

CORBEN COURIER

EAA CHAPTER 93

Established 1962



Madison, Wisconsin

November 2018

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View from an Open Cockpit

Roger Stuckey, President



November is an important month for our chapter as we elect/select new officers to lead our chapter into the future. I am stepping down at the end of the year after serving the past two years as president of Chapter 1389 for half of 2017 and then president of newly merged Chapter 93 for the remainder of 2017 and 2018. We accomplished a lot over these past two years and I enjoyed working with all our volunteers and committee leaders through all the many meetings, events, and activities we hosted. The strength and success of our chapter does not fall to one or two individuals; it is the culmination of all of our efforts to consistently work toward a common goal: *"... a non-profit educational organization dedicated to the promotion and encouragement of aviation safety, design, construction and operation through Chapter educational activities and programs for its members and the general public, with a special emphasis on youth involvement."*

I would like to personally thank the following leaders for their tremendous help and support this year with our programs and events:

- **Brendan O'Rourke** for the tremendous work he is doing to make our Student & Rusty Pilot program a success;
- **Earl Martin** did an excellent job as our Young Eagles Coordinator this year;
- **Dean Zakos** for the outstanding programs he arranged for our monthly gatherings and his legal expertise in helping draft by-laws, merger documents, and scholarship policy;
- **Jim Sainsbury** for leading our newly formed Youth Education program;

- **Jonie Fobes** and **Dayton Sederquist** for organizing and hosting our annual Tom Rebholz Memorial Chili Fly-in;
- **Scott Nolinske** for arranging our annual banquet;
- **Shane Baker** for all his technical support with our chapter website and Facebook page, and getting our chapter set up for credit card payments;
- **Rob Tweed** for his mastery of organizing our hugely successful Heavy Bomber Weekend;
- **Al Barger, David Sherlock, Steve Hufton** and **Greg Jelinek** coordinated the many volunteers working on our very successful Pancake Breakfast Fly-In;
- **Keith Doyon** for his work in growing our chapter to over 200 members;
- **Michelle Bailey** for kicking off and leading the Planning Committee;
- **Al Kurth** and **Sandy Hufton** for publishing our award-winning chapter newsletter;
- **Frank Smidler, David Sherlock** and **Scott Compton** for serving on our chapter board of directors;
- **Rob Tweed, Jim Lins** and **Keith Doyon** for serving with me as your chapter officers;
- And finally, but by no means least, all the unsung heroes who volunteered your time this year to support our chapter events.

As you can see from this impressive list, our chapter is rich with leaders who selflessly volunteer their time to help make our chapter strong and great. But we also know that we have many more leaders in our chapter who have not had their chance to shine. November is your chance to step into the limelight and be our next leader. I look forward to seeing you **Wednesday, November 28, at our November gathering at the Fitchburg Community Center.**

November Chapter 93 Meeting

Fitchburg Community Center, 5510 Lacy Road,
Fitchburg, Wisconsin
Wednesday, November 28, 2018 - 6:30 pm

Our next chapter meeting is **Wednesday, November 28**. **Note: Date change from third Wednesday due to the Thanksgiving holiday.** Social at 6:00 p.m. and meeting at 6:30 p.m. The meeting will be held at the **Fitchburg Community Center**, 5510 Lacy Road, Fitchburg, Wisconsin.

Have you ever wondered what it would be like to fly to Alaska from Madison, Wisconsin and explore stunning mountain valleys and pristine lakes in a seaplane? Wonder no more. Our presenters for our November meeting are Chapter 93's own **Jeff Plantz and Jeff Russell**, who will provide a travelogue of the Alaska trip they undertook in July.



Jeff Russell, joined by his girlfriend Rhonda Arries (a student pilot), travelled Alaska in Jeff's Super Cub on floats.

Come join Jeff and Jeff while they share tales of their five-week Alaskan adventure. Hear about the fantastic sights, the interesting characters that they met along the way, and maybe even a little bit about an unplanned part of their adventure that created a story of a lifetime.

