



# CORBEN COURIER

Published for the members of the Experimental Aircraft Association, Chapter 93, Madison, Wisconsin  
February 2007

The Chapter 93 monthly meeting will be held at **7:00, Thursday, February 15, 2007**, at the Truax Field hangar of fellow members **Tom Jacobs** and **Alan Carroll**.



*Alan Carroll's RV-8*



*Tom Jacob's Cozy*

Directions on how to get there are as follows: From the east side of the airport, take Highway 51 north (Stoughton Road) to Anderson Street or Kinsman Boulevard. Go west (left) one block to Wright Street; turn right (north) and go to the end where it becomes a parking lot at the old Frickleton/Coldstream hangar. Park in the lot and go through a gate at the west end of the lot (someone there will let you in). Walk south on the taxiway to the second long T hangar on the left (numbers 7 and 9). From the west side of the airport, take East Washington Avenue out to Wright Street, or get on Anderson Street via Packers Avenue and International Lane and follow directions above. It should be incumbent on all members to arrive between 6:45 and 7:00 o'clock, so that the gatekeeper will not get too cold. The hangar is heated!

## EAA CHAPTER 93 HISTORY... THE EARLY DAYS

by **Les Goplen**

EAA Chapter 93 had its recorded beginning in 1961, with an invitation to a gathering at the Stoughton Airport on Sunday, July 16, at noon (fly or drive). We suspect the idea for a chapter was talked about before that, or at least bounced around in the back of the minds of a few individuals with a hankering to shake the dust from their boots and soar. Dr. Larry Ketchum and Stan Mockrud were two of the shakers and movers who got things rolling.

Stan Mockrud wrote a letter to Paul Poberezny May 14, 1961, expressing an interest in starting a chapter, and asked for help with names of potential members. A copy of Paul Poberezny's letter to Stan dated June 27, stated that he would send Stan's letter along to Val Brugger, EAA chapter correspondent. He was enthusiastic about the possibility of a new chapter and told about a Baby Ace and a Pietenpol at Baraboo and a Baby Ace under construction at Mt. Horeb.

We haven't found anybody who remembers much about the first meeting at Stoughton Airport, but the late Nora Mockrud remembered it and other details about chapter meetings during an interview with the writer on March 26, 1993.

"The next meeting was at our house, I think," Nora said. "Families came right after lunch on Sundays and stayed 'til 8 or 9 o'clock. The wives and children came along and found fun things to do."

A newsletter to "Sport Aviation Enthusiasts", dated August 14, 1961, had a typed letterhead as follows:

CHAPTER #93

EXPERIMENTAL AIRCRAFT ASSOCIATION

(Madison & Southwestern Wisconsin)

EAA Chapter 93 had been officially hatched.

Both Stanley and Nora Mockrud grew up Westby, Wisconsin, and when they were married in 1930, Stanley and Ted Stoleson were building a Pietenpol. Neither of them knew how to fly, so when the plane was finished, a friend was doing some taxi tests and crashed into a fence. The crunched airplane was not repaired, and, according to Nora, *the fuselage is still at Westby*.

Stanley and Nora moved to Madison in 1942, where Stanley went to work at Madison Kipp as a machinist. They lived on 7<sup>th</sup> Street. Stanley worked part-time for Louis Wuilleumier at the old Royal Airport in exchange for flying lessons. He knocked out part of their basement wall and installed a picture window so he could build an airplane and get it out through the window. Nora said, "We had the only house in the neighborhood with a picture window in the basement." None of the nine Mockrud children was as interested as their dad in airplanes, but some of the grandchildren liked to come and sit in them in the basement. They enjoyed telling their friends about their Grandpa who built airplanes.

Stan spent a lot of time on the telephone, calling people about Chapter 93. Nora worked at O'Brien Drugstore on Monona Drive, and when somebody bought a flying magazine, she asked for their name and telephone number; then Stan called them and invited them to meetings.

