Bombers Weekend events that we have sponsored for the last five years. No decision has been made as to what sort of event we will pursue for next year, so stay tuned.

Thanks to all of our volunteers who supported this event. A number of you were there each day. We also appreciate the excellent support Wisconsin Aviation provided us for the event, especially the fabulous media assistance from Trevor Janz. It was also great to have the dedicated cadets of our local wing of the Civil Air Patrol to assist with ramp security. Please consider buying your next pair of shoes or boots at the Shoe Box in Black Earth as they once again provided the funding that made the participation of the AC-47 gunship "Spooky" possible. Finally, a big thank you goes out to Mark Finnegan of VetsRoll for finding and transporting our WWII veterans that gave interviews with the media.

Thank you all for your support!

A Family Cub

Dan Uminski (EAA Chapter 93) started flying in the 1970s, in a Piper Cherokee 180D at the old Four Lakes Aviation (now Wisconsin Aviation), while serving with the Madison Wing of the Wisconsin Air National Guard. Initially he was flying and getting his private pilot's license through the Madison ANG Flying Club. He later joined the Civil Air Patrol and flew Cessnas with the CAP. These days he flies Cessna 152s and 172s out of Morey-Middleton field, where he has been working part time since his retirement in 2005 doing light maintenance and line work. But this story isn't quite so much about Dan, as it is about another little gem altogether.



About 7-8 years ago Dan started feeling the itch of wanting a project, some airplane that he could spend some time tinkering with, maybe restore, and began looking for something suitable. And then, five years ago, his friends **Ryan Johnson** and **Al Barger** (EAA Chapter 93) found just the right project: A Piper J-3 in Waunakee which was then owned by Frank Baker. Frank had finally decided to give up flying when he turned 84, and he was looking to find a good home for the family Cub. This was an airplane that Frank and his brother John rebuilt the first time in the late 1960s and subsequently flew all over the country, rebuilding it and its engines several times over the following decades.

Dan was just the guy Frank was looking for, and Frank's family Cub was just the project Dan had been looking for! A deal was struck, Dan bought the Cub, and he and Frank together began disassembling it



in September 2012, along with considerable help and instrumental support all along the way from Dan's best friend Becky Schollian. The three of them worked on it together for a couple of years but with Frank's age and Dan's inexperience with this kind of work, they decided to bring in the pros.

Ryan and Cory Johnson grew up around airplanes, tinkering with them and working with them under the guidance of their parents, Jerry and Terry Johnson, who instilled in them a desire and a passion not only for antique and vintage airplanes, but for real craftsmanship and meticulous attention to detail. In 2009, a Piper Vagabond which Ryan restored won "Grand Champion" for its class at EAA AirVenture. The brothers had ever since wanted to do another truly original, fully faithful restoration of an antique, classic or vintage airplane.

From the time that Dan and Frank first struck their deal, Ryan had been thinking about restoring this well-traveled "working Cub" as truly factory-original project. With Dan's go-ahead, Ryan threw himself into researching this specific airplane, its year, make and model, and to get every detail correct regarding how this particular airplane actually came from the factory. This was going to be a personal challenge for the Johnson brothers, the most perfect factory restoration that they were capable of pulling off.

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A Family Cub (continued)

After three more years of Ryan, Cory and Dan working meticulously, and Frank providing his input as well, NC88354 flew again July 4th of this year. A virtually “new” Cub, there was no doubt that it certainly looked good. 2017 was the Piper Cub 80th anniversary year and there were going to be a lot of them at AirVenture. Why not have this little gem judged, just to see how it stacked up against the rest? Frank’s only concern to Dan: “You’re not going to make it into a show-plane are you?” Assured by Dan that he would not, Frank told him he could have it as a show-plane for a week, then it was back to being a working Cub!

L to R: Cory Johnson, Dan Uminski & Ryan Johnson



In late July Ryan and Cory flew “Frank’s” Cub to Oshkosh, and the rest is now safely ensconced in the history books: “Classic Grand Champion / Grand Champion Gold Lindy — N88354, 1946 Piper J-3C-65 — Daniel Uminski-Ryan Johnson-Cory Johnson, Middleton, Wisconsin.” That’s how the citation reads. And if you’ve seen the airplane, you know that it’s fully deserved.

