

CORBEN COURIER

Chapter Meeting January 21 at the Dane County Regional Airport



Our January meeting is scheduled for Thursday, January 21 at 6:30 PM. For this meeting we will be visiting the fire station / emergency response facility at Dane County Regional Airport. Paul Leverich, one of the facility's firefighters / first responders will present information on their facility's operations. The facility is located on the National Guard's grounds at the south end of the airport. Please plan to meet at the National Guard entrance gate just north of Pierstorff St. at the intersection of Pierstorff St. and Sloan St.

For directions, proceed west on Kinsman Blvd. from Hwy 51 (McDonalds on the corner). Turn right on Wright St. and then turn left on Pierstorff St. The entrance to the National Guard facility is on the right. Please plan to arrive early and wait at this gate for an escort to the parking lot.

It is always fun to travel to new locations for our meetings. Please plan to join in the fun and gain an inside perspective of DCRA rescue operations. I hope to see everyone there!

- Rob Tweed

Safe Travels in 2016

One thing I like about winter is how its cold, dreary days can serve as a great invitation to kick back in the recliner and start whittling my way through the huge stack of magazines that have accumulated during times when much more interesting things were drawing me outdoors. This opportunity presented itself over the holidays. As I was thumbing through a recent edition of Plane & Pilot I read how a pair of ATP rated pilots with combined experience of 30,000 hours departed Hansom Field in Bedford, Mass. in a Gulfstream G-IV with the flight controls locked. The ensuing crash killed all seven people on board the plane.

"How in the world can that happen?" I said to myself in disbelief. The article stated that the crew had "memorized the G-IV checklists" but failed to perform flight control checks in the preceding 175 flights, according to cockpit voice recorder (CVR) data.

After finishing the article I recalled the excellent presentation Dean Zakos delivered during our September meeting on Flying Fundamentals. The essence of Dean's message was we, as pilots, must remain focused and vigilant during all phases of flying. Special emphasis was placed on

pre-flight inspections and adherence to checklists. I really enjoyed Dean's presentation as it brought back several personal experiences that could have been disastrous had the issue not been discovered.



One such event occurred at Kent State Airport in Ohio. I was preparing to leave at dawn in our Mooney M-20E after visiting my brother and his family in 2000. The Mooney had been tied down outside for the weekend. "I better check the fuel for water" I mentioned to my brother as I headed under the wing with the fuel sampler. It was still a bit dark at that hour, making it somewhat difficult to see the presence of water in the cup. After satisfying myself the fuel was free

from water I tossed out the sample and performed the same check on the other wing's quick drain. Everything looked good as it was also clear. I still don't know why I did this but rather than tossing the fuel sampler in the flight bag and bidding my brother farewell I decided to head back under the first wing for another sample. Perhaps it was my awareness of the Mooney's notoriously bad fuel filler seals or maybe divine intervention. At any rate I climbed under there for another look. This time I detected a faint water bubble on the bottom of the cup. Toss, repeat and a little more water was detected with each subsequent sample. "What the heck...how can this be?" I said to myself as I filled sample after sample with the water-tainted fuel.

So much rain water had leaked past the fuel filler caps while the plane was on the ramp that weekend that the first few samples taken were 100% water! Yes, aviation fuel is dyed blue but that is tough to spot in the limited early dawn sunlight. The Mooney was tied down right near the departure end of the runway, probably enabling the engine to start and run just fine for a couple of minutes with the untainted fuel in the system downstream from the tanks. As Dean stated, ground inspections provide a last opportunity to ensure everything is ready for safe flight. The departure / climb out phase of a flight is a terrible place to discover water in fuel or locked control surfaces.

As you might imagine I have a few more of these type of "pay attention to Dean, he knows what he is talking about" experiences. Stay tuned for future installments. In the meantime I will leave you with some solid advice I received from my dad, a prior USN flight instructor, when I first soloed in a C-150 many years ago. He told me these two things in that conversation:

1. "Always remember it is a lot better to be down here wishing you were up there than up there wishing you were down here."
2. "300-500 hours is a very dangerous time for pilots. Beware!"

Happy New Year everyone! Fly safe!

- Rob Tweed

Chapter Meeting of 12/21/2015

Rob Tweed asked that the new people introduce themselves and share some background information on their interest in aviation. Philip Smecko introduced himself as a student pilot. Philip happens to also be one of this year's candidates for the Hoot & Betty Gibson Memorial Scholarship.

Elections were held at the meeting and the following people were elected:

Rob Tweed ~ President

Dean Zakos ~ Vice President

Jim Lins ~ Treasurer

Earl Martin ~ Secretary

Scott Nolinske ~ Board Member at Large (outgoing Vice President)

Pete Buffington ~ Board Member at Large

Brian Terry ~ Board Member at Large

- Earl Martin



EAA's B-17 Flying Fortress, "Aluminum Overcast"

EAA Photo

Heavy Bomber Weekend News

Famous Dave's, Janesville agreed to the terms of our vendor contract for Heavy Bombers Weekend 2016. They are onboard.

Commemorative Air Force has produced a brand new Marshalling video. It is a good review for chapter members for the upcoming Heavy Bombers Weekend 2016. Check it out at <https://youtu.be/Frkt6b9uslA>.

- Pete Buffington

Introducing Brian Terry, New Board Member

Hi all. As a new board member (and relatively new club member), I was asked to put together an introduction for all of you. So.... here's my story...so to speak.

I have had an interest in aviation since I was pretty young. My brothers and I would spend a few weeks at my grandparents' farm and my grandma would find me in the front yard, in my pajamas, watching a crop duster working the fields across the road. Until I was a junior in high school, that's what I wanted to do when "I grew up". To this day, I still pull over and watch when I run across one.

