

CORBEN COURIER

Chapter Meeting Wednesday, June 17 at the Fitchburg Library



Please plan to attend our June meeting at the Fitchburg Library on **Wednesday, June 17th at 6:30 pm**. Please note the date change for this meeting. This meeting will be focused on our upcoming Heavy Bombers Weekend event. One key topic will be reviewing our resource needs and signing up volunteers to work 4 hour shifts. Pete Buffington will also present information pertaining to aircraft marshaling procedures and ramp safety.

Please do not miss this important meeting. It is absolutely critical that we properly staff the Heavy Bombers Weekend event with volunteers. Last year we had a number of instances where aircraft were not receiving the proper direction on the ground. Pete's information will be most useful for all of us, please attend. See you there!

Rob Tweed

A Flight to Remember

I don't feel I am going too far out on a limb by assuming most all of our Chapter 93 members enjoy history, especially aviation history. We all enjoy reading and learning about key aviation milestones, important aircraft, incredible feats, etc. Lots of us will go out of our way to check out that aviation museum that's been on our list or visit sites of historical significance. Yes, we love aviation history any way we can get it. But how about the idea of creating aviation history ourselves? Now that would be really cool.

Those of you in attendance at our May meeting were treated to an amazing evening of history unfolding before our very eyes. It all began with an idea that was born at a

Chapter 93 board meeting. Each month your faithful board members wrack our collective brains to create fun and informative programs for our membership. During one of these sessions Jeff Plantz suggested that he could approach Ted Davis, owner and operator of Biplane Rides of America, to see if he would speak to our members about his beautiful 1929 New Standard biplane.

To our delight Ted agreed to speak to our group about his aircraft and business during our May meeting. That was the beginning...then things really started getting fun. "How about if we load his antique aircraft up with aviators who are more seasoned than his beautiful antique

aircraft?" we said to ourselves. The call went out to Fred Leidel, our chapter historian, to see if we could twist his arm to take a flight in Ted's biplane. As expected, there was no debate. Fred was on board. Next we turned to our newest Chapter 93 member, Warren Webster, to see if we could somehow coax him to join Fred on this excursion. With an enthusiastic response from Warren, we had our two front seaters booked. And what special aviators they are! Warren just celebrated his 100th birthday and Fred will be adding his 99th candle to his cake this December.



Now, what about those two empty seats behind Fred and Warren? Surely we couldn't send Ted out with two open seats. That just wouldn't be right. Hmmmm... Chapter 93 has done very well financially over the last few years, we reasoned to ourselves. Let's pop for a drawing for the two remaining seats. Our lucky winners were Lowell Zirbel and Jim Sainsbury. Now we have a full aircraft. Let's fly!



As Ted taxied his beautiful New Standard past us we started to wonder just what was the collective number of years of aviation experience on the plane. The answer, to our amazement, was 403 years! I think if the Guinness Book of Records had a category for combined age of passengers on a single engine antique biplane we would have crushed the record that evening. But we weren't there to set records. Our mission was to get our wonderful group together to learn some new things and share good times. This is what we do. Mission accomplished!



Fred Leidel, Jim Sainsbury, Lowell Zirbel, Warren Webster, and Ted Davis

- Rob Tweed

HBW Volunteer Pot Luck Dinner

All Heavy Bombers Weekend volunteers are invited to attend a pot luck dinner on Thursday, July 16 at 6:00 pm. Exit onto the ramp from the Wisconsin Aviation lobby and the pot luck dinner will be to your left. Once again we will provide pulled pork

barbecue sandwiches. Drinks will be provided. We have invited the flight crews from the CAF and EAA to join us. Please bring a dish to pass for all to enjoy. Last year this dinner was a lot of fun with tons of great food. Thanks for your support!

- Rob Tweed

Passing of Marion Rewey

It is with great sadness that I inform you that Bill Rewey's beloved wife, Marion, has passed away at home on June 4, surrounded by her family. Marion was a gifted poet, a dedicated volunteer in her community and a faithful co-pilot for Bill. Marion's complete obituary can be found at http://www.866allfaiths.com/fh/obituaries/obituary.cfm?o_id=3186954&fh_id=10757.

A memorial service will be held for Marion on Monday, June 22 at 11:00 AM at the Orchard Ridge United Church of Christ, located at 1501 Gilbert Rd. in Madison. Visitation is scheduled for 10:00 AM.

Please keep our good friend, Bill Rewey, and his family in your prayers during their time of great sorrow.

- Rob Tweed

INSTRUCTIONS (SOME POETIC) IN THE EVENT OF DEATH

An unpublished poem by Marion Brimm Rewey

"Bank the reusable me – eyes, nerves or heart,
but burn the rest.

And now comes the poetic part.

