

CORBEN COURIER

Event Calendar

Chapter Meeting,
Chapter 93 Clubhouse at Blackhawk, March 21, 7 p.m.



Next Chapter 93 Meeting

Our next Chapter 93 meeting will be held at the **Chapter 93 Clubhouse, Cottage Grove Airport on Thursday, March 21, 2013 at 7 p.m. Social time and treats start at 6:30 p.m.**

We will have a brief business meeting followed by a presentation by Commander Alan Sherwood, USN. Cmdr. Sherwood will be speaking to us about his experiences as a flight officer with the United States Navy. Much of his presentation pertains to historical naval air battles of WWII. He will be focusing his presentation on the first six months of WWII in the Pacific – specifically, he will highlight Pearl Harbor, the Doolittle Raid and Midway. He will also share his personal experiences with General Doolittle and how he got to know him while he was stationed at the Naval Postgraduate School in Monterey, CA. This will be a very informative and fun event. Join us for a great evening!

- Rob Tweed

Winter Projects - Part 2

Hello Chapter 93 members and friends! Despite our recent bout of more snow and cold weather, winter's days are numbered. This means our fly-in season is just around the corner – can't wait!

Last month I offered my thoughts on various considerations one might take into account when deciding whether to make the commitment to build an airplane.

As we heard from Paul Temple during his excellent presentation, some of you are getting close to pulling the trigger on your project. This is



very exciting news as we can never have too many aircraft construction projects underway in Chapter 93!

My prior remarks pertained to “preparation” types of activities. This month we’ll cover “hands-on” topics to round out my top ten things to consider in building your plane.

Accomplish Something Every Day –

This is a true “do as I say, not as I do” suggestion. Your project will get completed much faster if you make a commitment to complete some task, however small, on your project every day. Progress is motivating, and it’s always fun to look at your completed work the next day and feel that sense of pride from the work you did the day before. This also helps keep your project on track because you won’t need to spend as much time reviewing plans, dimensions, etc. if you are engaged in your project each day.

Cleanliness = Productivity – Nothing is more demoralizing and creates more subconscious reasons to do anything but work on your project than a dirty shop. Wading through a cluttered mess of tools, debris and other stuff each time you attempt to make progress on your project will result in extended build times and frustration. Take 15 minutes and clean your shop after each work session and watch your productivity soar. (Note: As with #1 above, don’t follow my lead on this one!)

Keep Your Flying Skills Current – Many builders choose to suspend their flying activities and focus all their attention on their project. I suggest you keep yourself excited and motivated about completing your project by taking a flight now and then. If you don’t

have access to an aircraft, fly with a friend (Corben Cadet program), take a lesson with an instructor, etc. Better yet, seek a ride with someone who flies the type of aircraft you are building. The important thing to remember is that you are building your plane to fly one day, so keep those skills current.

Find a Building Buddy – Building a plane can be a lonely process due to the length of time these projects take to complete. Hours upon hours are usually spent in your shop on your own. Finding someone who shares your interest and is willing to assist you on a regular basis can have a very positive impact on your overall experience. You’ll have someone to bounce ideas off of, someone to help align key parts, a sounding board for your great and not-so-great ideas and someone to kick you in the butt when warranted. Jeff Plantz was my building buddy and his help was immeasurable.

Test Flights are for Test Pilots – There are probably more dangerous things one can do than fly an amateur-built aircraft on its maiden flight – but not many. Those of you considering being your own test pilot should really carefully think this through before strapping in and blasting off down the runway, especially if your aircraft is a high-performance type or has complex systems. Just one look through the NTSB database and reading about the number of disastrous first flights should be cause for concern. If you do choose to make this flight yourself, please make sure you are current and competent and that your fuel system is cleaned six ways from Sunday.

I look forward to seeing everyone on the 21st at the clubhouse for our March meeting. Enjoy our warming weather and fly safe!

- Rob Tweed

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, 2013 from 1 PM to 4 PM.**

- Rob Tweed

Coping With Winter Flying

By Skot Weidemann

Some aircraft owners simply put their planes away in the winter and go do something else during those short cold days. Others devise ways to fly and embrace the crisp air and increased aerodynamic performance. I'm somewhere in between. I have devised a couple of ways to get out and fly once in a while during the winter months.



I have personal limits, so for me, the ambient temperature generally needs to be above 20 degrees Fahrenheit before I will consider attempting to fly. Below 20 degrees I lose interest and look for other things to do where it is warm and comfortable. Before considering a flight in my little airplane, the winds should be no more than 15-20 mph – less if there's a direct crosswind. These limiting factors eliminate lots of flight opportunities.

If the temperature looks like it will be right, the winds are not too high and the visibility will be good enough to make it enjoyable, and I can make the time, I will make plans for the next day. There is generally good

visibility when there is no rain, freezing rain, snow, fog or low ceilings. Marginal VFR is usually not good enough for a safe and enjoyable flight, the way I look at it.

