

CORBEN COURIER

EAA CHAPTER 93

Established 1962

Madison, Wisconsin

October 2018



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Young Eagles Rally at Iowa County Airport

See page 4 for more photos

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View from an Open Cockpit

Roger Stuckey, President



Earlier this year we kicked off two committees — one to work on a strategic plan and the second to develop and document a chapter policy for awarding the Hoot & Betty Gibson Scholarship. These committee members worked quietly in the background through the summer, while juggling work on multiple committees, chapter activities, and personal commitments, to draft, debate, edit, revise and finalize their assigned tasks into a chapter five-year plan and a formal chapter policy to administer the Hoot & Betty Gibson Scholarship. At the October board meeting, the two committees presented the chapter plan and scholarship policy to the chapter board for review and adoption.

The purpose of the five-year plan is to document our normal recurring events such as Young Eagle Rallies, Heavy Bombers Weekend, Pancake Breakfast Fly-In etc., and to establish a direction for the current and future chapter leadership and members to follow that supports our Mission/Vision Statement. The direction is defined through a series of tactical plans and strategic initiatives with distinct goals that scale over time to support future initiatives. The goal is to develop and implement an infrastructure that supports current activities and enables new activities in the future.

As an example, we have an initiative to develop and document our fund-raising efforts such as the Pancake Breakfast and Heavy Bombers so that we can benchmark these processes against best practices and apply these processes toward future fundraising events beyond these two events.

The five-year plan also establishes new committees to work on leadership succession, media relations,

chapter asset tracking, youth education, and finding a chapter home. The underlying driver for these committees is to develop the support needed for a future chapter airplane build project that teaches chapter members and area youth the skills needed to complete an airplane. Admittedly, the initiatives are “lofty,” but as the saying goes, *“Shoot for the moon. Even if you miss it, you will land among the stars.”* — Les Brown

The Hoot & Betty Gibson Scholarship is awarded to deserving student pilots who have completed their first solo flight and are actively pursuing a light-sport or private pilot license. This scholarship has existed within our chapter for quite some time but lacked a policy document that guided the criteria for selection and administration of the awarded funds. The policy committee set the eligibility parameters for this award, the criteria for selection, and defined the specifics of how the award funds are to be distributed.

Once approved by the Chapter Board, the five-year plan and scholarship policy will be posted on our chapter website for review.

The chapter leadership and board members worked diligently this year to implement the vision we had for merging the two Madison chapters into one invigorated organization. We have come a long way toward realizing the benefits of the merger, but we still have a way to go to reach optimum performance. Reaching the next level takes the effort of the entire chapter, and we are counting on everyone to lean-in and help.

Chapter elections are coming in November and we need new energy, new ideas, and additional leaders to get us to the next level. This is your chance to get involved. If we ask you to take a leadership role or serve on a committee, please step-up and be a good chapter member. If you are ready to get involved, don't be bashful; let us know how you want to help.

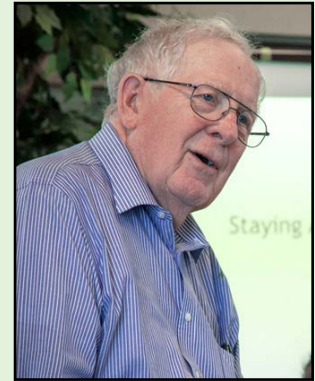
FAA Seminar – September 22 at Middleton Airport



Rich Morey



Myron and Mike



Harold Green



New engine from Cessna



Lyman Hatz in New Standard



N577PJ



Ground fog

Young Eagles Rally – September 29 at Mineral Point

I would personally like to thank all the ground crew volunteers as well as all the Young Eagle pilots that braved the cool weather on September 29 at Iowa County Airport. You managed to put smiles on the faces of 55 Young Eagle candidates. For all of the candidates, it was the first time they had flown in a small aircraft. It made me proud to be able to work with such a good group of volunteers. You made the event a huge success for the Chapter and the YE candidates!

Thank you again!

