

CORBEN COURIER

Chapter Meeting December 21 at Fitchburg Public Library



Our December meeting is scheduled for Monday, December 21 at the Fitchburg Public Library, 2nd floor meeting room. The meeting will begin at 6:30 PM but feel free to come a bit early for hanger flying and fellowship. We will elect new members and officers to the Chapter 93 Board and present 2015 service awards to members. Sam Bousfield, founder of Samson Motors, Inc. and inventor of the Switchblade aircraft that drives and flies, will be our featured speaker for this meeting. Mr. Bousfield will be presenting information on the exciting Switchblade development program live from their operation in Redmond, Oregon through a remote link. This remote presentation format is a first for us and it could lead other great programs in the future. Please join us for this unique experience!

- Rob Tweed

Flying and Driving Nirvana?



We may not want to face this reality but, in the grand scheme of things, we are on this planet for a relatively short stay. So, how are we to spend our precious time? Pursuits filled with drudgery and boredom or ones packed with fun and excitement? Like most everyone, I'll opt for "fun and exciting" every time. For me, taking the controls and flying your own personal aircraft is right up there at the top of this list. Nothing I do comes close in delivering the sheer joy and sense of freedom as flying.

"Can it get any better than this?" I sometimes find myself thinking these thoughts as I am cruising around in the skies. Maybe it can. What if we could pull out of our garage, drive to the airport, take off and fly cross country to an airport, land and drive to our ultimate destination in the same vehicle? At first glance there seems to be a number of advantages such as eliminating hanger rental cost and not having to secure ground

transportation upon landing at the destination. Many people have been dreaming about a viable “roadable aircraft” for a long time including this quote from a person who knew a thing or two about personal transportation:

**Mark my word: a combination airplane and motorcar is coming.
You may smile, but it will come.**
HENRY FORD, 1940

This fellow must have been thinking Henry Ford’s same thoughts way back in 1924. Yikes, that must have been a handful in the pattern! Perhaps the impetus for Mr. Ford’s remarks was Waldo Waterman’s Aerobile aircraft that first flew in 1937. This machine was a tailless design and used a Studebaker engine both in flight and on the ground. The wing was removed for ground transportation. While it was the first “aerocar” to fly, the Aerobile never was commercially produced.



In 1946 Robert Fulton first flew his Airphibian, which resembled a Stinson Voyager on four wheels, minus the flying surfaces while in road mode. The propeller, wings and tail were removed and left at the airport, posing some inconvenience for the pilot.



Consolidated Vultee Aircraft (yes, the same folks that gave us the B-36 bomber with 6 radial and 4 turbojet engines) developed the ConVairCar Model 118 flying car in this same time period. Like Mr. Fulton's creation, lots of stuff was left at the airport before one could head out on the town. The ConVairCar



never made it into production. The prototype crashed due to fuel starvation when the pilot read the car's fuel gauge instead of the aircraft's gauge!

Our next stop along this quest for a viable roadable aircraft is Molt Taylor's AeroCar. Believe it or not,

Molt's inspiration for his AeroCar was Waldo Waterman's Aerobile. Molt's design incorporated folding wings and, most importantly, the ability to trailer your wings and tail section. No more storing those parts at the airport. EAA members will recognize Molt's other designs as well, notably the Coot, Imp and Mini Imp. Six AeroCars were produced over a period approaching 20 years making Molt's design arguably the most successful roadable aircraft to date.

The aircraft highlighted here are only a fraction of examples that were touted as the answer to everyone's dreams. Sadly, none of these were successful for a variety of reasons. I suspect the cumbersome process of transitioning between road and flight modes was at the top of the list.

Despite this long history of setbacks, failures and tragedy in the development of roadable aircraft, one quick search on Google reveals that there are a tremendous number of modern day entrants striving to finally achieve success. One such company, Samson Motors of Redmond, Oregon, is pursuing a very innovative concept that addresses many of the impediments of



yesteryear's designs. Samson's solution is the Switchblade, a sporty two seat, tricycle gear multi-mode vehicle that both drives and flies. The Switchblade is constructed from advanced composites and other leading edge technologies. The cornerstone design feature of the Switchblade is the nearly seamless way in which its wings and tail surfaces transition from road to flying mode. It has been said that if an aircraft looks good, it will fly good. Based on this axiom, the Switchblade will be a beautifully flying machine!

Please plan to attend our December 21 meeting to learn more about the development of the Switchblade. Sam Bousfield, president of Samson Motors, will present information on the Switchblade development program via a remote link. See you there! For more information on the Switchblade and Samson Motors, access this link: <http://www.samsonmotorworks.com>

Happy Holidays to all of our Chapter 93 members and families!



- Rob Tweed

Chili Fly-In

The chili fly-in was discussed at the December board meeting. The board came to the consensus that we would prefer this event remain sponsored by Chapter 93. Rob Tweed will reach out to the new Chapter 1389 president and let him know that everyone in Chapter 1389 is invited to attend and participate in the chili competition, if they desire."

