

CORBEN COURIER

Event Calendar

Chapter Meeting,
Chapter 93 Clubhouse at Blackhawk, Nov. 15, 6 p.m.

Tom Rebholz Memorial Chili Fly-In,
Chapter 93 Clubhouse at Blackhawk, Dec. 1, 11 a.m.



Happy 50th Anniversary Chapter 93!

On Sunday, October 7, 2012, our Chapter 93 achieved a huge milestone as a Chapter of the Experimental Aircraft Association. With the help of lots of Chapter 93 members and family, along with Jeff Skiles from the EAA, we celebrated 50 years as EAA Chapter 93! Congratulations to all members of Chapter 93 for this well deserved recognition.

Bill Rewey and Dick Hartwig helped us reminisce about some of the early days of Chapter 93, including our adoption of the Corben name and logo through their remarks to the attendees. Thanks, guys, for sharing your experiences with all of us. Fred Lidel cut the first piece of cake and Don Winkler accepted our gift of two B-17 flight tickets for Wisconsin Aviation to use as they see fit. These are some of our memories of this special day for which we will build new ones for many years to come.

Leading up to our celebration event I've been thinking a lot about our Chapter and the keys to its success. Not every chapter makes it. While speaking with Jeff Skiles at our banquet



Rob Tweed with Jeff Skiles.

I learned that every year a significant number of EAA Chapters choose to end their affiliation with the EAA and dissolve.

How does this happen? There must certainly have been a keen interest in aviation and there must at one time have been enough enthusiasts in the membership to make a go of it. But things change over time. Folks get sidetracked and distracted. Others may become disillusioned for some reason. Perhaps the cause of the demise of these Chapters can be attributed



Fred Leidel cut the first slice of cake.

to a lack of strong leadership. I am sure the reasons are all over the map.

What are the keys to our success? Many positive attributes are needed to keep a Chapter such as ours active and engaged for 50 years. The list would be long if one were to sit down and start writing. For me, the keys to our success can be boiled down to two words:

Commitment and Purpose

Chapter 93 is blessed with a wonderful team of committed enthusiasts. Not only do we care deeply about aviation and its many areas of interest, we care about each other. Chapter 93 members understand there is more than fiberglass, rivets and welds that bonds our team...we are family. And this family goes back a long, long way. We also have a strong sense of purpose in our activities such as youth education and supporting new aviators.

Many thanks to all of you who helped make our 50th anniversary celebration so special. Blue skies to all as we press on towards our next 50 years as Chapter 93!

- Rob Tweed

EAA Chapter 93 50th Anniversary Polo Shirts - Now Available!

We have commemorative 50th Anniversary shirts available! These high quality polo shirts are available in the colors shown below. Sizes are Small, Medium, Large, X Large, XXL Large. The price is \$25 per shirt, paid in advance. Please send payment to:

Jim Lins
EAA Chapter 93 Treasurer
6321 Shoreham Drive
Madison, WI 53711-2427

Classic	Desert	True	Pale
Red	White	Khaki	Blue
Emerald			



EAA Chapters 93 and 1389 Join Forces to Offer Special Flight Opportunity

- Pete Buffington

EAA Chapter 93 of Madison, Wisconsin and Chapter 1389 of Middleton, WI hosted a joint chapter EAA Young Eagles and adult Eagles day and Barbeque this past September.

Both chapters joined forces to enjoy camaraderie on a beautiful Fall day at Morey Field in Middleton, Wisconsin to share the experience of flight with new and former aviators, young and old. This would be each chapter's first official EAA Eagles Flight event, that brought a very special opportunity along with the day.

In addition to several new EAA Eagle and Young Eagle flights on this day, Jay Martin, EAA Member of 1389, and owner of an RV-8A, N616LM, and Bud Rogers, EAA Member 93, paired up that would be no ordinary flight.

Bud, a former active pilot and recently recovering from an unfortunate and unexpected stroke, now with limited mobility by use of a wheel chair. He had serious doubts if he would ever have the opportunity to fly again in his lifetime.

Bud has been a long time standing member of EAA Chapter 93 and an active member and pilot over the years, so it was difficult to see Bud succumb to such a life challenge. Members of EAA Chapter 93 were determined to see to it that Bud returned to the air and see his heart-warming aviator's smile once again.

Jay Martin graciously made his RV-8A available for a flight with Bud possible on this day. This was no ordinary RV-8A either. Jay is a mechanical engineering professor at the

University of Wisconsin-Madison. At the University, he directs a research center called Center for Rehabilitation Engineering and Assistive Technology (Visit CREATE website at uwcreate.engr.wisc.edu for more information). Jay does research that ranges from advanced wheelchair systems to biomechanics to orthopedic implant research and design. A part of Jay's group works on movement issues, the group has the name Moovability (Wisconsin=Holsteins="Moo").



Bud and Jay

One of the reasons Jay built his RV-8A is because it has a design that is relatively easy to provide access to people with disabilities. In this case, Jay has engineered two means: one using an overhead lift, and the other using a gantry-type overhead rail system, to lift and place a person in the passenger seat of the RV-8A. This is essentially an extension of the Moovability theme, Jay calls his system "Moovairbility."

