

CORBEN COURIER

Chapter Meeting April 16 at Fitchburg Public Library



Please plan to attend our next Chapter 93 monthly meeting at the Fitchburg Public Library on Thursday, April 16. Please note we have now adopted “summer hours” for our monthly meetings. The new start time for our meeting is 6:30 PM. Feel free to stop by earlier to browse through some magazines or enjoy some refreshments. For our April meeting we will be showing interesting video content, produced by the EAA, along with some exciting videos from the internet. Come, share your stories and join in the fun!

- Rob Tweed

Let Our Flying Year Begin!



The ancient Roman Empire had it right. For their civilization the new year began on the day when the consuls first entered office, probably May 1 before 222 BC. Then, during the middle ages, under the influence of the Catholic Church many Western European countries moved the start of the new year to coincide with one of several important Christian festivals. France chose to start their new year at Easter. Brilliant idea.

Now that we have warm weather upon us I feel I can finally emerge from the long hibernation during winter and start off my new year! It's time to blow the dust off the motorcycles, service the camper, enjoy sporty drives on my favorite back roads and get the airplane back in the air. For me, my year starts now, not back when our outside temperature was ten below zero and a couple feet of snow sat on the ground. Those cold dark days of January and February seem to me to be a more appropriate way to wind down a year than to begin a new one. But it was not to be. Everyone seemed to embrace January 1 as the beginning of the year during the 1600's and the rest is history.

Calendar year aside, we can all agree that our flying season begins right around now in Wisconsin. Soon we'll be attending pancake breakfasts, Young Eagle rallies, and grabbing those \$100 burgers for lunch. This is very exciting stuff! I can't wait to enjoy another fun filled flying

season with all of our Chapter 93 members.

One of the reasons I am so excited about Chapter 93 and our fun flying season before us is because of our new members that have joined our chapter. Every organization needs new members if it is to survive. With our new members come new contributions, connections and experiences. Many thanks to our new members for joining our group. You will help us build on our 53 years of service to the aviation community and shape our way for generations to come.

We don't have to look any further out in our new flying season than next month to get an inkling of some of the fun we can look forward to. Mark your calendars... May 16 will be a jam-packed day of flying fun. First, Chapter 93 will partner with Chapter 1389 and jointly sponsor a Young Eagles rally at the Middleton Airport. Through this partnership we will have more ground support volunteers, pilots and aircraft. This means more smiles on young people's faces! After our Young Eagle event has concluded we are looking forward taking members on some well-deserved Corben Cadet flights around the area. While these flights are operating the BBQ will be cooking up some tasty brats and burgers to enjoy. Then, to cap off our day together Jeff and Patty Plantz and Jeff Russell will co-host their 2nd annual hanger bash that evening. Look for more information on this event elsewhere in this newsletter.



The fun is just getting started. We will continue to work on delivering interesting programs during our monthly meetings (including aircraft project tours at member's homes), sponsor more Young Eagle events, get members out for "flights to nowhere", fund aviation education programs and deliver another fantastic Heavy Bombers Weekend in July for thousands of visitors to enjoy. **We are Chapter 93 and this is what we do!**

I look forward to creating another year of flying fun with all of you. Thanks so much for all of your support to Chapter 93!

- Rob Tweed

Please Join Us on May 16!

As Chapter 93's membership chairman I invite all members and their friends to join us for a day of aviation on Saturday, May 16. Please turn out at 9:00 a.m. for our Young Eagles morning at Morey's to share your enthusiasm and recruit parents to join either of EAA Chapters 93 or 1389. While you're at it let's promote Chapter 93's scholarship fund and volunteer for either 1389's Annual Pancake Fly In or our Heavy Bombers Weekend. Then stay for a volunteer lunch from noon to 1:00 and flights around the patch from 2:00 to 6:00. And don't forget to attend Jeff and Bill's Delta Lane Blue Grass Blast from 6:00 to 10:00 pm also at Morey's. Bring a dish/snack to pass if you like. But most importantly have fun.

- Jeff Plantz

Heavy Bombers Weekend 2015 Update

The B-29 FIFI and P-51 Gunfighter have been confirmed to appear at Chapter 93's Heavy Bombers Weekend from Friday, July 17 to Sunday, July 19.



Photo from p51gunfighter.com

Below are links to the Commemorative Air Force's and P-51 Gunfighter's websites.

