

CORBEN COURIER

Chapter Meeting April 20 at the Jet Room



Our speaker for our *April 20, 2017* meeting will be Mr. Joe Schmidt. Joe is an Aviation Instructor with the Fox Valley Technical College located

in Appleton, Wisconsin.

Joe's topic will be "The Out and the In of ADS-B." The presentation will cover Automatic Dependent Surveillance-Broadcast (ADS-B). The focus will be on understanding the ADS-B Out requirement after January 1, 2020 from the Federal Aviation Administration. The session will cover topics in the following format:

- History of aircraft surveillance
- ADS-B defined
- ADS-B devices and integration
- ADS-B equipage regulations
- ADS-B ground stations

Joe has been an instructor at Fox Valley Technical College for over twenty years. He has developed curriculum and delivered instruction in various aviation maintenance courses. Since 2009, he has been providing technical presentations for aviation maintenance recurrent training seminars.

He earned his BS degree in Aviation Technology from Embry-Riddle Aeronautical University in 1992. Joe is the

holder of a FAA Mechanic certificate, Pilot certificate, and has been a FAA Designated Mechanic Examiner since 2007. He has a FCC General Radio Telephone Operators License and has completed the NCATT Aircraft Electronics Technician certification.

Wings credit will be given for this program. We will have a sign-up sheet for it at the meeting.

For more information about the Fox Valley Technical College's Aviation Program, please visit their website:

<https://www.fvtc.edu/programs/aviation>

Next up for our May 18, 2017 meeting

Be prepared to step back in time for our May meeting. You are going to be transported back to the 1950s. Chapter 93 is proud to present a dinner and movie night at the Rocky Rococo's Party Pizzeria West, 7952 Tree Lane, Madison, WI 53717 (just off Mineral Point Rd. and Hwys 12/14).

Rocky's has a full-size movie theater set up for dining. A dinner buffet will be served consisting of a variety of Rocky's famous pan style pizzas, thin crust pizzas, a full salad bar, fresh Italian bread sticks and soft drinks.

In the 1950s when you went to see a movie, you saw a cartoon, a short feature, and a full-length feature film. That is what is in store for you on May 18th. You will enjoy a cartoon from 1954, an aviation themed short feature from 1953, and the timeless classic aviation film “The High and the Mighty” starring John Wayne and Robert Stack, produced in 1954.

Nominated for six Academy Awards, “The High and the Mighty” will allow you to soar

across the Pacific Ocean in a DC-4 on a Honolulu to San Francisco flight that takes a terrifying, suspense-building turn for the worse.

So, ladies and gentlemen, don’t forget (if you’re so inclined) to bring your loafers and letter sweaters, pencil or poodle skirts and saddle shoes, your appetites, and your interest in aviation when you come.

More details next month.

- Dean Zakos

Exciting Times for Chapter 93!

Late last year, in an effort to find ways to enhance your overall experience with Chapter 93, we centered on an idea that was truly an example of “thinking outside of the box”. “What if we combined Chapter 93 and 1389 into one chapter?”, came the question out of left field. “Well, let’s see here, we already have lots of members from both chapters that split their membership between the two chapters and we have a number of members involved in the key initiatives of both chapters”, was one response mentioned. Then someone else chimed in with “I bet we could more easily support our current and new programs with a broader base of volunteers.” One thing led to another and pretty soon we were getting very enthused with all the perceived benefits of this concept that we were tossing around.

A merger committee was then created with participation from both Chapter 93 and 1389 members and we got to work preparing a plan to more fully explore the viability of a merger. After months of considerable effort we are now just days away from accomplishing something that is unprecedented within the EAA: The merger of two existing chapters.

Chapter 1389 has already conducted their official vote on the merger at their April meeting and it has unanimously passed. Now it is our turn. Roger Stuckey and I drafted the letter that appears below to all members that summarizes the perceived benefits of the merger. Various governance details of the merged chapter are also provided in this letter. Please take a moment once again and familiarize yourself with these points prior to our meeting. Please send Al Kurth an email with your voting preference on the merger if you are unable to attend the meeting on April 20.

Thank you, everyone, for your input on our merger initiative. I look forward to seeing you at our meeting on Thursday and conducting our vote.

