

February 2018 Newsletter



“A good pilot is
always learning.”

- Jason
Schappert,
MZeroA.com

Welcome to WRFC's Newsletter – If you'd like more information about our club, please visit www.wildriverflyingclub.com

Cold Weather Flying Operations

From our Operations Manual

All Club aircraft are equipped with a *TANIS HEATER*. Aircraft should be continuously plugged in once the prevailing temperatures consistently stay 40 degrees and lower. A 100 foot extension cord is in each plane so that an FBO electrical outlet can be used to plug it in when away from our home field. Engine blankets should be carried and used to preserve heat.

The aircraft are also equipped with TANIS cabin heaters. Leave the heater in the plane. Ensure it's out of the way of control surfaces. They should be plugged in when the prevailing temperatures are below 20 degrees.

Our hangars are equipped with retractable power cords in the North hangar suspended from the roof with strings operated from the north wall. If these power cords are not completely pulled up when not being used, they could rip off the high tail strobes and antennas when aircraft are moved. This type of damage is the pilot's financial responsibility.

Become familiar with all cold weather operating procedures as listed in each aircraft manual. Undue stress is placed on the metal, electrical equipment and engine during cold weather. When in doubt, or any time the temperature is below 40 degrees, plug in the Tanis heater and cover the cowling with the

blanket when away from the airport. If the engine is cold, i.e., it has not been plugged in, try starting it without priming. If it fails to start, prime it once and try starting it. If it fails this time, prime it again and try a restart. Last resort, push in the throttle all the way, pull out the mixture, and try starting it. If it fails to start, plug it in, put the blanket on, and wait a couple of hours or find a heated hangar and plug in the Tanis heater while in the hangar. The cabin heater can be used to speed up the heating process. You may have to wait a couple of hours before the engine gets warm enough to start. In all cases, do not crank the starter for more than ten seconds at a time and allow it to rest before cranking again.²⁴

Cold weather flight operations.

In cold weather, all pilots need to be aware of the hazards of 'shock cooling' and the negative impact this can have on engines. Refer to POH. Ensure the engine is warm before takeoff²⁰; The aircraft should not be operated when the temperature is below zero degrees Fahrenheit for local flights¹¹; The aircraft should not be conducting "touch and goes", stalls, or slow flight when the temperature is below +10 (positive ten) degrees.¹³ For more information, see Lycoming's suggestions at this link: <https://www.lycoming.com/content/operating-cold-weather> “

Night Flying Tips:

https://aopalive.aopa.org/?utm_source=ALTW&utm_medium=email&utm_content=L3&utm_campaign=171102ALTW

Staying Sharp During Winter Months

Dani Mortenson

Many pilots shy away from winter flying for various reasons. These tips apply whether it's winter flying in the frozen tundra or you have occasion to take a break from flying for any reason:

- Keep armchair flying, just like you did when you first were leaning and couldn't fly due to weather.
- Attend flying club meetings – stay connected with your flying family.
- Watch safety videos on whatever content players you have access to.
- Spend time refreshing ground school topics – below is my current favorite. When learning to fly I did classroom ground school, but during the 2nd year of my training, which was also when the testing standards and test changed, I signed up as a paying member – I tell you, they're worth every penny, and they offer a lot of free videos/lessons through their YouTube channel and Facebook. Here's a recent post with link to



Have you ever practiced an engine failure on takeoff? In a simulated engine failure on takeoff the moment the throttle hits idle the stall warning horn is already on. You have to work quickly to get that nose down and the airplane flying again. In this week's video I demonstrate this as an engine failure with runway remaining. Check out that video here:

<https://www.m0a.com/engine-failure-on-takeoff-runway-remaining/>

Youtube page can be found here -

<https://www.youtube.com/user/MzeroAFlightTrainin>
g

Facebook page can be found here -

<https://www.facebook.com/MzeroA/>

Basic Med Overview

Dani Mortenson

Do you know if you qualify to fly under BasicMed? Is it worth it to go through that process in coming months? Club member, Dani Mortenson, completed BasicMed, after a 3rd class special issuance medical. Here are some tips to help you through the process:

- Schedule your annual exam with your primary doctor (an state-licensed physician, MD) Dani utilized Nicole Smith, MD at Osceola Medical Center, so this doctor has does this process at least once before. 😊
- If you have a different doctor, be sure to drop off or fax them your checklist and the Pilot and Physician's Guide from the Basic Med website.
- Visit AOPA Basic Med to take the self-assessment to see if it's a good idea to proceed: <https://www.aopa.org/advocacy/pilots/medical/fit-to-fly-pilots>
- If you are an AOPA member, you can call a phone number to gain confidential counsel from AOPA Pilot Protection Services.
- Are you curious about current prescriptions you take and how they might impact your flying: "Pilots and Medication" available at <http://1.usa.gov/2u71VqX>.

