



Corben Courier

April 2011

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Letter from the Chapter President

Chapter 93 Salutes Veterans at Dane County Regional

On Saturday evening April 2nd Jean and I attended an "open" reception to welcome World War II Veterans as they deplaned after a return trip from Washington D.C. and the National World War II Memorial. The National World War II Memorial was dedicated in 2004. This trip was sponsored by Badger Honor Flight which is a nonprofit organization whose sole mission is to fly Veterans to D.C. to see the memorials dedicated in their honor. We owe them a debt of gratitude, but sadly time is running out. **FREEDOM isn't free.**

As the veterans deplaned and rode the escalator to ground level they were greeted by a sea of American Flags waving for them, Honor Guards at attention, salutes from fellow veterans, soldiers and waves and cheers from family and friends while theme songs from their respective services were played by the Ladies

Must Swing Band. The arriving veterans "snap" saluted the crowd as they did some almost 68 years ago as young soldiers. You could read their lips as some would say "oh my God this is wonderful", "this is great", or even "holy crap!". One Marine wore his "Dress Blues" on the trip and they still fit very well, while some just shared with us tears running down their cheeks-thinking about friends and comrades gone before them. You might ask what does this have to do with Chapter 93? Well hanging above the event "Center Stage" and sporting a sign of thanks from its underside is a Corben aircraft built by members of Chapter 93 well before becoming a member of the chapter. You chapter members that had a hand in building this aircraft deserve a "job well done" and "atta-boy" as not only does this aircraft welcome all to Madison but what a terrific job it does with presenting a big "THANK YOU" to all veterans at this event.

Now if you want to find out more about this Corben aircraft and the Corben Company of Madison, WI way back in the 30's attend the chapter meeting on April 21st, Thursday at 7p.m. and Mr. Fred Leidel will share with us his experiences working with Mr. Corben as a young lad at the East Street Airport. (East of present day Oscar Mayer plant) Invite a guest I will not talk to long.....Honest.

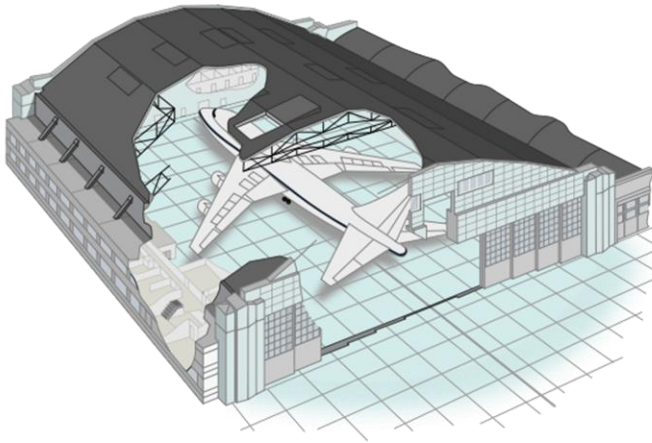
p.s. visit the Badger Honor Flight website at: BadgerHonorFlight.org (and print out and use the Chili's coupon)

Hangar

A **hangar** is a closed structure to hold [aircraft](#) and/or [spacecraft](#) in protective storage. Most hangars are built of metal, but other materials such as wood and concrete are also sometimes used. The word *hangar* comes from a northern [French](#) dialect, and means "[cattle pen](#)."

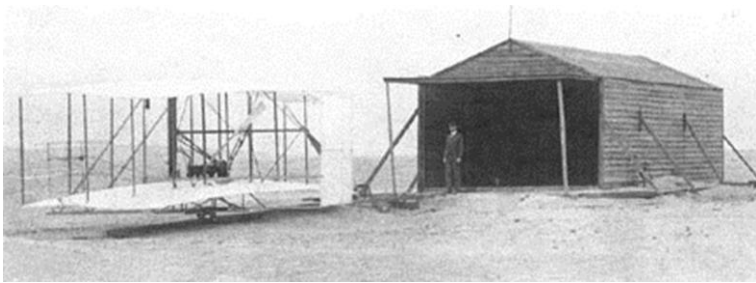
Hangars protect aircraft from [weather](#) and ultraviolet light. Hangars may be used as an enclosed repair shop or, in some cases, an assembly area. Additionally, hangars keep secret aircraft hidden from [satellites](#) or [spyplanes](#).