Rob Tweed

Dear Chapter 93 and 1389 members,

Thank you for your participation in the recent survey; your input is invaluable for setting the direction of our chapter. As you know, the boards of directors from both Chapter 93 and 1389 have been meeting for some time to explore the value that the merger offers to the combined membership. The survey clearly has indicated that you desire:

- Greater involvement in youth education
- Increased socialization with fellow aviation enthusiasts
- More dynamic chapter meetings
- Increased membership recruitment
- More opportunities to get involved in chapter initiatives
- Increased hands-on involvement in projects and other aviation interests

The merger committee has determined that a combined chapter enables better access to volunteers to accomplish these expanded programs. Combining the chapters also improves our financial position, thereby enhancing our ability to do more functions and achieve our chapter's mission of "*A vibrant and growing aviation community in the Madison, WI area.*" A larger chapter membership supports the creation and expansion of committees to address all of the key desires cited from the survey above.

Introduction of change creates positive energy and tapping this energy is for the betterment of the organization. For example, we expect the expanded membership to yield the following greater opportunities:

- Social interaction and building lasting friendships
- Resources to help plan and organize monthly flying activities
- Effectively accomplish the chapter's undertaking of community outreach, youth education & involvement, and grassroots aviation support
- Creating a stronger and broader membership base to support chapter committees
- Provide a healthier financial position allowing us to pursue chapter initiatives, and
- Offer individuals the ability to expand their network of aviation contacts.

Going forward we intend to plan additional fly-out events, staff strategic committees, plan new social events and actively engage with area youth organizations such as Boy Scouts and Girl Scouts, Aviation Explorer Scouts, Civil Air Patrol and UW Flying Club.

This is **your** chapter. From these expanded resources and initiatives cited above, we envision a chapter that is far more capable of providing you a more rewarding experience as a member.

The board of directors of both chapters have met and recommended proceeding with the merger. The next step in this process is for the membership to vote on the merger of Chapter 93 and 1389. Each chapter will vote during the respective April chapter meetings (April 5 for Chapter

1389, April 20 for Chapter 93.) If you are a member of both chapters, you can vote in both elections. Please review the attached Agreement and Plan of Merger document to gain a solid perspective of the various details of the merger. Key provisions of this document are:

- The name of the merged chapter will be Corben Chapter 93
- Chapter 93 will be based at the Middleton Morey Airport
- Meetings will be held the third Wednesday of each month
- Members in good standing of both chapters will be members of Chapter 93
- Dues will be \$20 for the first three calendar months and \$25 for the remainder of the year.
- Financial resources and material assets of Chapter 1389 will be absorbed into Chapter 93
- Key events currently sponsored by both chapters will continue to be supported by Chapter 93
- The merged organization will maintain 4 officer positions plus at least 3 board member positions
- Assuming membership approval of obtained for the merger; our first joint meeting will be conducted in June.

The agreement cited above provides for an interim leadership team that will serve until the end of 2017 whereby the normal election cycle will begin. Per the chapter bylaws, the boards of directors of both chapters have appointed the following individuals to serve as interim officers of Chapter 93.

President: Roger Stuckey
 Vice President: Rob Tweed
 Secretary: Keith Doyon
 Treasurer: Jim Lins

The current board members of both chapters will serve as board members of Chapter 93.

If you are unable to attend the April meeting, please return the attached Proxy document with your merger vote in an email to a.kurth@sbcglobal.net.

Thank you in advance for your input and consideration of this merger. We are excited about the potential that the proposed merger offers for our membership. We feel the merger of our chapters greatly enhances the vitality and sustainability of our chapter and we encourage you to vote in favor of the merger.

Sincerely,

Rob Tweed

Roger Stuckey

President
 Chapter 93

President
 Chapter 1389

HANDLING IN-FLIGHT EMERGENCIES: ILL OR AGITATED PASSENGER

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

Of all the possible emergencies a pilot may face in flight, one of the least likely to occur is having to deal with a severely ill or exceedingly agitated passenger. However, if you are ever confronted by either of these scenarios, you will need to react to them calmly and capably, as not only may the passenger be at risk but the safe outcome of the flight as well.

