

# CORBEN COURIER

March 2010

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



## NEXT CHAPTER MEETING:

See you on March 18th at the chapter "Clubhouse" at 7:00 p.m. Our guest speaker is scheduled to be Rich Blackmon, an early test pilot for the Klapmeier brothers' Cirrus Design in Baraboo. Rich is currently building a Dakota Hawk aircraft.

## DON'T FORGET: 17th Annual Wisconsin Light Aviation Safety Seminar

Saturday, March 13th  
9:00 a.m. – 4:00 p.m.

Registration at 8:00 a.m.  
**FREE ADMISSION!**

Morning Refreshments  
and Lunch Available

EAA AirVenture Museum  
"Founders Wing"  
Oshkosh, WI

Visit Your Chapter  
Online at  
<http://corben93.org/>

**NOTE:** Please e-mail any items for the newsletter to the editor by the first of each month. Thanks!  
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## Another Successful Chapter Banquet!

The Chapter 93 Banquet was well attended this past February 13th and the membership would like to thank Lloyd and Faye Kreuger (center) for attending this year as our Guest Speakers. Lloyd shared his experiences as a lead navigator with the 95th Bomb Group of the Eighth Air Force, and particularly of one B-17G the *Haard Luck*, that he was assigned with. Lloyd and Faye donated to the Chapter a copy of two of his books, *Enjoy Lest Tomorrow Flees*, and *The Trials & Tribulations of a Lady*, signed by the author and available in the Chapter Library.

—Don Ripp



## Reminder to all pilots

You have until the end of March to update your paper pilot certificate with the new plastic version. The easiest way to do it is to go to their website at <https://amsrvs.registry.faa.gov>

You will need to set up an account, which is easy to do, and pay a \$2 service fee with a credit card. However, as I found out, if you request to remove your social security number as your certificate number, you will receive a new certificate for free. It took about a week for me to receive mine. After March your paper certificate will no longer be valid.

—Gary Chenier

# A Winter Flight to Wautoma Y50 PART 1

Is there any flying of these old taildraggers on wheels during the winter? Yes, there is some and this is a summary of my flight up to the Wautoma EAA Chapter 1331 Chili Fly in on Saturday Jan 30, 2010. After a long series of "no fly" days this winter either because of the lower than normal temperatures, the combination of cold and windy conditions, low visibility, low ceilings and no time to fly anyway, I planned a little cross country to Wautoma. This event is the annual Chili fly in put on by the Wautoma EAA chapter, similar to the one we had.

Prior to leaving the house I went to DUATS on the computer to check for winds and general weather in addition to going to a few public weather sites. After that, I called Flight Service to find out if there were any TFR's and there were none. Since my Luscombe isn't comfortable to fly in at all much below 20 degrees, I opted to use my relatively new piece of equipment, a Widder Lectric Vest under my sweater. Having

driven to the hangar the night before to plug in the Tanis engine heater and cover my cowl with the old insulated engine cover plus propeller blade covers and spinner cover, the engine was very warm and ready to go. Luckily my hangar neighbors Allan Carroll and Jay Martin were both at work next door doing their endless series of modifications and improvements on their Vans RV-8 models, so in the comfort of their heated hangar

I was able to take off my sweater to install the vest and get back together anticipating relative comfort on my flight of less than an hour one way. Jay is in the process of installing a new "all in one" glass panel in his RV-8A tri gear and Allan has just installed a brand new constant speed prop in his quest of a little more speed. Though Jeff was not there, In the back of the hangar, the third hangar owner (our reliable Jeff Plantz...of Jeff & Patty) has his 4 place Cub clone "in progress".

