

# CORBEN COURIER

## Chapter Meeting September 15 at Morey Field, Middleton



Our September Chapter Meeting will be a Hangar Hangout hosted by Bill Rewey at his hangar at Morey Field, Middleton. Bill will be providing us

with an update on his progress in building his Zenith aircraft.

Coffee, juice and light snacks will be provided.

Bill's hangar is located among the hangars to the west of the FBO. Someone will be at the gate to allow us to pass through to Bill's hangar.

### **John Dorcey to Speak at Chapter 93's Annual Banquet**

EAA Chapter 93 is pleased to present John Dorcey as our guest speaker at our annual banquet scheduled for October 2, 2016 at Rex's Innkeeper, 301 N. Century Road, Waunakee, WI 53597.

John is known to many in the aviation community and has been a tireless, engaging, and enthusiastic promoter of aviation and aviation safety in the State of

Wisconsin over his long and varied career. John holds a BA in Business, Marketing from Lakeland College and also an Aviation Maintenance degree from Blackhawk Technical College. John is a flight instructor and has received the Master CFI Award in 2007 and 2010.

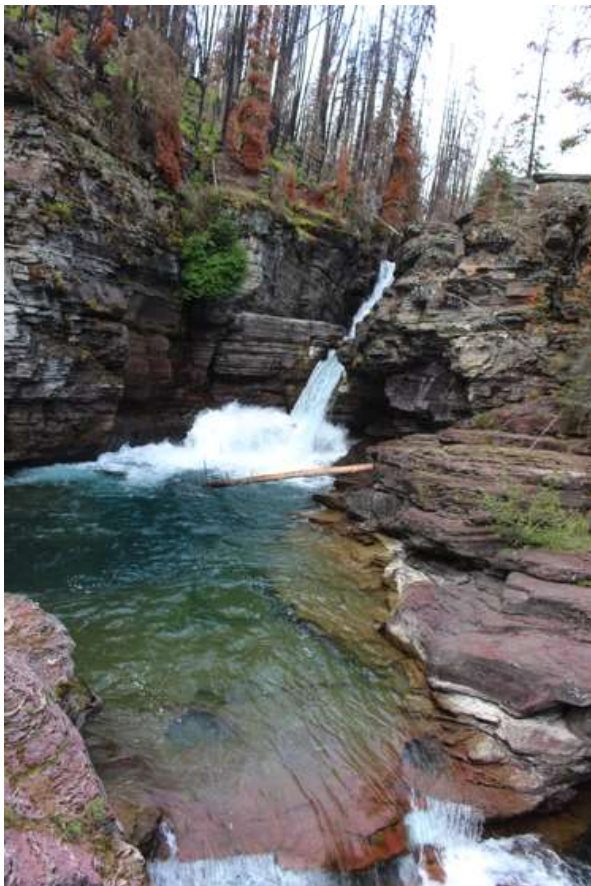
Many pilots throughout the state have met John through his service with the Wisconsin Dept. of Transportation, Bureau of Aeronautics, where he worked as an Aviation Consultant for over 22 years. John has presented at numerous aviation conferences and seminars on aviation safety topics over his career. Other hats John has worn are as the Operations Manager of Wittman Regional Airport (KOSH) and as Chairman of the Society of Aviation and Flight Educators.

John is currently the Secretary/Treasurer of the Wisconsin Aviation Hall of Fame. John's wife, Rose, is the President of the WAHOF. The mission of the WAHOF is to collect, preserve and share Wisconsin aviation history and honor those who made it. John and Rose reside in Oshkosh, WI.

- Dean Zakos

## Canadian Exploits

Hello Chapter 93 members, family and friends! Greetings from Buffalo, Wyoming. Jill and I are returning home from our 30th anniversary celebratory trip to the Canadian Rocky Mountains. We put Jasper, Banff and the Lake Louise area on our bucket list years ago and we were finally able to make it happen. Epic road trips like this (4,400 miles completed, 990 to go) are a blast because you never know what little gems you will find along the way. Case in point, have you ever heard of Buffalo, Wyoming? I sure had not before last night. We pulled into our campground here just as the last bit of sunlight was scurrying over the horizon. Our hosts suggested we try the Occidental Hotel for dinner. As it turns out this historic hotel, with its amazing saloon and bar was built in 1880. Butch Cassidy, Calamity Jane and Teddy Roosevelt have all dined at this very place. How cool is that? We were shown bullet holes in the ceiling and drawers behind the incredible bar that was imported from Scotland when the hotel was built. Our meal was amazing too!



