

July 2017 Newsletter



**“A good pilot is
always learning.”**

- Jason
Schappert,
MZeroA.com

1st of hopefully many newsletters! Club members - please submit short recaps/stories from trips you've made, along with a picture or two. I'll be soliciting Member Spotlight interviews for the newsletter. Regards - Dani Mortenson: dani.mortenson@yahoo.com

Pilot Alerts

NTSB Issues Safety Alert on PIREPs

The NTSB has issued a new [Safety Alert](#) this week entitled: Pilot Weather Reports (PIREPs): Pay it Forward. The Alert reviews the importance of PIREPs to flight safety and provides tips and resources for pilots to enhance the quality and frequency of their PIREPs. One such resource you can use to improve your PIREPs is the online course, “SkySpotter: PIREPs Made Easy ([ALC-96](#)),” available on [FAASafety.gov](#), as well as a PIREP Notice that went out May 10, 2017, at www.faasafety.gov/SPANS/noticeView.aspx?nid=7155.

Are you Ready for AirVenture?

The “World’s Greatest Aviation Celebration” — EAA’s AirVenture — will kick off on Monday, July 24. The weeklong event is scheduled to attract more than 500,000 visitors and more than 10,000 aircraft which will arrive at Wittman Regional Airport in Oshkosh, Wisc., as well as other surrounding airports. If you’re headed that way, be sure to carefully read and adhere to the procedures in the special event Notice to Airmen (NOTAM). Flight planning for AirVenture should include thorough familiarity with NOTAM procedures, as well as knowledge of primary and alternate airports. Carry a copy of the NOTAM for in-flight reference, which can be downloaded at www.faa.gov/air_traffic/publications/notices/media/6_22_17_ntap.pdf (see Section 5). EAA’s Airventure website also contains a handy pilot resource page for all those flying in at www.eaa.org/en/airventure/aaa-fly-in-flying-to-oshkosh

Flying in the News – ATC Privatization: Woody Minar

I had a two on one breakfast with AOPA President Mark Baker this morning. He was saying that Congress has taken the user fees out of the ATC Privatization legislation but

everything else is staying for now. The only organization that wants this legislation is the airlines. AOPA, EAA, NBAA, and others are ALL against it. He will be back in DC tomorrow for a press conference and meetings to discuss this issue. We both agreed if user fees are implemented it would kill GA and decrease

safety. He believes that if the current legislation passes, it's just a matter of time user fees would be introduced and implemented.

He is still working on improving the BasicMed. It's been very successful in getting pilots back into flying and pilots off the normal process especially when there is a special issuance. I gave him several examples of people I know where the FAA medical folks in Oklahoma City are dragging their feet in somewhat arrogance. One example was a Delta Captain who has waited 45 days for his special issuance ... so he called the FAA. They told him that they have another 45 days to make decision. I said that is ridiculous. I suggested that it would be so beneficial to the pilot if the FAA gave their issuance parameters to the AME, surgeon, cardiologist, doctor, or whoever is involved.

These folks should be able to issue the medical because they are the best ones in the know. He agreed and they are working on that angle. There should be no reason for these delays ESPECIALLY when it involves a THIRD CLASS MEDICAL.

I mentioned to him that we DPE's need legal protection just like FAA Inspectors. We are doing the same exams as they are but we have no protection. I've been in a lot of dialogue with Malisa Rudinger (VP of Legislative Affairs at AOPA) for a year trying to make this happen.

He looked at our 182 that I flew today and asked what its rate was. He said "Wet? That's very reasonable." I mentioned that we got three new members within two weeks and a possible fourth in a month. I don't know the reason...whether it was luck, economy, social media or what...he said that he is seeing more and more pilots joining clubs across the country because of its affordability.

Trip Tell All: Matt Starrett



On May 27th, I took advantage of a perfect Saturday afternoon to fly the 182 up to Grand Marais for the day with my brother Mike, and uncle Darrell. My uncle is very interested in learning to fly and join a flying club and wanted to go up for a short trip to see what it was like. *(hold on Woody.. he's not ready quite yet...)*

The flight was nice and smooth and we had a great view of the north shore as we went north of Duluth just off the shoreline.

Upon our arrival into Grand Marais, we were surprised that the entire airport was a ghost town - not one single person was there – although the airport manager (which I talked to the day before) was supposed to be there to give us the keys to the courtesy car. So after several attempts at calling the airport manager's cell phone, and seeing if there was a local taxi that could pick us up (which there wasn't)... we decided to look around the parking lot in case the airport manager left the keys in the car for us. Surprisingly, there was a car right outside the office backed in with keys in it, so we assumed this was the courtesy car was "intended" for us to use. All was good!



We went into town and had a GREAT lunch at the **Dockside Fish Market** and then walked through town briefly before filling up the gas tank on the courtesy car and heading back to the airport.

