



Corben Courier

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Contents:

| | |
|---------------|---|
| Letter From | |
| The President | 1 |
| March Speaker | 2 |
| Book Review | 2 |
| Special Event | 3 |
| Board Meeting | 3 |
| Brodhead Trip | 4 |
| B-17 Stop | 4 |

Letter from the Chapter President

Chapter 93 Banquet has a GREAT ATTENDANCE

Close to fifty Chapter members and friends turned out at Rex's Innkeeper in Waunakee on Saturday night February, 12th 2011 to meet and hear guest speaker Mr. Mike Johnson share his experiences about the Antarctic Continent during his "dark" winter months while on assignment in the Navy. Mike took those in attendance on a journey to an Antarctic base station that is the staging area for South Pole explorations. His presentation showed us the housing, maintenance facilities, equipment, trucks, aircraft and techniques for building docking areas for ships, that off load personnel and equipment for pole explorations and survival in that part of the world. One of Mike's jobs was to

establish and run a machine & repair facility on that station. Mike also had the opportunity to visit some of the earliest explorers cabins and huts that remain intact today even after many decades have passed, as Mike explained all is very well preserved in that constant sub-zero climate!

Mikes guest that evening was his uncle Bob Johnson of Brooklyn, WI, who is also Tri-Pacer owner and ultralight pilot. Thank you Mike, for taking the time to share with Chapter 93 your once in a lifetime experiences on that Frozen Continent.

Other thanks go to Scott Nolinski and Gary Chenier for coordinating with Rex and chapter membership for putting together a fine banquet again this year.

Chapter 93 would also like to thank Sandra Hartwig for the donation of the necklaces for door prizes as well as Jim Martin for gathering up the door prize goodies at the EAA store and his personal donations of books and mugs for prizes. I think that none went home empty handed from this event. Mark down next year's Banquet date of 2/11/12.

On this day in aviation history...

March 5, 2005 - Steve Fossett completes the first non-stop, solo circumnavigation of the world in the Virgin Atlantic GlobalFlyer, completing the trip in 67 hours and 2 minutes

March Speaker Jerry Matzelle

March meeting speaker has a great story to share.

Steve Sorge is founder of 88 Charlies, Inc. and he will present an eye-opening account of the organization that has helped young people like the two boys who received the Hoot and Betty Gibson Scholarship Award. 88 Charlies' motto is "We don't build airplanes with kids. We build kids with airplanes".

I wanted to learn more about this group so on a recent Saturday morning I drove down to Palmyra to get a firsthand look at the work shop and meet with Mr. Sorge and his team of students and volunteers. Steve walked over and greeted me warmly as I entered the shop which is located just off the airport

property in a nice, modern building located in the Industrial Park. Steve answered all my questions, gave me a fascinating recap on the organization and then introduced me to Alex Winkelman and Brandon Brooks who are the Scholarship recipients.

Both young men have been active in 88 Charlies for almost 3 years, practically from the very beginning. A flyer posted at school sounded interesting so both joined as soon as they could. Alex's dad worked at Wright Patterson Air Force Base so he had an early introduction to airplanes of all types. He also had an interest in rockets and RC airplanes when he was younger. Brandon helped his dad work on vintage automobiles and he wanted to put what he learned about mechanics

to good use working on airplanes. Both young men are seniors in High School so next year Alex plans to attend WCTC to work toward an Engineering Degree and Brandon is trying to decide which Technical school to attend to study to be an A/P Mechanic.

Within 88 Charlies there are 6 planes for the students to work on: 2 Piper Pacers, a PA 11, a Porterfield 75C, a Citabria and a Lark 95. Alex is project manager on the Citabria and Brandon is project manager on the Lark 75. Both have soloed and continue to earn flying lessons by working Saturdays at the work shop. I, for one, look forward to hearing the complete story of 88 Charlies when Steve Sorge makes his presentation at our March meeting. See you there?



Did you know...?

That [Theo Osterkamp](#) was the first [German](#) reconnaissance pilot to fly a land-based aircraft to England during [World War I](#).



Book Review Fred Lidel

"The Smithsonian Book of flight" by Walter J. Boyne 1987, Crown Publishers, New York City. 279 9"x12" pages, plus a good index

This is a book so full of photos, mostly in beautiful color that the temptation is to page through it carefully without reading text, and then starting over and reading carefully and thoroughly.

The book starts with a 12 page glimpse of AirVenture Oshkosh. It then covers a history of aviation, one section from even before the Wright Brothers, up almost to WWI. The next section

covers WWI and WWII and between. The final section covers jets, rockets, and the future, as perceived 23 years ago.

At one point there is a beautiful 3 pages fold-out of a B-17 photo, on the reverse side of which is a very interesting group of drawings that stretch to a second 3 pages fold-out. These 6 pages of fold out contain 104 mechanically drawn side views of aircraft, all drawn to the same scale, from Wright Flyer number 1 to the Boeing 757 airliner. The sheets cover the 8 decades from 1900 through the decade

beginning 1980. The nose of each drawn aircraft is located at the year of its first flight.

