

CORBEN COURIER

Chapter Meeting Feb. 17

Our next Chapter 93 meeting will be held at the EAA Corben clubhouse at Blackhawk Airfield, Cottage Grove on February 20, 2014. The meeting will begin at 7:00 pm.

Following a brief series of miscellaneous topics Mark Jacobs will present to our group a collection of photographs he took during his visit to the U.S. Air Force Museum at Wright Patterson AFB in Dayton, Ohio. Mark intends to review a wide range of aircraft photographs with us. He plans to share with us some of his personal thoughts on his trip and photography in general. We appreciate Mark's efforts in putting this presentation together.

Plan on joining us and sharing your thoughts on these aircraft as well!

- Rob Tweed

Don't Want to Hear "I Told You So"... **then Heed That Advice!**

As we move from one activity to the next throughout our busy lives there never seems to be a shortage of people offering their advice and \$.02 worth of information on most any topic. This advice comes from a wide variety of individuals with equally diverse qualifications and backgrounds. For the most part their advice is offered with good intentions and it can often prove to be quite beneficial. Many hours of time have been saved, huge financial burdens sidestepped and even injuries and pain have been avoided through heeding some well-placed advice.

It's easy to understand how advice from crackpots and strangers falls on deaf ears but why would anyone disregard seemingly sound advice from family, friends and trusted professionals? Perhaps it's the "not invented here" syndrome coming into play here. Or maybe we are just too busy to be bothered. Our own prior experiences many times can influence whether or not we accept advice in a current situation. This is probably why I stupidly decided to not follow instructions from my endodontist for managing swelling and pain following a recent root canal procedure. My thoughts

were “been there, done that...I don’t need any ice packs, Ibuprofen, pain medicine, etc.” I realized this cavalier approach was a terrible idea at about 3:00 am that night when the pressure inside my tooth felt like my head was going to explode. The pain was unbearable. Thankfully I was able to have my endodontist ease my pain when I became his first appointment the next morning. “Did you follow my instructions for pain and swelling?” he asked. I sheepishly replied I was a bad patient. He just shook his head.

As you might imagine there is no shortage of advice offered in our aviation circles as well. I recently read an article in Sport Aviation about a pilot who was dealing with electrical problems on his Lancair 235.



His aircraft lost electrical power during a short flight to an airport where he intended to connect with other friends for breakfast. Losing electrical power in a Lancair is a very serious issue primarily because electric transfer pumps are required to transfer

fuel from the wing tanks to the header tank. Without this ability to transfer fuel the engine will only run if there is ample fuel in the header tank. Compounding this issue is the fact that most of these airplanes use electronic fuel level indicators. With no electrical power the quantity in the header tank is not known and, as previously highlighted, there is no way to add fuel to the tank. And one more problem...these tanks are relatively small. This sounds like a recipe for disaster in the making but one that could have been avoided. Suspecting the battery was the culprit the pilot replaced the battery and prepared for the short flight back to his home airport. “Don’t take off if you don’t have a functioning electrical system” was the last advice he received that day. The pilot’s friend offered that advice in the hopes of preventing disaster. Sadly, the pilot dismissed the advice and chose to make the flight anyway. The pilot was killed in the ensuing crash caused by fuel starvation.

The message here is we must accept the fact that we don’t have all the answers. There is a great deal of knowledge and experience out there in the flying community on just about every topic imaginable. Seek solutions and give that advice you have received some strong consideration. It just may save your life someday. Fly safe!

- Rob Tweed

Hoot and Betty Gibson Memorial

Scholarship

We have chosen an excellent candidate for the \$1,000.00 scholarship for 2014. At the January meeting, I shared some of the application material from a high school student by the name of Jason Fourdraine. The chapter voted unanimously to offer him the scholarship. Award will be presented at February chapter meeting.

Some of you may remember that Jason was our Air Academy scholarship recipient for 2010. At one of our meetings in 2010, he gave great power point presentation of his week at camp.