Aircraft storage halls on [aircraft carriers](#) and [ships](#) are also known. [Carl Richard Nyberg](#) used a hangar to store his [Flugan](#) in the early 20th century.



In 1909, [Louis Bleriot](#) crash-landed on a northern French farm in [Les Baraques](#) (between [Sangatte](#) and [Calais](#)) and rolled his [monoplane](#) into the farmer's cattle pen. At the time, Bleriot was in a race to be the first man to cross the [English Channel](#) in a [heavier-than-air](#) aircraft, so he set up headquarters in the unused shed.

The [Wright brothers](#) stored and repaired their airplane in a wooden hangar they constructed in 1902 at [Kill Devil Hills](#) in [North Carolina](#) for their [glider](#). After completing design and construction of the [Wright Flyer](#) in [Ohio](#), the brothers returned to Kill Devil Hill only to find their hangar damaged. They repaired the structure and constructed a new workshop while they waited for the *Flyer* to be shipped.



Special Event Featuring Aerobatic Champion Michael Goulian Aaron Larson

On March 21, 2011, I was able to attend a free event at Wisconsin Aviation featuring Mike Goulian. The program was about safety in the flight environment. It seems to make sense that Michael would speak about this, being a CFII and ATP with multiple jet aircraft type ratings. Not to mention having spent the last 15+ years entertaining at airshows around North America, racing in the Red Bull Air Race World Championships, and last but certainly not least winning the Budapest race. But, it surely was no boring safety seminar. This was an educational and fun program to attend. I was able to meet Michael at AirVenture one year and he was a very down to earth gentleman, especially with the kids. And he brought that same warmth to the program as well. There was a good chapter turn out with at least 8 chapter members present. Refreshments were provided by the Waunakee Airport and Pilots Association. The presentation opened with a short video of pre-flight warm up and views from the cockpit during performances and races.

The main topic was about safety. Safety in the cockpit and on the ground before and during take-offs or landings. The two main topics that he touched on were positive safety culture and negative safety culture. And it was stressed, "That safety culture was not something that a person or an organization could buy, it is something that you or an organization has".

On the topic of positive safety culture, Mr. Goulian spoke about having a flight plan, and looking towards the future to avoid future mishaps. He stated clearly "Plan the flight, fly the plan", and to ask yourself "What can I do today to avoid mishaps in the future".

When it came to negative safety culture, he spoke of complacency and ignorance. Referring to complacency, he spoke of how pilots may think, "I have done this a million times, and it's no big deal". But he made a bold statement saying, "Professional pilots use checklists, private pilots don't. USE THEM!!". When he spoke of ignorance a pilot in the cockpit or on the ground he was referring to being reckless or careless, on the ground and in the cockpit. By not making the above mistakes you will make sure you understand the risks, and not rely on your equipment. The point that he used to bring this home was flying from Michigan to Wisconsin. By not going over the lake and instead going down and around Lake Michigan and back up into Wisconsin, it took him any extra 20 minutes. But if there was some type of failure, at least he had a place to land.

Overall, there were some very important messages to take away from the presentation, for pilots and non-pilots alike. Looking at some of the things that were mentioned it seems we can and do use them in everyday life. For example, when you get in someone else car, you do not just peel away. You first make sure you can touch the pedals,

see out the mirrors and familiarize yourself where things are in case you need. This is a great example of a checklist that we use. And we are also thinking about avoiding any mishaps with the fact that we can see, and we can use what is available to use.

I would like to send a heart-felt thank you to WAPA, Sony, and WI Aviation for very nice evening spent event.



If you rely on your machine or equipment to work for you perfectly 100% of the time to keep you out of trouble, then you are in trouble.