Bud was carefully lowered into the cockpit of Jay's RV-8A using the overhead rail system. The members of EAA Chapters 93 and 1389



Jeff Plantz, Bud and Jay

watched as Bud's smile illuminated one more time as an aviator prepared to fly. Jay attached the specially engineered canopy to the RV-8A and crawled into the cockpit with Bud.

Bud and Jay screamed skyward into a deep blue sky in the Moovairbility RV-8A. Although not visible from the ground, each member of Chapter 93 and 1389 knew that aviator's smile on Bud's face as he returned

home to an Airman's Wild Blue Yonder, impossibility just a few months prior. This would be a special flight to remember as both chapters worked together in harmony to make this event possible.

A 'special thanks' to members of EAA Chapter 93 and 1389 for their efforts in making this flight a possibility. An example of how the new EAA Eagles program can also allow the seemingly impossible to become reality for adult aviators, and revitalizes childhood dreams to kindle again in adulthood. The day was also showed how EAA chapters can work together to reach beyond what is ordinarily possible.

Editor's Note: For more, please visit www.eaa.org/news/2012/2012-10-18_chapters-provide-special-flight.asp



Chapter Officers and Committee Chairs

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You're Invited!

All Chapter 93 members are invited to attend Chapter Board meetings.

Board meetings are held at Wisconsin Aviation, Dane County Regional Aiport, 3606 Corben Court, on the first Thursday of the month.

Submit articles, photos and more!

Email: pateuple@gmail.com

Or see Paul at the next Chapter meeting

Second Owner, Non-Builder

- Skot Weidemann

This is a report on my recent introduction into the homebuilt aircraft community without actually having to build one.

As a weekly preoccupation, I have fantasized about the perfect airplane for me, keeping in mind the cost is always high no matter what you fly, so one of the goals is to make the cost at least realistically affordable. Should I think about something that is fast or something that is more fun to fly than speedy, or should I be looking more at actually operating expenses?

In recent years I have opted to settle into the relatively new set of Light Sport rules. As most of us who are aging and may begin to dread the flight physicals (for no reason or just paranoia), this set of flight rules is a very pleasant gift to pilots although with a few limitations.

This means that if you have a valid driver's license with no medical limitations, you are healthy and feeling good, you have a way to afford to get airborne in a flying machine that fits the requirements of Light Sport and have good judgment, you can fly during the daytime, below 10,000 feet, with one other person of appropriate body weight.

Of course you must follow all the pilot rules the rest of the flying community does and must do at least a minimum amount of flying to remain current and religiously get your required flight reviews (to discover all your bad habits and things you should go practice, as well as

spend some quality time with one of your favorite flight instructors).

As you probably know, the EAA & AOPA have proposed a rule change to the FAA that will (if implemented) open a new segment of aviation to a lot of people who will be able to fly under similar rules with the luxury of piloting larger & heavier aircraft, that are already sitting on ramps and in hangars all over the world.



At Airventure Oshkosh last year (2010) I met a fellow pilot enthusiast at the Ultralight area who owned a two place trainer he had built (from a kit) called the Earthstar Odyssey. He mentioned he would consider selling it because he was already building another airplane and needed resources to complete it.

I kept in touch with him throughout the year and a few months ago flew out to his rural airstrip to take a look. I eventually got serious about buying it, so he flew it to C29, I gave him a check and then flew him back to his strip near Omaha in my Luscombe. I got a good checkout from Pete Aarsvold and have been practicing with it since.

This Odyssey flying machine is powered by a Japanese HKS four stroke engine, which is one of the main reasons I was interested in it. The HKS has two cylinders horizontally opposed, air cooled cylinders, oil cooled heads (thus has a oil cooler), four valves per cylinder (two intakes & two exhaust each), dual CDI ignition firing two spark plugs each cylinder, a built in generator (puts out 12.5-14 volts DC), electric starter and a gear reduction drive running a three bladed Power Fin composite propeller (or you have a choice of many other brands).



I am counting on the reliability of a four stroke with relatively low fuel consumption and almost nil oil consumption. I would not have purchased this flying machine if it was equipped with a 2 stroke.

The airframe pilot/student cage is welded steel tubing surrounded by a fiberglass shell, generous sheets of clear Lexan plastic for windshield, rear windows & side doors. The "fuselage" consists of an aluminum tube on which the flying horizontal stabilizer, vertical fin & rudder is mounted (along with an important tailwheel that looks like it came off a roller blade).

The 26 foot (high) wing is a single piece cantilever (a stiff piece of airfoil with no struts & 4 wing attach points). The main landing gear

is mounted on short stalks of fiberglass and the steerable nose gear is mounted up under the point of the fuselage. Pilot and student (or passenger, depending on what your flight is for) are side by side with the student seat mounted slightly behind the pilot seat. Did I say the visibility is fantastic?