The date and time for the event is set for **February 20, 11:00 am - 2:00 pm.**

- Dayton Sederquist

Heavy Bomber Weekend News

The EAA has committed to bringing their B-17 Aluminum Overcast and T-6. We also have Chocolate Shoppe Ice Cream committed as a vendor for 2016. Additional aircraft contracts will be in the works in the coming months.

EAA's Tour Stop pages are up/live. Had them correct a few mistakes, but all should be in order now.

http://www.eaa.org/ea/event/07-22-2016_Janesville_WI?id=DOC6BBC5D5EE4445A4C6665F93FFBB35 and the three product pages http://www.eaa.org/en/ea-shop/flight-experience/b17/A2681584_07-22-2016_Janesville_WI

On the general tour stop page, I also changed up the wording a little to include "Admission Information" <http://www.eaa.org/en/ea/flight-experiences/aluminum-overcast-aaa-b-17-bomber-tour/b-17-aluminum-overcast-tour-stops>

- *Pete Buffington*

Bill's Zenith CH-750 Cruiser

On November 12, I stopped out to visit Bill Rewey. He has another project he is working on in his garage. It is a Zenith CH 750 Cruiser. He is very organized and is excited to be building again. Bill is a great teacher so if you have questions he is good person to seek out. If you have a project, tell us what you're building and take photos.

- *Jonie Fobes*





Pete Visits NASA



While enjoying two weeks in sunny Florida I met up with an Airline Pilot friend based at the Sanford-Orlando airport. We boarded his F33 Beechcraft Bonanza and departed easterly toward Titusville. About 15 miles to the west, we called the manned control tower at the NASA Shuttle Landing Facility and requested clearance into the restricted airspace, and also clearance for a low pass down the length of the runway. Permission was granted. Approaching the coast, the entire launch pad area could be seen as well as the shuttle preparation facility. We flew 200 feet above the 15,000 foot runway at 145 knots before departing to the northwest. The runway is rarely used now that the shuttle program has ceased operations. An occasional Russian cargo aircraft and even a few charters are allowed to land, otherwise the control tower has to be a very lonely job. The flight ranks as one of the top 5 flights in my logbook. Fun opportunity if you ever find yourself in sunny Florida looking to do something more exciting than Disney's Soarin' ride.

- Pete Buffington

Jonie's Epic Ride

At our chapter meeting in August, which was held at Sugar Ridge, I was invited for a ride by Jeff Plantz in his beautiful yellow seaplane. It was such a beautiful night, perfect weather, no wind, and I had a really great time. A Really Great Time! Everyone was so helpful hanging onto my extra bags and helping me get into the plane and fastened in safely. I love how Jeff and all our pilots are so good at explaining the routine of climbing into and checking everything before flying. Very professional. I was so excited and I felt like a kid getting invited for my first

airplane ride again. I was 21 years old for my first ride. My girl friend and I flew from Madison to New York City and I can remember us both grabbing hands as the plane lifted off the ground. We were nervous and laughed together as we enjoyed our first flight.

Jeff said we would fly near Epic. I took pictures and it was so fun looking down and seeing their huge complex. I sent photos to my stepson who does some work at Epic and he explained some of the photos to me. Thought you would enjoy seeing photos and learning a little about Epic.

Epic has a User Group Meeting each year for their customers. The large white tent is put up each fall to serve their guests for UGM (User Group Meeting) customers. There are 15,000 to 18,000 visitors that week to the campus and they serve them lunch and supper in that tent and have other evening get-togethers in there as well. Each year is themed and this year's theme is "A Classic Episode". I believe it is based upon 80's TV shows. It was Sunday through Thursday the week just before Labor Day.

The MSN airport is a mess and there will be no one else getting hotels within a 50-mile radius of Madison. If any of our members ask you if you'd like a ride in their plane say YES! They are great pilots and it is so much fun! Thank you Jeff and Patty.





Splash and Go

This time of year many of us reflect upon the things and events on which we are thankful. Healthy loved ones and great times with family and friends are always a blessing. Many of us in Chapter 93 are also thankful for the various flying activities in which we are involved. Many good chapter meetings, successful Heavy Bombers weekend are highlights for many.

A low cost annual inspection is something I am always thankful for! (Also very thankful to own a plane that needs an annual inspection.) I am always thankful for any chance to go flying but as luck would have it, I was able to have some interesting bonus flying this year.

Many of you know that at the May meeting at Middleton, Patty Plantz was drawn out of the hat (she wasn't her name was) to have a ride in the bi-plane. She asked that they draw another name and I was the lucky winner. It was quite the honor to ride with Fred, Warren and Lowell in this open air flight. It was an awesome flight over farm fields and Lake Mendota. Low and slow, it was great. After the flight I asked pilot Ted Davis if he would like to trade for a 172, but for some reason he was not interested.

That flight alone was an extra special flying event for me this year, but as they say in the TV ads "wait there's more". Jeff Plantz (what a wonderful family!) e-mailed and wondered if I would be up for a splash and go in the following few days. It worked out that a few days later I would be free and able to fly (Did I mention that I am newly retired and loving it?). It was the Friday morning before Halloween and when I got up that morning it was very overcast and thought the day might get scrubbed, but the ceiling slowly lifted. When I got to Jeff's hanger I thought that it might still be too low, but we soon were taking off in Jeff and Patty's big yellow float plane.