Earl P. Martin, Chapter 93 Young Eagle Coordinator



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Confluence Points: Where exact lines of longitude and latitude cross

by Diane Ballweg

While on a mission trip to India this spring, I met an Indian author named Anil Dhir who wrote a book titled *Confluences*, published in 2014. Confluences are those points where exact lines of longitude and latitude cross. We see them on a map or globe, but never think about them when we drive, never consider them when we explore, and probably don't even know what latitude and longitude mark our own home. They are in some respects "undiscovered" landmarks, used only by early explorers and seafaring sailors.

Mr. Dhir wanted to delve deeper into his own state of Odisha, India and discover what each of these intersections looked like. There were 15, and so he set goals, studied maps, and planned a schedule to find each of these points on land by foot.

Each destination became a challenging adventure! He writes that he and his helper passed through villages, beyond the huts, through fields, and over mountains. They often acquired a following of interested natives, including goat herds, school children, dogs, chickens, oxen, pigs, farmers and curious tourists. He felt like the Pied Piper!



His story was so intriguing, that as soon as I returned home, a huge aviation map of Wisconsin was opened on my table, and those confluence points were marked—19 total. There are two over the Great Lakes, one around the Apostle Islands in Lake Superior, and the other in Lake Michigan just east of Door County. It would



surely be easier and

faster to mark them from the air and take an aerial view shot

than it was to find them on the ground! The most challenging, in my pilot opinion, would be the intersection of 43-degrees north and 88-degrees west. It is within five miles of the busy Milwaukee Mitchell Airfield, so it will take early conversations with their control tower to establish a time and get clearance to be zooming around in their airspace to mark the exact spot.



are also exactly 90-degrees from 0-Longitude, running through Great Britain, a perfect right-angle on the globe.

So my 2018-19 Edgewood High School Aviation Class labeled the points, wrote the compass heading from Madison to each confluence point, and the approximate nautical miles. Our goal is to visit, document, and take a photo of each of Wisconsin's 19 confluence points during this school year. The first crew of this school year marked two: 44N-89W, and 44N-90W. That crew was Lukas Huska, Noah Forcier, and Cecil Powless on Saturday, August 25. A second crew visited four more this past weekend: 44N-88W over Lake Michigan, 45N-87W, 45N-88W, and 45N 89W. We have 13 left to discover. What a fun learning adventure to share with my Aviation students!



Wisconsin is interesting. The 45th parallel runs across the northern part of the state, which is exactly halfway between the equator and the North Pole. And we

Football Fly-In

Michelle Bailey

Nick Tarczynski, the owner of the Jet Room, invited Chapter 93 members to the October 6 Nebraska Cornhuskers versus Wisconsin Badgers Football Fly-In hosted by Wisconsin Aviation and the Jet Room. Brittany Lewin and I attended, and the food was delicious, the company was great, and the Badgers won, 41-24!



Bellanca Cruisair Project

Skot Weidemann

I have been visiting Bill Landucci to follow his continuing Cruisair project. In the photo at near right, Bill has removed the right wing and is assessing the condition of the wing root structure. While I was there, Bill removed the metal right wing tank, which he guessed had not been out for many years.



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A Brief History of EAA Chapter 93 1961-1995

By Les Goplen

VOYAGER

Visitors to the '84 EAA convention saw the arrival of the Voyager aircraft designed by Burt Rutan to fly non-stop, non-refueled around the world. Flight line loudspeakers called attention to the strange looking aircraft circling high above Oshkosh, flown from Mojave, California by Dick Rutan and Jeana Yeager. Rutan, at the controls, made a couple of runway flybys while Yeager cranked down the landing gear, one wheel at a time. Dick Rutan showed the flexibility of the aircraft with a few pilot induced oscillations that made the machine look like some kind of a giant bird flapping its wings.

Oshkosh '84 was the launching of an appeal to the "grass roots" people in aviation for financial support. Chapter 93 joined their VIP Club with a \$200 donation. Jeana Yeager wrote periodic progress reports to VIP Club members. EAA members followed the progress of the Voyager team through their testing period. They listened to Burt Rutan, Dick Rutan, and Jeana Yeager in forums at Oshkosh discuss design concepts, the many formidable problems they faced, and progress they were making solving design, construction, and logistics problems. During the historic flight in December of 1986, chapter members watched TV reports with the rest of the world, and finally celebrated the successful mission when Voyager touched down at Edwards Air Force Base in California nine days after liftoff.