The Canadian Rockies offer absolutely breathtaking scenery to enjoy. It seemed like we were treated with some incredible new waterfall, canyon or beautiful mountain view around every turn in the road. The wildlife we saw along the way such as elk, deer, beautiful birds and a number of bears added to the excitement.

While we were in Banff National Park we decided to drive over to Calgary and spend a day in the big city. So, what should we do in Calgary? We were on the road two weeks at that



point and, like most of you guys in a similar situation, you would be thinking about airplanes. Surely Calgary must have an aviation museum I thought to myself. A quick Google search completed, we found ourselves at the Aero Space Museum of Calgary. One of the crown jewels of this museum is a fabulous reproduction of the Mc Curdy Silver Dart, the first aircraft to be successfully flown in Canada. The date was February 23, 1909 and the location was Nova Scotia. Dr. Alexander Graham Bell

supported the creation of the Aerial Experimental Association, the organization that backed the creation of the Silver Dart. Glenn Curtis provided the engine. The museum also proudly displayed a scratch built airworthy Sopwith Triplane, built by a group of dedicated volunteers over a 20 year period.

Also on display was an Avro 652 Anson Mk. II. This twin engine aircraft was used to train WWII pilots in Canada. Seeing this aircraft made me wonder whether our own Warren Webster has a few hours behind the controls of these machines. Warren was, after all, a flight instructor with the Royal Canadian Air Force during WWII so it may be a good bet. We'll need to check into this.



The mezzanine had an amazing collection of aviation engines on display as well. A beautiful Avro Lancaster bomber awaits visitors in the second building, along with a DC-3 on skis and Barkley-Grow T8P-1. The world's highest time de Havilland Twin Otter is also on display here. My aviation fix was now complete. Time to find a craft beer brewery for lunch and further explore Calgary.

We then headed south from Banff National Park with our sights set for Glacier National Park. Along the way we relaxed in the Radium Hot Springs, mineral spring water naturally heated by the earth's thermal process. Very relaxing, refreshing. Highly recommended. Next, we planned to cross the border back to the U.S. and spend a few days in Glacier National Park. Our Customs Border Patrol agent had other plans for us. It turns out our pet eclectus parrot, Elliott, was not permitted back into the U.S. without first being inspected by the U.S. Fish and Wildlife Service and the U.S. Department of Agriculture. The closest border crossing with these agencies was three hours away from where we were. Also, we would have to wait three days before attempting to cross the border at this location due to the Labor Day holiday weekend. Back into Canada we went with nary a word from the Canadian customs agent about Elliott. Everything worked out fine ultimately as this little SNAFU enabled us to discover Waterton Lakes National Park. We cooled our heels at this amazing place just over the border from Glacier until Elliott could meet the feds and convince them he really is a U.S. citizen just wanting to return home.

I look forward to seeing all of you at our September meeting and learning about your escapades since we've last been together. Blue skies and tailwinds till then!



## **A word of thanks...**

Many thanks go out to Tom Kretschman for inviting Chapter 93 members, family and friends to his annual Sugar Ridge Wings and Wheels fly-in. Tom's event is always a big highlight to everyone's summer and this year was no exception. Excellent weather, delicious food, incredible aircraft and cars, wonderful gathering with friends; what could be better? Thank you very much Tom. We sure do appreciate your hospitality!

*- Rob Tweed*

## Chapter 93 Banquet

Chapter 93 members should plan to attend our annual banquet scheduled for Sunday, October 2nd from 1:00 to 4:00 p.m. at Rex's Innkeeper, 301 N. Century Avenue, Waunakee. We will enjoy a delicious buffet with shaved prime rib, turkey, three cheeses, relishes and dip, chicken wings, meatballs, egg rolls, shrimp cocktail, pasta salad and assorted fruit bars for desert. Chapter members who have attended in the past can attest to how good the food is!

The cost of the banquet is \$14.00 per person.

Our guest speaker is John Dorsey, Wisconsin Aviation Hall of Fame.