We headed west and then southerly down the Wisconsin River. Again low and slow, and wonderful. We went down to the Mazomanie area. Made a low pass over the intended landing

area to check for debris and other landing hazards, then did what I consider a normal airport traffic pattern to land. As we were landing Jeff told me that we were near the nudist beach. (It was a little too cold for beachcombers that day.) This was just the splash and go, just landed but did not stop, like a touch and go at the airport, only wetter and more fun.

Next we headed north along the river and Jeff let me take control of the flight. I had not flown a stick-controlled airplane but found it very fun. Following the winding river just relaxing enjoying the flight and the view, we soon found ourselves near Portage. It so happens that my son and I are building a shed/man cave on my Grandfather's old farm just a few miles north of Portage. I easily talked Jeff into an over flight, so we circled the property to check things out. (I sort of have Jeff to thank for the shed as well, I almost committed my shed money to buying Jeff's old hanger, but as we all are well aware that deal fell through.) My son, who was hunting at the time, texted that he thought we were practicing a bombing run on the shed.



After that, I flew us back towards Madison, and the northwest shore of Lake Mendota. Jeff talked to Madison Approach to set us up for a lake landing. He took control of the airplane and made our pre-landing observation of the water, double checked that the wheels were still up and the floats were still attached, then made a smooth landing on the lake. We water taxied for a bit then took off and headed back to Morey's. I was amazed at how quickly his bird climbs out of the water and into the air.

Landing this time of course caused a double check to be sure the wheels were down. He was going to make a landing on the grass runway, but reconsidered after thinking how much cleanup would be required from the somewhat muddy grass. I helped put the plane away for what was probably going to be for the last time this season. Now that the weather has been warmer than normal maybe it wasn't the last flight of the season, we will have to ask him at the next meeting.

So as you can tell I sure had some extra special flying this year. The low and slow has gotten my attention. So has floatplane flying. I think I might like to get the tail dragger endorsement and float plane rating someday. Of course then I get out to my nice plane and fly around and have a great time and think how lucky I am already!

Merry Christmas and Happy Holidays to all my great friends at Chapter 93!

- Jim Sainsbury

Pietenpol Project for Sale



Long fuselage, ribs, tail feathers, center section of wing, fuel tank are completed. Sitting on the gear, with 600 x 6 Cleveland wheels, with tires and tubes and has Matco tail wheel. Also have control stick, master cylinders, A65 continental engine with 0 hrs SMOH, and a Corvair engine core that is suitable for conversion. Wing spars came from Wicks, and have struts, safety wire and twist tool, several fittings and brackets are done. Have extra pulleys, and large assortment of AN nuts and bolts. I have all documentation, pictures and many receipts. \$7,500.00 for all. Dave Jeardeau, Phone 608-334-0112, e-mail jjeardeau@att.net

Calendar

Monday, December 21, 6:30 p.m. Chapter Meeting at Fitchburg Public Library

Saturday, February 20, 2016, 11:00 a.m. – 2:00 p.m. Tom Rebholz Memorial Chili Fly-In

Friday, July 22 to Sunday, July 24, 2016 Heavy Bomber Weekend, Southern Wisconsin Regional Airport, Janesville

July 25–31, 2016 – EAA AirVenture Oshkosh 2016

- Al Kurth

Chapter 93 Dues

Dues can be paid (\$20) anytime for 2016. Dues are free if you can recruit a new paying member. Bring a friend and save \$20.

- Jeff Plantz

Chapter Officers & Committee Chairs

Rob Tweed, President, 608-213-8271, rbtweed@charter.net

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Frank Smidler, Board Member at Large, 608-279-0531, fsmidler@stoughtontrailers.com

Book Review

by Fred Leidel



“The Air War in Europe” by Ronald H. Bailey, 1981, a Time Life Book, 203 p., plus bibliography and index, very hardbound.

This is another book describing WWII’s air war in Europe. It tends to be encyclopedic. It is 9 ½ by 11 ¼ inches in size and ¾ of an

inch thick. It is very photographic, beginning with one photograph wrapped around the front and rear covers. There are probably more photographs than there are pages of the book. There is a two-page map of targets in Europe, such as war industries and Nazi headquarters, with 100-mile concentric circles around the R.A.F. and U.S. Army Air Force bases in England, and also around Foggia, Italy, illustrating distances involved. The first 23 pages are photos of pre-WWII aircraft. The last twelve pages are photos and descriptions of all of the military aircraft used by the U.S., England and Germany.

The text is very readable, and many of the photos must have been restricted during the war.

The book is mine, given to me by Tom Rich, a friend of my son Jim, while we were in the U.W. Field House to watch a volleyball game.

Thank You

Thanks to Rob Tweed, Fred Leidel, Jonie Fobes, Jim Sainsbury, Pete Buffington, Dayton Sederquist and Jeff Plantz for contributing to this month’s newsletter. Please send articles for future newsletters to a.kurth@sbcglobal.net.

- Al Kurth