

# CORBEN COURIER

## Event Calendar

Chapter Meeting

Chapter 93 Clubhouse at Blackhawk, Dec. 20, 7 p.m.



## 2013 Dues Are Due!

It is that time of year when we begin accepting dues for 2013. Dues are \$20 and can be paid to Treasurer Jim Lins at the next meeting. There will not be a Chapter Banquet in February, so the popular option of paying at the banquet isn't available. If you will not be attending a meeting you can send a check to: Jim Lins, 6321 Shoreham Dr., Madison, WI, 53711-2427.

Dues are an important way you can support Chapter 93 and its many programs, events and scholarships. Additional donations are also accepted and may be tax deductible as Chapter 93 is a not-for-profit organization.

*- Rich Hartwig, Chapter 93 Membership Committee*

## First Flight, Lasting Memories

Sometimes when I find myself thinking back on the most memorable moments of my life I'm always drawn to the births of my daughters Chelsea and Hannah. I can't imagine anything rivaling those events in my lifetime. Nothing can be more awe-inspiring than holding your baby for the first time and looking into their eyes.

Somewhere further down on my list of life's biggies (and taking top slot in the inanimate category) is the experience of flying my homebuilt aircraft for the first time. I can still vividly recall the sound of the engine, the feel of the control stick as I watched the ground move further and further away.

As I sat there and marveled at the fabulous view I recalled the seemingly endless hours of building time, the sacrifices endured and the all of the support from my friends that made that moment a reality. Now, twelve years

after that first flight, with most every flight I still am tempted to pinch myself for a reality check that this isn't just a wonderful dream.

On Saturday, November 24 I was treated with many of these same feelings vicariously as I watched Jeff and Patty Plantz's new aircraft, N733PJ, take to the air for the first time at Middleton Regional Airport.

With Jeff at the controls, their beautiful yellow bird leapt off runway 28 after an extremely short take-off roll and climbed up to pattern altitude in no time. The prop noise generated from the enormous MT constant speed propeller added to the excitement. Jeff circled the airport a few times and then loitered above Sauk Prairie Airport for a while giving Patty and myself enough time to fly there, land and watch Jeff's first landing. Congratulations to Jeff and Patty on the completion and flight of N733PJ, their soon-to-be amphibious homebuilt!

For all of our Chapter 93 members either building a plane or thinking about building a flying machine of your very own, once your creation takes to the sky for the first time be prepared to enjoy not only the plane of your dreams but all of the special memories that go with it. We're talking thrilling experiences here.

And speaking of special memories, my sincere appreciation goes out to all of you for your tremendous support throughout the year with all of our Chapter 93 activities that we accomplished together. Best wishes to you and your loved ones for a holiday season filled with great joy and special blessings.

- Rob Tweed



*Jeff and Patty's new bird. Congrats!*

## 2013 Annual Banquet - Moved to October!

Please mark your calendars! Our 2013 annual banquet has been moved from February to October. The 2013 Annual Banquet will be at Rex's Innkeeper, 301 North Century Avenue, Waunakee on **October 6 from 1-4 PM.**

- Rob Tweed

## Next Chapter 93 Meeting

Our next Chapter 93 meeting will be held at the **Chapter 93 Clubhouse, Cottage Grove Airport on Thursday, December 20, 2012 at 7:00.**

We will have a brief business meeting followed by a presentation by Pete Corrao, FAA Safety Inspector, Milwaukee Flight Standards District Office. Pete will be speaking to us about his experiences as an FAA Safety Inspector. He'll be covering dos and don'ts in homebuilt aircraft construction as well as answering questions involving homebuilt aircraft certification, etc. This will be an informative session so try not to miss out. See you there!

- 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, XXLarge. The price is \$25 per shirt, and you can pick up & pay at Chapter meetings. If you are unable to attend a Chapter meeting but would still like a shirt, please contact Jim Lins [jwlins@facstaff.wisc.edu](mailto:jwlins@facstaff.wisc.edu) to arrange a pickup and send payment to:

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

Classic Red White Desert Khaki True Blue Pale Emerald



## Chapter Meeting Minutes

November 15, 2012

Jim L. said that the Chapter received the check from EAA Headquarters and the amount was at \$4300±. Earl M. announced that the order form for the 2013 EAA calendars had arrived. Rob T. announced to the present members that membership dues would stay at \$20.00 to February 28<sup>th</sup> and \$24.00 thereafter.

