

FORWARD IN AVIATION



Volume 2 Issue 1

March 2004



What's in Store for 2004 —Working hand-in-hand, we accomplish much

The board members of the Wisconsin Aviation Hall of Fame assembled in January to discuss the organization's 2004 goals. Out of the planning meeting came a list of key accomplishments that the organization expects to achieve by year-end.

Broke down by category, here is a list of some of the 2004 objectives:

- Annual Banquet: Meet/exceed the 2003 attendance record of 215. Send a special invitation to WAHF inductees.
- Board Meetings: Establish work committees to help accomplish our goals.
- Nominations: Increase the number of nominations to the hall of fame. Survey aviation hall of fame organizations from other states on their nomination criteria and selection process.
- Fundraisers: Continue the silent auction fundraiser at annual banquet. Establish a WAHF sponsorship program.
- Membership: Develop programs to encourage renewals; cut non-renewals.

- Scholarship: Seek contributions so that the scholarship fund equals \$15,000 by year-end. Receive a scholarship application from each of the state's schools offering an aviation program.
- Speakers Bureau: Continue to share Wisconsin's aviation history throughout the state. Encourage board members who haven't done a presentation to give at least one.
- Collect and preserve history: Affiliate with local and state historical societies; initiate a project with them.

While most of the goals of the organization can be accomplished by the WAHF board members, some will require the help of our dedicated members. The board especially depends on WAHF members to seek out and share information on potential inductees. Help is also needed in establishing work committees, such as the annual banquet committee. Please call or e-mail to tell us where you can offer your expertise. See the back page for more information.

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WAHF Mission Statement:

To collect and preserve the history of aviation in Wisconsin, recognize those who made that history, inform others of it, and promote aviation education for future generations.

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New Name, New Look, New Content —Forward in Aviation Shares Wisconsin's Aviation Stories

Just 15 months ago, the Wisconsin Aviation Hall of Fame introduced a quarterly newsletter entitled *WAHF FLYER*. With a small start, the readership grew, along with each issue's content. Soon it was apparent that the WAHF FLYER needed to switch gears a bit to better reflect the goals of the organization and the newsletter itself. With those changes comes Forward in Aviation, the newsletter that provides stories of Wis-

consin's aviators who have either made or are making a difference in Wisconsin's aviation history. The goal of the Wisconsin Aviation Hall of Fame is not just to preserve Wisconsin's aviation history, but also to collect it and share it with others. It is our hope that the stories included in Forward in Aviation will provide a means of reaching that goal, and that our readers will find them entertaining and educational as well.

President's Message

—By Keith Glasshof

From time to time every organization experiences change.

No less can be said for the Wisconsin Aviation Hall of Fame. As of October 2003 the Wisconsin Aviation Hall of Fame has a new board member. His name is Bill Reese of Eagle River. Bill will fill the position left open by Bob Wiley, Wausau, a highly capable and dedicated board member who has retired from the board of directors. (You'll learn more about Bill in the June 2004 issue of "Forward in Aviation".)

At the same time there has been change at the officer level. After 16 years as Secretary of the WAHF, Duane Esse has elected to change his role in the organization – he plans to try his hand at simply being a board member. Also, long term board member and current Treasurer John Dorsey has been elected by the Board to also serve as secretary for the organization. Finally, Rose Dorsey has been elected to the position of President, while I will take on the responsibility of managing the induction of new members. Michael Goc will facilitate the annual dinner and awards ceremony.

The impact of these changes will be positive. The new leadership, the renewed level of energy, and the re-freshed commitment to accomplish our goals will propel the organization forward. That is indeed positive. Sixteen years as as secretary, but Duane Esse's title did not do justice to the amount of hard work he gladly did for the Wisconsin Aviation Hall of Fame. Duane faithfully attended



It takes a lot of time and commitment to coordinate all the details when making an induction into the Hall of Fame. Keith Glasshof (left) accepts that role in 2004, with guidance from Duane Esse, former secretary and Inductee Awards manager.

meetings; taking notes, preparing agendas, and coordinating all aspects of the bi-monthly meetings. But as secretary, Duane did much more than that. He handled all of the membership details, including renewals, a big undertaking for one person. In his role as Inductee Awards manager, he contacted inductees and family members, ordered and sent invitations, compiled information for the awards ceremony program, coordinated details with EAA—you get the idea, he did it all! With airplane and Ford Model A projects and a new granddaughter to keep him busy, Duane, a charter member, has stepped down as secretary, but we're glad to note that he will remain active with the WAHF as a board member.