If you haven’t seen the airplane, it’s scheduled to make an appearance at the Chapter Membership



Meeting Thursday, August 17th at Sugar Ridge Airport. It would be a shame to miss it!

Frank Baker’s book about he and his brother’s adventures over the years in the Family Cub is available on Amazon. Search: Frank Baker Piper Cub Tales.

Ryan & Cory Johnson continue to do extraordinary repair and restoration work at their business, Johnson Bros. Flying Service at Tri-County Regional in Lone Rock. 608-341-8030.

And Dan Uminski is busy learning to fly his Grand Champion Gold Lindy J-3.





New Member Profile **Tom Huismann – CFII**

Tom Huismann is a UW-Madison graduate, BA in 1982, and MBA in 2013, who never expected to settle in Madison, which makes for

an interesting story of how things sometimes circle back in one's life. Tom grew up in Pewaukee, not just around aviation, but deeply within it. His was a flying family. He doesn't remember the first time his dad, Jack, first took him flying.

In his earliest memories, he always wanted to go flying. Tom remembers flying with his dad in a Cessna T-50 Bobcat (more commonly known as the "Bamboo Bomber"), and later a Bonanza. In 1969 Jack Huismann, an accomplished pilot in his own right, bought a low-time P-51 with two other partners, Dale Crites of Waukesha, and Dave Lau, a successful businessman from Watertown and past EAA Board of Directors member. Jack eventually bought out Dale and Dave and regularly flew the P-51. One time, while accompanying his dad to an airshow in Pensacola Florida, Tom got to fly back seat with Bob Hoover in Bob's North American P-51 from Pensacola to Atlanta. Like so many others have related, Tom remembers Bob as the world's greatest pilot, and a real gentleman.

Jack was very active with EAA and the Warbirds of America in the late 60s and early 70s, and Tom grew up knowing Paul and Tom Poberezny. Tom's parents also hosted the Warbirds Hospitality Room at the EAA Convention in Oshkosh during that time.

Tom first soloed at 7 hours in a Piper Cub at Capitol Drive Airport in Brookfield, during the summer of 1979. In May of 1982, he graduated from UW with an Air Force commission, and attended Air Force Undergraduate Pilot Training (UPT) at Reese AFB. Unfortunately, at UPT Tom was assigned to an instructor pilot who was unequipped to teach

others how to fly, eliminating Tom, but leaving in him a burning desire to get all the flight training he possibly could and vowing that one day he would become an instructor pilot himself and teach others to fly. Teaching others to fly, and being an aviation mentor, has remained a passion of Tom's throughout his life.



First Solo in 1979 with Dale Crites

In the summer of 1985, after elimination from UPT, Tom bartended nights and flew days, earning his Private Pilot certificate in Champaign, Illinois. His instrument rating followed in 1987 at Timmerman Field in Milwaukee, and in 1989, he attended Bolivar International School of Aeronautics in Tennessee, where he earned his Commercial SEL and MEL, CFI, CFII, and MEI. By 1992 he added the ATP Multi Engine certificate to his resume.

Tom first instructed at Flight Star in Champaign, and then as Assistant Chief Instructor at Frasca Air Services in Urbana before moving to Waukesha Flying Services as their Chief Instructor. He returned to Madison as a flight instructor with Coldstream Aviation (later bought by Four Lakes, which later became Wisconsin Aviation).

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Tom Huisman Profile (continued)

Teaching has always been very rewarding to Tom. One notable highlight occurred when he had the opportunity to teach a new UW graduate to fly prior to the student's assignment to UPT. Tom mentored the new second lieutenant who successfully graduated UPT, became an Air Force instructor pilot for two years, and then later went on to fly F-15s.

Tom has qualified for the FAA Gold Seal Flight Instructor Certificate (needing only to complete the Ground Instructor portion to obtain the Certification). This is a solid testament to his years of dedication and actual credentials as a flight instructor, not just hours in his logbook.

In the fall of 2000 he was assigned to the 115 Fighter Wing of the Wisconsin Air National Guard at Truax

in Madison, and after 9/11 was called to active duty, and wound up buying a house in Madison in 2002. Tom retired from the Air Force in May of 2012 after 22 years of service. Throughout the years, Tom has maintained his passion for teaching and flying. If you are in the market for flight instruction, let him know you'd like to schedule a flight!