My weather sources are numerous. My latest favorite is weather.gov on my iPhone. This weather is commercial-free and very accurate. (After all....this weather source is the National Weather Service, which we taxpayers fund.)

Duats is a good one (there are more than one of these, also paid for by us taxpayers). Weather Underground is good.

For a flight out of the local area I usually call FAA Weather Brief at 800-992-7433, especially for information on Notams and TFRs. If you call them, there is also a record of your conscientiousness. A current personal favorite technical pathway for information about weather, airports AND a moving map is my subscription to Foreflight, which I have installed on my iPhone. The iPhone is an amazing little computer which also happens to have a telephone function.

For a "next day" flight I will drive to the airport the night (or day) before to plug in my Tanis electric engine heater. I am a firm believer in pre-heating to be good to your engine. This means that in order to make a flight of an hour or two, I need to commit to two trips to the airport. For those with a heated hangar, the travel to plug in the heater could be eliminated.

For the homebuilt Earthstar Odyssey I have flown this winter, there is no cabin heater. In looking at various homebuilt aircraft that might be for sale (one of my hobbies) I have found that many planes do not have a cabin heater. My conclusion about this is that some

pilots either live and fly in climates where the weather is warm enough all the time or they simply don't fly when it's cold.

The Odyssey has lots of window area, so there IS a "solar gain" when the sun is out and it can actually be tolerable in the 20s. As soon as the sun starts to get closer to the horizon, though, the comfort level and the temperature go down. The first line of defense to avoid hypothermia is layering, starting with a nice sweater over my undershirt and shirt, followed by a full-body set of insulated coveralls. A down coat over this, along with gloves, will work on a sunny day in the 20s for about a two-hour flight.

As the next step, I have a Widder electric heated vest and arm chaps that go on under my sweater and are powered through a thermostatic plug into a 12-volt DC source. In the Odyssey I have a separate battery charged

up with special dedicated plugs to drive the Widder system. This setup also works on my motorcycle (for which it was originally designed). The electric heat does a nice job of heating my torso and arms, which are the most important body parts to keep warm.

One other thing to remember is that IF you ever have to make an "off airport" landing, no matter what the weather, you should dress for the event as well as have your cell phone, (and/or Personal Locator Device), water, a few candy bars and a first aid kit.

Hypothermia is a factor. Enjoying the flight is a matter of sitting still in the seat of the aircraft while guiding it around the sky.

Sitting does not generate any circulation or body heat, so your body heat needs to be contained or it needs help from an external heater, such as cabin heat or the heated vest in my case.

Congratulations to Brian Welch!

Brian received a \$1,000 Hoot and Betty Gibson Scholarship award from Chapter 93!

Brian works as a line supervisor at Wisconsin Aviation, and he came very close to finishing his requirements for a private pilot's license last year.

Unfortunately, circumstances intervened at the last minute, preventing him from getting his ticket. With this award, Brian should be able to get his ticket and help us at Young Eagle events soon. We look forward to learning more about Brian's progress.

- Rob Tweed



Chapter Meeting Minutes

For February 21, 2013

Rob T. welcomed any new members/guests to the meeting. Earl M. gave a short secretary's report. Jim L. gave a financial report. Jim L. reported that much was going on with the Explorer Post. The Chapter was informed about a seminar at Broadhead. Rob T. reported about upcoming events at EAA Headquarters in Oshkosh. The Annual Meeting will be held on October 6, 2013 from 1 PM to 4 PM at Rex's Innkeeper in Waunakee. Rob T. updated the

members about the upcoming joint event venture between CAF, EAA and Chapter 93 to take place on July 26, 27 and 28 at Wisconsin Aviation, Dane County Airport. Paul Temple was this month's speaker and shared with the members what he learned about deciding what type of airplane building project to do. Thank you, Paul, for sharing your insights with the other Chapter members.

- Earl Martin

Chapter Officers and Committee Chairs

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Dave Ripp, Webmaster

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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 Airport, 3606 Corben Court, on the first Thursday of the month.

Kitty Hawk Revisited

This month's newsletter features a poem by Marion Brimm Rewey. Thanks, Marion!

Chapter Board Minutes

For March 7, 2013

Members present: Jim L., Scott N., Rob T., Don R. & Earl M. Jim L. gave the financial report to the Board. Jim L. gave an Explorer update. Jim L. stated that we have 43 paid members, of which 5 are family memberships for a total of 48 members. The Chapter has gained 5 new Members this year so far.

Rob T. & Scott N. are planning to go to EAA Headquarters to discuss CAF visit proposals and the EAA's proposals for the B-29, B-17, Tri-motor and other planes for the July visiting tours. The Chapter received an application for the Hoot & Betty Gibson Scholarship from Brian Welch. The Board reviewed the application and it was decided that a motion be put forth to award the Scholarship

to Brian. Rob T. made the motion to award the scholarship to Brian Welch and it was seconded by Don R. The motion was passed unanimously.