First off, let’s differentiate between a serious illness or extreme agitation and the “routine-we-have-all-seen-it” motion sickness or slight apprehensiveness that a passenger may from time to time experience.

For a motion sickness event, the best course is for the pilot to maintain straight and level flight, and have the passenger minimize head movements and focus on the horizon. Ask the passenger to take some slow, deep breaths. The pilot should plan on landing expeditiously. It is also a prudent (and work-saving) idea to point out to a passenger where the sick sacks are located prior to take off – just in case. Another tip – tell your passenger you are going to bank, climb, or descend the aircraft prior to your doing so. Motion sickness is, generally, not an emergency.

Many passengers, particularly first time flyers, are a little apprehensive about climbing into a small airplane. Often all the pilot must do is be attuned to the needs of the passenger, take the time to explain what is going on, and reassure the passenger that it is safe to fly. A slightly apprehensive passenger should not be considered an emergency.

A true medical emergency consists of your passenger experiencing severe symptoms such as shortness of breath, deep nausea, chest pain, heart palpitations, headaches that are incapacitating, or loss of consciousness. These are real distress events and require a rapid response on the part of the pilot.

An extremely agitated passenger is, fortunately, even a rarer occurrence than a seriously ill passenger. I have a pilot friend who participated in a Young Eagles event several years ago. He was paired with a husky-built young man of about 14 or 15. At some point during the flight, the young man became so distressed that he locked both of his hands on to the right-side control yoke in a death grip and refused to let go. My pilot friend tried alternately cajoling, threatening, and even wrestling a bit with the passenger – all the while attempting to maintain control of the aircraft. They did land safely and later it made for an interesting hangar-flying story. These events, although presumably few and far between, can and do happen.

As pilots, we take care to make sure we are physically and mentally fit for flying and that our aircraft are in airworthy condition. Although I suspect general aviation pilots fly often with friends or family, there are occasions (such as the aforementioned YE event or other trips) where you may find yourself with a stranger sitting next to you in the right seat. If you are ever in this situation, you may want to sharpen your senses a bit since the unknown person sitting next to you may not be nearly as fit or ready to fly as you and your airplane are.

Diagnosing medical conditions or the physical state of a person is difficult for even trained professionals. However, there are some obvious signs – advancing age, physical limitations, special needs, e.g., a portable oxygen tank (that’s a clue!), you should note on the ground prior to flight. I don’t think there is anything discourteous or impolite in asking a passenger about an obvious physical condition and if any special precautions need to be taken prior to flight, particularly if you are planning to fly long legs between stops or fly at higher altitudes. Most passengers would appreciate the pilot’s concern.

Although you are not going to be asked to make definitive judgments about the mental or emotional state of a passenger prior to flight, there are some self-evident signs you can recognize if you apply your common sense. If you think you see warning flags, you should further assess if you want the passenger to board. These may include: noticeable depression or anxiety of the passenger; statements by the passenger regarding grave concerns about the flight; statements or actions by the passenger that would suggest he or she does not have normal control over emotions or fears having a lack of control or being “shut in”; or discernable evidence the passenger is intoxicated or on drugs. Indications could include: agitation on the ground prior to flight; slurred speech; wide or bloodshot eyes; or acting frantic.

If you do find yourself in the air with a seriously ill or extremely agitated passenger, what should you do? Here is what the experts say:

First. Fly the Airplane. As with any emergency in the air, mechanical or otherwise, the first and continuing priority is to maintain control of the aircraft.

Second. Determine the Nature of the Emergency. Make an initial determination. Are you dealing with a true emergency? What signs indicate that there is an emergency? Is this a medical or non-medical emergency? Although you must divide your attention, try to be alert to your passenger throughout the flight and what you are observing. Has your passenger stopped talking or responding to you? Has your passenger lost all color, turned blue, or in some other way appear to be in obvious distress? Is your passenger becoming increasingly agitated or irrational?