Rob T. said that an article written in Sport Aviation about the Reno air races was very much worth the time to read. Rob T. showed the Members the plaque that was received at the 50 year celebration from Jeff Skiles. Rob T. showed the 50 year shirts that can be purchased and if anyone was interested to contact Jim L. about placing an order.

At the Chapter meeting it was brought up about the possibility of changing the Chapter Annual Banquet to the Fall rather than in February. After some Member discussion, Bill R. made a motion to change the Annual Banquet to the Fall and was seconded by Paul T., the motion was voted on by the Members present and was passed.

Rob T. also talked about the joint picnic with the Middleton Chapter and after some discussion it was decided that maybe next year we would do the event again with Middleton. Talked about the Chili Fly-in and passed signup sheets for the Chili Fly-in held on December 1st. Rob announced that the December speaker would be Peter Corrao, Aviation Safety Inspector/Avionics.

Hope to see everyone at the next meeting!

- *Earl P. Martin*

## Aviation Explorer Post 93

On Monday, October 20th, Fred Leidel was the speaker at the Explorer Post meeting held at the Chapter's hanger. He told the attendees about his background, education and life experiences, and using charts, he described the engineering principles used in designing aircraft propellers. He showed and described the three propeller shapes and how and why the shapes were developed. He explained the algorithms and formulas used to determine the length, width and thickness of a propeller. He also described the machine that he designed to test the P-51 spinner. This machine enabled the developers to test modifications to the spinner so that the lifetime of a spinner was increased from 20 hours to the same number of hours as its aircraft survived.

Fred also told about his reaction the first time that he saw Sikorsky test flying his first helicopter prototype toward Fred's office window.

On Saturday, November 3rd, the Explorers toured the FedEx ramp, the ramp's office facilities and a cargo 727. A load master gave them the tour, described his background and described how an aircraft is loaded.

The next Post meeting is at 7:00 p.m. on December 17th at the Sun Prairie High School. Cory Kramschuster and Dayton Sederquist will talk about their ground school and flight training. Afterwards, the attendees will use the school's flight simulators. There will also be a count of the number of people going to the Wright-Patterson Museum on the weekend of January 20th.

- *Jim Lins*

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## 'Twas the Night Before Christmas: Aviation Style

*Editor's Note:* This is a retelling of the 19th-century story, especially for aviators. This has been floating around the Internet for years in various forms -- and probably was passed around as photocopies for years before that. Available at <http://www.avweb.com/news/skywrite/188792-1.html> (last visited Dec. 15, 2012). Special thanks to Don Ripp for passing this along.

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'Twas the night before Christmas, and out on the ramp,  
Not an airplane was stirring, not even a Champ.  
The aircraft were fastened to tie downs with care,  
In hopes that -- come morning -- they all would be there.

The fuel trucks were nestled, all snug in their spots,  
With gusts from two-forty at 39 knots.  
I slumped at the fuel desk, now finally caught up,  
And settled down comfortably, resting my butt.

When the radio lit up with noise and with chatter,  
I turned up the scanner to see what was the matter.  
A voice clearly heard over static and snow,  
Called for clearance to land at the airport below.

He barked his transmission so lively and quick,  
I'd have sworn that the call sign he used was "St. Nick."  
I ran to the panel to turn up the lights,  
The better to welcome this magical flight.

He called his position, no room for denial,  
"St. Nicholas One, turnin' left onto final."  
And what to my wondering eyes should appear,  
But a Rutan-built sleigh, with eight Rotax Reindeer!

With vectors to final, down the glideslope he came,  
As he passed all fixes, he called them by name:  
"Now Ringo! Now Tolga! Now Trini and Bacun!  
On Comet! On Cupid!" What pills was he takin'?

While controllers were sittin', and scratchin' their heads,  
They phoned to my office, and I heard it with dread,  
The message they left was both urgent and dour:  
"When Santa pulls in, have him please call the tower."

He landed like silk, with the sled runners sparking,  
Then I heard, "Left at Charlie," and "Taxi to parking."  
He slowed to a taxi, turned off of three-oh,  
And stopped on the ramp with a "Ho, ho-ho-ho..."

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He stepped out of the sleigh, but before he could talk,  
I ran out to meet him with my best set of chocks.  
His red helmet and goggles were covered with frost,  
And his beard was all blackened from Reindeer exhaust.