The Chapter also received a request for the EAA Air Academy Scholarship from Ryan Johnson. Patty P. will be letting Ryan know how to get the application from EAA and other pertinent information. Earl M. read a letter from EAA Young Eagle Headquarters containing the number of Young Eagle credits the Chapter received for 2012 (26 credits @ \$5.00 = \$130.00).

Finally, if you ordered a Chapter 93 shirt, they are in and are ready to be picked up. Thank you.

- Earl Martin

A Birch Bark Canoe, a Wigwam and the Flight of an "Eagle"

By Don Ripp

I have a grandson, Ashton, who likes to fly from time to time with grandpa. Since he and his sister Camryn are at the house after school when I arrive home from work, this is sometimes the best time to go for a flight! On this particular late fall day, Ashton had other plans and announced he was going to build for a school project a small diorama depicting the Wisconsin Native American wigwam and birch bark canoe, and Grandpa and Grandma can help! We know where this is going! So we "Googled" birch bark removal and saw that the process took some BIG LOGS BIGGER AXES AND KNIVES!

I looked in our yard – no birch trees! Hmm...some nice stands in the neighbors' yards, though ... ahh, better not. Hey, I know guys at work with "Deer Land" – I bet they can come up with some bark for this project! So I asked around at work and waited. Then a co-worker, Dennis, stopped by the office and offered to drop off some suitable birch stock at the house after his weekend trek to the deer land. He did that next Monday and we got busy with the project. Ashton scored an A+ for the project and still has the diorama proudly displayed in his bedroom.

I thanked Dennis for the birch lumber and suggested that we take a flight over that land and see it from above. He said that would be a great idea. Well, our shifts cross at work....the weather....the plane....the

pilot....then winter, into summer, into fall and then again into winter 2012...both he and I thought we'd never connect for that ride.

December 14 rolled around, and this was one of those "leave work and fly the afternoon away" days. I found Dennis and asked, "this afternoon?" "I'm done at 2p.m. Where do I meet you?" was the instant reply.



We met at the airplane, where I congratulated him on his soon-to-be Eagle Flight. (in earlier conversations at work he expressed an interest in flying and was full-time Air Guard at KMSN before retirement).

We conducted the "pre-flight" and called AWOS to check on the local conditions. Once we were in the plane with all safety and egress concerns addressed, I asked, "Where is this deer land?" Dennis replied, "Just fly down the river past Spring Green, Lone Rock, Muscoda, Blue River (Bud Rogers), Boscobel and when you get to Wauzeka take a right past the cemetery, then

up the ridge towards Eastman. You'll see the farm with the powerlines, and the 200 acres are right there!" At this point, I turned OFF the GPS – who needs it?

Dennis had not flown since he was a youth, so the flight on this December day down the river at 1000 feet was eye-opening for him, as the many, many times he had driven this route he had never seen it from above. He

hills and gullies with rock outcroppings and deer stands from the past season were still visible down below. As we circled, Dennis gave me a "who's who" of the parcels of land surrounding their family acreage, all the while amazed at how different the lands looked from above. I enjoy having had the chance to very briefly share this family's rich hunting history in this beautiful location.



knew every intersection, county road and good burger stop along the way. While sightseeing, we talked about Light Aircraft flying, and he seemed to have a good grasp of how the controls made the plane move about its axis and desired direction and what to look for on the instrument panel.

I followed his "vectors," and soon he hollered, "There it is – see Dad waving from down below?" Sure enough, on our first photo pass, there was his father waving with both arms, and from the front porch of the old farmstead flew the Stars and Stripes on one corner with the Packer flag flying from the other, smoke rolled out of the chimney. The

ground and more airplane talk and "Eagle Flight" paper work signed, we congratulated each other on a good flight and said see you at work. Dennis asked with a smile, "need more birch bark?"

It has been a number of weeks now, and recently at work, Dennis came into the office waving a plastic card, saying "I'm official now!" It seems that each Eagle Flight Participant will receive a free six-month EAA membership, a subscription to Sport Aviation Magazine, online shopping discounts and an invite to become a member of EAA as well as a member in their local chapter(s). Dennis has been talking this flight up at work, as well as talking up EAA Membership. It's working.

One more pass and then time to head back. Once I had the plane trimmed I asked Dennis if he'd like to fly us back...he got situated on the rudder pedals and a single hand on the stick and we did a few turns together and I said "your plane". Dennis steadied the plane and held a altitude and course up river towards Sauk and Merrimac with more sight seeing and airplane talk along the way. Once south of the river, I called "my plane" and contacted KMSN with intentions of landing at 6P3. On the

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 to arrange a pickup and send payment to:

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



Jim Lins in true blue. Other colors include white, desert khaki, classic red, and pale emerald.

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