The book was given to me by a friend who bought it some years ago at a garage sale, and was getting rid of it as part of house cleaning.

What was her trash is my treasure.

FREE Special Event FREE Event Featuring Aerobatic Champion Michael Goulian

Wisconsin Aviation, Sony, and Goulian Aerosports invite you to attend a very special event featuring world-renowned aerobatic champion and Red Bull Air Race Pilot Michael Goulian

This educational—but entertaining—presentation will focus on operating safely in the flight environment. Michael will speak about his own personal experiences and will reveal safety failures that lead to close calls in his thrilling aerobatic and racing endeavors. Michael is a CFII and ATP with

multiple jet aircraft type ratings. He has spent the last 15+ years entertaining millions at airshows around North America, and he has also raced in the Red Bull Air Race World Championships, winning the prestigious Budapest Race.

For more information, call Wisconsin Aviation at 800-594-5359.

Visit

<http://www.mikegoulian.com>

to learn more about Michael's passion for flying.



Board Meeting March 03 2011 Earl P. Martin

Meeting opened at 7:04 PM. Jim Lins reported to the Board about the financials of the Banquet which ended up in the red by \$31.00, but hopefully everyone enjoyed the food, speaker and everyone company.

The B-17 Tour was the next item on the agenda. One of the questions that Dave and Joyce asked Don W. was if it would be all right if we could also have other planes on display with the B-17 and that was a go with Don W. We may also have a

potluck meal and our Chapter Meeting at Wisconsin Aviation under the wing of the B-17, so as things get nailed down the word will be spread.

The 18th annual Wisconsin Light Aviation Seminar will be held on June 19, 2011 at the Founders Wing EAA Oshkosh, let Don R. know before or at the March Chapter Meeting if you would be interested in attending and maybe a car pool could be formed to attend.

The Board also discussed EAA Grass Roots Tour and a possibility of another speaker that just returned from Antarctica a couple of weeks ago.

The Board also discussed the possibility of having a Chapter picnic/event/ride event maybe in spring at Beloit Airport with Scott Manley (Glider Instructor). The Brat & Bean Feed is on the discussion table to try to improve on it, any ideas?

Meeting adjourned at 8:30PM.

The first time I ever saw a jet, I shot it down.

— General Chuck Yeager, USAF, describing his first confrontation with a Me262

The B-17 Tour Stop Don Ripp



The EAA B-17 Tour Stop is scheduled for June 16th thru the 19th, this is and always has been a very important fundraiser for Chapter 93. The event this year is on father's day weekend so get the word out as this could be "THAT PERFECT FATHERS DAY GIFT" for dad. You can go online (EAA Website) and sign up NOW! PASS IT ON!

B-17 Chapter 93 Tour Stop Coordinators, Dave & Joyce Jeardeau have asked me to remind all chapter members that this event needs the Total Help of chapter members and family. One very

important item is that TSA at MSN demands that all guest/visitors must be under escort to/from the B-17. This alone takes escort personnel as well as the B-17 gift shop and the Aluminum Overcast ground tours require personnel for that event. But hey that is what a big part of EAA is about.....volunteerism.

And as an added event Don Winkler of Wisconsin Aviation is sponsoring a Saturday night "Hangar Dance" so after dad has his father's day Plane Ride in a B-17 he can treat mom to a night of dancing to the BIG BAND SOUNDS of [Ladies Must Swing](#)

orchestra in the shadow of the Aluminum Overcast. EAA Chapter 93 and Wisconsin Aviation also invites anyone with warbirds, vintage aircraft, experimental aircraft, or other interesting aircraft to static display are welcome. But you will need to supply your own personal to watch the aircraft.

Thank you EAA Chapter 93 Board and Tour Stop Coordinators for bringing this bird back to MSN once again.

Brodhead Trip Richard Hartwig

We are in that strange Wisconsin season of winter/spring when Earth can't decide whether to wash its surface with rain, coat it with a new layer of snow or just freeze the whole mess on the roads to test our driving skills. Last night it did all three. Well, my quest for knowledge and adventure won out over good sense and I headed South (and back in time) to the Brodhead airport. I only saw two cars off the road and one nasty accident on my way.

I have been a member of Brodhead Chapter 431 for several years, but rarely get to a meeting. An almost two-hour round trip makes regular attendance impractical. In this month's newsletter I saw there was going to be a demonstration of covering a wing with fabric and that

there would be an opportunity for anyone interested to actually learn by doing. Not being too old to still learn something- I decided to go.

My timing for arrival was perfect. As I walked through the door of the club hangar the president announced that the meeting was adjourned and the demonstration would begin. The program began with a video from Stewart Systems. This system is STC approved and EPA compliant. All of the products are water borne so there are no smelly and potentially dangerous fumes. You can use all of these products from glue to finish coat without need for a chemical mask or ventilation. It is even safe to work next to an open coil or open flame heater. After watching the expert

in the video do the first few steps in covering a wing it was time for the beginners to give it a try.