— Michael Goulian

March Chapter Presentation Jerry Matzelle

We would like to thank Steve Sorge for the very interesting and informative presentation he made at the March Chapter meeting. He described his background and how he got started in aviation while being surrounded by the founders of EAA in Franklin, WI. He went on to share how his interest in teaching young people about problem solving, math, science, and engineering lead to 88 Charlies Inc. Thus their motto, "We don't build airplanes with kids. We build kids with airplanes." He spoke about the lessons in restoration they learned, the types of airplanes they worked on

as well as the accomplishments of some of the students involved in the program. Some have already soloed, others are taking flying lessons using the credits they earned while working on the group's planes. Three young pilots and three adult members of 88 Charlies flew or drove to our meeting. Seeing all of them and hearing their stories made for a very successful meeting and was enjoyed by all who attended.



EAA Family Flightfest Aaron Larson

We took a family trip to the EAA museum for the EAA Family Flightfest on April 3rd. Neither of my boy or my wife have ever been there. So I figured that would be a good time to go up. We skip going to the museum during AirVenture do to the crowds, and the fact my wife needs to work.

We arrived shortly after it opened at 10 M, and there was already a good turnout. When first arrived, you collected your gift bags with the current version of EAA Sport magazine, and the stamp scavenger hunt sheet.

We then started our way thru the museum. As soon as we walked done the steps to the lower level we were able to take a sim flight in the Wright Flier. I myself did not fly it, but my niece did. She was able to fly about 30 feet before crashing.

The next area they had set up was for making and flying paper airplanes. There were sheets of paper with the lines you needed to fold on in order to fold your plane correctly. Once that was completed they had a machine that you could slid your plane into and it would suck it in and spit it

out, making your plane sail out and across the room. The kids, as well as the adults were getting a kick out of it.

After walking around the first floor for a bit more we walked to the area under spaceship one, where the kids were able to color a t-shirt with a P-51 Mustang on the back. And right next to this was the egg drop contest. After you watched a short film about spaceship one you were given materials and a raw egg. The point of all this was to drop your egg from the second floor and have it land on the first floor without breaking.

Also on the first floor they had RC flier, and models.

They had door prizes that they were giving away and my mother who came along with us was one of the lucky winners, winning a \$10 certificate to the EAA store.

Overall, it was a very enjoyable experience had by all. Even the people that thought it would be a boring time

Upcoming Events

- **Apr 17, 2011** University of Dubuque Flight Team Pancake Breakfast Dubuque, IA
- **Apr 30 - May 1, 2011** EAA SportAir Repairman (LSA) Inspection-Airplane Workshop Oshkosh, WI
- **May 1, 2011** EAA Chapter 22 fly-in/drive in breakfast Rockford, IL
- **May 5, 2011** 2011 CABAA Safety Stand-Down St. Charles, IL
- **May 13, 2011** Chapter 153 Meeting: "Building Sonexes": Bob Meyer and Dan Walton Schaumburg, IL
- **May 21, 2011** Hartford's International Learn To Fly Day Hartford, WI
- **May 21, 2011** DONUT DAYS Neenah, WI
- **May 21, 2011** Learn to Fly Day at JA Air Center Sugar Grove, IL
- **May 21, 2011** EAA Chapter 414 Young Eagles Rally Waukegan, IL
- **May 29, 2011** EAA Chapter 371 Memorial Sunday Pancake Breakfast Portage, WI
- **Jun 5, 2011** EAA Chapter 241 FLY IN/DRIVE IN PANCAKE BREAKFAST & Bi-Planes De Kalb, IL
- **Jun 9, 2011** Building the Wittman Tailwind Oshkosh, WI

Upcoming Chapter Meetings/Events

- Chapter Board Meeting 4/7/11
- Chapter Meeting 4/21/11
- Chapter Board Meeting 5/5/11
- Chapter Meeting 5/19/11
- Chapter Picnic 6/16/11 (Location TBA)
- B-17 Tour Stop MSN 6/16 - 6/19/11
- Hangar Dance 6/18/11
- Work W/E at EAA grounds 6/25 & 6/26
- Blackhawk work W/E (TBA)
- Sugar Ridge Picnic 8/? /11 (Tom Kretschman)
- Chapter Fly-In (set up tent day) 8/27/11
- Chapter Fly-In 8/28/11
- Young Eagle rides 8/28/11
- Chili Fly-In 12/13/11

We're on the Web!
See us at:
<http://corben93.org/>
[Facebook](#)

WAHF Names 2011 Inductees

Five will be honored at fall banquet

The Wisconsin Aviation Hall of Fame has announced its slate of 2011 inductees who will be honored for their accomplishments and significant contributions to aviation. Daniel Donovan, Bill Rewey, Dennis Sullivan, and, posthumously, Marc Mitscher and Steve Shalbreck, will be honored at a ceremony this fall.

