

CORBEN COURIER

EAA CHAPTER 93

Established 1962

Madison, Wisconsin

December 2018



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Flagship Detroit Foundation's DC-3 a hit at Heavy Bombers Weekend!

View from an Open Cockpit

Roger Stuckey, President



This month we wrap up an incredible year in our chapter with tremendous growth in membership, increased activities with youth, student and rusty pilot education programs, great flying events/experiences, and a healthy financial position. Our community presence increased significantly with television coverage of our Pancake Breakfast and Heavy Bomber events, and via social media outlets such as Facebook and Instagram. In short, we exit the year in a good place. Thank you chapter members for all you did to get us to this point.

With the new year comes a new, but familiar, leadership team with **Shane Baker, Patrice Linel, and Sara Siddiqui** as President, Vice President, and Board Member, respectively. **Jim Lins, Keith Doyon, Frank Smidler,** and **Scott Compton** will continue serving in their respective positions. I am very excited to see our younger members stepping into leadership roles for several reasons. I believe they can reach and attract younger aviation enthusiasts, they bring a fresh perspective and ideas on ways to enhance and grow our organization, and they will bring new excitement and energy to our chapter.

In early December our chapter received a **\$500 donation** from **Integrity Wealth Advisors, LTD.** (www.integritywealthadvisors.com) of Middleton,

Wisconsin for use with our Youth Education Program. This unsolicited donation comes to us because the principals at Integrity Wealth Advisors have a passion for aviation and wanted to contribute to the aviation community and youth education in aviation fields. On behalf of our entire chapter, thank you to Integrity Wealth Advisors for your generous donation to our Youth Education Program.

Prior to our November meeting, I met with **Ann Ross** of McFarland, Wisconsin. Ann donated two David Clark H10-40 headsets to our chapter for use with our youth education and Young Eagles programs. Ann and her late husband flew together in Connecticut, but upon his passing, she no longer had use for these two headsets and wanted them to go to a youth aviation education group. The chapter board voted to make these headsets available for all Young Eagle flights and Youth Education events and in the control of our Young Eagles Coordinator. Thank you to Ann, for your kind and generous donation.

I step down at the end of this year as your president, but this does not mean I will disappear. I have elected to continue to chair the Pancake Breakfast Fly-In event and will do committee work for the foreseeable future... and I don't rule out the possibility of serving as an officer or board member in the future. I enjoyed serving with my fellow officers and board members, all of whom I hold in high esteem. But more importantly, I thoroughly loved the chance to work with all our chapter volunteers and make many new friends in this chapter. Thank you for all *you did* to make this a *great chapter* and a fun group to associate with. You are the best!

Chapter 93 Officers

Chapter President

Roger Stuckey
rogerstuckey@gmail.com

Chapter Vice President

Rob Tweed
rt96rj@gmail.com

Chapter Treasurer

Jim Lins
jwlins@facstaff.wisc.edu

Chapter Secretary

Keith Doyon
keith@keithdoyon.com

Newsletter Staff

Al Kurth, Editor
Keith Doyon, Reporter and Backup Editor
Sandy Hufton, Designer

Please send contributions to:
alanekurth@gmail.com

December Chapter 93 Meeting

3317 Delta Lane (Plantz/Stuckey Hanger),
Middleton Municipal Airport (C29)
Wednesday, December 19, 2018 - 6:30 pm



Our next chapter meeting is **Wednesday, December 19. Social at 6:00 p.m. and meeting at 6:30 p.m.** The meeting will be held at Jeff and Patty Plantz and Roger Stuckey's hangar at Morey Field (C29).

The hangar address is 3317 Delta Lane. The hangar is in the east row of hangars west of the airport ramp. Entry will be at the side service door. Parking is available in front of the hangars. The security gate should be open for the event.

This meeting is our chapter's holiday social. Good friends. Good fun. Hangar flying at its best. Please bring a chair and a dish to pass. Soft drinks, water, and hot hors d'oeuvres will be provided by the chapter.

THE YEAR IN REVIEW

Our chapter had another interesting and exciting year in 2018. Our chapter has grown to over 225 members in the Madison area. Our programs and special events are continuing to be very successful. We expect 2019 to be just as great! Please join us.

Here is a sampling of this year's chapter activities:

January 2018: **Jeff Rasmussen**, President of Aero Insurance LLC and a Chapter 93 member, discussed aviation insurance and answered audience questions. Great event and very informative.

February 2018: Our program was a "Builders' Night." Our presenters were **Bill Rewey**, **Frank Smidler**, and **Rob Tweed** (all long-time chapter members). They discussed the choice of, and working with, wood, sheet metal, or composites for an experimental/amateur built (E/AB) aircraft project. Each of these gentlemen, in addition to logging many hours as a pilot, has built one or more E/AB aircraft over the years. Start that building project in 2019!

