

CORBEN COURIER

Chapter Meeting August 21 at Sugar Ridge Airport



Our next Chapter 93 membership meeting is scheduled for August 21st. **Please be advised that this meeting will be held at Sugar Ridge Airport.** Tom Kretschman has graciously offered to host our meeting during his annual summer fly in, Wings & Wheels. Feel free to fly into Sugar Ridge for the meeting as we would enjoy seeing your aircraft on the field. Pilots, please monitor 122.85. The dinner bell will sound at 5:00 pm but Tom invites guests to arrive earlier. Please bring a dish to pass. Our meeting will begin after dinner. I look forward to seeing everyone there!

For directions to Sugar Ridge Airport, proceed southwest on Hwy. 151 and exit at Route 69. Turn left on Rt. 69 and then make a quick right turn on Valley Rd. Stay on Valley Rd. to the T junction. Turn left on Sugar River Rd. and look for the entrance to Sugar Ridge Airport on your right in approximately 1/2 mile.

- Rob Tweed

2014 Heavy Bombers Weekend: A Resounding Success!

Now that Heavy Bombers Weekend 2014 is behind us we can all breathe a collective sigh of relief and take pride knowing that we have, once again, conducted a fabulous, fun and safe event. Our partners in the event, EAA, CAF and Wisconsin Aviation were all very pleased with HBW this year and you should be too. I am sure some of you found yourselves wondering just why you were out there on the ramp for hours on end in your orange safety vest. Thoughts like “when will this thing ever end?” were probably on a few of your minds. Yes, HBW is labor intensive and its success depends on the



support of our volunteer base. But there is a big payoff... and I am not referring to financial rewards.

Prior to last year's HBW event I had viewed our hosting of the EAA B-17 tour stop at MSN as a great way to generate income to sustain our chapter operations and fund our scholarship programs. When we expanded the scope of the event last year by partnering with the Commemorative Air Force, the volume of visitors expanded exponentially. With this growth came a whole new level of wonderful bonding experiences that we were able to witness firsthand. WWII veterans were reunited with their aircraft; sons and daughters of these veterans were honored and thrilled to bring their loved ones to see the aircraft. Grandchildren and great-grandchildren were able to learn history from family members who were part of that history. The many special moments like these serve as my motivation to invest considerable time and energy in the event.



There was no shortage of these memorable moments at HBW 2014. Can it get any better than having a BBQ dinner with a national hero and Doolittle Raider, Col. Dick Cole? I don't think so. Or how about listening to friendly banter between 99 year old P-47 pilot and WWII combat veteran Warren Webster and the CAF P-51 pilot on the merits of the P-47 vs. the P-51. Then there was the touching moment when, despite the CAF's desire to leave MSN ahead of advancing adverse weather, Col.

Cole took the time to meet a WWII B-17 crewmember. This individual's daughter had been pushing her father around all day in his wheelchair hoping to meet Col. Cole but was unable to do so up to the very end of the day on Sunday. It didn't matter one bit that this veteran was unclear about the Doolittle raid or who he was speaking with. All Col. Cole was concerned with was



that this man knew that his service was appreciated. It was a stunning, amazing moment of humility and respect for all who witnessed it. And finally, after the B-25 and B-17 had departed Sunday afternoon for their flight to Oshkosh an older gentleman who had been standing next to us on the ramp watching the departures turned to me and asked "who can I thank for putting this event together?" I replied that our EAA Chapter 93 had organized and hosted the event. He was obviously quite moved over what he had just

witnessed and with tears in his eyes said "Thank you. You don't know how much this means to me."

I am sure many of our volunteers experienced similar exchanges to those I have cited above. Yes, there were also smiles galore from our visitors to serve as yet another endorsement that we are on to something here with this event.

I continue to be impressed and delighted by the tremendous support that our chapter members provide to this event. As Jeff Davis, General Manager of Wisconsin Aviation, has said “HBW would not be possible without all the support from you volunteers.” Please accept my sincere appreciation to all who volunteered in this year’s HBW event. I would especially like to thank our Chapter 93 board members including Pete Buffington, Don Ripp, Scott Nolinske, Frank Smidler, Earl Martin and countless hours you have invested into the planning and delivery of HBW 2014. Great team effort, one and all!



Jim Lins for the

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- Rob Tweed

Heavy Bomber Weekend Photos

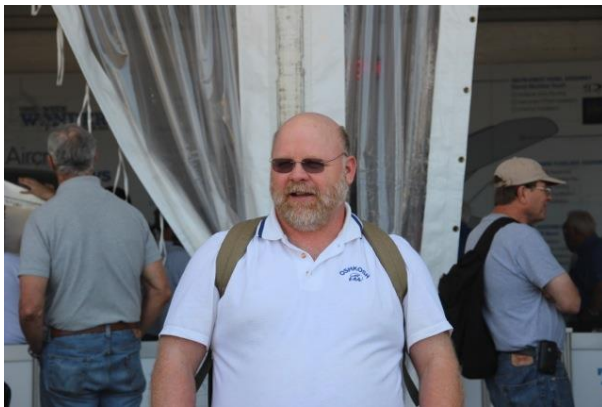






- Jonie Fobes Photos

Oshkosh AirVenture 2014 Photos



- Jonie Fobes Photos

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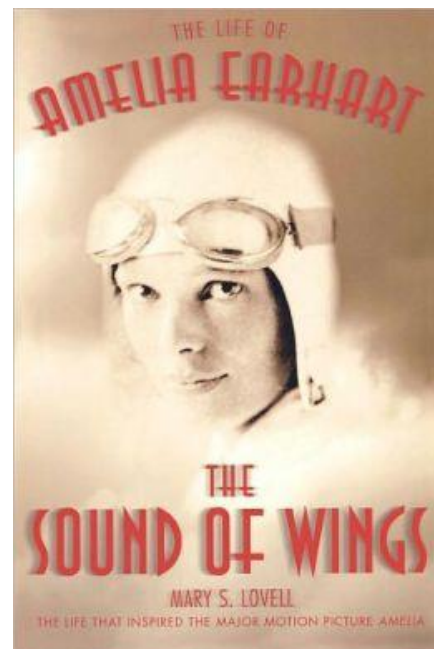
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Book Review

“The Sound of Wings – The Life of Amelia Earhart” by Mary S. Lovell, 1989, St. Martins Press, New York, NY., 330 p. plus 25 p. introduction and 88 p. explanations, list of other books and articles written about Amelia, notes and index. The book is organized into chapters of dates, like 1897, 1897 – 1919, and finally, 1939 – 1950.



Amelia started as an ordinary girl, whose interest in aviation was gradual. She wasn't all that good as a pilot. She was interested in setting records, such as the first woman to fly the Atlantic (as a passenger), and the shortest time flying from city to city. She was engaged to be married for a while as a young woman, but the wedding never happened.

She wasn't a real good pilot, and was accident prone.

George Palmer Putnam was a writer and publisher who wrote about Amelia's flights and provided encouragement to her. Their contact resulted in marriage, and with influence and help, Amelia became such an

international figure as to become a guest at the White House.

Amelia's aircraft and flights cost money, and husband George was a millionaire and willingly supported her activities.

Amelia's last flight was not solo- Fred Noonan was her copilot. That flight was July 2, 1937. The book ends with the problem of settling her estate.

The book I read belongs to my son Jim. It was a very good read.

- Fred Leidel

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