The FAA BasicMed includes three core requirements:

- Comply with the general BasicMed requirements (possess a U.S. driver's license have held a medical after July 15, 2006).
- Get a physical exam with a state-licensed physician, using the [Comprehensive Medical Examination Checklist](#).
- Complete a BasicMed medical education course (Approved Courses: [Mayo Aerospace](#) & [AOPA](#)).

New Option Available for Online BasicMed Course

An online medical course is one of the required steps for pilots seeking to operate under BasicMed without an FAA medical certificate. A pilot must first obtain a physical examination from a state-licensed

physician using the Comprehensive Medical Examination Checklist (available at <http://bit.ly/2CZUUAd>). A pilot must then complete an approved BasicMed medical education course. In addition to the AOPA course that was approved last April (BasicMedicalCourse.AOPA.org), pilots now have the option to take the online BasicMed course with the Mayo Clinic at BasicMed.Mayo.edu

To date, 25,755 pilots have opted to fly under BasicMed. To learn more about flying under BasicMed, go to www.faa.gov/go/BasicMed.

EAA DREAMING OF SUMMER: AIRVENTURE 2018 (July 23-29) Dani Mortenson



Have you heard about EAA AirVenture in our home state – in Oshkosh, WI?

Take a look at 2017's Celebration Fly-In here: <https://youtu.be/wb6ZD-Fa24>

Upcoming AirVenture 2018 Headlines:

- [Initial EAA AirVenture Oshkosh 2018 Aircraft Anniversaries Announced](#)
- [Rare British Aircraft Coming to EAA AirVenture Oshkosh 2018](#)
- [Building Extravaganzas: AirVenture 2018 Air Show Planning Underway](#)
- [AirVenture Oshkosh 2018 Tickets Now Available](#)

Dreaming of Going to AirVenture – I learned to fly in Oshkosh at Wittman Regional Airport. Volunteering for

several years at AirVenture, I've been able to build relationships across the grounds and I think I could put together a great adventure for any of our aviation enthusiasts/pilots. Of course, we can drive (5 hours), but why don't we fly-in! It's a dream of mine – you'd think, why Dani, you did so much pattern work, lessons there. Well, let me tell you, AirVenture is a different beast altogether. Coming from our direction at KOEO, we would fly east, and then enter into the FISK approach, where we line up like kindergartners waiting for lunch. And then the fun begins. Here are some highlights:

- You can fly in and camp for \$27/ night
- Are you an EAA member(\$40)? – That offers discounts on tickets.
- You can volunteer in many areas, which allow free admission and special experiences. One shift worked allows you the day in, free. I can connect you with folks involved in the:
 - photography element of AirVenture
 - hot air ballooning events
 - flight line operations
 - flight/departure briefing
 - daily newspaper delivery

Included with Admission:

- Access to all Showplane parking areas, including Homebuilts, Vintage, Aerobatic, Warbirds, Ultralights, Lightplanes, Rotorcraft, and Seaplanes
- AirVenture Forums and Workshops with no reservations required
- A variety of evening programs, including Opening Day Concert, nightly movies at the Fly-In Theater, and programming at Theater in the Woods
- Hands-on workshop areas
- A variety of air show activities, including daily afternoon air shows and showcase flights, and the Wednesday and Saturday night air shows
- EAA membership information and merchandise areas
- More than 1 million square feet of commercial exhibits, displays and information from more than 800 exhibitors
- All AirVenture speaker venues, including Museum Speaker Showcase, Authors Corner, Warbirds in Review, and more
- AirVenture Museum admission during the event
- KidVenture

There may be other options for housing from my friends there or our club's own(Emil?), but I'm game for tent camping. If you are volunteering a shift, you are fed by your team, and there are good showers onsite.

AIRCRAFT CAMPING

Flying in to Oshkosh and pitching a tent under the wing of your airplane is perhaps the ultimate way to experience AirVenture.

You must be an EAA member to camp in an aircraft camping area. No pre-registration is necessary and airplane campsites are allocated on a first-come, first-served basis (three-day minimum).

Aircraft camping areas on the EAA AirVenture grounds are segmented into two categories:

- General aircraft camping area (commonly known as the “North 40”) There's an opportunity to “group camp” in the N40 exists with restrictions. See this [form](#) for more details.
- Showplane camping (Vintage, Homebuilt, Ultralight, Rotorcraft and Seaplane categories)

Shower facilities, free public Wi-Fi, on-site transportation, and access to food and supplies are available.

Cost: \$27 per day

Guidelines

Rules? Yea, we have a few. Check out these dos and don'ts to make your stay enjoyable.

