



THE HAYMEADOW FLYER

Our 39th Year!

EAA CHAPTER 640, CENTRAL WISCONSIN

UPCOMING EVENTS

Wright Brothers Memorial Banquet: Apollo 8 Astronauts

Friday, December 7, 2018
5:00 p.m. - 10:00 p.m.
EAA Museum, Oshkosh

[Click Here for More Information](#)

Weight and Balance Presentation

Tuesday, January 8, 2019
Learn Build Fly Education Center,
Wausau Downtown Airport

[More Details to Come!](#)

Rib Mountain Civil Air Patrol 30th Anniversary Party

Saturday, January 19, 2019
Learn Build Fly Education Center,
Wausau Downtown Airport

EAA / FAA WEBINARS

Intro to Weather Briefings

Saturday, November 24, 2018
11:00 a.m. - 12:30 p.m.

[FAA WINGS Credit Available](#)

Post-Maintenance Checklist

Wednesday, December 5, 2018
8:00 p.m. - 9:30 p.m.

[FAA WINGS Credit Available](#)

Tailwheels 101: Inpection and Maintenance

Wednesday, December 19, 2018
7:00 p.m. - 8:30 p.m.

[FAA WINGS Credit Available](#)

NEXT MEETING DATES, TIMES AND LOCATIONS

The December meeting will be held during the annual Chapter 75 / 640 Christmas Party at the Merrill Airport on December 8. The party starts at noon - please bring a dish to pass.



WHAT'S GOING ON IN THE CHAPTER

Dave Harm hung the engine on his RV project earlier this month and is now working on mounting the throttle servo and exhaust system. Bob Mohr is still working on painting his PA-12 project.

Syd Cohen is working on plans to bring the National Ecoupe Convention (which was hosted in Los Cruces, NM this year - read about Syd's journey on the following pages) to the Wausau Airport for 2020.

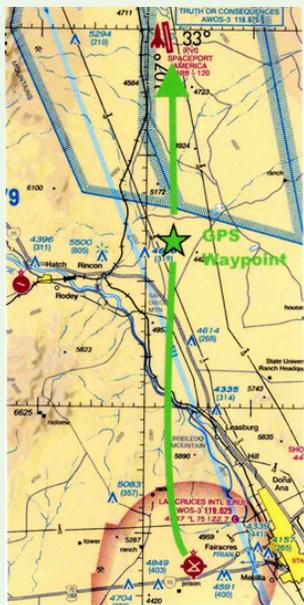
The Learn Build Fly group recently purchased an Epilog laser and is making progress on the aircraft (working on the door frames and brake pedals) and the hangar (working to finish an air line that will run on both sides of the facility for equipment).

The Wausau Aviation Explorers programs are running strong; the most recent meeting featured presentations by retired air traffic controllers.

ERCOUPE FLIGHT TO LOS CRUCES, NEW MEXICO AND RETURN BY SYD COHEN PART 2

I noticed that I had made a mistake in Part 1, published last month. I had written that we had landed Friday in Carlsbad. We actually landed in Los Cruces for the Convention.

Saturday was the big day. We preflighted our airplanes, warmed them up, and took off from Los Cruces at 2 minute intervals. The weather was super clear, and we flew into the Restricted Area with no problems. We could see the Spaceport ahead and descended for landing.



We landed on the 12,000' x 200' runway, taxied to the ramp, and the Spaceport people parked there. Spaceport America is not military. It is staffed by civilians. It is meant for vertically and horizontal launching of vehicles into space. The tenants include SpaceX, Virgin Galactic, Google, Armadillo Aerospace and UP Aerospace. It is located on 18,000 acres of sparsely populated land, just west of the U. S. Army's White Sands Missile Range. Spaceport has had 198 vertical launches, 7 horizontal missions and have hosted 6,000 STEM students.

The prior picture is the view seen by those Ercoupe's who drove to the convention instead of flying, and had to take buses to the complex. It is the west side of the huge hangar, seen looking east. On our tour we were able to walk into the doorway in the center, leading to the upper floor.



You can see part of the 12,000' runway on the east side of the hangar.



We spelled EOC (Ercoupe Owners Club) by standing on the ramp with some of our planes. The picture was taken with a drone.

After Spaceport served us lunch we all departed at 2 minute intervals again. Joe flew us back to the Los Cruces airport, where we tied down, refueled and then rode one of the shuttles back to the hotel.



The building pictured is a huge terminal and hangar, grossing an area of 110,152 sq. ft., large enough to hold 2 White Knight IIs and 2 Spaceship IIs. Virgin Galactic will soon be launching commercial space flights from Spaceport.



About an hour later we all boarded two Greyhound-size busses to go to the War Eagles Air Museum at the Dona Ana County airport at Santa Teresa, NM, on the west side of El Paso, TX. We toured the museum, which was filled with historic aircraft of World War II and the Korean Conflict eras. It also held donated vehicles of many eras.



One of the airplanes was the “Oldest Flying Piper J-3 Cub in the world.” Note that the cowl parts are laced together. We toured the museum, had dinner there, and held our Awards ceremony and then held an auction to raise money for the Fred E. Weick Scholarship fund at Embry Riddle Aeronautical University. We were transported back to our hotel in Los Cruces by the buses.

The next day, Sunday, October 21 was departure day. We were all invited to EAA Chapter 555’s huge hangar for breakfast. The weather looked pretty good, and after breakfast we warmed our engines, took off, heading southeast and climbed to 5500’ to clear the higher ground ahead.



We flew south of these mountains. We retraced our route across the north side of El Paso, and then headed northeast over really desolate country between two Restricted Areas to Roswell, where we refueled. The Roswell Airport is covered with old airliners that are being salvaged. There must be at least 100 of them.