Scatter my ashes on a hill.
I would like to come back
as a tree, a rose or as seeds
for the song of a bird.

Gone is a long, long time
so please,
no boxes of concrete or steel.

Set me free on a hill
as the soil for a fern.
When the wind blows, on my lyred soul,
I may return
as the song
of a whippoorwill. So long.

P.S. And scatter my rhymes.
I wrote for the lonely (I've tasted their fears).
I may, with grace,
return as tears."

Heavy Bombers Weekend 2015 Update

General Ramp Safety Rules and Marshalling Signals for

HEAVY BOMBERS WEEKEND 2015:

The following rules apply to all operations on the ramp:

- Always be aware of your surroundings.
- No smoking.
- No rough or boisterous play; practical jokes may lead to injury or damage.
- Report all injuries, equipment damage and near-collisions to a supervisor.
- Keep the ramp area clear of foreign object debris (FOD).
- Only a trained/approved operator may drive a vehicle or golf cart or operate its controls.
- Never try to get on or off a moving vehicle; wait until it stops.
- Never drive over fuel hoses or static leads.
- Never back a vehicle toward an aircraft unless a marshaller is present and the view is clear.
- Be very careful near moving aircraft; they have the right-of-way.
- Avoid the intake and exhaust areas of aircraft engines.
- Use extreme caution when walking under any part of an aircraft.
- Wait until the aircraft's anti-collision beacon is off before approaching the aircraft.
- Do not approach the aircraft until the propellers have stopped turning and the anti-collision beacon is off.
- Never walk close to or between propellers or between propeller blades, even if they are motionless.
- Never touch a propeller blade.
- Movement of aircraft into and out of the parking area is done in an area called the aircraft clearance zone. Keep this zone free of obstructions and HBW attendees and protect it from any intrusion while the aircraft is moving.

Refueling

General guidelines during refueling of aircraft include:

- Keep all HBW attendees at least 20 feet away from aircraft while it is being refueled.
- No Ground tours should be in progress during refueling.
- EAA Chapter 93 Safety people only -> Keep at least 3 feet away from the refueling vehicle, hoses and static lines while the aircraft is being serviced.

Preventing Foreign Object Damage

Foreign object debris (FOD) can damage aircraft and cause injury. Ramp personnel must be familiar with the local program to prevent foreign object damage. Keep the ramp clear of FOD such as nuts and bolts, rags, paper, plastic, drink containers, baggage parts and tags, pavement fragments, aircraft galley waste, food and garbage. Do not wait; clean as you go.

Guidelines for preventing foreign object damage include:

- Pick up FOD as soon as you see it.
- If the FOD cannot be easily removed by hand, ask the supervisor to request Wisconsin Aviation assist in removing it.
- Continuously inspect ramp areas for FOD.

MARSHALLING SIGNALS

I am your Marshall



straight ahead



left turn



Proceed to Marshal
towards left

slow



stop

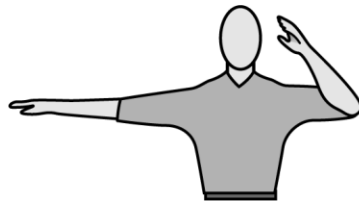


Cut engines

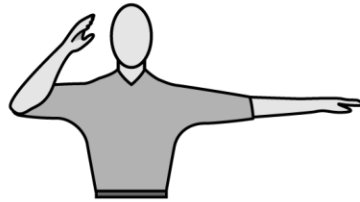
To view a REAL-TIME animation of the above images, click here:

<http://www.airshow.com.au/airshow2015/images/flying-in/marshall-signals.gif>

Standard Hand Signals



Left Turn



Right Turn



Wheel Chocked



Straight Forward or Back



Stop

Note: These are a few examples of common hand signals. Marshallers should use the signals shown in International Civil Aviation Organization Annex 2, *Rules of the Air*, and in the International Air Transport Association *Airport Handling Manual*. ICAO recommends that the marshaller's hands be "illuminated as necessary" to be visible to the pilot. IATA requires that the marshaller wear a "distinctive identification vest" and use fluorescent-colored gloves, wands or other devices during the day, and illuminated wands at night or in low visibility.

For a more in depth presentation on marshalling, please view the following YouTube video:

<https://www.youtube.com/watch?v=9d8EQ1mMbFU>

Veterans to Attend HBW Media Day

We have a number of veterans who will be attending Heavy Bombers Weekend on Media Day. Chapter 93 member and P-47 pilot **Warren Webster** will be among them.

