

CORBEN COURIER



Oct. 2010

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

NEXT CHAPTER

MEETING:

*Thursday, October 21,
at 7:00 p.m. with a pre-
meeting cookout at 6:00
p.m. (members should
bring whatever they want
to grill and eat).*

Special guest speaker: Peter Buffington, author, has been a commercial pilot for 15 years. He flies for pleasure, too, and has logged more than 2,500 hours in countless aircraft makes and models.

Squawk 7700 is a first-hand account of Peter's experiences as a commercial airline pilot



and the journey he took to reach his childhood dream. From student pilot at age 15, to flight instructor, to nighttime cargo pilot, and finally as first officer aboard the ATR 72 turboprop airliners island hopping the Caribbean.

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

NOTE: Please e-mail any items for the newsletter to by the first of each month.
Thanks!
donripp@hotmail.com



Lowell Zirbel and the Fiberglass Fuel Tank

Chapter 93 member Lowell Zirbel gave a talk/demonstration at the September chapter meeting on the building and construction techniques for a fiberglass fuel tank, which he constructed for the Pietenpol Builders group that have the ongoing Pietenpol project in the clubhouse.

Lowell demonstrated the “hotwire” cutting of the styrofoam core for the “mold” of the tank and then talked about and demonstrated the techniques involved in “laying up” the tank with fiberglass cloth and resins for the tank assembly as well as the placement of the plumbing ports. Lowell also shared with those present the story of how he was “bitten” by the aviation bug at a very young age as he was introduced to a neighbor’s aircraft project stuck away in the barn.

Thank you Lowell for sharing those building skills and early aviation interest with the chapter.

—Don Ripp

(More photos on the following page.)



Lowell demonstrates how to build a fiberglass fuel tank for a Pietenpol.

Photos courtesy of Joni Forbes.



Blackhawk Runway Brush Cutting

Fellow Chapter 93 Aviation Fans,

EAA Chapter 93 is planning a work day to cut the brush back from the edges of runway 4/22 at Blackhawk Airport. The growth has encroached on the runway, and has resulted in many pilots no longer wanting to fly into Blackhawk for safety reasons. We would like to correct this problem, and encourage more air traffic into the airport for our EAA events, such as our upcoming Chili Fly-In.

I have volunteered to coordinate this event. Due to time limitations between now and the Chili Fly-In, we have gone ahead and scheduled a work day without checking with members' schedules. We'll "make do" with whoever can get to help out with this effort, but the more help we have, the better our chances of completing it in a timely fashion. Chuck Knuteson, who many of you know, and who does a lot of the maintenance at the airport, plans to be there to help with hauling the brush away for us.

Following are the details of the work day:

Date: Saturday, Oct. 16, 2010

Time: 8:30 AM to ?????? (come and work when you can)

Goals:

- Get as far as we can with cutting back approximately 10 to 20 feet of brush from each side of runway 4/22.
- If we don't finish, we'll schedule another weekend session and/or weekday work session(s) for those who can make it during the week.

Bring:

- Work gloves
- Chainsaw (if you have one)
- Something to eat and drink
- If you have access to a Brush Hog, or similar machine for cutting down the weeds and/or small brush, please let me know! That would be a huge help.

Please let me know if you can make it for this work day, either by sending me an e-mail at davevanlanen@sbcglobal.net, or by calling my home phone (608-241-5462), so we have an idea of how much help we can expect.

Thank you for your willingness to volunteer!

—Dave Van Lanen

Final Flight

On behalf of the Chapter 93 Board of Directors and the general membership, we would like to say “thank you” to Mike for a job well done with the newsletters that he has put together and editorialized since August of 2008. His experience with the layout, artwork, and articles have really been a plus to the chapter and will be missed by all members and friends of the chapter that have received them during the last two years. Mike, we wish you good luck with your future endeavors, interests, and projects.

Thank You,
Chapter 93

Thanks, Chapter 93! I’ve had a blast staying engaged at the grassroots level by putting this newsletter together each month for the past couple of years. But as some of you know, I left EAA after 10 years of employment, and aviation is just not as big a part of my life as it was at one time. With my changing interests and priorities, I felt it was time to move on. I appreciate all your contributions to the newsletter; as I said to Don, I really wasn’t the newsletter editor as much as I assembled all the pieces I was given.

CAVU to you!
Mike D.

Cool website alert:

Check out **Abandoned and Little-Known Airfields**
<http://www.airfields-freeman.com/index.htm>

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.

Other Chapter Tidbits:

Recent Donated Items to the clubhouse are most welcome by the chapter:

▶ Dan Payne donated his air force of some twenty scale model aircraft fighters and bombers of WWII and Korea era to the Chapter. Thanks Dan, as they really hold a tight formation hanging from the clubhouse ceiling.

▶ Jim Martin donated a revolving magazine rack that holds many issues of various magazines. Thanks Jim, as this will make the magazines much more accessible to the chapter members. Chapter members, feel free to help yourself to any of the magazines on this rack.

▶ Member Joni Fobes is looking for “dated” sectional charts, bring them to the next meeting.

▶ Many free handouts still available at the clubhouse. (See next meeting)

▶ EAA Calendar Time—Still just \$10.00 for a full-color EAA Calendar. See Earl Martin at the next meeting or email him your order at earlpmartin@excite.com. Calendars will be at December 16th Chapter meeting. Makes a great Xmas gift!

▶ Welcome new Board Member Joyce Jeardeau. Joyce recently accepted (was roped into) a position on the Chapter 93 Board that had become vacant. We thank you Joyce!

▶ It’s that time of year again! Dues are Due ! \$20 now until 2/12/11 and \$24 after the banquet date. You can save \$4 by paying your dues before the banquet date of 2/12/11 (See Jim Lins for payment at the next meeting).

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Corben Courier
EAA Chapter 93—Madison, WI
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Book Review:

Lost Star—The Search for Amelia Earhart

by Randall Brink 1944, W.W. Norton & Co. Inc., 185 pgs plus references index hardcover.

This is a well-documented retelling of the Amelia Earhart story, with very interesting conclusions about what really happened on her final flight. The book's title, however, is a bit misleading. One-third of the book has passed before Amelia decides to make the round-the-world flight that turned out to be her last. She and her navigator, Fred Noonan, start the flight on page 117. Her first S. O. S. was on page 141 only 44 pgs from the end. Very few pages were devoted to the search.

The year was 1937. The Japanese had begun their acquisition of Pacific Islands that led to Pearl Harbor in 1941 and WWII. Earhart's last flight changed mysteriously from a personally financed one to one sponsored by the U.S. Navy and other governmental agencies, according to author Brink. Her Lockheed Electra airplane was changed from a Model 10 to a faster and more powerful Model 12 equipped with cameras for

aerial photography. Also, according to Brink, the last flight ended with a minor crash landing on Japanese-held island Taroa. Earhart and Noonan were held as spies. Amelia was forced to be "Tokyo Rose", broadcasting Japanese propaganda to American troops.

These are all very interesting theories, well documented and very readable, but in spite of the documents, leaving me the reader wondering: What really happened to Amelia Earhart?

The book was borrowed from Bud Rogers.
—Fred Leidel