His breath smelled like peppermint, gone slightly stale,  
And he puffed on a pipe, but he didn't inhale.  
His cheeks were all rosy and jiggled like jelly,  
His boots were as black as a cropduster's belly.

He was chubby and plump, in his suit of bright red,  
And he asked me to "fill it, with hundred low-lead."  
He came dashing in from the snow-covered pump,  
I knew he was anxious for drainin' the sump.

I spoke not a word, but went straight to my work,  
And I filled up the sleigh, but I spilled like a jerk.  
He came out of the restroom, and sighed in relief,  
Then he picked up a phone for a Flight Service brief.

And I thought as he silently scribed in his log,  
These reindeer could land in an eighth-mile fog.  
He completed his pre-flight, from the front to the rear,  
Then he put on his headset, and I heard him yell, "Clear!"

And laying a finger on his push-to-talk,  
He called up the tower for clearance and squawk.  
"Take taxiway Charlie, the southbound direction,  
Turn right three-two-zero at pilot's discretion"

He sped down the runway, the best of the best,  
"Your traffic's a Grumman, inbound from the west."  
Then I heard him proclaim, as he climbed thru the night,  
"Merry Christmas to all! I have traffic in sight."

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## Blast from the Past - Chapter 93 History

This month's newsletter features an insert courtesy of Bill Rewey. Bill recently found an EAA Chapter #93 mailing list and meeting notes from 1972, and he provided me with copies for all of you.

With our Chapter celebrating its 50th anniversary this year, these inserts are a great reminder of our growth and rich history. I hope you enjoy a little trip into the past. Special thanks to Bill!

*- Paul Temple*

### **Chapter Officers and Committee Chairs**

**Rob Tweed, President**  
[rob.tweed@madisonrt.com](mailto:rob.tweed@madisonrt.com)

**Scott Nolinski, Vice President**  
[snolinske@quarrastone.com](mailto:snolinske@quarrastone.com)

**Jim Lins, Treasurer**  
[jwlins@facstaff.wisc.edu](mailto:jwlins@facstaff.wisc.edu)

**Earl Martin, Secretary &  
Young Eagle Chair**  
[earlpmartin@excite.com](mailto:earlpmartin@excite.com)

**Dick Hartwig, Membership**  
[rhartwig11@juno.com](mailto:rhartwig11@juno.com)

**Dave Ripp, Webmaster**  
[rdavid@charter.net](mailto:rdavid@charter.net)

## Tom Rebholz Memorial Chili Fly-In

Low ceilings and downright dreary weather did not dampen the spirits of everyone that came to our annual Tom Rebholz Memorial Chili Fly-in on December 1.

We had five different batches of chili from mild to wild to enjoy. Joe and Kim Thalman braved the weather and flew their beautiful Murphy Rebel into the fly-in from Kenosha. Bill Knauz, Jack Sheridan and Tony Chafouri flew in from Waukegan in a Cessna 172.

Many thanks to these aviators and all of our Chapter 93 volunteers, especially Joyce and Dave Jeardeau, for all of your hard work and great chili.

Finally, congratulations to Jill Tweed for winning top honors with your delicious chili entry. It was fabulous, if I say so myself. But, then again, I may be a bit biased...  
- Rob Tweed

## East High Aviation Educator Never Gave Up on Kids

By Fareed Guyot.

Family and friends of Kjell Erik Anderson gathered on September 29 in Madison and Wautoma to pay one last tribute to a man who has filled so many people's lives with happiness with his selfless personality and ways. On Saturday (September 29) over 300 people attended a memorial service in a hangar at the Dane County Regional Airport.

Erik "Da Swede" Anderson, suffered a massive heart attack this morning (September 10, 2012) and passed away, at school here, in Madison. He was 51. Erik taught Aviation and Band at East High School and Sherman Middle school in Madison, carrying on the proud tradition of educating area youth about aviation.

That was his dream job, but he also taught music in the Milwaukee schools for many years. Regardless of his focus, he always was trying to help young people excel, achieve, succeed, or just survive.

Erik was a stout man and he moved at one speed, talked at one speed, and very little gets him to move off of that velocity.

While he may not win any foot races, or be heard above the crowd; he was just the right speed for the kids in his life. Erik had that ability to project calm to some and prod others to action, which is why so many of his students have said he was just the person they needed at a key moment in their life.

Erik "Da Swede" Anderson co-founded the then named EAA AirVenture Cup race with his close friend, Eric "Da Weasel" Whyte, in the mid 1990s. Its one of his lasting legacies as the air race is still held each year, celebrating innovation by homebuilders. Often there are 60-80 entrants which speaks to the popularity of racing ones own creation and the well-run competition event that Swede and Weasel have shaped over the years.