CAF Press Release

<http://www.warbirdsnews.com/warbirds-news/warbird-collections/commemorative-air-force-news/b-29-fifi-announces-summer-tour-stops.html>

P-51 Gunfighter

<http://www.p51gunfighter.com/#!madison-wi/c1y2y>

Let all your friends know about this exciting news!

- Pete Buffington

Congratulations Pete!



Pete Buffington, ATP

After a long week of flight training and an 8-hour FAA check ride, Pete Buffington earned the highest rating a pilot can hold - Airline Transport Pilot (ATP)! Pete's training and check ride were conducted at the University of Dubuque Aviation Department, Dubuque, Iowa. Pete earned one college credit hour on top of his 128 from the University of North Dakota.

As Pete walked out to take his check ride, a rare Piper Tomahawk pulled up and parked next to his check ride aircraft. The Tomahawk is the exact make/model aircraft that he soloed in 25 years ago (same paint/color). Pretty rare odds!



*Piper Tomahawk and Piper Seminole (Solo plane and ATP plane) – Pete Buffington photos
- Al Kurth*

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March 20, 2015 Solar Eclipse



This photo was taken from a 777 en-route from JFK to CDG at 37,000 feet. The solar eclipse is visible through the sun visor. The best seats are always at the front of the plane! Thanks to Greg Kurth for finding and sharing this.

- Al Kurth

Calendar

April 16 – Chapter Meeting at the Fitchburg Library

May 16 – Young Eagles Event with Chapter 1389, lunch, airplane rides, and Bluegrass Blast at Morey Field, Middleton

July 17-19 – Heavy Bombers Weekend at Dane County Regional Airport, Madison

July 20-26 – EAA AirVenture Oshkosh at Wittman Regional Airport, Oshkosh

August 8 – Young Eagles Event with Chapter 1389 at Morey Field, Middleton

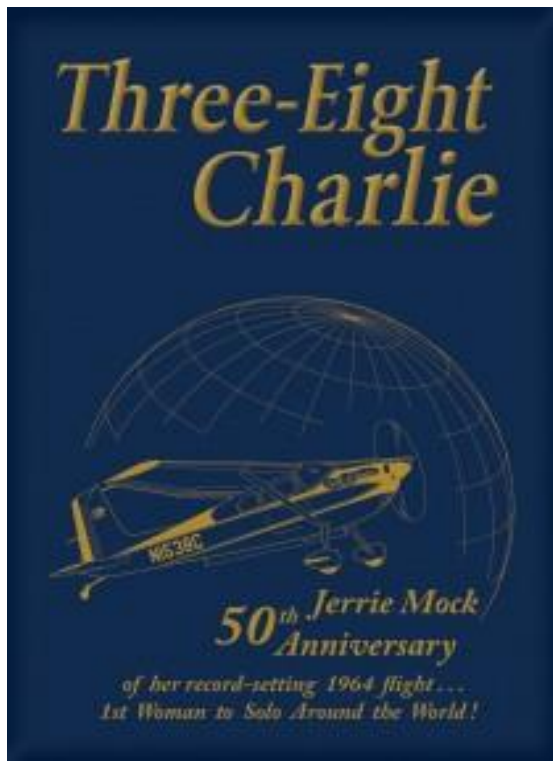
October 3 – Young Eagles Event with Chapter 1389 at Morey Field, Middleton

- Al Kurth

Thank you

Thanks to the following contributors to this month's newsletter: Rob Tweed, Jeff Plantz, Pete Buffington, Greg Kurth, Michelle Bailey and Fred Leidel.

Book Review



Three-Eight Charlie by Jerrie Mock; Phoenix Graphix Publishing Services, LLC; 1970 2nd Edition 2013; 273 pages; \$17.95; ISBN: 978-0-9889971-3-4. Includes photographs, charts, maps, telegrams, letters, newspaper articles

If you were asked the question “Who was the first woman to fly solo around the world?” would you know the correct answer? Despite popular belief, it was not Amelia Earhart, but rather Jerrie Mock.

This book details Jerrie's record-setting journey with her Cessna 180, *The Spirit of Columbus*, aka “Charlie,” as they circled the world and made history in 1964. Jerrie had flown for seven years but had just received her instrument rating, and had *not* even tried it out yet, when she embarked on her first trip over an ocean, which suddenly became a race around the world. Her competitor was a professional female pilot, Jan Merriam Smith, who was flying a twin engine plane and started the race two days prior to Jerrie.