Since then, Jason has continued to pursue his aviation interests. Family vacations include a stop at a local airport or museum. He volunteered many hours at the Heavy Bomber weekend last summer. He also plays on his Flight Simulator frequently.

Now Jason is taking flying lessons at Wisconsin Aviation. He soloed in December. He has about 25 hours and has already passed the FAA written exam (with a score above 90%). He intends to become a private pilot sometime this spring.

Next year, he will attend either MSU Mankato or Lewis U. in IL, in their aviation program. He plans to get his Instrument and Commercial Ratings while earning his degree. Next will be his CFI and ATP certifications. This guy has plans!

We received glowing letters of recommendation from a high school history teacher and his flight instructor Michael M. Both letters talk of his commitment to scholastic excellence, aptitude and skill for learning new material, and his drive and motivation for various interests in his life.

At Oregon High School, he has been on the honor roll all 3 years and is an active member in German Club, the Science Olympiad event, and described by his history teacher as “one of the truly outstanding students” encountered in his teaching career.

There is a copy of his application materials sitting on the table at the chapter room. Take a look at it next time you come.

-Patty Plantz

Scholarship Committee

Thank You from Jason Fourdraine

Ever since I was little, I have always been interested in aviation. My parents frequently brought me to airports and aviation museums. I enjoyed it immensely then; and I still enjoy visiting them. My family travelled a lot when I was young and I always looked forward to flying. I even looked forward to it more than the actual vacation itself!

My interest in aviation continued throughout my childhood and into my teenage years. With the help of EAA Chapter 93, I was able to attend the Intermediate Level course of EAA Air Academy in 2009. There I met many other people who share the same interest in aviation that I do. I still communicate with a few of them about our ongoing aviation experiences. At Air Academy, I was able to ride in a helicopter, have an abbreviated flight lesson, and in general have a lot of fun. I made some great memories. I have had some great experiences with Chapter 93 as well. Last summer I helped them with the Heavy Bomber Weekend and I got to see the world's only airworthy Boeing B-29 Superfortress.

During the fall of 2012, I was finally old enough to obtain a Private Pilot's License. I took my ground school class over the winter and had a blast. After a brief hiatus due to high school classes, I was able to start the flight portion of my training in the summer. I have a great friendship with my flight instructor, and I am finding the lessons both easy and lots of fun. After gaining around 13 flight hours, I had my first solo in November 2013. Recently, I have soloed twice more. I also have flown on a cross-country flight with my instructor to Oshkosh. I currently have between 25 and 30 flight hours and growing. I love to fly!

I have plans to attend a four-year University with a flight program. There I will obtain my instrument, multi-engine, commercial, and CFI qualifications. I will then graduate with a Bachelor's Degree in Aviation Flight Science. Once I gain the required 1,000 flight hours, I will apply for an ATP. Soon after, I will try to be hired by a regional airline and work my way up the ranks and eventually be hired by a major airline. Aviation is my passion and I would like for it to be a big part of my life. Chapter 93 has helped me work towards this goal by awarding me the Hoot and Betty Gibson Memorial Scholarship for 2014. I really appreciate their support, it will help me immensely with my aviation journey.

- Jason Fourdraine

Many Thanks to Paul Temple and Al Kurth

As most of you are aware Paul Temple has decided to step down from his role as Chapter 93's Newsletter Editor. On behalf of our entire Chapter 93 membership, thank you, Paul, for all of your contributions. Your performance in this role will be greatly missed by all. I would also like to recognize Al Kurth for assuming the responsibility of our new Newsletter Editor. Al's

willingness to step up and pitch in is very much appreciated. We look forward to supporting Al in this role going forward. Thanks Al!

Remember, this is your newsletter. Please provide Al your contributions on a regular basis. Here are a few thought starters:

Have you taken an interesting flight lately?

Pesky mechanical challenges causing a ruckus?

Read a good book?

Mentored a young person?

Attended a cool air show?

Dodged an FAA bullet?