Services

Find all of the conveniences available to you, most right on-site!

Are you interested in joining our caravan? Please contact Dani Mortenson, and we can start planning. I can help you make the trip as economical, logistical, and adventurous as possible!
dani.mortenson@yahoo.com



Update on New Equipment



Tip #1: If you want to go to Voyager Village, hit DIRECT TO and type in VOYAG and hit enter twice and this will take you to the airport.

Tip #2: To get METARs on the 430, go to the WPT Chapter and the 7th page will display the latest reported METAR for your waypoint. If you want to check a METAR elsewhere, press the round button on the right side of the 430 and change the waypoint. The 8th page will display the TAF if the airport has one.

Pilot Work Shop Link: Landings

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

Matt Starret Shares: his “Favorite Places to Fly”

#1: KHCD (Hutchinson, MN)

- about 45 minute flight from OEO
- free courtesy car at the airport (it's been available 3 out of 3 times I've been there).. it's an old cop car!
- Crow River Winery is about a 10 minute drive from the airport.. wine tasting for your passengers.. and GREAT pizza and soda for the PIC
- If you pick-up flight following you may get clearance through the Bravo airspace and get a good view of Mpls and MSP airport.. either way you get somewhat of a view of Minneapolis.
- 2 Pics attached from a night flight we did there a few weeks ago.. Mpls pic, Food pic

#2 4R5 (Madeline Island, WI)

- about 70 minute flight from OEO
- no courtesy car, however the airport manager is great and if you call her ahead of time she will plan to give you a ride into town when you arrive (or you can walk 20-30 mins)
 - airport manager, Leslie Mack @ 612-269-8752... she's got a sweet 69 Buick convertible
- lots of great restaurants in town

#3 KPKD (Park Rapids, MN)

- about 80 minute flight from OEO
- free courtesy car at the airport.. however it's rarely available. If you want to have a car waiting for sure, call the car dealership in town and they will rent you a car and bring it to the airport ahead of time (call Brent at Theilen Motors, 218-732-9818).. it's fairly reasonable - and what I typically do whenever I go to PKD (about once a month).
- There's a great bar on main street called "Royal Bar" that has really good burgers. There's also lots of other restaurants.
- Let me know if you're heading to PKD! I also have a cabin about 5 miles from the airport, on Portage Lake.

#4 KPBH (Phillips, WI)

- about 60 min flight from OEO
- I think they have a courtesy car, but I've never used it.. you can walk across the street from the airport to a great restaurant called Harbour View
- Woody is familiar with this town. He can tell you about where to get some super-secret-special desert in the back of some grocery store.... but I think you need a password.

#5 KCKC (Grand Marais, MN)

- about 100 min flight from OEO
- awesome flight along the north shore once you get past Duluth
- there isn't a courtesy car at the airport, however the airport manager will give you a ride into town, and they also have a local taxi lady.. Her name is Hariette @ 218-370-9164

Others, I think everyone's aware of already:

- KBRD, Brainard - great breakfast at the cafe right at the airport "Wings Cafe" - but only open until 330pm

- KEAU, Eau Claire - good lunch or dinner at the cafe right at the airport "Hangar 54 Grill".. opens at 11am
- KSUE, Superior - restaurant at the airport
- 9WN2, Voyager Village

Member Spotlight – Bob Moore



Occupation: Moore Contracting, self employed - carpenter, painter, and general remodeling.

Where did you grow up? Grew up in southwest Minneapolis near lake Harriet

How did you get interested/started in flying? My dad took us to the airport to watch airplanes land. My older brother had his private license. Dave Geise taught me in the champ.

Favorite Airplane: B-17, P-51 and any other WWII plane

Describe your favorite flying experience: Woody Minar and I flew down to Tampa then over to Hilton Head. One of our stops on the way back was Indianapolis International Airport.

Something most people don't know about you: I'm a night owl and don't much like the morning.

Favorite Quote:

I will instruct you in the way that you should go. I will be your eyes and council you. Psalm 32:8

What you like most about being a member of WRFC: The group of people in the club are some of the finest people I have met.

January/February/March Regional Fly-Ins/Events

DATE	LOCATION	CONTACT	TYPE
Feb 25 8-12pm	KRRT Warroad, MN	Dave Paulson@21 8/386-1818 or 218/386- 2098. E-mail: dpaulson@s sbwarroad.c om	Frozen River(Ski) and KRRT(whe els) Fly-In & Breakfast
Mar 3	Twin Pines Resort, Garrison, MN	www.eaa551.org and/or www.twinpin.esmillelacs.com	Frozen Lake Fly-in

Quotes & Quips From The Right Seat Woody Minar

(Article appeared in the Feb/Mar 2018 issue of Midwest Flyer Magazine)

No matter what kind of pilot you are, communications is key to getting things right and receiving the right answer to a question that's been asked. As a DPE, I've learned that sometimes the applicant and I just aren't on the same page. But as time has passed, I've learned that a correctly worded question needs to be asked to yield the answer I want. Here are some examples.

