

# CORBEN COURIER

## Chapter Meeting November 20 at Blackhawk Airfield



Please plan to attend our next Chapter 93 meeting on November 20 at our Blackhawk Airfield clubhouse. The meeting will begin at 7:00 and will feature a presentation by Gary Chenier on his recent visit to a museum featuring ballistic missile systems. We will also discuss our upcoming Tom Rebholz Memorial Chili Fly-In. Hope to see you there!

- Rob Tweed

## Today's Special:

### Cheeseburger with fries and drink - \$73.24!

Most restaurant goers would be aghast at this "special" deal. \$73 for a cheeseburger lunch? Preposterous! Pilots, on the other hand, would quickly jump on it, recognizing the deep discount on their customary \$100 hamburger.

I'm sure many of you are well aware of the so-called "\$100 burger" that pilots routinely enjoy when their flights involve a restaurant destination. But just where does this figure come from? Presumably it represents the price of the burger along with all of the aviation related expenses



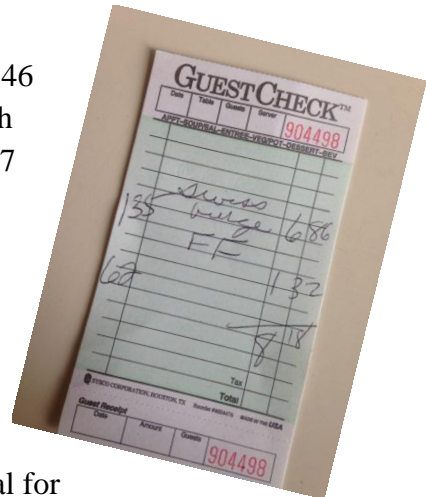
that go with the round trip flight to the pilot's favorite airport restaurant. That figure sounded a bit steep to me so I decided to embark on yet another "frivolous flight" to get a handle on just how much these tasty burgers are setting me back.

Let's cover the obvious stuff first – fuel and oil. For this little analysis I chose to measure the exact amount of fuel that N96RJ consumed for a flight to one of my favorite local airport restaurants, the Piccadilly Lilly Diner at Lone Rock Airport. I blend 100LL aviation fuel with ethanol-free premium auto gasoline at a 50/50 ratio resulting in an average price per

gallon of \$4.74. The round trip flight to LNR added .8 hours to my Hobbs meter and a total of 4 gallons of my “special blend” was consumed. So, my fuel cost for this burger run was \$18.96. My plane has a real affinity for oil, probably due to its chrome plated cylinder liners. It consumes its favorite treat, Aeroshell 100W, at a rate of about one quart every 6 hours. Oil is cheap compared to a top end overhaul so I just feed its habit. Based on a cost of \$3.82 per quart the cost of oil for the flight was \$.51.

Now for the fixed costs such as repairs and the cost of engine and propeller overhauls. I fly N96RJ approximately 76 hours per year based on log entries during the last two years. Insurance and rent amount to \$2,550 per year or \$33.55 per hour of flight time. I estimate it will cost \$14,000 to overhaul the trusty Lycoming O-290-D2 that resides under the cowling when its time is up, hopefully at its TBO of 2,000 hours. This amounts to a cost of \$7 per hour. The propeller, an MT electric constant speed unit, is good for 600 hours before it undergoes a \$3,800 overhaul. Tack on another \$6.33 per hour for this. Miscellaneous repairs amount to about \$500 per year or \$6.58 per hour of flying time.

Adding up all these nickels and dimes for the fixed cost and maintenance items highlighted above, we arrive at a total of \$53.46 per hour. The round trip flight to LNR from MSN in N96RJ with the throttle pulled back is .8 hrs. Therefore, we can assign \$42.77 of the cost of that tasty burger to fixed cost and misc. maintenance expense. Add to this the actual fuel and oil cost of \$19.47 and we get a total aviation related cost of \$62.24. Finally, we can't forget the target of this mission... that delicious burger. I settled my tab for my Piccadilly Lilly's famous Black Angus cheeseburger lunch meal for \$11.



The bottom line here is, in my case, that \$100 burger is on special for \$73.24. Maybe yours will be further discounted if you don't have to deal with expensive prop overhauls or if you can share rent, engine overhauls and insurance with other owners. Or better yet, just maybe, your flying buddy who you brought along in the right seat will pick up the tab. Bon appetite!

- Rob Tweed

## Tom Rebolz Memorial Chili Fly-In

Please mark your calendars for **December 6, 2014**. We will be hosting the Tom Rebolz Memorial Chili Fly-In on this date at Blackhawk Airfield from 11:00 AM – 2:00 PM. Fly in or stop by for some delicious chili and great fixing's. Tell your friends to join us!

