



CORBEN COURIER

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

The Chapter 93 monthly meeting will be held at **7:00, Thursday, October 18**, at the Chapter clubroom, Blackhawk Field, Cottage Grove, WI. We will have Tester Lea, a WW II veteran and longtime personal pilot for Ray Kroc (McDonald's founder) talk to us about his experiences.



GETTING YOUR “AIRPLANE FIX”

AirVenture is only one way of getting your “airplane fix.” In September I attended two “type events”—The KR Gathering at Mt. Vernon, IL and the Zenith Open Hangar Day in Mexico, MO.

KR GATHERING—September 21, 2007

The KR Gathering is an event put on by owners and enthusiasts of the KR series of aircraft. It is held on the third weekend of September. This is an informal event with a few forums and a lot of hangar talk. Evenings consist of talk around the campfire, having a few “rootbeers” and some homegrown music (They even put up with my lame attempts at mandolin playing.) The knowledge and expertise of the builders is amazing. During the 35 years since the first KR these builders have been improving on the original designs by Ken Rand and have turned the KR2S into an excellent little two place cross country airplane that can be built from scratch on a relatively small budget.

This year a performance evaluation was held in which participating KR's were timed while flying a 100-mile triangular course. About seven aircraft participated. Some of the speeds recorded were 120+ mph for a VW powered KR2, 180+mph for a Corvair powered KR2S and 190+ mph for a high compression O-200 powered KR2S.

For more information about KR's and the gathering check out the following links: <http://krnet.org/> and <http://krgathering.org/>

ZENITH OPEN HANGAR DAY—September 29, 2007

It's Thursday and it's been five days since I was at a flying event. I was in need of another airplane fix, so I called Bill Rewey to see if he would like to drive to the Zenith Open Hangar Day with me on Friday. Bill said that he was flying down with Larry Landucci Saturday morning. After a short exchange of phone calls I had a “ticket” for the back seat of Larry's Zenith 801.

Saturday morning we departed Morey Airport at 6:30AM. Larry estimated the flight time to be about 3 ½ hours. When we reached our cruise altitude of 6500 ft. the winds out of the south were stronger than predicted and our progress was slowed considerably. While over Iowa the winds at lower altitude were reported to be near calm, so we descended to 2500 feet to take advantage of this only to find that our ground speed was even slower. A return to altitude resulted in a gain of a few knots. We were even able to pass a John Deere combine working one of those huge Iowa cornfields.

After a brief stop for fuel at Monroe MO we arrived at Mexico. Our flight time was about 4 ½ hours! As we taxied up to the display area we were immediately surrounded by spectators. Larry was answering questions from builders and other interested parties while he was still exiting the plane. They kept him engaged in conversation for quite awhile. He was finally able to get away to join Bill and I for a delicious lunch prepared by the Zenith crew.

I attended a forum on registering your homebuilt and then moved to the area of the workshop where people were busy riveting together a unique aluminum three ring binder. The binder has a CNC cut Zenith logo and is meant to be used for holding the construction manual. I knew we would be leaving soon, so I just gathered the parts for later assembly at home.

Before leaving for home we watched Michael Heintz demonstrate the STOL capability and low speed maneuverability of the Zenith 701. His whole demonstration was performed in a "box" about 500 ft long. Takeoffs into the 20-knot headwind were within a couple of plane lengths and landings were less than 50 feet to a dead stop.

The flight back was considerably quicker--about 2 ½ hours. We arrived at Morey as the sun was nearing the horizon and settled onto the grass runway 19. It was a great day! Thank you, Larry, for this "air adventure".

This experience has helped me kick-start my stalled Zenith 701 project. This week I have installed the top wing skin for the right wing and am presently working on the lower skin. For more information about Zenith check out this link:

<http://www.zenithair.com/news/oh2007.html>

Dick Hartwig

THE GIMLI GLIDER INCIDENT

From an article in Soaring Magazine by Wade H. Nelson If a Boeing 767 runs out of fuel at 41,000 feet, what do you have? Answer: A 132-ton glider with a sink rate of more than 2,000 feet-per-minute and marginally enough hydraulic pressure to control the ailerons, elevator, and rudder. Put veteran pilots Bob Pearson and cool-as-a-cucumber Maurice Quintal in the cockpit and you've got the unbelievable but true story of Air Canada Flight 143, known ever since as the Gimli Glider. (Continued from September newsletter.)