For fascinating reading about this piece of aeronautical history, read *VOYAGER*, written by Jeana Yeager and Dick Rutan, with Phil Patton. The book was published by Alfred A. Knopf, Inc., New York in 1987, and gives a good perspective of the preparation and all the support people that made the flight

possible, and finally, the excitement of the flight itself.

Oshkosh '87 was a special time for celebration of the historic flight, and the Voyager team decided to bring the aircraft to Oshkosh by truck, then on to its place in history at the Smithsonian Air and Space Museum in Washington, D.C.

During the trip to Oshkosh by truck Chapter 93 had the privilege of guarding the famous aircraft at the state highway patrol weigh station along highway 151 between Madison and Verona.

Madison media announced the presence of the Voyager and its location, so many area residents came out to see the historic aircraft. Chapter 93 was asked to provide security for the Voyager, and members took turns in teams to greet visitors and keep them at arm's length. There was a steady drizzle of rain that night but standing in the rain to help protect the Voyager felt like a special privilege.

EAST TOWNE MALL DISPLAYS

East Towne Mall in Madison sponsored aviation displays in the mall for one week each year over a period of several years. Chapter 93 displayed aircraft and distributed information about EAA and sport aviation there at least from 1972 until 1987. Frickelton Aviation and Four Lakes Aviation displayed aircraft, and Madison Area Radio Controlled Society (MARCS) also had displays. The mall displays gave Chapter 93 and EAA wide exposure.

We don't have data showing numbers of new chapter members recruited during the displays, but the writer believes there were many. A list of aircraft projects on display in January, 1972 includes:

continued on next page ...

Chapter History (continued)

Flybaby - Jim and Hal Otterback, Pietenpol - Bill Rewey, Gyroglider - Mary Yngsdahl, Scooter - Stan Mockrud, Gyrocopter - Heinz Mischler, and the EAA Chapter 93 Headwind.

Members worked in shifts answering questions and giving out information about EAA. Displays most years included video tapes and information provided by EAA Headquarters.

We don't have lists of aircraft displayed at East Towne for each year, but the '78 display included an

Osprey, a Kingfisher, a Baby Ace, and an Aeronca Champ. The display in '79 included a Tailwind, a J3 Piper Cub, an ultralight Easy Riser, a Corsair, a Sonerai II, and a BD4. In 1982 a Sonerai, a Pietenpol, and a Pterodactyl Traveler were on display.

Chapter 93 members and friends provided a wide variety of aircraft projects and information to Madison area folks at East Towne Mall, helping to promote sport aviation and the EAA.

Chapter Banquet Door Prize Winners

John Halford — \$100 EAA store certificate

Lowell Zirbel — \$50 EAA store certificate

Mr. Kukuh — \$50 EAA store certificate

Book Reviews

By Fred Leidel

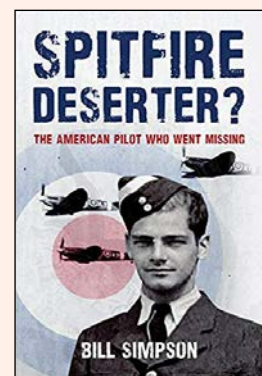
Hurricane, 2018, Osprey Publishing Company, New York City, 106 pp., 5.5" x 7.5", hardcover.

This is a very well-illustrated history and description of the Hawker Hurricane pursuit (fighter) aircraft that enabled the allies to win the Battle of Britain in World War II.



Spitfire Deserter?, by Bill Simpson, 2018, Amberly Publishing Co., Gloucestershire, UK, 258 pp., 6" x 9.25", hardcover.

This is a history of World Wars I and II (mostly WWII), with the life of Bud Wolcott woven in. Bud was a pilot who flew on various fronts and with a variety of airplanes and units. He did successfully make a forced landing with a disabled aircraft in a neutral country. As a reader, I didn't feel he was a deserter, and the book's title was a gimmick to sell more books.



Both above books were a gift from my sister-in-law Beverly.