When we got back to the airport and parked the car back in the same spot we got the car from, we noticed the airport manager was back and was very apologetic about missing us and cleared up some “confusion” about the courtesy car that we assumed was there for us to use (I’m happy to share the details offline, anytime!).

Lesson learned: Don’t assume anything! All in all. it was a GREAT day of flying.

Safety Tip – CONUS Wx

Important Change to CONUS Text Area Forecasts (FAs)

Notice Number: NOTC7226

What: The Federal Aviation Administration (FAA) and the National Weather Service (NWS) have been working jointly to retire the six (6) CONUS text FAs, while also directing users to utilize finer resolution graphical and digital weather forecast products.

Why: The CONUS FAs (c. 1940) are a suite of products that cover very large geographical areas, have limited text size, cannot account for certain meteorological conditions and are updated only three times a day. Several NWS digital and graphical products are available today that provide the same weather forecast information found in the CONUS FA, but with

much finer resolution in both space and time. These digital and graphical products provide users much improved weather forecast information.

When: A transition period of three (3) months begins July 10, where all the NWS products will be available. ***Production of the CONUS text FAs will cease October 10.***

Where: Only the CONUS FAs are affected. Other (off-CONUS) FAs will continue to be produced, until further notice.

The Graphical Forecasts for Aviation (GFA) can be accessed at: <https://www.aviationweather.gov/gfa>

PowerPoint slides with additional information are available

at: https://www.faasafety.gov/gslac/ALC/libview_normal.aspx?id=132160

Member Spotlight: Dani Mortenson



Occupation: WI-Licensed Professional Counselor/Mental Health Therapist @ Peace Tree Counseling in Osceola, WI-Licensed Massage Therapist and

Bodyworker, Professional 2nd shooter (photographer)

Where did you grow up? Osceola, WI, but haven’t spent much of the past 20 years here.

How did you get interested/started in flying?

My family has 8mm footage of me playing with a balsawood windup plane at the age of 4. In elementary school, my classmate Sydney’s dad, Dick Johnson, offered a balloon ride as a reward for a reading program. Due to my

“imperfect” eyesight, I understood that I couldn’t fly in the military, so I resigned to flying/traveling via airlines. Fast forward to 2010 – my neighbor in Appleton asked me to come along to crew a commercial hot air balloon flight and as a result over the years, I’ve become a crew chief and have been able to fly in other parts of the country. Living in the Oshkosh area and volunteering at AirVenture exposed me to a lot of other pilots from various backgrounds, especially women. I joined Winnebago flying club and completed my training over 2 years while in graduate school. A couple other aviators and I established a student aviation club on campus that is now in its 3rd year. Along with the help of our founding faculty advisor, Andy Miller (now an AOPA ambassador), we offered free ground school to about 15 students, faculty, and community members.

Favorite Airplane: I’ve only flown PIC in C172’s. Balloons are pretty cool too. An attainable dream plane would be an aerobatic or STOL plane. If money were no object, you’d find me in a fighter jet or a helicopter.

Hobbies/Interests, besides aviation: photography, guitar, watercolor painting, hiking, nature, volleyball, marksmanship, woodworking

Describe your favorite flying experience: My experiences are limited, since I’m a new pilot. However, I have to say that my night cross-country training flight to Madison from Oshkosh was one of the most beautiful experiences I’ve had. Remote-controlling runway lights are fun, and the perspective of the world and yourself inside the cabin is really something special. I hope to do another “night flight” staying inside an eclipse path or up north to see aurora borealis.

Something most people/club members don't know about you: I was a 1st princess of Osceola back in the summer of 1992.

Favorite Quote: *"Fall in love with the process...and the results will come."* - Eric Thomas

What you like most about being a member of WRFC: It’s great that there are different planes I can continue to learn and use for different interests. In particular, I want to learn some aerobatic maneuvers. I enjoyed a supportive community in Oshkosh while I was learning to fly. I see WRFC as my local aviation community and hope to see us have fun, keep learning, and stay safe!

Online Workshops: Failure and Off-Field Landing Choices: AOPA ASI

https://www.pilotworkshop.com/tips/emergency_forced_landing.htm

July/August/September Regional Fly-Ins/Events

| DATE | LOCATION | CONTACT | TYPE |
|------------|-----------------------|--|--|
| July 9 | Madison C29 | rogergstuckey@gmail.com | All you can eat breakfast 7:30-12 |
| July 25-30 | EAA Airventure - KOSH | website | Major Airshow, Camping |
| Aug 12 | Rice Lake | rlac@ricelakeair.com 715-458-4400 | Breakfast/Lunch/rides/warbirds/carshow |
| Sept 9 | Osceola | That’s Us! | Airshow/Carshow/Town Fair/Art Fair |

| | | | |
|----------------|----------------------------|----------------------------------|--------------------|
| Sept 20& 23/24 | Flying Cloud (FCM/PKF/PBH) | Ben (612)719-2407 benmcq@msn.com | Progressive Fly-In |
|----------------|----------------------------|----------------------------------|--------------------|