I last "spoke" to Erik about 12 hours before his death – through Facebook chat – as he

was telling me of the emergency landing he had to make on in his RV-6. He was flying with fellow pilot, Eric Whyte, headed north from Madison when an oil line failed. Smoke started to fill the inside of the aircraft.

They declared an emergency and landed near Necedah, Wisconsin. The owner of a hardware store in town was also a pilot, and, with his help, they quickly got some parts, fixed the cracked line, cleaned up the airplane (the underside was coated with oil), and flew home.

The memorial event was filled with flourishes that would have made the Swede proud. Foremost, the event was held at an airport in a hangar that immediately put everyone at ease. A large spread of fruits, cheese, crackers, salami, and of course Swedish Meatballs was served. Just to make sure that no one took the session too seriously, ice cream was also dispensed.

In the front of the hangar was a table with some of the most defining items of who Erik was: his trumpet, his Swedish-style hat, and his beautiful accordion. Also on the table was the Swede himself, encapsulated in a custom metal urn crafted by his brother Jon and his friend Gil. It was felt by those close to Erik that he be buried next to his dad in a homebuilt and it was beautiful workmanship. As Swede would say, "She's a beaut".

Outside, a fly-in broke out as N953BL, the RV-6 that Erik helped owner Bob Lang build, was parked on the ramp for all to see as it glowed in the afternoon sun. Other friends arrived in their aircraft and soon, just like any Saturday at the airport, a gaggle of airplanes were neatly parked nearby.

Erik's main focus in life was education, whether it be in aviation, music, or just making sure young people learned to enjoy life. His outreach was evident as several dozen faculty and students from Madison East High School as well as former students were in attendance.

East Principal Mary Kelly encapsulated the feelings of the East Side community about

Erik through the many written statements she received from faculty: "There will always be Erik's legacy at Madison East High School as one of the best. East just isn't the same without him, and Erik will always have a special place in our hearts and at Madison East High School."

In the past when members of Swede's aviation community had died, the Swede was called upon to play Taps at the end of the service. On this day no trumpeter was available which led to the improvisation that Swede so dearly loved. For Taps, Mary stepped in and played the stoic tune on her violin.

As Mary was playing inside, a water cannon salute from a Truax Field Fire Department fire truck (firefighter Charlie Porter volunteered with Erik at EAA Radio) arced over Erik and Bob's RV-6.



In the background an airliner was departing into the deep blue September sky, its turbine rumble mixing perfectly with the violin.

The next day as Erik was buried next to his father in Wautoma, a 3-ship missing man formation flew over the site with Bob and Erik's RV-6 climbing out toward the heavens. Following that flyover was a tribute air show by friend Craig Henry in his Pitts S-2B.

I think the Swede would have summed up the day best with a trademark phrase whenever a perfect day of aviation had occurred, "She was a hoot."

Editor's Note: For video of this event, please visit <http://youtu.be/hcULWXPTEEo>.

## Board Meeting Minutes

November 1, 2012

Jim L. gave the financial report to the Board. Twenty three 50<sup>th</sup> Anniversary shirts were ordered at the 50 year anniversary celebration. Jim L. reported to the Board that the Chapter received a check from EAA Headquarters for almost \$4,000.00 as our take on the B-17 tours. Jim also reported that we broke pretty much even for the 50 year celebration.

The Board talked about website updating. Membership dues was also a topic of discussion and it was decided that dues for the next year would be held to \$20.00 to February 28<sup>th</sup> like in previous years as if we would be having the Annual Banquet in Feb. and would be go to \$24.00 after that date.

The Board discussed moving the Chapter Annual Banquet to during the day in October rather than having the date set back to sometime in February. It was decided to have the Members vote on that issue at the next Chapter Meeting on November 15<sup>th</sup>. The meeting was adjourned at 8:16 PM.

- *Earl P. Martin*

### You're Invited!

All Chapter 93 members are invited to attend Chapter Board meetings. Board meetings are held at Wisconsin Aviation, Dane County Regional Airport, 3606 Corben Court, on the first Thursday of the month.

- *Rob Tweed*

Corben Courier  
EAA Chapter #93  
c/o Paul Temple, Editor  
110 S. Second Street, Apt. 215  
Madison, WI 53704