I bought this flying machine without taking a ride in it and I cannot say if I would have IF I had taken a ride prior to it. At any rate, the plane is very light and susceptible to windy conditions and changes in weight (such as with and without another person aboard....such as my

flight instructor). Because of the pusher configuration (engine & propeller are behind your head where you cannot see if parts are falling off) and the high rear thrust line, the nose pitches up abruptly if the power is reduced suddenly. This is the most important difference between a tractor and pusher configuration. With a power reduction pitch (and trim) must be changed immediately to keep momentum and safe airspeed. Trim consists of a knurled knob between the seats just behind the throttle. I've placarded (with masking tape) the direction of "screw" to make the nose

go up or down. The glide ratio is okay without flaps however sinks pretty fast with one notch of flaps and really fast with two.

In case you cannot tell through all my words, I really like this little flying machine and have been flying it as often as possible. I consider each ride a "proficiency, training or currency" flight. Ownership has also opened up contacts with a new set of people who own or are interested in the same planes. I regularly read and post to the Yahoo Groups Earthstar & HKS engine groups. If I have a question or an observation about the plane or how it flies, I can simply post to the Internet and get an immediate answer of some kind.

Who says you have to build? Did I mention the visibility is fantastic?

Chatting with Chapters: *EAA Ultralight Chapter #1*

This month, meet EAA Ultralight Chapter #1 and its President Mr. Steve Magdic. I contacted Steve via email and conducted the interview via the “e-waves”.

Steve tells me that Chapter 1 was chartered in 1976 and was based at Aero Park Airport until that airport was closed. The chapter has some 63 members that now meet at HXF (Hartford) or 61C (Fort Atkinson Airport) or other specified locations on the 2nd Saturday of the month at 10 a.m.

More information can be found via the newsletter the “The Microlite Flyer” and on line at their website www.eaaauli.org.

As the Chapter name implies the “Microlights”, strive to keep the original intent of Part 103 (Ultralight aircraft) alive and well within their chapter.

They keep some of the original UL designs flying safely and keep the membership

involved in continuing education, advancement and overall spirit of light aviation. And all the while to include “family” involvement in Chapter meetings and events.

The Chapter will sponsor one or two attendees to the EAA Air Academy each year via a “Chapter Contest” and holds Young Eagle events a number of times each year. The Chapter is currently rebuilding a Young Eagle flight simulator this winter.

Another “Big” project for UL Chapter 1 is at Airventure. Each year the chapter opens and mans the “Red Barn” and Light Aircraft Runway on the Air Venture grounds during the convention.

If you like more information contact Chapter President Steve Magdic at: (h) 1 (262) 820-9938, (c) 1 (262) 370-3182, or at stevemagdic@wi.rr.com

- Don Ripp

Aviation Explorer Post 93

On Monday, September 17th, the Explorer Post held an open house at the Chapter's hanger to attract new Post members. Grilled brats and hot dogs, potato salad, chips, soda and water, and dessert bars were provided for the attendees.

Presentations were given by the Post president, Cory; Ron Dorn; and Dayton Sederquist about the Aviation Explorer program, its purpose, cost, previous Post meeting agendas and future meeting agendas. The Chapter president, Rob Tweed, explained the Chapter's involvement with Aviation Explorer Post 93 and the Chapter's mission. Jack Jerred and Bill Rewey described some of their experiences with warbirds and other airplanes. Bill Rewey showed a video that he made of new naval pilots doing carrier landings.

Fred Leidel also attended the open house and revealed to the current and future Explorer members that he designed the propeller for the B-17. He agreed to be the speaker at the Explorer Post 93 meeting on Monday, October 15th. (*Editor's note: Our next newsletter will include a summary of that meeting.*)

During the weekend of January 19-21, the explorers will travel to the Wright-Patterson museum in Ohio. Traveling to and from the museum will be done on January 19th and 21st and touring of the museum will be on January 20th.

- Jim Lins

Book Review

“Yeager,” an autobiography by General Chuck Yeager and Leo Janos, 1986, Bantan Books, 423 pages, paperback.

The book starts with just two pages of Chuck first cracking the sound barrier. Then it starts over with his birth in 1923 into a poor small farm family in the Appalachians. His dad changed the family name from Jager to Yeager.

With only a high school diploma, Chuck enlisted in the Army and became an airplane mechanic in 1941, the beginning of World War II. He saw a brochure about a “Flying Sergeant” program, applied and was accepted. He was a combat pilot flying a P-51 Mustang. He also flew in the Vietnam War.

His idea of a good pilot included more than knowing how to fly. It also included a complete knowledge of all parts of the airframe and engine.

One of the interesting aspects of the book was the insertion of comments by such people as “Glamorous Glennis,” his wife (and the name of aircraft he flew); Poncho Barnes, who ran the bar on the Mojave Desert; and Jacqueline Cochran, another famous pilot.

There are 14 pages of photos, some showing him getting awards from Presidents Truman, Eisenhower, and Ford.

It was a very good book. As with the book “Doolittle,” I bought it at Airventure 2012, in the Warehouse.

- Fred Leidel