Dr. Larry Ketchum was "temporary chairman" of EAA Chapter 93 in the beginning. He also wrote the news-letters or Reports #1, #2, #3, etc., during 1961. Larry grew up in Madison and graduated from West High. He joined the Madison Flying Club and learned to fly in their 1941 Taylorcraft at the old Royal Airport, where South Towne Shopping Mall is today.

Larry said, "We involved the families a lot in the beginning, but that changed later on." An organizational meeting was held at Mt. Horeb Airport in August 1961. On Sunday, September 17<sup>th</sup>, the chapter meeting was held at the Floyd Jerred farm, six miles north of Portage. Viewing and discussing the Smith Miniplane was the highlight of the afternoon.

On the Sunday afternoon of November 19, 1961, the chapter meeting was held at Boscobel, in the shop of Ken Rogers, uncle of current member, Bud Rogers. The newsletter written by Larry Ketchum before the meeting told something about Ken Rogers.

"The following brief summary of the interests of Ken Rogers gives only a glimpse of this friendly, enthusiastic EAA booster. He is or has been a farmer, teacher, machinist, auto mechanic, pilot, refrigeration engineer, electric motor repairman, aircraft mechanic, welder, skin-diver, fisherman, hunter, traveler, husband and father. He has owned the following airplanes: OX5 Waco, J35, Eagle Rock, Aerobat Glider, travel Air, American Eagle bi-plane, Swallow trainer, and has been an aircraft dealer with a Cub agency."

Wally Watson would demonstrate the technique of making a fiberglass cowling for a Tailwind at the Boscobel meeting.

By early 1962, the chapter group felt it was time to officially elect officers. The February 1962 report written by Dr. Larry Ketchum included the following announcement:

#### FORMAL ORGANIZATION OF CHAPTER #93 TO TAKE PLACE SUNDAY

The time has come for the chapter to elect officers and to plan an effective program for the coming months. This formal organization step was postponed at our first meeting because none of us knew much about each other or the group. Now, after several meetings, all of which have been successful, we can get down to business and bring into being a successful permanent local unit of EAA. Please consider who you would like to ask to fill the various offices and be on hand on Sunday to help get this organized. It has been suggested that the office of president be filled by an amateur aircraft builder – some-one who has built or is building an aircraft. Dr. Ketchum will not be a candidate for the office of president.

The election was held February 25, 1962, in McFarland at the home of Herb and Elaine Szelesty, and the following officers were elected: President – Wally Watson; Vice-President -- Stan Mockrud, Secretary-Treasurer -- Elery Schroeder, Program Chairman – Dr. Larry Ketchum, Auxiliary Representative -- Elaine Szelesty. The chapter dues were set at \$3 per year.

The March 1962 newsletter reported that Verdell Hallingsted, Chapter 93 member from Hillsboro, was the subject of an article in the *Wisconsin State Journal* about his Pietenpol homebuilt. The March meeting was held on a Sunday at the DEC Aviation hangar, Truax Field. Wally Watson, chapter president, was chief pilot for DEC (Dairy Equipment Co.).

Members traveled long distances to meetings in the early days of the chapter. A fly-in/drive-in meeting was held at the Portage Airport on Sunday, September 16<sup>th</sup>, and a month later, at the Lavon hall residence in Lancaster. A note on the invitation stated: "If you plan to fly in, land at Vesperman Flying Service strip, three miles south – a red Plymouth station wagon will be there – drive it."

Chapter members had been discussing the idea of a chapter building project, thinking it would be a good way for "timid souls hesitant about going it alone" to gain building experience and confidence. By January 1963, Chapter 93 had a building project, a new home, and new officers. Ketchums offered the use of their "country estate", the old East Pleasant Ridge School, near Dodgeville. The chapter building project would be a Volkswagen-powered Headwind, like one chapter members had seen at the Rockford fly-in. new chapter officers included Larry Ketchum-President, LaVon Hall-Vice president, Ray Osborn-Secretary, Don Deischer-Treasurer, Bob Hughes-Program Chairman, and Bob Hoyer-Project Chairman.

