



CORBEN COURIER

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

The Chapter 93 monthly meeting will be held at **7:00 p.m., Thursday, May 17**, at the Grosso Company's Hangar, Truax Field, Madison, Wisconsin. We will see **Ron** Grosso's collection of aircraft. He has a Cessna Citation 500, a Cessna 421, a Tampico TB-9, a Corby Starlet, an Easy Eagle, and a brand new Legend Cub. To get to the hangar, drive north on Wright Street to Mitchell (and dead end sign); turn left, go one short block and turn right onto Truax Court. The hangar is the first building on the right; street number 3411.



Ron Grosso's Cessna Citation

AN UNBELIEVABLE B-52 INCIDENT

January 10, 1964, started out as a typical day for the flight test group at Boeing's Wichita plant Pilot Chuck Fisher took off in a B-52H with a three-man Boeing crew, flying a low-level profile to obtain structural data. Over Colorado, cruising 500 feet above the mountainous terrain, the B-52 encountered some turbulence. Fisher climbed to 14,300 feet looking for smoother air. At this point, the typical day ended. The bomber flew into clear-air turbulence. It felt as if the plane had been placed in a giant high-speed elevator, shoved up and down, and hit by a heavy blow on its right side.

Fisher told the crew to prepare to abandon the plane. He slowed the aircraft and dropped to about 5,000 feet AGL to make it easier to bail out.

But then Fisher regained some control. He climbed slowly to 16,000 feet to put some safety room between the plane and the ground. He informed Wichita about what was happening. Although control was difficult, Fisher said he believed he could get the plane back in one piece.

Response to the situation at Wichita, and elsewhere, was immediate. An emergency control center was set up in the office of Wichita's director of flight test. Key Boeing engineers and other specialists were summoned to provide their expertise. Federal Aviation Administration air traffic control centers at Denver and Kansas City cleared the air around the troubled plane. A Strategic Air Command B-52 in the area maintained radio contact with the crew of the Wichita B-52.

As Fisher got closer to Wichita, a Boeing chase plane flew up to meet him and visually report the damage. When Dale Felix, flying an F-100 fighter, came alongside Fisher's B-52, he couldn't believe what he saw: The B-52's vertical tail was gone.

Felix broke the news to Fisher and those gathered in the control center. There was no panic. Everyone on the plane and in the control center knew they could be called upon at any time for just such a situation. In the emergency control center, the engineers began making calculations and suggesting the best way to get the plane down safely.

The Air Force was also lending assistance. A B-52, just taking off for a routine flight, was used to test the various flight configurations suggested by the specialists before Fisher had to try them.



As high gusty winds rolled into Wichita, the decision was made to divert the B-52 to Blytheville Air Force Base in northeastern Arkansas.

Boeing specialists from the emergency control center took off in a KC-135 and accompanied Fisher to Blytheville, serving as an airborne control center.

Six hours after the incident first occurred, Fisher and his crew brought in the damaged B-52 for a safe landing.

"I'm very proud of this crew and this airplane," Fisher said. "Also, we had a lot of people helping us, and we're very thankful for that."

"The B-52", Fisher said, "Is the finest airplane I ever flew."

CO-OWN AN AIRPLANE

Member **Lowell Zirbel** and his son are looking for three or four people to share in the completion of a scratch-built Corben Baby Ace. The project is 95% complete. Call Lowell at 608-837-9683.

PILOT'S FOOD FOR THOUGHT

- A fool and his money are soon flying more airplane than he can handle.
- Keep looking around; there's always something you've missed.

2007 AIR ACADEMY CANDIDATE

Just an update on the candidate who is being sponsored at the Air Academy this summer during EAA AirVenture. **Devin Turner**, sophomore at Edgewood, earned his solo license on his 16th birthday, the first week of April. He is taking lessons from **Pete Aarsvold**, but did his solo at Madison - and he is thrilled!

Seven students flew to Duluth to visit the Cirrus plant and next visited Air Graphics at Morey Airport. Air Graphics does all the paint design, decal work for Cirrus. After that, we took a sunrise flight to Ladysmith. Then we visited the UW Weather Observation Lab. So the aviation students are really keeping busy this spring. Thanks for the bag of old sectionals and charts from **Don Ripp**. I can really use them in the classroom.

Thank you, **Jack Jerred**, for being persistent. I really enjoyed seeing old friends and having the opportunity to share my stories. *Diane Ballweg*

THANK YOU LETTER

Chapter 93 Members

I would like to express my sincere thanks for your support and sponsorship for the EAA Air Academy and to inform you that I have just soloed April 5th, two days after my 16th birthday. I am greatly looking forward to my time at the Air Academy and a wonderful AirVenture and plan to fly up myself. Thanks again for your support and sponsorship.