Daniel Donovan

Nominated by Jim Szajkovich, with endorsements from members of the Civil Air Patrol and colleagues at the Air Line Pilots Association (ALPA), Dan Donovan was chosen for his longtime commitment to aviation. Born in Green Bay, Wisconsin in 1927, Dan soloed at 16 and soon after, entered the US Navy. He worked as a flight instructor at Gran Aire at Lawrence Timmerman Field and then became a pilot for Republic/Northwest Airlines from 1954-1986. Dan has served as an aviation safety counselor and was a member of ALPA's National Accident Investigation Board. He has been active with the Civil Air Patrol's safety training programs since 1980.

Induction into WAHF is just another of Dan's accomplishments. Dan has received ALPA's Air Safety Award and the FAA's Wright Brother's Master Pilot Award for 65 years of accident-free fly-

ing. When he retired from Republic in 1987, the editor of "The Line Pilot" newsletter said of Dan, "He has been our teacher and helper in the finest sense of the word for 27 years and our professional environment is a safer one because of Dan."

Bill Rewey

Born in Marshfield, Wisconsin, in 1928, Bill flew the F4U while in the US Navy after World War II. He continued to fly as a civilian, and has become known as "Mr. Pietenpol." He has built three Pietenpols, and has advised and assisted in the construction of dozens more. He has published many how-to articles on building Pietenpols and served as a coordinator for Pietenpol events that take place at Brodhead and EAA AirVenture Oshkosh.



Bill Rewey

Brig. Gen. Dennis Sullivan (Ret.)

Born in Chippewa Falls, Wisconsin, in 1927, Brig. Gen. Dennis Sullivan is a 1950 Naval Academy graduate. In 1962, he was chosen for the Central Intelligence Agency's Project OxCart to pilot a Mach 3-plus A-12 reconnaissance airplane to replace the U-2. He was the only one of 16 finalists to be selected. For five years he flew top-secret missions, some of these were combat missions in

"Project Black Shield" over North Vietnam. He returned to regular Air Force duties in 1968, accumulating 7,000 hours in dozens of aircraft.

Pioneer Category

WAHF recognizes the men and women who were making aviation accomplishments before 1927. The 2011 Pioneer Inductees:

Admiral Marc Mitscher

Though Mitscher qualifies as both a pioneer and non-pioneer for his long career, he will be inducted with Steve Shalbreck in the pioneer category. Born in Hillsboro, Wisconsin, Mitscher grew up in Oklahoma and Washington, DC. He became Naval Aviator Number 33 in 1916 and was a crewmember on a Navy transatlantic flight in 1919. Mitscher made his first takeoff and landing from the USS Saratoga in 1928. Mitscher also served as the First Commander of the USS Hornet in 1941, launching Jimmy Doolittle's raid on Tokyo. He served at Midway, Guadalcanal and at Leyte, Iwo Jima, and Okinawa. Mitscher died in 1947.

Steve Shalbreck

Steve was born in Pine Lake, Wisconsin, in 1901, and served the airport in Rhinelander from 1925-1959. He was the first manager of the Rhinelander airport at its present site, and instrumental to the development of Rhinelander's first air strips. He operated Rhinelander Airways and was an active flight instructor. Shalbreck ran the first air ambulance service in northern Wisconsin and was well-known for flying polio victims for treatment. He passed away in 1986.