Only Gimli, the site of an abandoned Royal Canadian Air Force Base remained as a possible landing spot. It was 12 miles away. It wasn't in Air Canada's equivalent of Jeppesen manuals, but Quintal was familiar with it because he'd been stationed there in the service. Unknown to him and the controllers in Winnipeg, Runway 32L (left) of Gimli's twin 6800-foot runways had become inactive and was now used for auto racing. A steel guard rail had been installed down most of the southeastern portion of 32L, dividing it into a two-lane dragstrip. This was the runway Pearson would ultimately try and land on, courting tragedy of epic proportions.

To say that runway 32L was being used for auto racing is perhaps an understatement. Gimli's inactive runway had been "carved up" into a variety of racing courses, including the aforementioned dragstrip. Drag races were perhaps the only auto racing event not taking place on July 23rd, 1983, since this was "Family Day" for the Winnipeg Sports Car Club. Go-cart races were being held on one portion of runway 32L and just past the dragstrip, another portion of the runway served as the final straightaway for a road course. Around the edges of the straightaway were cars, campers, kids, and families in abundance. To land an airplane in the midst of all of this activity was certain disaster.

Pearson and Co-pilot Quintal turned toward Gimli and continued their steep glide. Flight 143 disappeared below Winnipeg's radar screens, the controllers frantically radioing for information about the number of "souls" on board. Approaching Gimli, Pearson and Quintal made their next unpleasant discovery: The RAT didn't supply hydraulic pressure to the 767's landing gear. Pearson ordered a "gravity drop" as Pearson thumbed frantically through the Quick Reference Handbook, or QRH. Quintal soon tossed the QRH aside and hit the button to release the gear door pins. They heard the main gear fall and lock in place. But Quintal only got two green lights, not three. The nose gear, which fell forward against the wind, hadn't gone over center.

Six miles out, Pearson began his final approach onto what was formerly RCAF B Gimli. Pearson says his attention was totally concentrated on the airspeed indicator from this point on. Approaching runway 32L, he realized he was too high and too fast, and slowed to 180 knots. Lacking dive brakes, he did what any sailplane pilot would do: He crossed the controls and threw the 767 into a vicious sideslip. Slips are normally avoided on commercial flights because of the tremendous buffeting it creates, unnerving passengers. As he put the plane into a slip, some of Flight 143's passengers ended up looking at nothing but blue sky, the others straight down at a golf course. Says Quintal, "It was an odd feeling. The left wing was down, so I was up compared to Bob. I sort of looked down at him, not sideways anymore."

The only problem was that the slip further slowed the RAT, costing Pearson precious hydraulic pressure. Would he be able to wrestle the 767's dipped wing back up before the plane struck the ground? Trees and golfers were visible out the starboard side passengers' windows as the 767 hurtled toward the threshold at 180 knots, 30-50 knots faster than normal. The RAT didn't supply "juice" to the 767's flaps or slats, so the landing was going to be hot Pearson didn't recover from the slip until the very last moment. A passenger reportedly said, "Christ, I can almost see what clubs they are using." Co-pilot Quintal suspected Pearson hadn't seen the guardrail and the multitude of people and cars down the runway. But at this point it was too late to say anything. A glider only gets one chance at a landing, and they were committed. Quintal bit his lip and remained silent (*Fined installment, next month.*)

A STRESS-FREE PHYSICAL

This won't guarantee you'll pass your next flight physical, but should ensure you won't fail it

If you have any doubts about your ability to pass (new medications, recent surgeries, etc.), consider paying for two physicals from your AME. When making the appointment for the first one, tell the doctor you want the equivalent of a Class 3 (or Class 2) exam, but with no FAA paperwork to be involved; just request a non-official pilot exam. Don't forget, once you or your AME starts filling out the exam form, it has to be submitted to the FAA. It's numbered and can't just be tossed out.

Now, if you pass the first one OK, immediately make an appointment for the second exam which should be an FAA Class 3 (or Class 2). It's unlikely you would have any problem passing this second one.

Don't flunk of all this as being an unnecessary expense; think of it as insurance to avoid having to pay for a few expensive tests, and then maybe having your application being rejected. If nothing else, it gives you time to explore your options (such as Sport Pilot) before going back to the second exam if passing might be questionable. Once you fail an FAA flight physical it's too late for Sport Pilot, so don't be a cheapskate--your AME has to eat! Think of all those Sport Pilots who won't be visiting him in the future..... *Bill Rewey*

BOOK REVIEW

Smithy - The Life of Sir Charles Kingsford Smith by Ian Mackersey, 1999, Warner Books, paperback, 414 pages plus 16 pages of photos plus extensive notes, maps and index.

This is a well-written, well-researched, almost unbelievable life story of Australia's most famous pilot of the Lindbergh era.