The story takes you through the highs and lows of Jerrie's adventure as she transitions from the “flying housewife” to “Queen of the Skies.” Find out how she survived icing, flying over war zones, and the modified gas tanks that took up most of the cockpit.

Charlie experienced his own troubles too including several mechanical malfunctions that raise a red flag to foul play, since all his instruments and parts worked perfectly when the plane was prepped the day before takeoff. In addition, Jerrie navigated the different rules, regulations and procedures regarding communications and customs at each stop even though she only spoke English. She provided a culture shock in countries where women were not allowed to expose their hair let alone fly a plane. Jerrie

simultaneously cranked out these stories for the media back home on her typewriter which sat on top of the modified gas tanks in the overloaded cockpit.

Jerrie was blessed with multiple sources of support that helped her endure the many mishaps that occurred both in the air and on the ground. In addition to a positive attitude, Jerrie received enormous support from family; friends; Al Baumeister, who was co-owner of the Spirit of Columbus; and many fans who greeted her at each stop. In addition, her husband, Russel tried his best to chase her around the world using the limited communications systems available at that time. Lastly, and most importantly, she had a strong faith in God which clearly helped her successfully overcome more than one dire circumstance while flying through storms and over the ocean.

As a result of experiencing aviation around the world, Jerrie was concerned about excessive aviation rules abroad, and thought similar regulations would cripple the sport

here in the U.S. Her solution was to start an organization to “protect our freedom of the skies,” however, the book never explained if Jerrie started an organization or became involved in an existing organization to achieve this mission. Luckily, E.A.A. and other aviation organizations do protect our freedom in the skies today and into the future, just as Jerrie hoped.

Overall, a nice read that will not only fill your aviation appetite, but also your culinary and cultural appetites as she describes the cuisine, environment and customs around the globe. In addition, this documentary is filled with pictures of Jerrie, newspaper articles that tracked the two competitors, aviation maps, and telegrams she exchanged with her husband informing him about her progress and that fact that she was still alive. After reading this you will not forget the name of the first woman to fly solo around the world, or the name of her plane, which became her best friend and companion.

- Michelle Bailey

Book Review

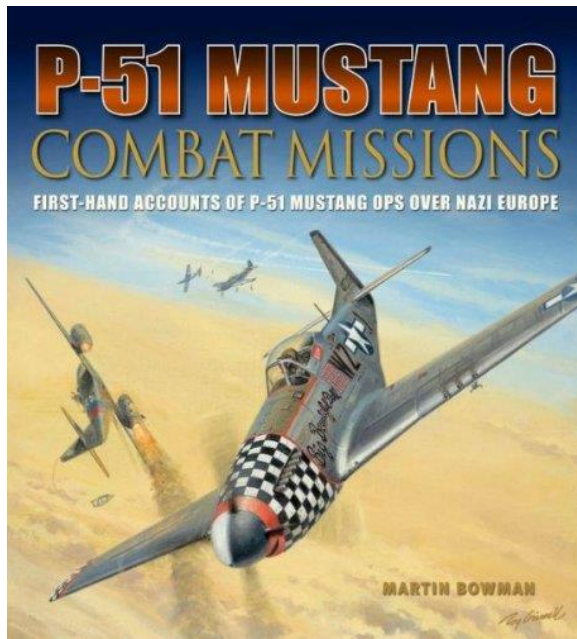
“P-51 Combat Missions,” first-hand accounts of P-51 ops over Nazi Europe, by Martin Bowman, hardcover, 156 p. glossy, published 2013 by Metro Books, New York.

This is a large, heavy book, 11” x 12” x 3/4” in size. There are photos on every page, both in color and in black and white, with the pages averaging about half photos and half text.

North American Aircraft first considered the Mustang in February 1940, and the first test

flight was in September. There were 28,000 drawings made.

There were 15,484 Mustangs built. They flew 213,873 sorties, with 2,520 lost in combat. Mustang pilots claimed 4,950 enemy aircraft destroyed in the air and another 4,131 on the ground. As of the book writing, there were 297 surviving Mustangs, of which 154 are airworthy, 53 are being restored, and 24 are in store.



The book consists largely of firsthand accounts of missions by the pilots that flew them.

I very much enjoyed the book, probably more so because working for Hamilton Standard during WWII, I designed two different propeller blades for the Mustang, one for each of the two different engines that powered it.

- Fred Leidel

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