

CORBEN COURIER

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NEXT CHAPTER

MEETING:

*Thursday, September 16
at 7:00 p.m.*

Our speaker will be our own Chapter member, Lowell Zirbel, who will give a presentation on the building of the fuel tank for the Pietenpol project in the clubhouse as well as enlighten the chapter with his personal interest in aviation and its roots. Plan on attending this presentation and do not forget the pre-meeting cookout at 6:00 p.m. The grill will be hot at 5:45 p.m. and bring your own grillables. (We may have to eat inside as the mosquitoes might still be hungry!)

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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Chapter Members Make Brat & Bean Fly-In a Success Amid "BST" (Blood, Sweat & Tears)...No, Really!

Alright membership of Chapter 93, pat yourself on the back and give yourself an "Atta-Boy" or "Atta-Girl" for the effort put forth by all towards this year's Brat & Bean/Young Eagle event of 8/22.

The events leading up to, and including a August 11th, 5 p.m. rendezvous at "87Y" for runway weed "burning" and spraying in the cracks. That crew experienced the first round of "BST" as it was evening, hot and humid, and HUNGRY Mosquitoes abounded. (The Mosquitoes bit right through the DEET!) The crew worked until early dark when the last flights of the day returned to their hangars and the weed spray ran out. The result was seen the day of the fly-in: Runway 9/27 looked pretty good! Thanks to that crew.

On Saturday the 21st of August, the membership met at Black Hawk, 87Y, at 9 a.m. (air calm & humid) to erect the tent, tables, grills and move the other associated equipment to the fly-in site. The volunteers also did a job on the weed and brush removal around the old office building and discovered not only many mosquitoes, but hornets too! "OUCH!" This was round two of "BST". But, hey, now the old office building doesn't look so bad.

Sunday the 22nd of August came with very low ceilings and poor visibility, so I



“sweated” and “swatted” more mosquitoes at 6P3 (Waunakee) in order to wait to take the plane over to 87Y for some Young Eagles rides. And when the weather finally allowed (around 10:30 a.m.) mom had stopped by the hangar, so I asked her to ride along with the thought of flying her back after I gave a few rides. She said yes, she would go, and we departed to the north around and under the Class C airspace. Upon arrival at 87Y, Mom and I were saluted by the “Apron Crew” modeling the new aprons that she made and donated to the Chapter. The morning setup crew had done a great job with the final set-up and prep work and Earl was at the grill and cooking brats.

Soon it was time to give Young Eagles flights, so Mom sat and met a number of the chapter members and spouses as well as a couple of “old pilot” friends she had not seen for some time while I flew rides. (I’d stop between flights and see how she was doing and she would say, “Having a great time, just keep on flying!”) Mom did hitch a ride back to Waunakee with Sandra Hartwig (thanks Sandy!) as the afternoon continued. (Mom had such a good time that when she got home, she had to call my sister in Ohio and tell her for some 50 minutes about the event and the people of Chapter 93 that she had met



teers took home the Nescos and equipment that needed to be washed.

The airport was empty! Time to head back to 6P3 and hangar the plane. As I departed Blackhawk, I went again north/northwest around the Madison “C” airspace and continued to climb on north/northwest heading. It was getting cool as I climbed and leveled off at 4,500 feet and throttled back...thinking about the day’s events...and just enjoying the cool air. I opened the window, reached out and scooped up a handful of cloud. Just a tear. Thanks, Dad!

Again, great job Members of Chapter 93.
—Don Ripp



that afternoon. I got a call from my sister that evening just over-the-top excited that Mom had such a good time at the B & B Fly-In.) Thank you Chapter 93, for making Mom feel so welcome.

As noon slipped into afternoon, the weather improved to “clear” with a few “baby cumulous clouds” every now and then. With the event winding down, the cleanup started but the temps, humidity, and mosquitoes did not relax as the day waned. (More BST!) The clean up crew got all the equipment back into the clubhouse and volun-



Other Chapter Activity Notes In the Category of "Better Late than Never"...