- Rob Tweed

## Chapter 93 Clubhouse

Due to the deteriorating condition of Blackhawk airfield and the majority owner of the hanger no longer needing the hanger for aircraft storage the Chapter 93 Board of Directors has determined it is in Chapter 93's best interests to sell the hanger and pursue alternate options for our base of operations. The value of the hanger could drop quickly if the airport continues on its current downward direction. An interested buyer has been identified and negotiations are now underway between this individual and the airport owner to secure the best price and terms for the sale of the hanger.

This buyer is seeking to complete the transaction as quickly as possible so we are actively seeking short and long term solutions of our needs. Please consider our situation and bring your ideas for a new Chapter 93 location to our November meeting for discussion. Thank you!

- Rob Tweed

## Jack Jerred's Corben Cadet Checkout

Many thanks to Jack Jerred for renewing his Corben Cadet wings and taking a recent hop with me in the Lancair. It's always great fun with Jack at the controls!



- Rob Tweed

# Wisconsin Aviation Hall of Fame 2014

## Investiture Ceremony

The investiture ceremony was held at EAA Museum In Oshkosh Wisconsin on October 25<sup>th</sup> 2014. I was very pleased to meet some fellow Chapter 93 members. The first order of business was to award the scholarships of which there were two scholarships awarded to the same person. Raechel Geary received the Carl Guell Memorial Scholarship of \$1000 and the Jerome Ripp Memorial Scholarship of \$500. The WAHF seems to be having trouble like Chapter 93 in finding people for the Scholarships each year.

The 2014 inductees are as follows: The Knaup Brothers James, Ray and Ed who started an aviation business on the north side of Milwaukee. Vice Admiral James H. Flatley who was a World War II flying ace and Naval tactician who had a profound impact on Naval aviation and was born in Green Bay. Don Volland who is a helicopter and fixed wing pilot and started an aviation business with 60 years of flying and nearly 20,000 hours of flying time logged between fixed and rotary wing aircraft. Brigadier General Peter Drahn was born in Oshkosh, Wisconsin and flew 323 combat missions in Vietnam. In 1975 he was hired as Deputy Airport Director at Dane County Regional Airport in Madison, Wisconsin. He went on to become the Airport Director there and served in that role until his retirement in 2002.

For more information on the recipients you can go to the Wisconsin Aviation Hall of Fame website [www.wisconsinaviationhalloffame.org](http://www.wisconsinaviationhalloffame.org).

- Earl Martin



Here's a Jonie Fobes photo from Heavy Bombers Weekend last July. Although winter appears to be arriving early, it won't last forever. It's only 247 days to AirVenture! - Al Kurth

# Chapter Officers & Committee Chairs

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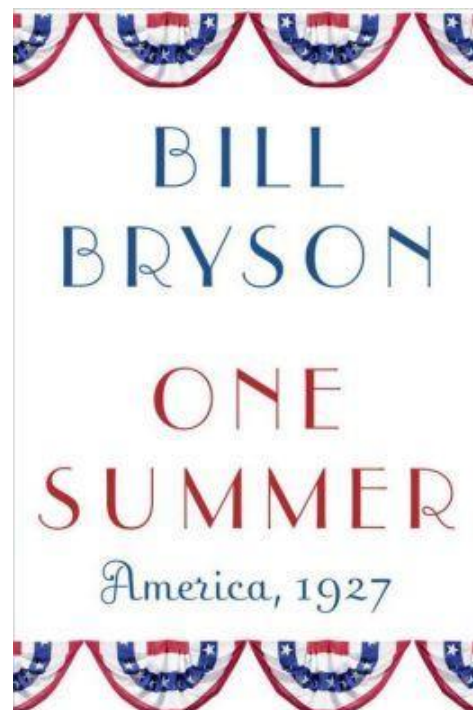
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## Book Review

“One Summer – America, 1927” by Bill Bryson, Anchor Books, June 2014, 456 p., paperback.

This is a very good book, although it is not only about airplanes and pilots. Lindbergh, and the 14 pilots who were competing for the \$25,000 Orteig prize for being the first pilot to cross the Atlantic, take up the first chapter. Items about Lindbergh are scattered throughout the book.

Also happening that summer, Babe Ruth hit 60 home runs, the stock market crashed, Al Capone enjoyed his last summer of prominence, and the Jazz Singer was filmed.



In addition to that, television was created, radio came of age, President Coolidge chose not to run, work began on Mt. Rushmore, the Mississippi flooded, and a madman in Michigan blew up a school and killed 44.

Quoting the author, “It was one hell of a summer,” and it is one hell of a good book.

- *Fred Leidel*

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