Fun Places to Fly (courtesy of airtreknorth.com)

[Wisconsin Points of Interest PDF](#) from Dept of Aeronautics Wisconsin

[Maddens on Gull Lake](#) (Brainerd Area) Grass Landing strip [9Y2](#): East Gull Lake. Seaplane Access Restaurants, Multiple Golf Courses including a Par 3! Beach

[Craguns on Gull Lake](#) (Brainerd Area) Grass Landing strip [9Y2](#): East Gull Lake. Seaplane Access. Restaurants, Multiple Golf Courses including a Par 3! Beach

[Breezy Pt Resort](#) and Subway, Breezy Point MN, [8MN3](#) Restaurants, Multiple Golf Courses. Beach

[Voyagers Golf Village](#) (Webster Wisconsin Area) [9WN2](#): Voyager Village Airstrip. Seaplane Access. Land the runway between Fairways #1 and #9, 18hole, Par 3, and driving range golf, excellent restaurant, Beach.

[Wings Cafe](#), Brainerd MN [KBRD](#) Right in the FBO. Call ahead for hours.

[Cabela's Restaurant](#), Owatonna MN [KOWA](#) Call Cabela's and have the shuttle pick you up or a short walk. Wild Game Food, Huge Aquariums, Mountain Sized Taxidermy Museum

[Fagen WWII Museum](#), Granite Falls, MN [KGDB](#) One of the best Museums in the upper midwest!...and right on the airport

[Max's Grill](#), [Chatterbox Cafe](#), Olivia, MN Olivia Regional Airport [KOVL](#)

[Upper Deck Restaurant](#), Superior WI, [KSUW](#) Right on the airport. Half the parking is for airplanes, half for cars.

[Hangar 54 Grill](#), Eau Claire WI, On the airport at [KEAU](#) Website says reopening this spring (2016). Has always been a favorite of pilots!

[Jet Room Restaurant](#), Madison WI, On the airport at [KMSN](#) Right on the airport.

[Waters Edge Restaurant](#), Starbuck MN, short walk from the airport [D32](#). Seaplane access. Remember not to put a K in front of this one in the GPS. Restaurant is right on the lake! Public Beach nearby also.

[SkyDine Restaurant](#), Fargo Air Museum, Fargo ND [KFAR](#)

[Airport Cafe](#), Mason City IA, [KMCW](#) Restaurant is right on the airport.

[Harbor View Restaurant](#), Phillips WI, [KPBH](#) and seaplane access. Restaurant is just across the highway. Right on the lake with many Volleyball Courts. Always a fun time!

[Grand Geneva Resort](#), Geneva WI [KC02](#) Resort, Golf, Downhill Skiing, Convention Center

Cable Wisconsin [3CU](#): [Golf](#), [Telemark](#) Condos

Duluth MN Sky Harbor Airport feels like landing on Aircraft Carrier, [DYT](#)

[Devils Track Lodge](#), Grand Marais, MN [Grand Marais, Cook County Seaplane base 0G5](#), Grand Marais Airport [KCKC](#)

[Park Falls Country Club](#), Park Falls, WI Airport [KPKF](#)

[Glen Erin Golf Club](#), Janesville, WI Airport [KJVL](#)

[Lake Lawn Resort and Golf](#), Delavan, WI Lake
Lawn Airport [C59](#)

[Horse Drawn only Mackinac Island](#) MI [KMCD](#)

[Washington Island](#) WI, [2P2](#) By Ferry on Lake
Michigan or Air Only!

[Madeline Island](#) on Lake Superior WI, [4R5](#)

[Barker Lake Lodge](#), Winter WI. Seaplane
access

[Arcadia Lodge](#), Bigfork, MN. Seaplane access

[Sandy Point Lodge](#), Kabetogama, MN.
Seaplane access

[Lakewoods Resort](#), Golf, resort. Cable WI.
Seaplane access

[Harbor View Restaurant](#), Philips WI. Seaplane
and Land plane access

[Fortune Bay Resort, Casino, Golf](#). Tower
MN. [Land and Sea Airport 12D](#)

[Russel's on the Lake](#) Restaurant, Big Lake
MN. Seaplane access

[Lakeside Ballroom and Chop House](#) restaurant,
Glenwood MN Seaplane access

[Spider Lake Golf Resort](#) (9 hole). Hayward WI.
Seaplane access

[TagALong Golf & Resort](#), Cedar lake WI.
Seaplane access

[Meister's Bar and Grill](#), Cedar Lake WI.
Seaplane access W135.

[Sugar Lake Lodge & Golf](#), Grand Rapids, MN.
Seaplane access

[Rutgers Resort & Golf](#), Garrison, MN.
Seaplane access.

[Zorbaz](#), Green lake, MN Seaplane access.

[Lost Land Lake and Restaurant](#), Hayward WI
Seaplane access

[Garmisch Resort, Restaurant and
BeirStube](#) (German Setting), Cable WI
Seaplane Access