1963 newsletters reflected unbounded enthusiasm. Members got together with chainsaws to cut firewood. They did electrical wiring and installed fluorescent lights in the schoolhouse basement. Members gathered parts and materials for the Headwind. They organized knitting classes for the women and games for the kids. (There was no indication that the women were interested or encouraged to get involved in aircraft construction.) Sunday afternoon and evening meetings included pot-luck suppers.

Chapter member Ed Todd successfully flew his two-place folding-wing monoplane for FAA inspectors at Truax Field (later Dane County Regional Airport) May 23, 1963. This was his third building project, the first two being Wittman Tailwinds.

Plans were in place for a Chapter 93 camping unit at the National Fly-in in Rockford. *(to be continued)*

## JEROME RIPP

Jerome Ripp of Waunakee passed away Sunday, January 21, 2007. He was 84 years old. He is the father of Don Ripp and the grandfather of David Ripp, both Chapter 93 members. Jerome learned to fly with instructor Howard Morey in the 1940s and flew his airplane from a strip on the family farm which eventually became the Waunakee Airport. Jerome and his wife Delores managed the airport until selling it in 2005. Jerome helped a lot of people get into flying by providing a low-cost option to the Dane County Airport. He was active in various flying organizations and attended the Chapter 93 Annual Banquet this year. He will be missed by the aviation community in Wisconsin.

## THANK YOU.....

We would like to thank the membership of Chapter 93 for the many cards and kind words we were sent upon the passing of my father and pilot buddy, Jerome Ripp. We will all miss him very much. Just one week before his passing, he attended the Chapter 93 banquet at Lake Windsor Country Club and commented on what a good time he and Mom had at the party (Mom still talks about it.). Another little footnote is that I think his attendance at this Chapter event was his one and only experience with the EAA, as I could never talk him into going to AirVenture or any Chapter meetings. So thanks to all of you for making his one and only EAA experience one that he enjoyed.

A little bit about Dad and aviation: Dad started flying in 1946 with Howard Morey at Middleton, in a Chief that he bought and the purchase price included flight training. After flight training, he brought the Chief to the family farm hayfield/runway and that started the Waunakee Airport. Being a farmer, he became a member of the Wisconsin Flying Farmers and eventually was National President for a number of years. He always had a Cessna, Piper or Beach aircraft up until this past November, when his 172 was sold; that was 60+ years of continual flying. Good for him! I could go on talking about Dad and the aircraft he owned and the Waunakee Airport, but for now, I thank you, Chapter 93, for giving Dad his last very enjoyable aviation event.

*Don and Jean Ripp*

## BOOK REPORT

*Smithsonian Frontiers of Flight* by Jeffrey L. Ethell, Smithsonian Press, 1992, 247 pages; good index.

This is a beautiful book, printed on 30# 9 x 11 glossy pages profusely illustrated with both black and white and color photography. It is basically a history of flight from pre-Wright Brothers hot air balloons to the Space Shuttle and the Rutan/Yeager Voyager, and all of the history-making flights in between. It is a history of air racing, of air transport, of rocket power and jet power, and supersonic flight.

I found the book fascinating. I really read the book twice – the first time, looking at the pictures and reading their captions – the second time, reading the text and the picture captions. Either reading would be a full and satisfying experience.

The book is mine. I got it for Christmas shortly after it was published, from a granddaughter, and somehow it got forgotten and I just now read it. If you want to borrow it, phone me at 249-9181.

*Fred Leidel*

## AIRCRAFT IDENTIFICATION



This aircraft was used as a radio school trainer and a general utility airplane by the Royal Canadian Air Force.

It had a rather interesting nickname. What was it?

The aircraft in the November 2006 newsletter was the Wright Flyer II and flown by Orville Wright, was the first airplane to fly a complete circle.

## PRESIDENT'S REPORT

The New Year got off to a great start with a very successful Annual Banquet. A great turnout and another outstanding program made for a very enjoyable evening for all. With the cold snowy weather, most of our flying activities are confined to the indoor, hangar type. But before you know it, Spring will be here and everyone's flying activities will increase.

As we look forward, your Board of Directors is considering starting some sort of adult flying program. Perhaps a weekend program explaining Sport Pilot, giving plane rides, a flight instructor Q & A, etc. As we do more planning, we will be asking for input of the membership.