March 2018: **Jurg Grossenbacher** of the Milwaukee FSDO presented a program on the FAA's new Compliance Policy and other safety matters. WINGS credit was provided.

April 2018: Our presentation for April was cancelled due to a snow/ice storm in the area.

May 2018: Chapter members went back in time to World War II for our Movie Night. We listened to 1940s hit songs and saw the full-length classic aviation film "633 Squadron" starring Cliff Robertson, plus an aviation short and vintage Bugs Bunny cartoon. Held at the Rocky Rococo's movie theater. Plan to attend this event in May 2019.

June 2018: First Hangar Hangout of the season hosted by chapter member **Keith Doyon** at his hangar at the Sugar Ridge Airport (WS62). Thanks to **Tom Kretschman** (also a long-time chapter member) for his generosity in assisting.

July 2018: The annual Pancake Breakfast at Morey Field was a huge success. Perfect flying day and over 1500 breakfasts were served. Thanks to **Roger Stuckey**, chair, and to all the volunteers who cooked, cleaned, set up/tore down, parked aircraft, or did other various and sundry tasks.

July was also the month for our annual Heavy Bombers Weekend (HBW). Held at KMSN this year, the event was again well-received in the Madison community. Despite some rain, it turned out to be the best HBW yet. Thanks to **Rob Tweed**, chair, and

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The Year in Review (continued)

to all the volunteers who put in time over this three-day event.

At AirVenture 2018, EAA recognized the *Corben Courier* as one of three outstanding chapter newsletters. **Al Kurth** accepted a Newsletter Editor Award on behalf of Chapter 93 and the newsletter team of **Sandy Hufton** and **Keith Doyon**.

August 2018: **Tom Kretschman** again hosted one of the Madison flying community's favorite events, the annual cook-out at the Sugar Ridge Airport (WS62).

September 2018: Our third Hangar Hangout was hosted by **Lynn Erickson** at the Sauk-Prairie Airport (91C). Lynn provided an interesting talk on the benefits of Swift 94 unleaded fuel.

Chapter 93 also participated in September with **Morey Airplane Company** and **Rich Morey** in hosting a Fly-In Social at Morey Field. Well attended event, with two aviation related presentations and great brats and burgers.

October 2018: The annual chapter banquet was held again this year at Rex's Innkeeper in Waunakee. Always a great spread and fun time. Thanks to **Scott Nolinski** for acting as chair. Special guest and presenter was **John Dorsey** of the Wisconsin Aviation

Hall of Fame who told interesting and informative stories about pilots with Wisconsin connections who participated in World War I.

November 2018: Meeting was held for the first time at the Fitchburg Community Center. **Jeff Plantz** and **Jeff Russell** provided an outstanding and informative talk on their July trip to Alaska in their Super Cubs. Great stories and stunning photographs. Based on the attendance at the meeting, Jeff and Jeff are "rock stars" in the Madison flying community.

In addition, space does not permit more than a reference to the numerous flying events, YE events, impromptu get-togethers, and other initiatives such as the chapter's Rusty Pilot Program (**Brendan O'Rourke**, chair) and Youth Education Committee (Jim Sainsbury, chair) that continue to underscore the passion for aviation our members have and share.

Up Next Month:

Our next chapter meeting is scheduled for **Wednesday, January 16, 2019**. 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. The speaker will be **Jurg Grossenbacher**, FAA Milwaukee FSDO. WINGS credit will be provided.

Hoot and Betty Gibson Aviation Scholarship

Roger Stuckey

Last month I reported that the Scholarship Committee completed revisions to our scholarship administration and selection policy and was ready to accept candidates. We quickly received and awarded the Hoot and Betty Gibson Scholarship to **Joshua DeGuire** at our November chapter meeting.

This flight training scholarship is open to *all chapter*

members who are in primary flight training and have completed their first solo flight. The policy has no age, gender, or economic limitations; it is available to *all*.

If you are a primary flight training student working toward a Sport or Private pilot license, I encourage you to take advantage of this scholarship opportunity.

Typed verbatim
from photocopy

A Brief History of EAA Chapter 93 1961-1995

By Les Goplen

WORKSHOPS

Helping each other to learn new skills in sport airplane construction is one of the main thrusts of EAA membership whether on the local level within chapters or various programs during the convention or articles in EAA publications. There isn't a way to document all that has transpired along these lines within Chapter 93, but a few of them will be mentioned here. Of course, each time chapter meetings were held at somebody's house the reason was almost always to see and learn about an airplane under construction.

On April 28, 1979 Chapter 93 held an all-day workshop in Bud Rogers' classroom at LaFollette High School. The following people presented: Bill Fobes — wood structures; Hoot Gibson — sheet metal; Jack Jerred — composites and epoxies; Bill Amundson — painting; and Dick Peterson — welding.