Another confirmed veteran for Media Day is **Bob Ragotzkie** of Madison, Wisconsin. I'm an honored to be able to share a short biography with you:

Bob Ragotzkie, copilot on Capt. Walter Hunt's crew. 90th Bomb Group aka The Jolly Rogers, 5th Air Force, completed 25 missions flown mostly from Mindoro, Philippines to Indo China, Borneo, and mostly Formosa. Bob stated, "We were credited with one Zero shot down. Our plane was holed numerous times by flak and enemy zeros. One engine was hit but despite one cylinder destroyed it kept running, famous Pratt and Whitney engines. Near end of July we flew to Okinawa to join groups from all of South Pacific to bomb Kyushu in support of the invasion of Japan. The mission was cancelled due to weather and all groups bombed Shanghai instead. On August 6 the first A bomb was dropped and the war was over a couple days later. Our Group then moved to Ie Shima, an atoll in Okinawa. After surviving a couple typhoons and based on the number of missions flown, the oldest crews including ours were able to fly one of their surviving planes back to California in October. Unfortunately our enlisted crew was bumped by veteran ground crews so they had to return later by ship."

A P-51 Ace from Madison, Wisconsin, First Lieutenant **Kenneth G. Helfrecht** will also attend. Kenneth was born 19 February 1925, the third and last child of German-American parents. They all later entered the armed forces; his sister in the Medical Corps, and his brother in the Army Signals Corps. Kenneth enlisted in the Army Air Corps Reserve at the age of 18, and three months later was called up and qualified for single-engine pilot training. During his training as a cadet at Maxwell Field, Alabama, he contracted viral pneumonia and spent seven weeks in the base hospital. The hospital delay caused him to miss his training in 44A and he was assigned to class 44C. He went to a private flying training school near Douglas, Georgia. There he soloed and successfully ground-looped a Stearman PT-17, which did not endear him to his instructor. Next he completed Basic at Macon, Georgia, on the Vultee BT-13. After that, he went on to Advanced at Jackson, Mississippi, where he flew AT-6s. Helfrecht received his wings in March 1944, but had to wait six months before being assigned overseas. His duties kept him in Florida bases where he flew P-40s. Finally overseas, at Goxhill, England, he was introduced to the P-51 and joined a group of 10 pilots destined to become replacements in the 4th Fighter Group, where he was assigned to the 334th Fighter Squadron. On his second mission, his flight leader went after an Me-109, and in Ken's confusion amidst R/T screaming and tracers passing him he pulled up and saw a bandit about 600 yards away; he pressed the button to fire, forgetting that it was not in the same location as he was used to finding it in his U.S. training, and consequently, nothing happened. He followed the enemy into a cloud bank, and seeing a plane vaguely, he fired; fortunately he missed, since it was a friendly! In his subsequent 57 missions he never again fired at a plane in combat. On 16 April 1945 things changed; with a routine escort of bombers to Rosenheim led by Major Norley successfully completed, the group turned its attention to

Gablingen Aerodrome and strafed for approximately 40 minutes. The field had moderate accurate flak but the group continued to strafe the planes. The Group claimed 42 enemy aircraft destroyed and many damages with no loss and only slight damage to four planes. Ken accounted for five of the enemy aircraft, thus becoming an Ace in a single day. He had earned the Air Medal with five Oak Leaf Clusters. After four more uneventful missions, hostilities ceased and Kenneth returned home in November. He later worked as an engineer at the Commonwealth Telephone Company, got married in May 1959, and had two children and eventually four grandchildren.

P-51 Petie Inbound to HBW



Petie at low altitude and in formation.

- Pete Buffington

Young Eagles at Middleton Airport

On May 16th Chapters 1389 & 93 held a Young Eagle Event at Middleton Airport (Morey) in Middleton from 9:00 AM to Noon. The weather didn't look like it was going to cooperate at first but it did finally settle down and gave the pilots respectable conditions to fly about 50 young people for their Young Eagle rides.



I believe all of the young people enjoyed the rides and learning about aviation from the volunteers if smiles say anything about it.







When everything was said and done the oldest kid was given a ride in Jeff & Patty's plane and his smile seems to be just as big as the young people who possibly received their first ride in a small plane. The two Chapters would like to thank all the people for coming out to the Event and allowing us to use some of the pictures taken that day in this article. I would especially like to thank all the pilots and ground crew volunteers from the two Chapters for working together in putting this together. The next two Young Eagle Events are scheduled for August 8th and October 3rd and the first event I believe has set the bar pretty high for the follow on Events.

Thank you to everybody!

- Earl Martin

Thank you

Thanks to the following contributors to this month's newsletter: Rob Tweed, Pete Buffington, Earl Martin and Jonie Fobes.

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Calendar

June 17 – 6:30 p.m. Chapter Meeting at the Fitchburg Library

July 16 – Media Day, Heavy Bombers Weekend and 6:00 p.m. Pot Luck Dinner for volunteers at Dane County Regional Airport, Madison

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