2011 Induction Ceremony

Planning is underway for the 2011 banquet, where each inductee will be honored. Watch *Forward in Flight* and the WAHF website for details about the date, location, and time of the banquet. All current WAHF members will receive an invitation to the event. 🍷



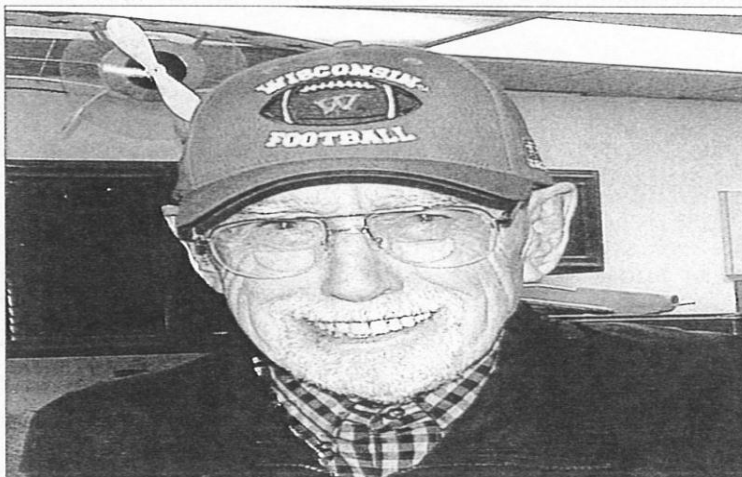
Dan Donovan

MEMBER SPOTLIGHT

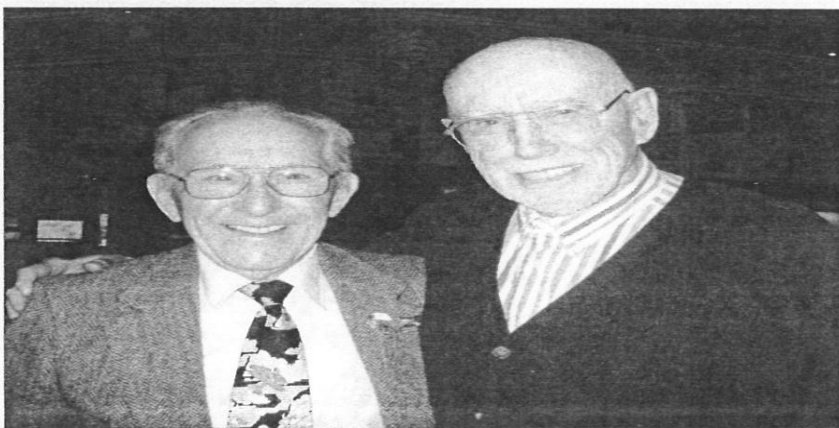
Meet a WAHF member...

Jack Jerred

1. **Occupation:** Commercial Artist (retired)
2. **What I enjoy most about my life:** Spending time with my aviation oriented friends and interacting with people, including my wife, Mary Ann.
3. **How I got interested in aviation:** I built models as a kid and hung around the Madison airport to watch transient traffic. Joined the Air Corps during World War II and ultimately became a B-24 instructor pilot. Fifty years later, I completed building and flew a Model II Kitfox.
4. **My favorite airplane:** Westland Lysander and P-26 Peashooter
5. **A person from history I would like to meet:** Jimmy Doolittle, to talk about his aviation accomplishments as a true aviation pioneer.
6. **Something most people don't know about me:** I played football at the UW-Wisconsin and I'm qualified to be a school teacher.
7. **One thing I want to do before I die:** Make a parachute jump.
8. **Favorite quote or words to live by:** Anything worth doing is worth doing well.
9. **Person I most admire:** My wife, Mary Ann, because she's smart, humble, compassionate, extremely capable, and she's a good driver.
10. **Latest books I've read:** Jimmy Stewart's *Life as a B-24 Pilot*, and *On the Road Again*, a compilation of stories by Peter Egan in *Road and Track*.
11. **Why I became a member/supporter of WAHF:** Because it involves the history of aviation in our state and I like how well it's run by its volunteers.



Jack Jerred



Jack with his friend and fellow WAHF Member Fred Leidel (left) at the 2008 WAHF Induction Ceremony.

Photos by Rose Dorsey

Meet your fellow WAHF members in each issue of *Forward in Flight*.

Corben Courier
EAA Chapter 93
C/o Aaron Larson, Editor
4019 Lally Rd
Oregon, WI
53575

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.