For more on the FAA's Gold Seal Flight Instructor Certificate Program see: <http://fsims.faa.gov/PICDetail.aspx?docId=CB2C76B9FD5B9D218525734F00766661>

To contact Tom for Flight Instruction, give him a call at 608-698-1427 or email him at tomhuisman@yahoo.com.

Oshkosh Inspires the Next Generation

Photos by Nikki James, daughter-in-law of chapter member **Tom James**, of her son's first visit to AirVenture.



A young airplane enthusiast watches the Blue Angels at AirVenture while practicing his flight maneuvers.



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Brodhead Hamburger Social August 9



Avgas Now Available at Sauk-Prairie!

If any readers have ever flown into Sauk-Prairie Airport (91C) planning to re-fuel while there, they would have been sorely disappointed by a gorgeous, well-developed airport without Avgas available on the field! But finally, things have changed.

Lynn Erickson (EAA Chapter 93) has brought fuel to Sauk-Prairie. A new system has been installed by Lynn handling Swift Fuels UL94, which is a relatively new, unleaded avgas that meets or exceeds the minimum octane requirements of many of a large number of engines manufactured by Lycoming, Continental,

and Rotax. Extensive additional information can be found: swiftfuels.com/fuel/unleaded-ul94-avgas/ Avgas is available at Sauk-Prairie via a 24-hour, self-service system with credit card terminal. Current price is a competitive \$3.55 per gallon. Read the January *Sport Aviation* and Steve Ells article for more information.



2017 EAA Regional Calendar

Chapter	When	What (Event)	Where	Who (Contact)
1414	August 13	Pancake Breakfast & Young Eagle Rides	Poplar Grove, IL (C77)	Dean May (815) 544-0215 deanvmay@frontier.com
93	August 19	EAA 93 Young Eagles	Middleton Airport (C29)	Christy Beneke ccstark55@gmail.com
—	August 20	Community Appreciation Lunch & Fly-In	Albany Airport (54W)	Robert Johnson (608) 455-4701 albanyair@frontier.com
—	August 21	Great American Total Solar Eclipse Fly-In	Perryville, MO (K02)	(573) 517-2069
252	September (TBD)	EAA 252 Fall Pancake Breakfast and Fly In	Oshkosh (KOSH)	Charles Becker (920) 426-6851 EAA252@gmail.com
1365	September 2	EAA 1385's 14th Annual Fly-In / Drive-In Breakfast & Lunch!	Mauston-New Lisbon Union Airport (82C)	Dave Seitz 608-547-6503 dcseitz2@frontier.com
1414	September 7-10	Ladies Love Taildraggers Fly-In	Chapter 1414 Hangar Poplar Grove, IL (C77)	Ed Myers eaa1414@gmail.com
—	September 8-10	Midwest Antique Airplane Club Fly-In	Brodhead (C37)	Members Only
1414	September 10	Pancake Breakfast & Young Eagle Rides	Poplar Grove, IL (C77)	Dean May (815) 544-0215 deanvmay@frontier.com
475	September 10	"Planes, Trains & Automobiles" Pancake Breakfast Fly-In	Freeport, IL (KFEP)	Timothy Mickel (815) 541-9509 chapt475eaa@aol.com
252	September 16	Fall Fly-in and Pancake Breakfast	Oshkosh (KOSH)	Dennis Moehn (920) 810-1046 EAA252@gmail.com
475	September 16-17	4th Annual Mail Run Rally	Freeport, IL (KFEP)	Timothy Mickel (815) 541-9509 chapt475eaa@aol.com
—	September 17	Hamburger Social, 11am – 2 pm	Middleton Airport (C29)	Morey Airplane Company (608) 836-1711
—	September 23-30	International Aerobatic Club National Competition	Oshkosh (KOSH)	www.iac.org/us-national-aerobatic-championships-2017
93	October 7	EAA 93 Young Eagles	Middleton Airport (C29)	Christy Stark ccstark55@gmail.com
1414	October 8	Pancake Breakfast & Young Eagle Rides	Poplar Grove, IL (C77)	Dean May (815) 544-0215 deanvmay@frontier.com
—	April 28, 2018	French Toast Breakfast	Oshkosh (KOSH)	frost@fvtc.edu 920-236-6112
—	July 23-29, 2018	EAA AirVenture 2018	Oshkosh (KOSH)	EAA National