Started a new aircraft project?

Have any tips on service providers for insurance, maintenance, flight instruction, etc.?

Heard any good jokes, riddles?

Please take a moment and jot down your thoughts on these and any other topics you are interested in and submit your material to Al Kurth for publication in our newsletter. We need everyone's input to keep things interesting and progressing forward.

Al's E-Mail address is: a.kurth@sbcglobal.net

-Rob Tweed

Visit with Fred

Jack Jerred and I went to see Fred Leidel on Friday, February 7th. I found out Jack had a birthday on February 6th, 91 years young!



We had a nice visit with Fred and he is doing great. He still cannot put any weight on his foot and has a neck brace. Not sure how long he will be at the rehab. He has a private room with a TV. He is getting all his mail and the newspaper. Visitors are welcome. He has his rehab in the morning, so afternoon or night is best for visiting him.

— Jonie Fobes

April 12th Event Honors Oshkosh **Aviation Legend S. J. Wittman**

On April 12th from 7:30 to 11:00 A.M. Oshkosh's local EAA Chapter 252 will host a pancake breakfast fly-in to commemorate legendary pilot and aircraft designer S.J. "Steve" Wittman's 109th birthday. This event is open to the public.

Held at the Wittman Regional Airport Terminal building on 20th Ave. in Oshkosh, WI, the event features a breakfast of sausage, eggs, beverages, and all you can eat pancakes. Those attending can fly-in or drive-in. The cost is \$7.00 for adults and \$3.00 for children under the age of 10. Pilots of homebuilt aircraft that are flown in will get a free breakfast.

A real aviation pioneer, Sylvester Joseph Wittman ([April 5, 1904](#) - April 27, [1995](#)) received his pilot's license in 1924 (signed by Orville Wright) and built his first aircraft later that same year. He was born in Byron, WI, and spent most of his youth in the Byron/Fond du Lac area.

Starting in 1925 he operated his own flying service. He also became a demonstration and test pilot for the Pheasant Aircraft Company, which moved to Fond du Lac in 1930. Wittman was active in air racing through most of his aviation career; from the Thompson Trophy Races of the 1930s to the EAA supported Lowers, Baker, Falk efficiency races in the 1980s. In January of 1932 Wittman won the Colonel Green Trophy in Florida while racing his own airplane design "Chief Oshkosh". Upon returning to Oshkosh, an estimated 600 people turned out to greet him on his return.

Wittman was an energetic airplane designer and inventor. He invented both the flat and tapered rod spring steel landing gear designs, in use today by thousands of certified, and amateur built aircraft. In the recreational flying world, his legacy is the "Wittman Tailwind" airplane design. Introduced in 1953 as the first FAA/CAA approved two seat amateur built "Experimental" aircraft. Over the years Wittman sold thousands of sets of plans for his enduring design. Plans are still being sold, and refined examples of his original 1953 high performance design continue to be built today.

Wittman spent the remainder of his life in Oshkosh, WI, serving for many years as the operator and manager of Wittman Field, now Wittman Regional Airport. Examples of Wittman built aircraft are on display at the EAA Museum, Wittman Airport terminal, and the National Air & Space Museum.

A presentation about the legendary pilot and aircraft designer, and some of his aircraft designs, will begin at approximately 9:00 A.M.

As part of the celebration, area young people ages 8-17 will have the opportunity to receive a free airplane ride. From 9:00 to 11:00 A.M. Chapter 252 will host a Young Eagles Flight Rally, where volunteer pilots will donate their time and aircraft. The rally is part of the EAA Young Eagles program, which was created in 1992 to introduce young people to the aviation adventure, and possibly the start of an aviation career. Their names are entered into the "World's Largest Logbook," and they will have the opportunity to continue their aviation experience through additional programs.

EAA Chapter 252, organized in 1965, is an Oshkosh based 501c3 non-profit corporation. More information about EAA Chapter 252 can be found on the Chapter's website at <http://www.EAA252.org>.

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