



## CORBEN COURIER

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

The Chapter 93 monthly meeting will be held at 7:00 p.m., Thursday, April 19, at our Chapter clubroom, Blackhawk Field, Cottage Grove, WI. **Bud Rogers** and your editor attended a program at the EAA Museum in March 27; the speaker was **Thomas Griffin**, the navigator on plane #9 to take off for the Doolittle bombing raid on Tokyo and one of 16 survivors. He was so interesting that Bud bought a DVD of his presentation and we're going to play it at our upcoming meeting.



Lt. Colonel Doolittle and Captain Mitscher with USAAF crews aboard USS Hornet, April 1942

### IN MEMORIAM

Marge Leidel, beloved wife of fellow member Fred, passed away on April 7<sup>th</sup>. They traveled throughout the world and though not a good flyer, she really enjoyed three Atlantic crossings in the Concorde. Condolences, Fred.

## **WE ARE PLEASED TO ANNOUNCE LUTHERAN AIR IS NOW OPERATING IN MINNESOTA. ALSO SERVING WISCONSIN, NORTH AND SOUTH DAKOTA**

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All fares are by free will offering and the plane will not land 'til the budget is met. Pay attention to your flight attendant, who will acquaint you with the safety system aboard this Lutheran Air.

Okay den, listen up. I'm only gonna say this once. In the event of a sudden loss of cabin pressure, I am frankly going to be real surprised and so will Captain Olson, because we fly right around 2,000 feet, so loss of cabin pressure would probably mean the Second Coming or something of that nature, and I wouldn't bodar with doze liddle masks on the rubber tubes. You're gonna have bigger things to worry about den dat. Just stuff doze back up in da'ir liddle holes. Probably the masks fell out because of turbulence which, to be honest with you, we're going to have quite a bit of at 2,000 feet, sorta like driving across a plowed field, but after awhile, you get used to it.

In the event of a water landing, I'd say forget it. Start saying do Lord's Prayer and just hope you get to the part about forgive us our sins as we forgive doze who sin against us, which some people say "trespass against us," which isn't right, but what can you do? The use of cell phones on the plane is strictly forbidden, not because they may confuse the plane's navigation system, which is dead of da pants all da way. No, it's because cell phones are a pain in the wazoo, and if God meant you to use a cell phone, He would have put your mouth on the side of your head.

We start lunch right about noon and it's buffet style with the coffeepot up front. Den we'll have do hymn sing; hymnals are in the seat pocket in front of you. Don't take yours with you when you go or I am going to be real upset and I am not kiddin'!

Right now, I'll say Grace: "Come, Lord Jesus, be our guest and let these gifts to us be blessed. Father, Son, and Holy Ghost, may we land in Duluth or pretty close." Amen.

### **FLIGHT ENGINEER REPAIR REPORTS**

Problem: Left inside main tyre almost needs replacement Solution: Almost replaced left inside main tyre.

Problem: Test flight OK, except auto-land very rough. Solution: Auto-land not installed on this aircraft.

### **HOW ABOUT THOSE CHINOOKS**

#### **(The Black Hills Case)**

Definition of a Chinook: A warm, dry west wind blowing downslope from the Rockies into much colder air. *Here's an article from a 1981 publication of The American Meteorological Society relating an extreme Chinook occurrence of March 1943. This publication also warns of almost instant fogging/frosting on the inside of car windows (probably same in an airplane) when driving down from a warm air mass into a much colder valley.* A good example of the difficulty in nomenclature is illustrated by the situation that occurred along the Black Hills of South Dakota in mid-January of 1943. This interesting case appeared in the *Monthly Weather Review* for March 1943 (2), and is no doubt one of the most striking cases of temperature change ever recorded in the United States. Residents and newswriters of the area generally considered this one of the most amazing "Chinooks" they had ever witnessed. However, no very great amount of the warming could be attributed to downslope motion, even though moderate to strong westerly winds did blow, so meteorologists are reluctant to call this a true Chinook. Nevertheless, the story is of such interest that we shall defer to the opinion of the local residents and discuss this event as though it were a true Chinook.

On 15 January 1943, an outbreak of extremely cold Arctic air moved into the Great Plains, covering the Black Hills area and producing in many places record low temperatures. Starting on January 20<sup>th</sup>, the cold air became shallow enough that some of the mining towns at the higher elevations in the Black Hills began breaking through into much warmer air. During the day of January 20<sup>th</sup>, warming occurred at all points above 4500 feet, and during the next two days warm air aloft scoured out another thousand feet of cold air, at least in the southern hills, but left places below 3500 feet still in the grip of some of the coldest weather on record. The change in temperature was really extreme, ranging from readings below zero in the cold air to as high as +60 degrees F in the warm air. On January 22<sup>nd</sup>, some minor pressure disturbances moving through the area caused the cold air to undulate up and down like waves against a wharf after a speedboat passes. The phenomenon was first noted at Spearfish, South Dakota, at 0732 when the mercury skyrocketed from -4 degrees F to +45 degrees within a period of only two minutes. This was only the beginning of a series of sharp dips and rises that continued for an hour or two. As time passed, the phenomenon progressed southward, reaching Rapid City by mid-morning.

At 0530 in the morning, the city office temperature at Rapid City was -5 degrees F - by 0940, a west wind set in and the temperature soared to +54 degrees. Less than an hour later, with the west wind subsiding, the mercury slumped to +11 degrees, then 15 minutes later rose to +55 degrees at 1045. By 1130, only 45 minutes later, the cold air returned to drop the reading to +10 degrees. After another rise-fall-rise, the temperature at 1600 stood at +56 degrees, only to tumble to +5 degrees at 1930 that evening.