Third. Declare an Emergency. If the situation is serious and warrants it, do not hesitate to declare an emergency. Tune the Comm radio to 121.5 and the transponder to 7700. There are substantial resources available to you if you declare an emergency. You can receive assistance with vectors to the nearest airport. Traffic can be diverted away from you. ATC can summon an ambulance so that it will be available and waiting for you when you land. ATC can alert Approach Control and/or Tower Control if you intend to land in controlled airspace. There may be some possibility to receive instructions or advice on how you may be able to make an ill passenger more comfortable or other steps you can take while still in the air – all the while recognizing your first duty is to fly the airplane.

If you are VFR, you also can declare an emergency on a CTAF frequency. This works when you already are in close vicinity of an uncontrolled airport where you know you are going to land. If the airport's FBO is monitoring the CTAF frequency, they can provide assistance to you. Also, by declaring an emergency on the CTAF frequency and stating your intentions, it should serve to alert and clear any local traffic in the pattern for your arrival and landing.

Remember, under 14 CFR Part 91.3, as pilot in command (PIC) in an in-flight emergency requiring immediate action, you may deviate from any rule to the extent required to meet the emergency. Note also, you do not even have to declare an emergency on the radio – you just need to be dealing with an in-flight emergency for this rule to apply.

Fourth. Land as soon as Possible. A seriously ill or agitated passenger is almost as urgent a situation as your aircraft being on fire. If it is a serious threat to the life of the passenger or the safety of the flight, you need to get down – now. Follow the vectors provided by ATC or, if you have a GPS, you can hit the NRST button and select the closest suitable airport. If your GPS or iPad is capable, you can bring up the relevant weather, runways and radio frequencies.

However, since your aircraft is not on fire, in most instances there is no need to rush and risk becoming careless. You, as PIC, must remain calm. You don't have to make an emergency descent, come down in a field, or otherwise dispense with your normal cruise, descent and landing procedures. If you are going to land at a non-towered airport, and if you are able and traffic circumstances permit, you may want to consider not flying the full pattern – plan instead on making straight in or flying a base leg and final to save some time. Just announce your intentions prior to doing so.

Fifth. Attend to the Passenger. Once you have accomplished the first four steps, you may have time, if you are in cruise flight and heading toward your landing site, to attend further to your passenger. If you have an autopilot and it is not engaged, this may be a good time to engage it. Try to make a quick assessment of your passenger's condition. Is your passenger breathing? Check alertness by asking questions such as "Are you okay?," "Do you know me?," or "Do you know where you are?" These types of questions may help you in determining if your passenger is disoriented or has lost the ability to speak.

If your passenger is conscious and can respond to your questions, try to determine what the medical symptoms are so you can relay that information to ATC or to the FBO, and to medical personnel on the ground. Do what you can to make your passenger comfortable. You may be able to loosen clothing or, for the cruise portion of the flight, release or loosen seat and shoulder

belts and recline the passenger seat to a more comfortable position (always remembering to secure the belts again and bring the seat to an upright position - if possible - before landing).

Contending with an extremely agitated and potentially combative passenger is a nightmare for a pilot. This is an exceedingly difficult and dangerous situation to deal with. This is, in reality, akin to a fire on board and you may not have time to reach an airport. Depending on the circumstances, you may be forced to consider an emergency descent and putting down in a field or other suitable spot as soon as possible. This is a PIC decision and your judgment in this situation is critical.

If you find yourself in this predicament, there are some actions you can take. Remain calm, assume a non-threatening manner, and speak to your passenger in a quiet and controlled voice. At least initially, avoid physical contact and do not make sudden moves toward your passenger. Communicate in an attempt to determine what is bothering your passenger and relate your concern for his or her feelings. Be truthful with your passenger and firmly indicate your need, as the pilot, to fly and control the airplane so you both can remain safe.

In the end, only one person can fly the aircraft and, if you are forced to contend for control and the outcome is in doubt, you must be able either to persuade or to overpower your passenger. Your life may depend on it.

As indicated at the outset of this article, happily these types of emergencies are very rare and you likely will never see them during your flying career. They are so rare that while researching for this article, I was a bit surprised at the lack of information on this subject relating to general aviation pilots and aircraft. No lack of information and stories regarding commercial passenger flights – very little regarding general aviation. That's a good thing.