Sincerely,

Devin Turner

RV-8 JIG AVAILABLE

I am the builder of the RV-8 that the Chapter came to see several months ago. We are just about ready to remove the fuselage from the jig, meaning the RV-8 jig will be available very soon. If someone can use it, they can have it for nothing. The jig is about 18 feet long and about 30 inches wide. We do not really have room to keep it, so it will be moved outside shortly. We can cover it for a short time; however, if we have no takers, we will dismantle it and use the lumber for other projects.

Anyone interested in acquiring this jig should e-mail me at carmedwards@ameritech.net or call my cell phone at 608-358-6815. Please call soon as this jig is on death row and won't be around for long. We would love to be able to help another builder. Thank you.

Bob Edwards

FORD TRI-MOTOR TOUR

As was discussed at April's meeting, the Ford Tri-Motor Tour requires the Chapter to provide several items for them during their stay in Madison. Any items we don't provide will be paid for out of the ride sales before we receive anything. Any discounts or donations we receive help to offset the expense of the tour stop and your Chapter gets to make more money on the event. The following items are needed.

- Hotel rooms: We need four rooms for three nights in the East Towne area. Something like the Country Inn or Red Roof Inn category (NOT Motel 6).
- Meals in the East Towne area.
- A six-passenger vehicle for the flight crew.
- An air-conditioned trailer to use as a tour office at the airport.

- A volunteer A&P mechanic in the event minor repairs are needed. They would work under the supervision of the chief mechanic at EAA in Oshkosh. They would need to be able to be reached by phone during the tour stop.

If you or someone you know can offer a discount or donation of any of the above items, please let Gary Chenier know at 837-2557 (evenings) or **209-8612** (days). We will also accept cash donations from businesses, groups, or organizations in any amount to help cover expenses. For donations of **\$1000**, you will receive 10 free rides over an area of your choice in the Madison area. Large donors of materials or money will have their names included as a supporter of the event in all our ads.

AIRCRAFT IDENTIFICATION

This World War II Army Air Corps dive bomber saw limited use and was one of the first all-metal military airplanes. Who built it and what was its designation?



Last month's airplane was the Martin XB-48, a medium jet bomber developed in the mid-1940s, but never saw production or active duty.

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

NO LONGER TENTATIVE

Patty Plantz reports that we have **\$600** in the treasury from an anonymous donor, designated to be used in the buying of a tent. **Bud Rogers**, who used to be in the tent business is chairman of a one-man committee assigned to buy one for our special events. There will be a Chapter financial report in next month's newsletter.

SECRETARY'S REPORT

Chapter 93 monthly meeting, April 19, 2007

Dates for the work weekend at EAA Oshkosh have been set the weekend of **June 2 and 3**.

The EAA Ford Tri-motor has a fee connected with its visit, which can be offset by donations of the price of motel rooms, use of rental vehicles and monetary donations before the Chapter will start to see a profit from the visit. So any donations from any source, personal or business will be very much appreciated.

Patty Plantz gave the Treasurer's report. Patty received a note of thanks from **Devin Turner** (Air Academy candidate) for the sponsorship, which was read to the membership.

A request for a show of hands of pilots who would be able to participate in the **June 9** Young Eagle event took place. I am sure that **Bill Rewey** and **Marcy Lange** would also appreciate any ground crew support that they could get.

Bud Rogers donated a VHS tape of the 1987 Paris Air Show which was won by **Don Ripp**. Bud also purchased a DVD of a speaker at a program at the EAA Museum, who was in the Doolittle bombing raid on Tokyo and one of 16 remaining survivors. Thank you, Bud, for allowing the group to see the very interesting program.

Earl Martin

PRESIDENT'S REPORT

Now that it looks like Spring has arrived, I hope you are able to take advantage of the nice weather to do some flying.

Several of our Chapter projects are quickly approaching. Members selected **June 2 and 3** for our Chapter work weekend at OSH. Most of us will be driving up Saturday morning and returning that afternoon. A few may stay overnight and also work on Sunday. If you were not in attendance at last month's meeting and want to join the work party, let me know, so I can add you to our workers list. Remember, the bunkhouse is available to you both Friday and Saturday nights if you wish to stay, and meals are provided. There are also some interesting evening programs for those who stay overnight.

Our first Young Eagle event of the year is set for **June 6** at Blackhawk Airfield. If you can help as a pilot and ground crew, please let **Bill Rewey or Marcy Lange** know. Initial reports show we should have lots of youngsters on hand for rides.

The Ford Tri-Motor Tour stop is **July 6** through 8. As mentioned at the last meeting, we need six volunteers for each half-day shift. Please check your schedule and let me know if you are available.

Fly safely!

Gary Chenier

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- 5) New Spinner. 10" with back plate. \$ 130
- 6) Technical Counselor Visit. One cup of coffee.

Call Bill Rewey—608-833-5839

This space available for free buy or sell ads.

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.