The procedure to start my "no starter" Luscombe is simple however it takes a few operational procedures to get the engine running safely. Most of the time I fly with the Luscombe there is nobody around to give me a "prop" so I have a series of steps to do my start. After pushing the plane out on the ramp in front of the hangar, I tie a lightweight nylon rope to the tailwheel spring, the other end being attached to a hook eye screwed to the hangar corner post. Next, I chock the wheels with two sets of miniature aluminum chocks with a long lead of thin rope attaching them together. Once chocked, the rope lead is draped into the cockpit and hooked around the trim tab crank located between the seats. With the ignition key "off", the throttle all the way back and the fuel on, I turn the prop



at least 3 "blades". Next I prime the engine three strokes, shut the gas off, make sure the throttle is all the way back, turn the switch "on" and proceed to prop the engine until it starts (usually on the first or second blade). Once it is started (remember the gas is off), I walk back to the tail and untie the rope, go to the cockpit, climb in, check for oil pressure, strap myself in and turn on the gas. Pete Aarsvold (who did my checkout in the Luscombe) did a timing test with me once where he recorded

the amount of time the engine will run at idle (with the gas off) before the carburetor runs out of fuel and the engine quits. It was in the neighborhood of about a minute or more at idle... just enough time to untie the tail, haul myself into the seat and turn on the gas. The value of an engine starter is not just for convenience but is also a safety factor, since I've heard many stories over the years of "hand start" planes getting away from their owners/operators and running into things

like other aircraft, hangars, or people and in some cases, actually taking off into the air before crashing. After a few minutes of fast idling and the engine is running smoothly, I advance the throttle slowly to "pull" the plane over the small chocks, immediately followed by brakes to hold the plane stationary once it's "bumped" over the chocks. Now the chocks can be drawn into the cockpit with the attached cords. I wind the cords around the two sets of chocks and stow them on the hat shelf behind me. I'm free to taxi out when ready.

At this point, the temperature is below 20 degrees and I pull the cabin heater all the way out in anticipation

(and hopes) of some warmth once the engine is running at cruise speeds and plug in the vest heater. After a thorough run up, I take off on runway 10 and stay in the pattern for one "stop & go" takeoff/landing to get confidence the plane is running right. After the second takeoff I head northbound to Y50 via



map & Garmin GPS.

So far, everything is going well, the radio is working, the heater is putting out a little heat and my electric vest is keeping my torso warm.



As a little insurance to allow more time to find a landing spot in case of an engine failure, I climb up to 3500 feet and feel a little more assured. I do some cross checks such as looking for how much charging the little wind driven alternator is putting out. It checks out at about 13.7 volts or so which is where it usually is without the load of the heated vest. Madison is fairly busy with traffic and the weather is very good VFR with little wind...just the right conditions for my little lightweight Luscombe. As I pass over the Portage power plant, Montello and other recognizable landmarks I monitor the Wautoma AWOS and CTAF. In looking at photos on their website from last year's Chili fly-in I guessed there would not be much traffic, but I did hear quite a bit of chatter from pilots flying around



the Wautoma airport. The arrivals and departures were using runway 13 so this is the one I was planning on. As I cross over the field northbound at 3500 feet (traffic pattern is 1859 ft) I observe there are quite a handful of planes on the ramp and I hear several inbound planes self announcing.

To descend to pattern altitude and make the recommended (and expected) entry I head out northeast about 5 miles to descend to pattern altitude, make a turn back to the airport to join the downwind for runway 13. As I'm approaching mid-field to make my entry to the downwind I see a Piper J3 ahead of me who's apparently no radio because I didn't hear him on the radio. I extend my downwind to allow the Cub to get down and make my turn to base a little farther out to the northwest. About this time I hear a Cherokee announce he's on a straight in to 13 about 2 miles out. I announce I'm on an in close final to 13 and what were his intentions? The Cherokee decided to circle out there to give us some time to get down.

Skot Weidemann  
EAA 25948

STAND BY: Skot's trip to Wautoma will be continued next month!



**ATTENTION PILOTS:** As you might remember, last October Volk ANG Field requested a change to their operating hours from which would have impacted Falls 1, Falls 2, Volk East, Volk West, and Volk South MOAs. The proposal would have made the MOAs active without a NOTAM, Tuesday – Saturday from 0800-1600.

EAA has been informed that Volk has withdrawn that request and the MOA operating hours will remain “by NOTAM 0800-1600 Tuesday-Saturday, other times by NOTAM.”

#### ADVERTISEMENTS

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.

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# UFOs Over MAD-TOWN!

A few Saturdays ago, a group of skydivers who call themselves The Hoofers, performed their annual ritual of jumping onto the frozen lake surrounding the Madison isthmus. (Photos by Russ Haas.)