When testing the pilot's knowledge on when supplemental oxygen is needed, I used to ask "When is oxygen required?" The answer I got was "All the time." Yup, the applicant answered the question that was asked. A follow up was asking what the service ceiling was which is usually above 14,000 feet. I'd then ask "Could we stay up there all day until we ran out of gas?" "No, we need a thirty minute reserve so we'd have to come down."

"What's the difference between Vx and Vy?" Expecting to get an explanation of each, I got "Eight knots." Once again, you get what you ask for.

I have given this scenario: "You've got a passenger who starts to hyperventilate. What can

you do to help alleviate that problem?" The usual answer is, among other things, "Breathe into a bag." To help settle the applicant's nerves, I'll then ask "Paper or plastic?" One reply was "Do I like the person?"

When their hands are shaking, I try to relax the applicants as much as possible by telling related stories or humorous anecdotes. But, when they are wearing a short sleeve shirt in the plane when it's 15 degrees outside and they turn down the heat, you know they are really nervous. Sometimes they share their humor with me such as the time when I took the controls and I said "I have the controls." The applicant obligingly said "You have the controls." and I responded "I have the controls." Well, this then got the responses "You have the controls." "I have the controls." "You have the controls." "Yes. I do have the controls."

As a CFI, it is important to teach our students the right stuff. One student of mine early in my teaching career used to take 20-25 minutes to do a pre-flight on a 172. I soon learned that I had to book the plane for at least a half hour longer than normal. I certainly didn't want to rush him. There were some screws missing on the cowling and other places and each time he did a pre-flight there seemed to be another screw missing. He once asked me "How many screws have to be missing before it's not airworthy?" Good question. I jokingly said "When it starts flopping in the wind then we should be concerned." "Oh."

Another student was just learning to do landings. We hit a little wind shear one time and as we dropped a bit I exclaimed, "WHOA!" Without missing a beat, he put his right arm across my chest and said "Settle down Woody. We'll be alright."

Another student was always coming in too low when we were doing landings. On Runway 10 at Osceola (KOEO), there's a state highway about 900 feet from the threshold of the runway. After one of his landings where he thought he was higher than the others he asked me "How was that approach?" I politely stated "All I can say is that the truck on the road had to stop and wait for us to pass by."

I have several second cousins living in the Czech Republic. One of them came to the U.S. for a month and I took him flying a couple of times along with giving him a glider ride in a Czech-built Blanik L-23. He enjoyed the ride and thermalling until we entered downwind: then he got sick. Oh my. We landed and got out. The first thing he said (in English), "F'ing Czech gliders."

I hum or make various sound affects in the intercom as part of a student relaxation technique. My student was doing very well and I complimented her on the skills she had achieved thus far in her flight training. Her reply? "Ya, uh huh, coming from a person who makes [flatulent] noises through the intercom."

Communicating with ATC is one of the hardest parts of IFR training. They give you instructions, you repeat them back, then you execute them. Minneapolis Approach instructed my student "You're five miles from BOKYA, turn right heading two three zero, maintain three thousand until established on a published portion of the course, cleared for the ILS two seven at Anoka." The student looked at me through his goggles, threw up his arms and said "I'm never going to get this [stuff]". A year later during some refresher training, the clearance read back rolled off his tongue as if it was his first language. I looked at him, threw up my arms and said "I thought you'd never get this [stuff]".

We were returning to Osceola from Sturgeon Bay (KSUE) after a salmon fishing trip on Lake Michigan. We filed IFR and a VFR pilot was flying the plane while I was in the right seat. He needed work on his communications and was doing pretty good. I told him if he didn't know what to repeat back to ATC, I would tell him what to say. We were flying along just fine and Green Bay Approach called another aircraft and said "Say altitude." I jokingly said through the intercom "Altitude". Wouldn't you know it? My pilot keyed the mic and said "Altitude". Doh!

Along this same line, my first very IFR lesson was in Rush City (KROS) in a 172. We were on our way to Siren (KRZN) to do some VOR work. The cockpit was quiet and I figured I was doing well. Then the instructor nonchalantly said "Do you have something against going to Siren?" "Why?" "Look at your DG." I had made a 180 degree turn without knowing it – completely omitting the DG from my scan. A couple lessons later I asked the instructor, "Why do you always bring along an open can of pop?" He said "When I have to go to the bathroom, it's time for the lesson to be over."

And, with that, so is this article.

Fun Places to Fly (courtesy of aireknorth.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 OG5](#), 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