

CORBEN COURIER

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NEXT CHAPTER MEETING:

See you on April 15th at the chapter "Clubhouse" at 7:00 p.m. Our guest speaker is scheduled to be Kristin Danninger, air traffic controller at Dane County Regional Airport, who was recently awarded the Archie League Medal of Safety Award for quick thinking in helping a pilot who had flown into IMC escape disaster.

A Winter Flight to Wautoma Y50 PART 2

Meanwhile the Cub was landing and once on the ground left the runway to the right in a big cloud of snow. At first I thought it was an attempt to make way for us landing traffic, but then guessed he had lost control and didn't have any intention to do this. After he got back on the runway the Cub got in "line" to make it to the taxiway which was now clogged with aircraft waiting to taxi back to the threshold of 13 for departure, so I added power to go around since



it was obvious I couldn't land with others on the runway. On my downwind to another approach to 13 I could see the planes on the ground need more time to get organized and takeoff, so I did an extended downwind and left the pattern to the northwest to hold for traffic. After heading east and turning back to join the downwind for 13 again, I made another approach to 13 and while turning onto final, realized there was a high wing on final approach to the same piece of runway and landing on runway 31. I added power, did a climb out back to pattern altitude and again entered the downwind for another try at 13. This time I was able to land on 13 and stop just past the taxiway before turning around for taxi back. In the meantime the Cherokee was attempting another approach to 13 for a landing. I could see there were two aircraft on the taxiway wanting to get out to the runway for departure, and I was still on the runway. I politely asked of the Cherokee pilot could go around since this time I was on the runway waiting for others (and Ercoupe and a low wing Rans?) The Cherokee did his go around, the two planes on the taxiway got out to the end of 13 and I started on the taxiway to the ramp. Right away I noticed there was a Varga just entering the taxiway (to the runway) from the ramp area. We both noticed each other and the Varga pilot gave way and did a turn around wait for me to get to the ramp. I taxied to the ramp and all was well. My conclusion for all this traffic congestion is that the best improvement that could be made to the Wautoma airport to take care of landing and departing traffic would be to add a parallel taxiway at least. Perhaps this already being considered, but that's my suggestions.

The event was peppered with interesting participants such as the Firemen demonstrating their Jaws of Life by cutting up a hapless little compact car to show how it's done. There was a medical helicopter sitting on display, a bonfire a ways from the main hangars and a collection of miscellaneous aircraft. Some of the planes I recall in addition to the ones I mentioned are: several high wing Experimental Challengers on tri-gear skis, several Champs on skis, and a Maule on skis. The runway 26 was "groomed" to allow the ski planes to have access to the snow runway. On wheels at the ramp were a Cessna 180, a couple of Skyhawks, several Piper Clippers, the Cub, a good looking Symphony and a few others I don't recall. The chili feed was inside the

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Chapter hangar which was a welcome space since it was full of people, food and warm air. I got in line for my hot chocolate and chili (with a choice of brats as well) and sat down on a bench with a bunch of other pilots. I happened to ask the guy next to me at the table if he flew in and he said yes, in a J3. Turns out he was the guy ahead of me who did a partial groundloop into the snow and was obviously a little embarrassed by it. He didn't have much time in the Cub and was used to flying a Skyhawk, so I can sympathize with him, as I just sold my Skyhawk and know how much different tailwheel & tri-gear are in ground handling. The bunch at the table was from Palmyra. I complimented them on their traditional Fathers Day fly in the decorative red radishes on the tables with all the pancakes. I also mentioned Mary's restaurant as being an interest of some of us who have flown there.

I had got the last of the chili, as when I went back for seconds they were all out. So, not wanting to dawdle I went back out to look at planes and make my way back to the Luscombe to get back in the air back to Morey's before it got too late in the afternoon. I was able to recruit one of the guys who looked like a seasoned pilot to give me a prop and he was glad to do it. We pushed the Luscombe over the ice on the apron to a clear blacktop spot where he could prop the plane without slipping on the ice. Though the plane wasn't sitting too long, it had cooled down pretty quickly and I needed to prime it before it started. Once started, it



was easy to make my way back to the runway on the single taxiway. I apparently had arrived at a very busy time and traffic was a little lighter now since it was after 2pm by now, which was the official ending time of the event.

On my flight back I again went up to 3500 feet for that extra altitude insurance and called Madison Approach for a radar squawk on my way back to Middleton. The ride back was great and everything was working fine, including my heated vest. Though my plane is an antique I feel empowered by the addition of the wind alternator & battery, communication radio and radar transponder. At the next annual this month I have a box of parts to add wing tip strobes.

