



CORBEN COURIER

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

The Chapter 93 monthly meeting will be held at **7:00 p.m., Thursday, March 15, 2007, at our Chapter clubroom**, Blackhawk Field, Cottage Grove, WI. Speaking to us will be **Diane Ballweg**, who owns and flies a 1983 Cessna 182RG (N6303T), is instrument rated, has landed at 208 airports, and has 1100 hours in her pilot logbook. She teaches an aviation course at Edgewood High School and will talk to us about the Edgewood aviation program and her flying experiences over four continents. Her talk will be titled, **"Is that Mount Fuji below or just another elephant on the runway?"**



Diane Ballweg and her favorite toy

EAA CHAPTER 93 HISTORY....

THE EARLY DAYS

By Les Goplen (continued)

"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, Acrobat Glider, Travel Air, American Eagle biplane, 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 - someone 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 16th, 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. Ketchum's 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.

WHAT A NICE CHRISTMAS STORY

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called "Ye Old Pub" and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.



After flying over an enemy airfield, a pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he "had never seen a plane in such a bad state." The tail and rear section were severely damaged and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and bloodstained plane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to and slightly over the North Sea towards England. He then saluted Charlie Brown and

turned away, back to Europe.

When Franz landed, he told the c/o that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions.

They met in the USA at a 379th Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day.

Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, BC, after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years!

WONDERFUL GIFT

An anonymous donor is going to give our Chapter money with which to buy a tent for future fly-ins.

EAA AIR ACADEMY

Young **Devin Turner**, who was sponsored by Chapter 93, has been accepted into the Academy for Summer 2007.

BOOK REVIEW

Flyboys by James Bradley, 2003, Little Brown & Co., paperback, 490 pages plus 30 pages photos, 44 pages notes, 10 pages bibliography, 28 pages index. Bradley is from Appleton, Wisconsin, and the son of one of the flag raisers at Iwo Jima.

This is basically a very complete history of the WW II air war in the Pacific, with an analysis of the psyche of the Japanese warriors and people.

Sound dull? Far from it.

This is also the story of nine airmen, "flyboys", shot down near Chichi Jima, 160 miles north of Iwo Jima. One of these was 20-year old George Bush, later President of the United States, who after three hours 13 minutes on his life raft, was rescued by submarine. The other eight were captured, abused, beheaded or stabbed to death and cannibalized.

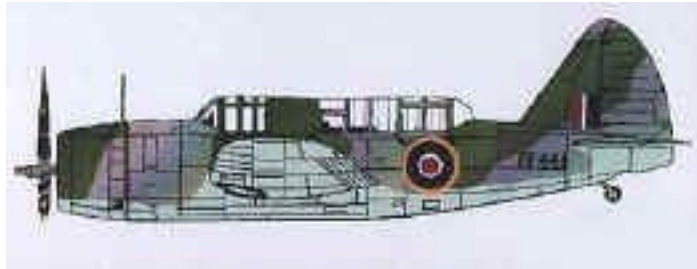
The reader relives the story of Pearl Harbor, Jimmy Doolittle's raid on Tokyo, the napalm bombing of 19 Japanese cities, the Enola Gay and the atom bomb, the whole bit, with 20-20 hindsight that made it all the more horrible.

It is a powerful gripping story that reminds us how savage we can be, no matter which side we are on.

This was another 90th birthday gift from my daughter Linda and son Jim. Jim has first dibs on borrowing it, but I'll take your reservation if you want to read it.

FredLeidel

AIRCRAFT IDENTIFICATION



This month's aircraft was a U.S. Navy dive bomber, meant to operate from carriers, but never really became operational. Its nickname was the same as that of an NFL football team.

Last month's aircraft was the Royal Canadian Air Force Noorduyn Norseman, a general utility airplane used also for radio school training.

HELP!!!!!!!

Your editor/program co-chairmen really need some member input on stories and speakers.

ROAD TRIP

Allen Farwell is in the process of rebuilding his Aeronca Chiefs. He would like to sponsor a meeting up in Westfield perhaps in May. He was thinking of a Saturday and have families come along for a potluck. Lots of room for everyone. All three airplanes are in the garage up there. He has both of the Aeroncas stripped down and ready for rebuilding. He has a set of wings done with the exception of the fabric. We'll talk about this at our March meeting.

SECRETARY'S REPORT

Chapter 93 Membership Meeting, February 15, 2007

The meeting was held at the Truax Field hangars of Tom **Jacobs** and **Alan Carroll**. **Gary Chenier** announced to the members that he had been contacted about hosting the Ford Tri-motor this summer. Gary asked for a show of hands to gauge the interest of the membership to host the event and it'll be a go for the event. Gary received a Classic Tool Crib for aircraft CD which he would lend out to the aircraft builders of the group to review. **Bill Rewey** brought up the topic of how many Young Eagle events the Chapter would, like to host.

After the business meeting was completed, Tom Jacobs showed and talked to us about his airplane project (Cozy), and answered any and all questions concerning the construction of his plane. When the members ran out of questions for Tom, we moved to Alan Carroll's hangar, where he showed us his completed RV-8. Alan talked about the construction of his airplane and of some of the experiences he's had with it. Alan also got a barrage of questions from the members about the construction and characteristics of his plane. Thank you goes out to Tom and Alan for sharing with the members their experiences with their aircraft.

Hope to see you all at the next meeting.

Earl Martin

PRESIDENT'S REPORT

The cold wind and blowing snow didn't stop a large number of Chapter members from attending last month's meeting on the south ramp of MSN. We were hosted in the hangars of Chapter members **Tom Jacobs** and **Alan Carroll**. We got to admire the fine craftsmanship of Alan's completed RV-8 and Tom's almost complete Cozy. Those of us building or thinking of building should be encouraged by the end result of their labors.

As I mentioned at the meeting, we have been contacted by EAA HQ to host their Ford Tri-motor the weekend of July 6, 7, and 8. A poll of those present showed overwhelming interest in doing this. It will give our Chapter great exposure in the local media, a chance to interact with some potential members, and we should make a few dollars to support our ongoing projects. As I receive more info on the tour, such as volunteers needed, etc., I will pass it on to you.

Hopefully Spring is just around the corner and some of us will get the opportunity to knock the rust off our flying skills. I, for one, am getting bored flying my simulator. However, landing a Sopwith Camel at O'Hare has been interesting.

Fly safely! *Gary Chenier*

Advertisements

TOKEN CREEK SALES

Division of Grove Aero Inc.

Aviation Products, Artwork, Home Décor, Consumer Electronics, Flag Poles and Accessories, Collectibles

ALL AT DISCOUNT PRICES!

<http://stores.ebay.com/Token-Creek-Sales>

e-mail: aviation@inxpress.net

This space available for free buy or sell ads.

CHAPTER OFFICERS

President—Gary Chenier, 3702 Rebel Dr., DeForest, WI 53532, 608-837-2557, aviation@inxpress.net

Vice President—Don Ripp, 213 4th St., Waunakee, WI 53597, 608-849-7543, donripp@hotmail.com

Secretary—Earl Martin, 1725 Linnerud Dr. #207, Sun Prairie, WI 53590-3620, earlpmartin@excite.com

Treasurer—Patty Plantz, 922 Lawrence Drive, Madison, WI 53715, 608-251-6912, cruzair@sbcglobal.net

Membership—Dick Hartwig, 6477 Hickory Lane, Waunakee, WI 53597, 608-575-6925, rhartwig11@juno.com

Newsletter—Jack Jerred, 6110 East Gate Rd., Monona, WI 53716, 608-222-2770, chetnalma@charter.net

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.