Zenith 701 Project for Sale

As most of you know, one of our long-time Chapter 93 members, Dick Hartwig, recently passed away. I am working with his wife and son, Sandy and Eric, to sell Dick's Zenith 701 project. It is currently located at their home in Waunakee. The stabilizer, elevator, rudder, and right wing are complete, the left wing is 90% complete, and some work has been started on the fuselage. The work is high quality, as Dick was a true craftsman. Before we place advertisements for the project, we want to offer it for sale to anyone in the chapter who might be interested in purchasing it. If you are at all interested, please contact me. I can arrange for you to see the project. My cell is 608-957-3224, and my e-mail is davevanlanen@sbcglobal.net. Thank you for your consideration.

- Dave Van Lanen

Art Show by Skot Weidemann

Wisconsin by Air and Ground



Michelle Bailey taking picture of Skot's photography.

On Saturday March 25, Michelle Bailey and I went to see Skot Weidemann's Art show at Lowell Center. It was easy to find; we parked at Lake Street parking ramp and walked two blocks. Skot's photography is breath taking. His photos are crisp, clear and framed beautifully. I love to see our state photographed in so many different ways and seasons. From farm scenes, bales of hay to barns and rolling hills, to change of seasons, to our capitol inside and out. It was a great morning adventure on a rainy day.

Once I got home I went on line and looked on Skot's website at all his other photos. He is a fantastic photographer! He also has lots of airplane photos. Check his site out, you will like it. www.weidemannphoto.com.

- Jonie Fobes

Aviation Items for Sale

This is a note from Sue Steele, daughter of Walter Peterson, a long time Chapter 93 member who is sadly now battling Alzheimer's disease. Sue is trying to sell various aviation related items that belonged to Walter, including a partially completed aircraft, engine, and a large collection of tools and other items.

My Dad, Walter Peterson, is in extended care and we will be selling his home. There are many aviation things we need to sell as well. From the very beginning of this journey through the world of Alzheimer's, his friends stood by him. We would like his friends in EAA Chapter 93 as well as his other aviation friends to have first choice before this stuff goes to auction. Please contact me if you would like to make an appointment to come and see what is available. You may come individually or as a group. My phone number is 608/697-1173.

Items for Sale: MacDonal S-21 Project - approx. 25% completed; Multiple Propellers; Propeller Carving Stand; 6 Parachutes - 2 are Ballistic; Many Instruments; VW Engine; Many VW Engine

Parts; Drawing Table; Vintage Aircraft Plans; Many Aviation Manuals and Books, Antique and Contemporary; Compression Riveter; Scroll Saw; Posters, Pictures, etc.; and Misc. Hardware.

Note: Additional photos will be emailed to chapter members who receive the electronic newsletter.



- Rob Tweed

Thank You

Thanks to Rob Tweed, Dean Zakos, Jonie Fobes, and Dave Van Lanen for contributing to this month's newsletter. Please send articles for future newsletters to a.kurth@sbcglobal.net.

- Al Kurth

Chapter Officers & Committee Chairs

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

Brian Terry, Vice President and Membership Coordinator, 608-220-4784,
brian.terry@charter.net

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

Earl Martin, Secretary and Young Eagles Chair, martine@splpharma.com

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

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

Dean Zakos, Board Member at Large, 262-498-0942, drzakos@sbcglobal.net

Chapter Resource List

Bill Rewey, EAA Technical Counselor, 608-833-5839

Calendar

Thursday, April 20, 2017, 6:30 p.m.,
Chapter Meeting at The Jet Room. Topic:
The Out and the In of ADS-B. Speaker: Joe
Schmidt, Aviation Instructor, Fox Valley
Technical College

Thursday, May 18, 2017, Chapter Meeting,
Dinner and Movie Night at Rocky Rococo's
Party Pizzeria West, 7952 Tree Lane,
Madison. Showing: The High and the
Mighty. Doors open at 6:00 pm; Chapter
meeting and movie at 6:30 pm. Cost is
\$5.00 per person for dinner buffet.

Thursday, June 15, 2017, 6:30 p.m.,
Chapter Meeting – Hangar Hangout hosted
by Frank Smidler

Friday-Sunday, July 21-23, 2017 – Heavy
Bombers Weekend, Dane County Regional
Airport

Monday-Sunday, July 24–30, 2017 – EAA
AirVenture Oshkosh 2017