In addition to the Super Cub, Jeff Russell owns a Cirrus SR20. He is based on Morey Field. He has flown many miles and numerous trips with his airplanes. Trips included multiple flights to Idaho/Montana,



North to Alaska in the Plantz Seaplane

Florida, Arkansas, Arizona, Colorado, Utah, and a trip on floats in 2006 to Churchill, Manitoba on the Hudson Bay.

Jeff enjoys backcountry flying on challenging strips and camping in the mountains. He is the liaison for the Recreational Aviation Foundation for Wisconsin. The RAF is a great organization that has introduced Jeff to many great people and exposed him to great flying venues.

Jeff and Patty are well known to chapter members and regularly participate in chapter activities. Both Jeff and Patty hold single-engine land and single-engine seaplane ratings. In addition, they both hold tail wheel, high performance, and retractable gear endorsements.



Jeff Plantz, with his wife Patty splitting left seat time, joined Jeff and Rhonda in their Experimental Amateur-Built Super Cub lookalike amphibious floatplane.

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November Chapter 93 Meeting (continued)

They have owned five aircraft over time: an Eipper ultra-light, a Kitfox, a Cessna 172, a Bellanca Cruisair, and currently the experimental amphibious float-plane. Their aircraft is based at Morey Field. They both enjoy out of the way places to fly to, and usually camp out along the way.

Favorite flying destinations: Martha's Vineyard; Reno Air Races; Tavares Seaplane City, Florida; Bahamas; Vermont; North and South Carolina Outer Banks; Seeley Lake and Flathead Lake, Montana; Johnson Creek, Idaho; and Voyageurs National Park, and especially Door County Wisconsin, Lake Superior, and all inland lakes in Wisconsin and Upper Michigan.

Up Next Month:

Our next chapter meeting is scheduled for **Wednesday, December 19, 2018** at Roger Stuckey's/Jeff and Patty Plantz's hangar at Morey Field, 8300 Airport Road, Middleton. Hangar address is 3317 Delta Lane.

This is our chapter's holiday social. Please plan on attending. Come to enjoy a drink and something to eat, and spend a relaxing, fun-filled time in the good company of pilots, spouses, and friends. Last year's December event was memorable. We hope to see you there.

My Orange Ercoupe Story

Brooks DeSpirito

It was August 19, 2017, and I was finally able to reap the benefits of convincing my parents to let me try a Young Eagles flight. My brother and I had caught the flying "bug" when we took an American Airlines flight to Arizona to visit our grandparents, and ever since, we jumped at any way to get back in the sky. Young Eagles was the perfect opportunity, and after only a little bit of persuasion, we were cleared for takeoff.

When we got to the airport, we decided it would be easiest to fly separately, since there weren't many 4-place planes flying. My brother went first in a silver 1938 Luscombe. I was impatiently waiting with my anxious parents when a bright orange, low-



wing, double tail aircraft taxied over. I wasn't sure at first if I'd want to fly in it, but once the pilot told me that this Ercoupe was from 1946, I was stunned that it was still flying, and realized the chance I had to ride in such a historic airplane.

We took off effortlessly and zoomed right over western Middleton, all the way out to Mount Horeb and Black Earth. The kind pilot pointed out a huge corn maze and the Shoe Box, which looked big even from the sky. The flight was nice and cool, and I was amazed that the windows could be left down the whole time. Once we landed, I didn't want to leave my flying orange convertible. I had developed a special connection to that aircraft, and I'll be sad to have to see it go. I wish that Ercoupe well, wherever it goes, and I hope someday I'll see it zip across the sky again!

EAA Corben Chapter 93 – Young Eagles 200 Club

Our chapter loves to fly Young Eagles! According to EAA's "World's Largest Logbook," seventy-five of our chapter members have flown 4,628 Young Eagles as of November 2018. That is an outstanding quantity of potential new pilots and a fantastic effort to introduce aviation to students in South Central Wisconsin.