So far, we have identified one scholarship candidate for EAA Air Academy. If you know of a young person who would make a good candidate, please give their name to our Scholarship Committee chairs **Rob Tweed** or **Patty Plantz**.

Thanks to **David Ripp**, the Chapter's new web site is up and running. It is still being added to, but it already has some great pictures and info. Check it out at [www.corben93.org](http://www.corben93.org).

Fly safely!

*Gary Chenier*

## SECRETARY'S REPORT

**Chapter 93 Membership Meeting, December 21, 2006**

Banquet information was reported to all present members. **Jim Falk**, **Bud Rogers** and **Scott Nolinske** volunteered to call all members to remind them about the Annual Banquet and to ask them to attend if they could.

All members who haven't paid their membership dues are asked to pay them before January 1<sup>st</sup> to save \$4.

Air Academy nominees were talked about.

The December meeting was not held at the chapter club house, but at the Edward's Airplane Factory, which happens to be at the home of **Bob Edwards, Sr.** Bob, Sr., Bob Jr., and Austin Edwards are building an RV-8 as a three-generation airplane project. A thank you goes to the Edwards family for letting our chapter have its meeting at their workshop and for showing us their project. Thank you.

#### **Board Meeting, January 4, 2007**

Some of the members asked board members about doing some family events, such as a family picnic possibly at the airport. The board members will be asking for input of the members as to some suggestions of things that could be done besides the Brat & Bean Feed and the Chili Fly-in. A report was given concerning the progress of the chapter web site ([www.corben93.org](http://www.corben93.org)). Be sure to check it out. Hope to see everyone at the banquet.

#### **Chapter 93 Annual Meeting, January 13, 2007**

The Annual Meeting was held at Lake Windsor Country Club. **Dave Ripp** was introduced as one of our newest members, along with **Dave Jeardeau**. David Rippo is designing the chapter web site and Dave Jeardeau is in the process of building his own plane.

The 2006 Service Awards were presented to the following members: **Gary Chenier, Jack Jerred, Don Ripp, Gerald Matzelle, Patty Plantz, Dick Hartwig, Earl Martin** and **Bill Rewey**. Then Jack Jerred introduced our speaker for the evening, Mr. **Don Heiliger** who is a Vietnam veteran and POW. The presentation was very interesting and captivating. Thank you, Don, for sharing your experiences with the chapter members and guests. Door prizes were won by many members and/or guests with the grand prize (a clock made by **Jim Martin**) being won by Dave Jeardeau. Good food, good company and excellent speaker all added up to a very interesting and excellent evening. Thank you to all the members and guests for attending. Hope to see everyone and still more members at the banquet next year.

#### **Board Meeting, February 1, 2007**

Tally is in on the banquet; we pretty much broke even. **Scott Nolinske** and **Jim Falk** will try to schedule for Lake Windsor Country Club for next year's Annual Banquet. We had two Air Academy candidates, but lost one of the candidates. If anyone knows of any other people interested in the Air Academy at EAA Oshkosh, please contact **Patty Plantz** or **Rob Tweed**; deadline is fast approaching. **Don Ripp** donated to the chapter, the fees required for the chapter web site. A big THANK YOU goes to Don for his contribution. The board talked about asking **Don Heiliger** to speak at one of the regular chapter meetings.

*Earl Martin*

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#### **CHAPTER OFFICERS**

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EAA Chapter 93 publishes *Corben Courier* once a month for and about its members who are interested in all phases of aviation. Articles to be submitted must reach the editor by the first Saturday of the month. Meeting night is the third Thursday of the month unless otherwise stated. Members may advertise items free of charge. Business card size ads are \$5 per month or \$50 per year.

Disclaimer: The *Corben Courier* newsletter serves as a clearinghouse of ideas and suggestions for homebuilt aircraft and owner operated aircraft. No responsibility or liability is assumed, expressed, or implied for the suitability, accuracy, or approval of any information contained in this newsletter. Any parties using suggestions or ideas expressed herein do so at their own risk without recourse against anyone.