Arden led on the next leg, flying northeast. The Departure Controller told us that an aircraft, type unknown at our altitude was approaching us at our 11:00 and at our altitude. We looked and looked and saw nothing.

Then he told us that another aircraft, type unknown, was approaching us at our 1:00 at our altitude. Again, we saw nothing. Then he told us that a third aircraft was approaching us, again at our altitude at our 12:00. We saw nothing, but then we saw a flock of Canada Geese. Arden told him that it was a flock of birds, and he said no, not possible, because it was transmitting a transponder code. After he terminated radar contact, I told Arden that all this probably was happening because we were departing Roswell. They must have been flying saucers!

We flew past a large group of windmills and then flew between another Restricted Area and Cannon Air Force Base, near Clovis, NM. The chart said we should call Cannon Approach to find out if unmanned aircraft operations were happening between the Restricted Area and Cannon, so I did so. The controller said there were not operations that day.

We crossed into northern Texas and flew about 40 miles northwest of Amarillo, and then past Guymon, OK, finally landing at Liberal, KS for fuel and another candy bar lunch. I also bought a T-shirt that said “Pilots – Looking Down on People since 1903.” We really had another good tailwind, and this leg was 328 miles!

Off again, with Joe and me leading, heading northeast again. We flew past Dodge City, then Larned, then Great Bend, heading for Ellsworth, KS, of Wyatt Earp fame. The wind was fairly strong from the south, so we decided to alter our route a bit and land at Salina, KS. The main runway was 18/36, so we could land directly into the wind. The FBO woman brought us to a motel where we stayed the night. This leg was 219 miles.

We were up early Monday morning, walked to a fast food place for breakfast and then called the FBO to pick us up. They did, and we departed about 8:30 am, heading northeast again, until we got to Winterset, IA, a distance of 262 miles. This was another leg where we flew over four states in about a half hour.

We flew under the outer ring of Des Moines and continued northeast, heading toward Mauston-New Lisbon, WI, but Joe checked the fuel prices on Foreflight and found that fuel was cheaper at Boscobel. We landed there and refueled. They have a nice new FBO building and friendly people. They told us that the Boscobel fly-in would be the first Saturday of August from now on, since their September date sometimes didn’t work our well due to fog in the Wisconsin River valley.

We headed northeast from there aiming at Stevens Point. As soon as we got off the ground at Boscobel we encountered strong turbulence, and kept climbing until we got to 7500 ft, but we were still in it. We suffered through it, but I didn’t start descending soon enough (I should have started the descent as we passed Wisconsin Rapids) so I had to circle the Stevens Point airport twice to get down to pattern altitude. Arden stayed at fairly high altitude and continued to Antigo. I let Joe off and headed home, landing about 5 pm. I was pretty tired by that time.

Totals:

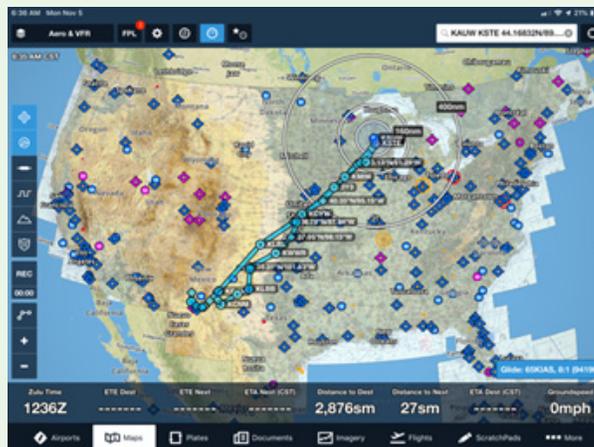
Distance traveled – 2,876 flying miles

Flying time – 26 hours & 21 minutes

Fuel burned (me) – 155 gallons

Oil used (me) – about 1 ½ quarts

We had a lot of fun, saw plenty of interesting things and lots of great scenery. Another good trip!



NOVEMBER MEETING NOTES

- The November meeting was held on Saturday, November 10 at the Learn Build Fly Education Center hangar. The meeting was called to order at 1:03pm.
- A motion to approve the Treasurer’s report was made by Clay Stuebbe and seconded by Bob Mohr. All voted in favor. Currently, 640 has \$32,225.33 in savings, \$1,002.28 in checking and \$175 cash on hand.
- New business included discussion a potential Women in Aviation Day / event at the Wausau Airport. Membership is in favor of such an event and Scott Feldbruegge will investigate further.
- Syd Cohen also discussed his trip to and from Los Cruces, NM (detailed in the November and December newsletters) and mentioned that the Ercoupe Convention may be heading to Wausau for 2020. The event will likely be held prior to Oshkosh (mid-July); Syd will have further details as they become available.
- Darlene Unertl mentioned that she has been working with a group from the Society of Engineers and they are interested in touring the Learn Build Fly center and learning more about the program. Darlene will be following up with additional information.
- A motion to adjourn was made by at 1:19 p.m. by Rick Coe and seconded by Bob Mohr.

FOR SALE



CHEETAH FLIGHT PAD 7 - BEST OFFER

NEW IN BOX - ALSO INCLUDES A GARMIN 196 - \$195 OBO

Package includes GPS tablet with 7” screen, WAAS GPS antenna, automatic updates, 3D “Highway in the Sky” tracking with all US approaches, all US IFR and VFR charting and ADS-B weather and traffic software.

Contact Syd Cohen at 715-573-7063 or sydlois@charter.net

CHAPTER LIBRARY

You are invited to borrow aviation-related books and videos from the Chapter Library, located in Syd Cohen’s hangar. Look them over at the next meeting or call Syd at 715.842.7814 and the hangar will be opened for you. You can also view a list of the available materials at <http://640.eaachapter.org/librarydvds.html>.



CHAPTER OFFICERS

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