Smithy was obsessed with breaking records, 24 attempts over eight years, including trans- Atlantic, trans-Pacific (both ways), around Australia, across Australia, England-Australia (both ways), and many others, mostly in the Fokker Tri-motor "Southern Cross", but also in a variety of other aircraft including the Lockheed Altair "Lady Southern Cross" in which he died.

Smithy was a hero in spite of his shortcomings: a fear of water, a short attention span, an inattention to details, a carelessness, a lack of business sense, alcoholism, chasing women.

Some of the facts were unbelievable. The original seats in the Southern Cross were ordinary wicker chairs not bolted down, and with no seatbelts. There was no radio, and internal communication was accomplished by passing notes attached by a paper clip attached to a broom handle.

Smithy was only 38 when he died.

It is an exciting book and well worth reading. I don't know if you can find it in the library. I got it from my brother Don on my 90th birthday, and it goes next to my son Jim. I could put you on a waiting list

EAA WORLD WAR I ENGINES

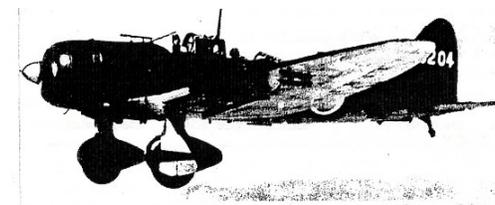
Hello, Jack and EAA Chapter 93!

I am helping a fellow (Jerry Yangen) <http://www.fighterfactory.com/> locate World War I era engines/airframes or replicas: Hispano-Suiza, Mercedes, Hall-Scott, Liberty, OX-5, Siemens-Halske, Oberursel, Clerget, LeRhône, Gnome, other rotaries, etc. If you know of anything for sale or trade, I'd appreciate any information.

I also do Aircraft construction/restoration (tube-and-fabric, wood, aluminum etc.), if I can be of service to anyone.
Russ Lassetter, EAA #448996, Cleveland, Georgia, rblasset@alltel.net, 706-348-7514

AIRCRAFT IDENTIFICATION

This month's airplane played a crucial role in the bombing of Pearl Harbor and sank more tonnage than any other Axis type. Who manufactured it, what was its numerical designation and what nickname did the Allies give it?



Last month's airplane was the RP-63A, a heavily armored P-63, used as a target in training by bomber gunners, using frangible bullets which shattered on impact. The biggest production problem was in changing over from the regular aluminum skin to the 1/8" to 1/4" thick dural. This armor plate added 1,000 pounds to the aircraft's weight, a major problem in the take-off run.

Hits on the metal could be recorded by electronic means, but too many gunners fired at the unprotected undersides when the Pin Balls would turn and break away. The project was soon discontinued.

SECRETARY'S REPORT

Chapter 93 Membership Meeting, September 20,2007

We had two new people attend the Chapter meeting this month: **George Stulgaitus** and **Dan Ellefson**. Welcome!

A big thank-you goes to **Chuck Knutson** for completing the lawn mowing. No information has been heard about the Ford Tri-Motor Event as to the profitability for the Chapter.

The roof was fixed by placing more screws in the roof panels to tighten up any gaps in the areas of the leaks. A motion was made by **Jerry Matzelle** and seconded by **Patty Plantz**, to finish the roofing work for \$150.

The two new tents need a winter home until needed. **Patty and Jeff Plantz** offered the use of their hangar as a possible storage site. The Chapter will look at storing the tents in their hangar. A big thank-you goes out to Patty and Jeff.

Two people will need to serve on the standing-committees, so if you are interested, consider volunteering to serve.

The Chapter watched a short news clip about a Young Eagle event at Morey Airport, after which our main speaker started his presentation. Our speaker this month was our own **Jack Jerred**, who gave a very interesting talk about his life and military experiences. Thank you, Jack, for sharing your experiences with the Chapter.

This month's door prize of a VHS tape donated by **Bud Rogers** was won by **Wil Bremer**.

The numbers are in for the Brat & Bean Feed and they are as follows:

\$691.00 income
- 221.00 food
- 90.00 sanitation
\$380.00 profit

Earl Martin

PRESIDENT'S REPORT

I am happy to report that we finally received a check from EAA HQ for sponsoring the Ford Tri-Motor, and it was for more than **\$600**. Once again, a big thank you to all the volunteers who made this event a huge success.

It appears that the repairs to our Chapter hangar roof that were arranged by **Bill Rewey**, have fixed the leak. New ceiling panels have been installed by **Jerry Matzelle and Dave Van Lanen** and now the hangar no longer looks like an abandoned warehouse. Next up is to get the tents and their accessories put away for the winter. Some members volunteered to do this at last month's meeting, so it should be accomplished soon.

Reminder. We will be taking nominations from the floor at this month's meeting, for the officer and board positions in next month's election.

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.