A chapter workshop at LaFollette High School to make bending brakes was reported in the May 1980 newsletter:

Our February brake time

Bud Rogers' shop at LaFollette High School was a beehive of activity on Saturday, February 16th as Chapter 93 members made 15 bench brakes. Starting about 12:30, we read the plans and found out how to lay out the various parts so we could drill, grind, file, mill and finally weld the pieces together. By 6:00 about half the brakes were welded. The rest could be taken home to finish, or some of the members hung around after the meeting, if they didn't have a welder or other tools. Here are the people who worked on their brakes:

Bill Rewey

Walt Peterson

Bill Fobes

Harry Field

Jim Martin

Allen Farwell

Bob Smith

Scott Zimmerman

Dave Van Lannen

Cliff Tomas

Don Deischer

Larry Ketchum

John Davel

Dick Hartwig

Bob Hoyer

Dick Nelson

Bud Rogers and Dale Wilson led this workshop and the May newsletter contained more details written by Dale regarding a brake hold down clamp and hints on using the bench brake.

Workshops at Oshkosh Conventions

Jim Martin is a familiar sight at Oshkosh each summer during the convention in the SHEET METAL WORKSHOP tent. When asked how long he has been involved with the sheet metal workshop, he said, "I started the year after Chris Heintz built one of his aircraft with volunteer workshop help, then flew the airplane at the convention."

Each summer Jim schedules his vacation time to go to Oshkosh a week before the convention to get everything set up for the sheet metal workshop, then is there every day during the convention. He has several other people helping with the workshop. Jim explained at least part of his motivation for volunteering so much time.

He said,

"I learn a lot by teaching, and it's rewarding when someone appreciates learning something new. One fellow watched me using a lead strip as a hammer to form the flange of an aluminum

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Chapter History (continued)

wing rib. When I finished he told me the 15 minute demonstration was worth driving up here from Tennessee to learn about that."

Jim was president of Chapter 93 in 1978 and 1979, then again in 1992 and 1993. He was vice president four years and secretary/treasurer four years.

Another past president of Chapter 93, who has donated a great deal of his talents and time to EAA is Bill Fobes. A common sight in the WOODWORKING tent at Oshkosh, Bill was in the center of a group of airplane enthusiasts having a discussion about some phase of aircraft construction. He was Chairman of the woodworking shop at conventions for 13 years, starting in 1976. He continues to work there every day of the convention, but with a few less hours than when he was chairman.

Bill also was a key person in the construction of the EAA Spirit of St. Louis replica. He built all the wing ribs. When asked where he got the plans, he said, *"The EAA Museum at Hales Corners had a Ryan Broom (Brougham - ed.) rescued from a Louisiana bayou. That was essentially the same as Lindberg's plane. We got all the wing dimensions from it."*

Stan Mockrud was in charge of the machine workshop at Oshkosh conventions for a few years, demonstrating the use of machine tools. He worked as a machinist at Madison Kipp. One of his favorite airplane related projects was converting Model A Ford engines for airplanes. His widow, Nora, said she sold five of them after Stan passed away.

TAILWIND TEST FLIGHTS

-- by Eddie Todd

In 1991 Bill Rewey, Cliff Tomas, and Jim Martin put together some historical information to observe the 30th anniversary of EAA Chapter 93. A copy of the charter, listing the charter members was included in those pages. Hal Otterback made plaques for charter members and Bill Rewey took or sent copies of the history and plaques to the charter members who

could be located. As part of that effort, Cliff Tomas and Walt Peterson went to Lodi to visit Eddie Todd one evening at his home. Eddie Todd was one of the most prolific airplane builders in the early years of the chapter.

He was so thankful and appreciative of the visit with Cliff and Walt he wrote a long thank you letter to Cliff dated August 12, 1991. His letter is in the appendix and it contains some fascinating and entertaining reading. He referred to the test flight required by the FAA to certify his Tailwind as a "Suicide Act". It required an instant photograph of the air speed indicator at ten percent above red line and 4.4 G's on a recording meter. A parachute was required and lock nuts removed from door hinges to facilitate a quick exit.

He also wrote about the Tailwind built by Roger Amundson and Don Sundby, from Stoughton. Don Sundby flew the test flight and had some major problems caused by unruly sandbags. Roger Amundson assures me that the stories are true. According to Roger, a sandbag hit the lower part of the control stick when Don was taking the picture of the air speed indicator, sending the plane into a vertical dive. The G meter topped out at 8.3 G's in pulling out of the high speed dive. Apparently Steve Wittman loved to tell this story to Tailwind enthusiasts.

If we think the FAA is tough now, we wouldn't want to return to those "good old days."

This is the "current" end of EAA Corben Chapter 93's recorded history. Since beginning the Chapter History articles in our newsletter, Jonie Forbes and Dayton Sederquist have undertaken the challenge of compiling and writing our history from 1996 forward. This is a big task and any information you can provide is a huge help in this undertaking. If you have archived newsletters, photographs, articles or stories, meeting minutes, etc. please make sure that Jonie and Dayton are aware of your information.