Chapter 431 supplied a wing from an old Starduster project for us to use. Don't worry! It won't go on a flying airplane--instead it will be a static display as a signboard for the club. During the time allotted we glued fabric to cover the ends of the wing and ailerons and the sides of the opening for the ailerons and also taped over some areas where small nails heads disrupt the smooth surfaces. There is not the usual need for speed once the glue is applied. Heat from the covering iron will reactivate it. We also had time to wrap and glue the covering onto the aileron. Maybe we could find a wing or make a mockup wing to cover at a meeting.

Next month we will cover the wing and do the first shrinking of the fabric in preparation for rib stitching--anyway I hope we will be rib stitching, which is a skill I want to learn.

I will be getting a copy of the DVD from Stewart Systems and could show it at a Chapter 93 meeting. In the meantime, if anyone would like to go to the next session at the Brodhead chapter, it's Saturday, April 2, following the 9:00 a.m. meeting. I am planning to go and have room for three passengers in the Jetta.

Upcoming Events

- 10-Mar-11** Onex-A New Kit Aircraft from Sonex Oshkosh, WI
- 11-Mar-11** EAA Chapter 153 Meeting: Garmin GPS Technology Schaumburg, IL
- Mar 11-13, 2011** EAA Chapter Leaders Academy Oshkosh, WI
- 19-Mar-11** Wisconsin Light Aviation Safety Seminar Oshkosh, WI
- 26-Mar-11** WPPA 10th Annual PPC Safety Clinic Oshkosh, WI
- 26-Mar-11** WPPA 10th Annual Clinic Oshkosh, WI
- Apr 1-3, 2011** EAA Chapter Leaders Academy Oshkosh, WI
- 2-Apr-11** EAA Chapter 252 Steve Wittman Birthday Celebration Pancake Breakfast and Fly-in Oshkosh, WI
- 16-Apr-11** EAA Chapter 241 Fly Out De Kalb, IL
- 17-Apr-11** University of Dubuque Flight Team Pancake Breakfast Dubuque, IA

Letter from the editor Aaron Larson

I thought that with the Aluminum Overcast coming it would be a good time to write a brief history of the B-17 during the next couple of newsletters as a way to pass on information about our future guest. This may be old information for some, but for others this may be a new lesson. Either way, I think it is always fun to learn something new or review what you already know. And since the B-17 is my favorite airplane thanks to movies like "Memphis Belle", and "12 O'clock high", I still love reading things that I may have already read 100 times about this magnificent bird.

The B-17 originally started out as XB-17 (Model 299). It was produced as part of a competition being put on by the USAAC for a multi-engine bomber to replace the Martin B-10. The USAAC was looking for a bomber that could carry a useful bomb load at 10,000 feet for 10 hours, with a top speed of at least 200 mph. It was also desired, but not required, that it have a range of 2,000 miles. The model 299 was built by Boeing's own expense by E. Gifford Emery and Edward Curtis Wells. The

armament of the model 299 could carry up to 4800 lbs. of bombs on two racks, had five 0.30 inch machine guns. It was powered by four Pratt & Whitney R-1690 "Hornet" radial engines, which produced 750 HP at 7,000 feet. The first flight was on July 28, 1935, with Leslie Tower at the controls. On August 20, 1935 it flew from Seattle to Wright Field for the competition in 9 hours 3 minutes, with a cruise speed of 282 mph. On October 30, 1935, the model 299 was set to perform its demonstration for the USAAC and crashed during its takeoff which disqualified Boeing from the competition. But the USAAC were still very impressed with it that they ordered 13 more for further evaluation. The B-17 went through many changes during its production, 8 in total. But if you were to count all versions, *including* the original XB-17 (model 299) and all that were converted after WWII, we would be looking at a total of 19 variations of this airplane. In all, there were a total of 12,731 built.

Sources:

[US Warplanes Website](#)

[Wikipedia – B-17](#)

[National Museum of the US Air Force](#)

[EAA Aluminum Overcast](#)

We're on the Web!

See us at:

<http://corben93.org/>
[Facebook](#)



Dear EAA Member:

Chapter 431 in Brodhead is made up of aircraft restorers, builders, pilots and aviation enthusiasts and their families. Our mission is to "Promote Aviation in the Brodhead area". We do this by meeting regularly and by conducting and hosting events throughout the year.

March & April 2011 Program

Wing Covering using Stewart Systems

MEETING Invitation

Sat, Mar 5th, 9AM
Sat, Apr 2nd, 9AM
Tue, May 3rd, 7PM

Saturday Work Days
5/7, 7/16, 9/3

Event Schedule

Pancake Breakfast-May 15th
Int'l Learn to Fly Day-May 21st
EAA Young Eagles Day-Jun 11th
Hatz Fly-In-Jul 22nd-24th
Pietenpol Reunion-Jul 22nd-24th
EAA-Oshkosh-Jul 25th-31st
MAAC Grassroots-Sep 9th-11th

Refreshments will be served.

Visit us on the internet at: www.eaa431.org.

We look forward to seeing you in March or a future EAA 431 event.