



CORBEN COURIER

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

The Chapter 93 monthly meeting will be held at 7:00 p.m., Thursday, June 21, at the Chapter clubroom, Blackhawk Field, Cottage Grove, WI. **Jim Falk** will bring a friend of his, **Eric Paradise**, an A&P and a certified AI (aircraft inspector), to answer any questions we might have about aircraft engines and interiors. He and his wife have an aircraft interiors business at the Reedsburg airport



FLY THE FORD!

Fly in the EAA Ford Tri-Motor, July 6, 7, and 8
Wisconsin Aviation, Madison, WI
EAA Members: \$40 Non-members: \$50

There will also be a Hangar Dance Saturday, July 7 at the same location.
Music provided by "Ladies Must Swing". Time and cost TBD.

For more information and to sign up to fly in the
EAA Ford Tri-Motor, visit FLYTHEFORD.ORG.
VOLUNTEERS ARE NEEDED to work at the Tri-Motor event

39 ON 09

Thirty-nine kids became Young Eagles at Blackhawk Field on June 9, 2007. Our Young Eagles rally this year was a BIG improvement from the three rides given at our last rally in October. There's still a need to get the word out though, since about half of the 49 total were Cub Scouts from one troop in Oregon. Nine kids came from Cottage Grove, two each from McFarland, Brooklyn and Madison, plus one each from Fitchburg, Rockford and Cross Plains.

It looked like we'd have a pilot shortage, but I got **Dean Gilding** of the Morey Chapter to bring his PA 28 down from Sauk City to help out. Dean flew nine kids as did **Patty**, **Marcy** flew four in her RV, **Skot** four in his 172, **Jim Sainsbury** three in his 152, **George Batsche** (from Ixonia) three in his Decathalon, and I flew six in the Pietenpol.

Ground crew included **Dan**, **Fred**, **Donnie**, **Romey Bukolt** (who flew his Piet over from Morey), and I believe two more whose names escape me. Thanks, everyone.

There were lots of smiles, thank yous, and cameras clicking. Maybe next time (at the Brat and Bean Feed) someone might volunteer to take pictures and write a short article for a Cottage Grove or Madison newspaper.

Bill Rewey

EAA CHAPTER 93 FINANCIAL REPORT

Current Balance:

U.S. Bank	\$ 4,122.50	
Capital One	<u>10,581.77</u>	4.63%
	\$14,704.27	
Membership Income 2007:	\$407	
Membership Contributions	<u>110</u>	
	\$517	
Annual Banquet:		
Income	\$1,296.00	
Expenses	<u>1,295.04</u>	
	\$.96	

Interest Income:

2006	\$524.15
2007 to date	120.16
Tent Fund	\$600
Young Eagles Fund:	
2006 Donations	\$249 + 200=\$449
Young Eagle Academy:	
½ of tuition is	\$500
Young Eagle credits	<u>86</u>
	\$414
Flying Events, Young Eagles:	
Expenses are tax deductible	

MAGNAMINITY PERSONIFIED

Our own **Bud Rogers** has graciously donated \$60 toward aircraft fuel at our next Young Eagles fly-in. Thank you, Bud.

BOOK REVIEW

The Pilots by James Spencer, 2003, G.P. Putnam's Sons, 268 pages, hardcover.

I was attracted to the book, while browsing at Pinney Branch Library, by the P-51 Mustang on the dust cover.

The author flew B-24 bombers over new Guinea, Borneo, and the Philippines during WW II when he was 19 and 20. The book is a collection of fictional short stories based on his experiences, and somehow tied together in proper sequence beginning with his childhood efforts at building model aircraft and ending with his post war efforts to overcome the trauma of converting back to civilian life.

The flying involves B-24s, P-38s, and AT-6s, and Jap Zeros; and some of it gets pretty gruesome like a Jap Zero cutting off a parachuting P-38 pilot's legs with his propeller. And not all of the stories take place in the air. There is one exciting story of a downed airman's experiences with savage natives.

One of the reasons that I enjoyed the book is that it covered an area of WW II that I hadn't read about previously. And I really didn't mind that there was only one mention of a P-51 on the very last page.

Fred Leidel

SUBJECT: FAA NPRM

NOTICE OF PROPOSED RULEMAKING

PART 0, SECTION 000(A) 1(C)

Section I: No pilot or pilots, or a person or persons acting on the direction or suggestions or supervision of a pilot or pilots may try, or attempt to try to make, or make attempt to try to comprehend or understand any or all, in whole or part of the herein mentioned Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by, the Administrator.

Section II: If a pilot, or group of associate pilots becomes aware of, or realizes or detects or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days, notify, in writing the Administrator.

Section II: Upon receipt of the abovementioned notice of impending comprehension, the Administrator shall immediately rewrite the Aviation Regulations in such a manner as to preclude any further comprehension hazards.

Section IV: The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time as the pilot is again too confused to be capable of any understanding of said Regulations.

EXPEDITING YOUNG EAGLES EVENTS

After another successful Young Eagles event at Blackhawk, we should all be congratulated on volunteers coming out to make the event a success!