Door prizes may be distributed to lucky winners.

Please contact Scott Nolinske at [scott.nolinske@gmail.com](mailto:scott.nolinske@gmail.com) phone 273-2586, and let him know that you are planning to attend if you have not received an invitation from "Whoozin." Contact any of the Chapter 93 officers if you are unable to reach Scott.

- Scott Nolinske

## Handling In-Flight Emergencies – Loss of Power on Takeoff

By Dean Zakos



*Definition of an “Excellent” pilot – “A pilot who, when confronted with an emergency or abnormal situation, knows exactly what to do.” – AOPA Air Safety Foundation*

I just returned home from Air Venture 2016. I try to spend a few days at the show and a few days in Fond du Lac with EAA Chapter 572 parking airplanes. I was at KFLD last Thursday, July 28, and witnessed an aircraft accident.

There are always more departures than arrivals early in the mornings as parking spots in KOSH open up and people depart Fond du Lac. About 8:15 am as I was sitting on the flight line in one of the EAA provided golf carts, a fellow volunteer and I watched a two place Light Sport

aircraft (I believe it was a Flight Design CT2K – looks like a Remos) take off on Runway 36 and come toward us. What caught our attention was the fact that at the midpoint of 36, which is 5,941 feet long, the airplane was only about twenty to twenty-five feet above the runway. We both noticed unusual engine sounds – the engine was surging and making high-low, on-off sounds. As the aircraft passed us and we watched it continue toward the end of the runway, I turned to my friend and said “He’s not going to make it.”

The aircraft was now over the end of the runway and had only climbed to about thirty feet. The wings started to wobble. Landing straight ahead was not an option, as there is only a short overrun at the end of 36 with buildings and a highway running perpendicular to the runway beyond. The aircraft started a gentle bank to the left. I assume that the pilot may have caught a glimpse of the open field beyond a tree line northwest of the end of 36. However, it also appeared the aircraft could not maintain altitude and would not clear the tree line. It banked sharper to the left. At that moment it stalled and fell straight down, hitting first on the left wing, then crumpling in a heap. Both the pilot and his passenger were critically injured and transported by Flight for Life helicopters to the ThedaCare Regional Medical Center in Neenah.

After watching this unfortunate event, I started thinking about what the pilot could have done to possibly avert this accident.<sup>1</sup> Loss of engine power on takeoff is the worse time – and most likely time – to have it. It presents two distinct challenges for a pilot. The first has to do with flying the airplane and bringing it to a safe stop. The second, and equally important, is psychological. Once a pilot begins a takeoff role, the power of habit is strong. If you have hundreds or thousands of incident-free takeoffs in your logbook, you may become conditioned to continuing the takeoff even when there are clear signals that all is not well and potential disaster may await.

Multi-engine pilots have additional decision-making considerations related to accelerate-stop distances and blue line flying speeds. This article relates only to general aviation, single engine piston aircraft.

What should a pilot do when confronted with low or loss of power on takeoff? Here is what the experts say:

The first steps in a successful takeoff are pre-flight planning and pre-flight inspection. Prior to departure, make sure you have adequate runway length for your aircraft’s weight and the conditions, always being aware of airport elevation and density altitude considerations. Know the wind direction off the nose of your aircraft, so if you have to make a turn with low or no power, you can make the turn into the wind if you have to. If the winds are calm and you have a choice of runways, consider what is off the end of each. At an unfamiliar airport, use your smart phone or iPad on the ground to pull up an aerial view of the runways, and study the photo carefully to see what obstructions may be at the end of each runway, particularly the runway you are planning to use. It is almost always better to take off on a runway with corn fields at the end than one with high trees, berms, street lights, power lines, buildings or ditches, if you have a choice.

Pre-flight should be straight forward. Follow your routine and checklist consistently. Make sure you have sufficient fuel and it is the appropriate color. If you have trouble starting the engine and you can’t explain why, or if it does not idle or run up in a normal manner, or if the

sounds, smells, or vibrations, are different than normal, shut down and check it out. Don't attempt or continue a departure if the small voice in the back of your head is quietly telling you something may not be right.