About nine or so years ago, I finally took the leap and started working towards my private pilot's license. I was almost done when life got in the way and I had to put it on hold. I am hoping to finish it off in 2016.



Following my first flight

In the meantime, last summer I was able to pick up a Higgs J3 Kitten Ultra-light. This small Part 103 compliant plane is fun to fly on a calm morning or afternoon. I have it based at Blackhawk (87Y) and while I still stay pretty close to the airport as I am still gaining time in it, I hoping to fly it to some hanger hangouts this coming year.



My J3 Kitten



Over flying 87Y



Taking off RWY 27 at 87Y

I look forward to serving on the board for Chapter 93. I am looking forward to meeting more of the members and hopefully gaining more friends that share the same interest in aviation that I have. The website has my contact information, so feel free to contact me.

- Brian Terry

Fitchburg Library is Temporary Home to Chapter 93

As most of you know, we have taken temporary residence at Fitchburg Library for our chapter meetings. If you haven't attended a meeting since the chapter moved from Blackhawk Airfield, I encourage you to attend an upcoming meeting and take advantage of this venue.

In addition to the large room with plenty of space for everyone, the location also has a full audio/visual system with a large screen and internet access. This opens up a lot of possibilities for different types of presentations. An example of this was the December meeting, where we did a video conference with the president of Switchblade aircraft from his home in Oregon.



Meeting room at Fitchburg Library

The downside to this location is getting to room on our normal meeting night. The board is doing its best to secure the room, but some library functions bump our group, so alternate nights are needed, so watch the newsletter for updates and make plans to stop by to enjoy some refreshments and check it out.

- *Brian Terry*

Chapter 93 Dues

Chapter dues of \$20 for 2016 can be paid to Jim Lins. Dues are free if you can recruit a new paying member. Bring a friend and save \$20.

- *Jeff Plantz*

Calendar

Thursday, January 21, 2016, 6:30 p.m.
Chapter Meeting at Dane County Regional
Airport

Saturday, February 20, 2016, 11:00 a.m. –
2:00 p.m. Tom Rebolz Memorial Chili Fly-
In at Morey Middleton Airport

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 Officers & Committee Chairs

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

Dean Zakos, Vice President

Jim Lins, Treasurer, 608-271-8079, jwlins@facstaff.wisc.edu

Earl Martin, Secretary, martine@splpharma.com

Scott Nolinske, Board Member at Large, 608-273-2586, scott.nolinske@gmail.com

Pete Buffington, Board Member at Large, 913-850-1522, avitengineer@yahoo.com

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

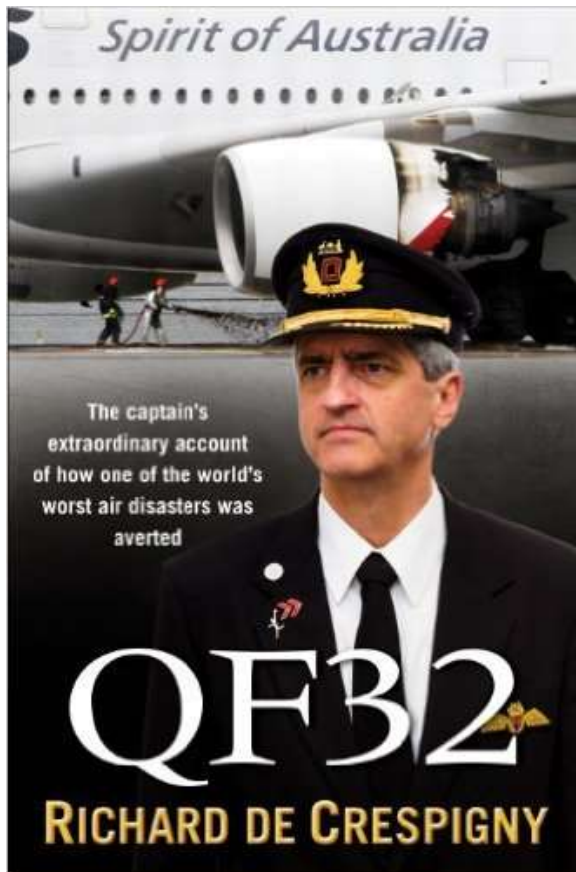
Brian Terry, Board Member at Large and Membership Coordinator, 608-220-4784,
brian.terry@charter.net

Thank You

Thanks to Rob Tweed, Fred Leidel, Earl Martin, Pete Buffington, Brian Terry, and Jeff Plantz for contributing to this month's newsletter. Please send articles for future newsletters to a.kurth@sbcglobal.net.

- Al Kurth

Book Review



“QF32” by Richard De Crespigny, 334 p. plus appendices including 20 p.

by Fred Leidel

photographs, softbound, 2012, Pan Macmillan Australia.

This is the author’s first-hand account of what it takes to become an airline pilot in command, starting with him at age 9 in a family of pilots.

On 4 November, 2010, the author was flying an Airbus A380 with 469 people on board from Singapore to Sydney when an explosion shattered engine 2 of Qantas Flight QF32, sending hundreds of pieces of shrapnel through the wing and fuselage, destroying or degrading vital flight systems and back-ups. The bulk of the book is a detailed story of how the author successfully landed the Airbus with its crew and passengers and without any injuries. It is an exciting book – a great read.

I borrowed the book from my son Jim, who in turn borrowed it from his Australian friend David Howner, an Australian who will be attending AirVenture 2016.