Some of you already know about this I'm sure, but the EAA Young Eagles Web site has a program that can be downloaded to speed up the printing of certificates "on the job" as well as PDF forms for parents and many other resources to advertised and educate us about the Young Eagles program. If needed, I will volunteer to have available a laptop and a printer on site for the next event. You may access the Web site at <http://www.skymarktechnologies.com/ye/default.asp>

Skot Weidemann

THE GREAT NO-FLY AIR SHOW

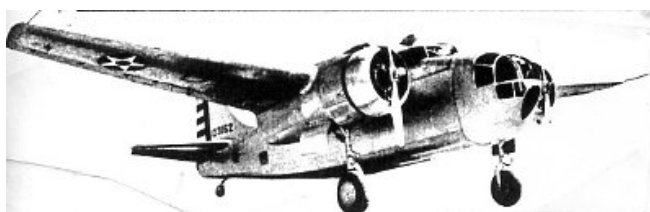
When **Jack Jerred** and **Bud Rogers** asked me to join them on a trip to Manitowoc Airport on the day before the “Thunder on the Bay” Airshow June 2 and 3, I thought we had a screw loose. I was wrong.

We had the full run of the field – hangars, parking strips, all. The performers and their aircraft were there, all accessible. We had unhurried, friendly conversations with the F-18 pilot, aerobatic champion Patty Wagstaff, performer John Mohr, smoke writer Suzanne Oliver and her husband skydancer Steve Oliver, all without standing in line.

We got their autographs. We posed for pictures with them. We met and petted Patty’s pet talking parrot, Suzanne and Steve’s dog Pax. We had a tour of the Golden Knights Army Parachute team’s Fokker aircraft, and an explanation of how they organize their jumps. We talked with the winner of the 2006 Kitty Hawk to Oshkosh race. We talked with a local yokel who had a hangar full of fancy aircraft, a Cadillac hardtop convertible and a yacht on Lake Michigan, who saved \$25,000 a year insurance money by being the only pilot to fly all of his aircraft.

We examined a fully armed B-25. We had free pizza like the volunteers, and it didn’t cost anything to get in. It was a great day.

Fred Leidel



AIRCRAFT IDENTIFICATION

This month’s airplane was an aircraft crew trainer – pilots, co-pilots, bombardiers, navigators and gun crews. Who built it and what was its designation?

Last month’s aircraft was an Air Corps trainer your editor cannot find the identification for. I need help, Bob Ward and Scott Nolinske.

SECRETARY’S REPORT

Chapter 93 Membership Meeting, May 17, 2007

Gary Chenier informed the members about the requirements for the Ford Tri-Motor event on July 6-8 at Truax Field. We need to obtain the following items or services for the crew of the Tri-Motor as follows: four motel rooms (no Motel 6), meals in the East Towne area, a six-passenger vehicle, an air-conditioned trailer to serve as a sales office and we will need to have a mechanic on call to service the plane should the need arise. If you can help in any way with any of these items, please contact Gary.

The work weekend at EAA Oshkosh will be June 2-3. Gary informed the members about nomination forms for EAA Aviation Awards. The May Chapter meeting was held at the Grosso Company’s hangar at Truax Field. Ron talked to us about his collection of aircraft. He informed the members of the specifications of the different aircraft in his collection and how the different planes perform in certain conditions. Thank you, Ron, for inviting Chapter 93 members to see your collection and for taking the time with the members to share your information with us.

Hope to see everyone at the next meeting!

Board Meeting, June 7, 2007

We have the Ford Tri-Motor event information, have motel rooms set, a vehicle rental donated, and the mechanic on call is close to being taken care of. What we still need is a camper/RV that is air conditioned to serve as a sales office; if anyone knows where we can get one donated to use for the event, please contact **Gary Chenier**. We will also need four to five people per shift to help with starting the plane, ushering people to and from the plane and other tasks. Please check your schedules if you are able to help with the event. Thank you.

Earl Martin

PRESIDENT’S REPORT

A successful Young Eagles event and OSH Work Weekend were a good start to our Chapter’s warm weather projects. Our next major event is the Ford Tri-Motor tour on July 6, 7, and 8. We will have two shifts each day, from 8 a.m. to 1 p.m. and 1 p.m. to 6 p.m. We need at least five volunteers for each shift. I will have a sign-up sheet at this month’s meeting. If you can volunteer but won’t be at the meeting, please contact me.

We still need something to provide shade for our gate guard during the tour. If you have a canopy of some sort or patio umbrella that we can use, please let us know. We can’t guarantee its safety, however, since Scott went airborne while trying to save an umbrella from an approaching storm during the B-17 visit. It was last spotted on radar somewhere over Lake Michigan.

Scott Nolinske will also have a sign-up sheet for our Brat and Bean Fly-in on August 26. He is starting early since everyone’s summer weekends seem to get filled up in a hurry. Remember the fly-in will also be a Young Eagles event, so pilots and ground personnel will be needed along with the usual food service volunteers.

Fly safely!

Gary Chenier

Advertisements

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--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.

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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.