A Report on our May 23rd Young Eagles Event

On Sunday, May 23rd, we gave 20 Young Eagle rides to a group of kids from Sun Prairie. They had a blast. While the kids were waiting for flights, we spent some time answering questions from the curious parents, siblings and kids. We shared all kinds of aviation tid bits with them.

Thanks to all the pilots and ground crew that made the event a great success. We had Dave Van Lanen, Fred Leidel and Jim Lins manning the Registration table. Pilots flying that day were Skot Weideman, Don Ripp, Larry Landucci (from the Morey Chapter) and guest pilot George Batsche who flies out of Watertown. Thank goodness we had Larry with a four seater airplane.

Jerry Matzelle did a great job directing ground traffic and loading and unloading.

We kept him pretty busy with a constant flow of arrivals and departures.

The Sun Prairie group had done their ground school

about a month earlier. They came out to Blackhawk on a Wednesday evening. Pete Aarsvold did the session with them.

We had a special guest appearance for the flights. Tobie Stamsta, our scholarship recipient, came and helped out at the event. It was great to have her there. The kids were impressed to talk with a teenage girl that was working on getting her pilots license. The pilots were impressed when Tobie started washing airplanes after the event. Don Ripp treated her to an airplane ride. I bet she loved flying in the Citabria!

The weather was a bit hot and windy. We tried to supply pilots with a nice cold drink of water between flights.

Thanks again to all who came and helped. Sorry if I omitted some one. Next time I won't wait 3 months before completing a write up for an event!

—Patty & Jeff Plantz

P.S. I think for future Young Eagles events, it is a good idea to try to get a group (from church, scouts, clubs, etc.). We can use that group as a dependable number of kids that will show up. Then we have less dependence on kids and parents that "may show up". So for 2011..... please think about a group that you know that may be potentially interested in a Young Eagles event.

The Members of Chapter 93 welcome Aaron Larson and his family to Chapter 93 (they signed up at the B&B Fly-In). Family members include wife Tami, and children Jesse and Cash. We look forward to seeing you at the next meeting.

**New Chapter
Member!**

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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.

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Corben Courier
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Book Review:

Fire and Air—A Life on the Edge

An autobiography by Patty Wagstaff, written with Ann Cooper, 1997, Chicago Review Press, 323 pgs hardcover.

This is one of the most fascinating and interesting books I have ever read. It covers the life of the top U.S. Record of the World Aerobatic Championship in incredible detail.

Patty was born in September, 1951, which makes her 58 years old as of this writing. Her father, Robert Combs, was a B-25 pilot in the U.S. Army Air Corps, and later a transport pilot for Japan Air Lines. Her only sibling, sister Toni, was born when Patty was 9. Toni wanted to be a transport pilot right from early childhood, and achieved that goal.

Patty was a rebel, eager to learn and getting good grades, but rebelling against segregated Catholic schools and uniforms, and ran away not once, but often. Her family moved often, as did

she when she grew up, and she lived in Tokyo, Yokohama, New York, Palo Alto, back to Yokohama, Switzerland, London, San Francisco, Los Angeles, Australia, Alaska, and Arizona.

Patty had a really wild time growing up, and at 21 she met and married an abalone fisherman, Bill Beck. That marriage lasted only 3 years. Three years after that, she met attorney and pilot Bob Wagstaff. Bob was a certified flight instructor and started Patty's flying career. His airplane was a Cessna 185 on floats. Patty's first logbook entry was June 29, 1979. She was 27.

Then her flying career really took off. She saw her first air show in 1983. She married Bob, and participated in her first airshow in 1984. In 1996, Patty was Top U.S. medal winner of the World Aerobatic Championship for the fourth year in a row. Not bad for a 17-year flying career!

As you might expect, I borrowed the book from Jack Jerred. I'm grateful to Jack for the 3 times we've talked to Patty, had photos taken with her, and for her autographed photo.

—Fred Leidel