Before you push the throttle forward to depart, have a plan. Identify on the ground a visual reference in relation to the runway (e.g., a runway sign, wind sock, parked aircraft, the FBO, etc.) so that you will know when a third or a half of the runway is gone and how high you should be. Know in advance, if your engine is not making power, if you are going to land straight ahead or if, by necessity, you will need to make a turn, and in which direction.

Once you apply takeoff power, assess the state of the engine. Engine gauges all should be in the green. A popular rule of thumb is that if the aircraft has not reached at least 70% of takeoff speed half way down the runway the takeoff should be rejected. Is the engine producing normal RPMs and is acceleration normal? Are you progressing normally to your target rotation airspeed and are you climbing out at a normal rate? If you cannot answer yes to all of these questions you should, without hesitation, pull the throttle back and land on the remaining runway. This may be a difficult decision to act on, as once you push the throttle in and are rolling or lifting off you are accustomed to flying, not landing.

You need to make an immediate decision and caution dictates that it be a conservative one – land on the remaining runway. Don't be afraid to abort a takeoff. Throttle back immediately and keep the aircraft going straight on the runway.

It is almost always better to land straight ahead at a lower speed than to attempt to fly. Any flying turn at a slow airspeed invites stalling the aircraft in. Even if there is little remaining runway and there are obstacles in front of you, your chances of walking away are much better chopping the throttle and landing straight ahead. You may recall that the force of an impact increases exponentially the faster you are going. Hard braking and running off the end of the runway at a slow speed is preferable to stalling close to the ground and coming straight down.

After rotation, if there is no remaining runway available, and power loss occurs, you should land straight ahead. Pitch down and maintain flying speed. You may look approximately 30 degrees off of the nose in either direction for a landing spot, but anything more than a gradual five to ten degree bank will likely put you at or near a stall for the lower flying speed and for the increased bank angle. At low altitude and low airspeed you may have to accept the consequences of a collision with obstacles to get back on the ground. Maintain control of the aircraft and land at the slowest speed possible. Don't think about a turn back to the runway, i.e., the "impossible turn," unless you have sufficient altitude and have practiced for this emergency.

Once committed to landing on the remaining runway or landing straight ahead, and if there is time, cut off the mixture, fuel, ignition, and master switches.

According to the Joseph T. Nall Report, Takeoff/Climb accidents consistently comprise the second-highest number of pilot related accidents. Take off accidents can and do happen. I have seen it happen. We can all learn from this event.

To sum up:

**1. *Pre-Flight Planning and Pre-flight Check***

- a. Review and calculate airport elevation, density altitude, aircraft weight and balance, takeoff roll, and necessary runway length.
- b. Do not attempt departure if anything during the preflight check does not look right, sound right, or feel right.
- c. Make sure you have sufficient fuel in the tanks and have selected a tank with fuel.
- d. Know best options to land straight ahead or turn based on what lies beyond the end of the selected runway.
- e. Know wind direction off of the nose of the aircraft on takeoff.
- f. Identify visual references in relation to the runway so that that you can track acceleration and climb during takeoff.

**2. *Applying Takeoff Power***

- a. Monitor engine instruments.
- b. Assess the state of the engine. If not producing normal RPMs and acceleration, or if the engine doesn't sound right, or if the aircraft is not climbing, throttle back, keep the aircraft on the runway centerline, apply brakes, and stop.

**3. *If No Runway Remaining and You're in the Air***

- a. Pitch the nose down and maintain best glide speed.
- b. Land straight ahead at slowest speed possible.
- c. If you must attempt a turn, turn into the wind if feasible and maintain a shallow bank angle.
- d. If time permits, cut off the mixture, fuel, ignition, and master switches before landing.

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<sup>1</sup> This article is based on my personal observations. An investigation of this accident by the NTSB is pending. The NTSB Accident Report may offer additional or different facts and conclusions. This article is intended to bring the issues raised to your attention. It is not intended to judge or reach any definitive conclusions about the ability or capacity of any person or any aircraft.

## **Thank You**

Thanks to Rob Tweed, Dean Zakos, Scott Nolinske, Jeff and Patty Plantz and Fred Leidel for contributing to this month's newsletter. Please send articles for future newsletters to [a.kurth@sbcglobal.net](mailto:a.kurth@sbcglobal.net).