For those who want to check out the Wautoma EAA Chapter, go to (1331<http://www.eaa1331.org/>)

Skot Weidemann
EAA 25948

93's Fred Leidel—Tandem Jumps at Age 93!



Fred Leidel, EAA 420640, has led a full life with such activities as a university professor, propeller engineer, and EAA volunteer. Last month when Fred was visiting his brother in Florida, he had found that his relatives had already arranged a tandem jump at a skydiving center. He was last of 15 out the door of the Twin Otter. "Boy! That was great!" Fred told *Wisconsin State Journal* columnist Doug Moe.

Fred first fell in love with airplanes when his family moved near the Madison Airport in Madison, Wisconsin. The nearby air traffic cemented his desire to learn. While in college in the late 1930s, he convinced the airport manager to let him make wing ribs for Corben Ace kits that were being sold at the time in exchange for flight lessons.

Fred's flying adventures wouldn't stretch past a few early solo flights, as a failed vision test ended his chances of earning a license. Despite this setback, Fred has filled his life with aviation as a longtime volunteer with EAA Chapter 93 and at EAA AirVenture Oshkosh. Fred's other life is filled with many accomplishments, including an engineering job at Hamilton Standard designing propellers for military aircraft during WW II. After the war, he returned to Madison and embarked on a long career in education as a professor of engineering at the University of Wisconsin—Madison, rising to the position of associate dean before retiring in 1982.

Save the Dates!

A new Young Eagle Rally date is set! Please update your calendars to include **Sunday, May 23rd** as a additional Young Eagles opportunity!

Flying starts at 10:00 a.m. Jeff and Patty Plantz teamed up with Pete Aarsvold to hold a Young Eagles event for a group of Sun Prairie Girl Scouts at BlackHawk. So come and enjoy in the fun, coffee, and donuts.

Other Young Eagles dates to remember:

Sunday, June 13th (Chapter Picnic and Y/E event, good time to give Y/E rides to children and grandchildren of chapter members while enjoying the picnic! And at the Brat & Bean Feed Fly-In Sunday, **August 22nd** 2010.

Feel free to attend, help out and enjoy! This is a big part of Chapter 93! Thanks, Don



Secretary's Report

Don Ripp informed members about area events going on and other information. Don also announced that Lloyd Kreuger donated two of his three books to the Chapter library. So if anyone is interested in doing a book review on either of the two books, the books are available from the Chapter library. A Thank You card was passed around for signing to thank Lloyd and Faye for appearing as our guest speaker

at the Annual Banquet. Don Winkler of Wisconsin Aviation is working on having a Hangar Dance and rides on a DC-3. Don W. asked if the membership would be willing to help with the plane rides. There will be more information forth coming on this possible event at Wisconsin Aviation.

Don R. informed the Members about EAA's new Webinar series (To see upcoming webinar topics, go to www.eaa.org/ webinars).

Our meeting speaker was Rich Blackmon, who was a test pilot/sales representative for the early Klapmeier brothers' Cirrus Design in Baraboo. Rich is currently building a Dakota Hawk aircraft. Rich talked briefly about his experiences with Cirrus and the building of his own plane. Thank you, Rich, for sharing your experiences with our group.

—Earl P. Martin

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.

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Veteran air racer and cropduster Al Goss, 68, and friend Steven Ballard, 54, a FedEx pilot, were killed March 17 when Goss' well-known T-6 "Warlock" crashed near its home base of Minter Field in Bakersfield, Calif.

The membership would like to express its condolences to fellow Chapter 93 member Aaron Olden, pictured, who served as a ground/pit crew member on the Warlock Team.

Aaron spoke to Chapter 93 on a number of occasions about the experiences as a Team Member, as well as the entire Reno Air Race experience. Aaron, please extend Chapter 93's condolences to the family members and fellow teammates. Al and Steven are now sharing sunny and blue skies with those "gone west" before them!"

—Don Ripp & Chapter 93



Tour Promises Something Different

EAA Chapter 1317(Sauk City/Prairie Du Sac) invites members of Chapter 93 to attend a tour of Air Graphics in Middleton, Wi. (at Moreys) on the 21st of April—a Wednesday night.

Air Graphics is the supplier to Cirrus Aviation and will also work with individual builders on your graphic items like stripes, N-numbers, and other requirements for your aircraft projects.

The plan is to meet at Culvers (just for Jack!) in Middleton on Parmenter Street (next to the Bruce Company) at 6:00 p.m., and then at 6:30 p.m. head down the road to Air Graphics at Moreys for the factory tour. Brian Han-son of Chapter 1317 would like to have a phone call from those Chapter 93 members interested in attending. So if you plan on attending this event, call 544-5000 and leave a message for Brian. Take a look at your calendars and take the tour if you can.

—Don Ripp