In reviewing the World's Largest Logbook, we have a few pilots who have exceeded two-hundred Young Eagle flights! In order of most flown:

- Bill Rewey - 532**
- Bob Ward - 354**
- Patty Plantz - 328**
- Larry Landucci - 309**
- Diane Ballweg - 273**
- Dean Gliding - 267**
- Jeff Plantz - 257**
- Skot Weidemann - 237**
- Pete Aarsvold - 226**

Congratulations and job well-done to these pilots and all our Young Eagle Volunteers!



Patty Plantz and a Young Eagle on the local news



Bill Rewey and Bob Ward



Larry Landucci and three Young Eagles

Young Eagles Rally - September 29 at Mineral Point



Frank (c) with Ryan (l) and Dad



Typed verbatim
from photocopy

A Brief History of EAA Chapter 93 1961-1995

By Les Goplen

CORBEN SUPER ACE REPLICA

In 1992 the Dane County Regional Airport added an atrium entrance to the airport terminal. Peter Drahn, the airport manager, envisioned an antique aircraft hanging overhead in the atrium. He contacted Bob Mackey at EAA Headquarters, then Bill Rewey, Chapter 93 president, asking if the chapter would consider building a replica aircraft for the display.

Bill brought the proposal to a chapter meeting and members responded enthusiastically to the idea. Since the Corben Aircraft Company built airplanes at the old North Street Airport and the Corben name later was adopted in the Chapter 93 name, the obvious replica would be a Corben. What better tribute to grass roots aviation in Madison?

The Corben Super Ace, using the Model A Ford engine, was the selected model. Because the engine was totally cowled, the replica wouldn't need an engine. Good fortune smiled on the Chapter 93 project when a Super Ace fuselage became available from the EAA museum at Oshkosh.

Bill Rewey coordinated the over-all project. Chapter members volunteered to work on various parts. Hal Otterback volunteered his garage for the wing construction, so some members spent many evening and weekend hours there building ribs and putting the wings together. George Bindl made a beautiful birch and walnut propeller after first building a simple duplicating milling machine. Because this replica wouldn't fly, the materials used didn't need the strength of a flying aircraft. Pine was used for the wing spars and mild steel tubing substituted for aircraft alloy steel tubing. A plywood firewall and box

supported a crankshaft. The cowling was fiberglass over Styrofoam.

Walt Peterson found trailer wheels and tires the right size (20 in. O.D.) for the replica at Farm and Fleet. He and his son-in law, Tom Steele, made hubs to suit the airframe spindles. Walt built a clever metal spinning machine out of an old washing machine. He made a wooden pattern on his "washing machine lathe" then spun the dished aluminum wheel covers on the same machine.

Skot Weidemann volunteered his garage for the covering and final assembly. Nitrate and butyrate dope was brushed on the 2.7 ounce Dacron fabric. Fred Leidel advised brushing rather than spraying because that's the way it was done in the Corben factory. Fred built ribs for Corben planes when he was a teenager.

The Corben replica project was complete July 1, 1992. A group photo was taken with all the volunteers who could make it to Skot Weidemann's garage, where the plane was assembled. On July 24, 1992 a ceremony in the atrium of the Dane County Regional airport unveiled the Corben Super Ace. Every chapter member who contributed to the successful project can be proud of the fitting tribute to Madison's sport aviation history. A super job, Bill, in providing the enthusiasm and coordination for the project.

For interesting reading about the entire project and the materials used, refer to Bill Rewey's article, "Knotty Pine Spars" in the March 1993 issue of *Sport Aviation*. It's a well written article and offers ideas and challenges to other chapters for initi-

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Chapter History (continued)

ating projects which can enliven a group of flying enthusiasts and also provide important learning experiences for many members. For those who would like to see pictures of the people working on various parts and stages of the project, a hard-cover ring binder was assembled from many photos taken

along the way. The chapter officers will likely know the whereabouts of the book. Skot Weidemann, our professional photographer chapter member, took many of the photos, including the impressive night shot of the finished project which appeared in *Sport Aviation* with Bill Rewey's article.

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