- Al Kurth



# Calendar

Thursday, September 15, 2016, 6:30 p.m.,  
Chapter Meeting at Bill Rewey's hangar  
Topic: Zenith Aircraft Build Project by Bill  
Rewey

Sunday, October 2, 2016, 1:00 p.m. to 4:00  
p.m., Chapter 93 Banquet at Rex's  
Innkeeper, 301 N. Century Road,  
Waunakee. Speaker: John Dorcey,  
Wisconsin Aviation Hall of Fame

Thursday, October 20, 2016, 6:30 p.m.  
Chapter Meeting – Hangar Hangout hosted  
by Frank Smidler

Thursday, November 17, 2016, 6:30 p.m.  
Chapter Meeting – details to be announced.

Thursday, December 15, 2016, 6:30 p.m.  
Chapter Meeting at Pat O'Malley's Jet  
Room.

July 24–30, 2017 – EAA AirVenture  
Oshkosh 2017

# Chapter Officers & Committee Chairs

Rob Tweed, President, 608-213-8271, [rbtweed@charter.net](mailto:rbtweed@charter.net)

Dean Zakos, Vice President, 262-498-0942, [drzakos@sbcglobal.net](mailto:drzakos@sbcglobal.net)

Jim Lins, Treasurer, 608-271-8079, [jwlins@facstaff.wisc.edu](mailto:jwlins@facstaff.wisc.edu)

Earl Martin, Secretary, [martine@splpharma.com](mailto:martine@splpharma.com)

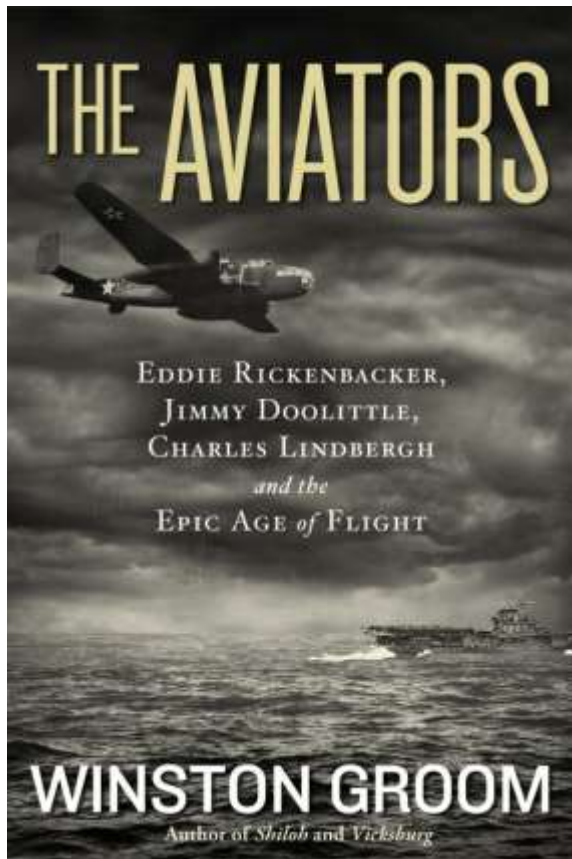
Scott Nolinske, Board Member at Large, 608-273-2586, [scott.nolinske@gmail.com](mailto:scott.nolinske@gmail.com)

Frank Smidler, Board Member at Large, 608-279-0531, [fsmidler@stoughtontrailers.com](mailto:fsmidler@stoughtontrailers.com)

Brian Terry, Board Member at Large and Membership Coordinator, 608-220-4784,  
[brian.terry@charter.net](mailto:brian.terry@charter.net)

## Book Review

*by Fred Leidel*



“The Aviators” by Winston Groom, 2015,  
The National Geographic Society.

This is the true story of Eddie Rickenbacker, Jimmy Doolittle, and Charles Lindbergh, three extraordinary Americans, who, between World Wars I and II, pushed the limits of flight and redefined heroism through their genius and daring.

This narrative tells their intertwined stories, from broken homes to Medals of Honor (for all three), barnstorming, the greatest raid of World War II, front page triumph to anguished tragedy, from near death, to ultimate survival, as all took to the sky time and again, to become examples of the “greatest generation.”

The print was a bit small for my eyes, but I enjoyed the book, which was a gift from my brother, Don.

### Parting Shots – AirVenture 2016 Photos from Jeff and Patty Plantz