With such extreme changes in short periods of time, one can imagine what great differences must have existed over short distances. It was reported that while the temperature at Lead, South Dakota, was +52 degrees-- at Deadwood, only three

miles away but at a 600-foot lower elevation, it read -16 degrees. Changes in temperature were so rapid that plate glass windows were cracked in downtown Lead.

## BOOK RE VIEW

*Mavericks of the Sky* by Barry Rosenberg and Catherine Macaulay, 2006, Harper Collins, publisher; 276 pages plus 16 pages of photographs, 43 pages of notes, and 16 pages index. This is a well-researched, well-written account (by two journalists) of the very beginning of the U.S. Airmail Service, on May 15, 1918, Major Reuben Hollis Fleet, administrator, until 1921.

Fleet was given nine days to set up the first 218-mile stretch between Washington and New York City, which included acquiring aircraft, finding airfields (there were no airports), erect hangars, hire mechanics and field personnel, obtain spare parts. The first aircraft were used Army trainers Curtiss JN-4D "Jenny", followed by Standard JR-16s, DeHaviland DH-4s, Martin twin-engined bombers, and Junkers JL-6 all-metal, twin-engined monoplanes.

After 10 years of flying the mail by the U.S. Postal Service, airmail was sublet to evolving airlines (United, Delta, TWA) under the U.S. Bureau of Aeronautics. During those 10 years, there were almost 14 million miles flown, 4,437 forced landings, 200 crashes, and 43 fatalities (most of which were detailed in the book).

The Epilogue traces Major Fleet's later career through the startup of Consolidated Aircraft (Fleet, Fleetster, Catalina PBV, Consolidated Vultee, Com/air [B-36], F-102). Not bad for "Airmail Pilot #1".

It was very interesting reading. My copy was another 90<sup>th</sup> birthday gift, this one from my daughter Linda and son Jim, along with *Fly Boys Jim* has dibs on a loan, but I'd be pleased to put you on a waiting list.

*FredLeidel*

## FOR SALE

- 1) Nicopress Tools. 24" for 1/8" cable and 12" for 3/32" cable. \$50
- 2) Engine Pre-heater. Fits in a shoebox with its LP tank. No electricity required. \$90
- 3) Pietenpol building information packages. More than 20 sketches and articles. \$ 15
- 4) Spinner. 12-1/2" diameter with back plate for a three-bladed prop. Best offer
- 5) New Spinner. 10" with back plate. \$ 130
- 6) Technical Counselor Visit. One cup of coffee.

*Bill Rewey*



## AIRCRAFT IDENTIFICATION

This airplane had six engines and its bomb bay could hold a nuclear weapon or the 32,000 pound British "Grand Slam" conventional bomb, but it was never a viable alternative to the B-47 and never was operational. What was its designation? Last month's airplane was the Brewster Buccaneer.

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

## FRED FEATURED

The April issue of *Sport Aviation* has on page 152, a photo of three historic items from its eclectic collection, and one of them is a National Air Race Scrapbook that our own **Fred Leidel** compiled; it covers the races from 1937 to 1939.

## SECRETARY'S REPORT

**Chapter 93 Membership Meeting, March 15, 2007** President **Gary Chenier** informed the members of the information he had received concerning the upcoming Ford Tri-Motor Tour to take place in July. Information concerning the new 2007 pilot education programs was presented to the members. Information for seminars at the West Bend Airport was also given.

Our speaker this month was **Diane Balhveg**, who teaches aviation at Edgewood High School. She talked about the aviation program at Edgewood and her flying experiences. Thank you, Diane, for sharing your experiences with the members of the Chapter. **Board Meeting, April 5, 2007**

More information on the Ford Tri-Motor visit; it will be on July 6, 7 and 8. The aircraft will arrive on July 5<sup>th</sup> at Wisconsin Aviation. Tickets for rides will be priced at: \$40 for an EAA member and \$50 for non EAA members.

**Don Winkler** of Wisconsin Aviation will organize a Saturday night dance and concessions. Music provided by "Ladies Must Swing". The dance and concessions will not be a Chapter-associated event.

The next Chapter Banquet will be held on January 12, 2008, at the Lake Windsor Country Club.

Young Eagle Air Academy candidate **Devin Turner** will be attending this summer's Air Academy at EAA and Chapter 93 will help Devin by donating 50% of his tuition fees. *Earl Martin*

## **PRESIDENT'S REPORT**

Just because the calendar says it's Spring doesn't mean it's so. Mother Nature reminded all of us that we live in Wisconsin, and it will be Spring when she is darn good and ready, by sending an April snowstorm through the area. And to think I actually had my lawn tractor tuned up last week!

As we wait for the ground to clear again, take comfort in the fact that the first fly-in event in this year's Poker Run is less than a month away. After that, things start moving fast with our first Young Eagles event, our work weekend in OSH, and before you know it, AirVenture is here again. Speaking of the work weekend, I received our reservation form and will be asking for volunteers and picking a weekend at this month's meeting.

If you haven't already done so, please check out your Chapter's web page at [www.corben93.org](http://www.corben93.org). New stuff is being added all the time and **Dave Ripp** has done a great job of designing and maintaining the site. If you have any pictures, stories, or whatever that you would like to add to the site, contact Dave Ripp at [rldavid@charter.net](mailto:rldavid@charter.net)

Fly safely! *Gary Chenier*

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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.