Thank you Duane, for your many years of dedicated and exceptional service to the Wisconsin Aviation Hall of Fame.

100th Member Announced in WAHF Membership Drive

—Flying Doc supports Wisconsin's aviation history

A flying physician from Wisconsin Rapids was the 100th person to join the Wisconsin Aviation Hall of Fame (WAHF) during its 2003 "100 for 100" Membership Drive, which ended December 17, the centennial anniversary of the Wright Brothers' first flight.

Tim Wogahn, a family practice physician originally from Cedar Rapids, Iowa, is a private pilot who has been flying since 1999. He's a 1/3 owner of a 1960 Beech Debonair, along with fellow physician Doug Galuk and Aviation Educator Dan Fara. Wogahn became part owner of the Debonair in September 2003 and has already logged over 150 hours in it. Married to wife Linda and a father of three, the 300-hour pilot has made several trips throughout the Midwest, including, before its closure, Meigs Field on Chicago's lakefront. Wogahn also flew to Canada recently for a fishing trip with his brother.



Dr. Tim Wogahn with his wife, Linda, while enjoying a flight from the passenger seats.

WAHF member Tom Voelker, yet another Wisconsin Rapids flying M.D., referred Wogahn to the organization. Wogahn said he didn't hesitate to join the organization when Voelker mentioned the worthy programs the organization supports, such as a \$1000 aviation scholarship. "I feel it's important to support Wisconsin's aviation history, and joining was a great way to commemorate the 100th anniversary of the Wright Brothers' first flight," said Wogahn.

Wogahn's membership helped the organization reach its 2003 goal of 100 new member supporters by December 17. In the final days of the drive, the organization not only met but also exceeded its goal with 102 new members coming on board.

See page 7 to see who joined in '03, or visit the Wisconsin Aviation Hall of Fame website at <http://www.aviationhalloffamewisconsin.com>.

Wisconsin-Style Wright Re-Enactment

—Thomas family flies famous 12 second flight



It wasn't a 1903 Wright Flyer, and it wasn't on the sandy dunes of Kitty Hawk, NC, but to a family trio from Madison, Wisconsin, it was close enough.

Tom Thomas, pilot-in-command of the UW Flying Club's Cessna 172 used to re-create the 12 second flight, said December 17, 2003, started out on a positive note when his 3-year-old granddaughter, Emma Soderholm, called him at 6:00 a.m. (with mom's help dialing the number) to wish him a "Happy Century of Flight" day.

Shortly afterward, Thomas called Dan Hoke, Tower Manager at Dane County Regional Airport (KMSN). Thomas told Hoke of his plan to fly Emma and daughter Stephanie Kirchner, an Airport Operations Supervisor at DCRA, on a historic mission to recreate the famous 12 second, 120 foot first flight of the Wright Brothers, precisely 100 years later – right to the minute. Hoke, who had watched a Wright Brothers program on television the night before, approved the flight, traffic permitting. That's where the good luck ended for the Thomas clan.

"When the Cessna 182 that I initially scheduled back in



WAHF Member Tom Thomas with Co-pilot, Granddaughter Emma Soderholm

June wouldn't start, we needed a back-up plan," said Thomas. "The 182 was pre-flighted and ready to go by 0845, but it wouldn't fire off. At 0915, closing in on the 0935 local time/1035 EST deadline, I asked Stephanie to go into the office for the keys to the 172 and start the pre-flight. If she hadn't been there, we would never

have made the 0935 window. She saved the day."

Submitted Photo



Three generation Thomas Team on December 17, 2003. They re-created the Wright's first flight, exactly 100 years later, right to the minute.

"The 12 second flight finally took off, and landed, at the specified time. The tower people commented, 'Wow, that wasn't a very long flight' as we taxied off the runway. I'm sure we went more than 180 feet in our 12 seconds, maybe 13 or 14 seconds with the 172 floating, but it didn't take long at all. That was the amazing part. I would have liked to have done the four follow-on flights (of the Wright Brothers) in sequence, but it wasn't in the cards."

Thomas, an Aviation Education and Management Section Chief for the Wisconsin Department of Transportation's Bureau of Aeronautics, has been flying since 1965 and is a former Air Force pilot. He once landed a Boeing 377

Stratocruiser in 1400 feet of runway at the now-closed airport in Dodgeville, Wisconsin, where the plane sits on display at a roadside inn. He and wife Jeanne are parents of five daughters and grandparents of eight. He said the flight would settle in as one of the more fun moments in their lives. "Emma was a gem. She loves airplanes and horses. When she grows up, she wants to be a pilot."

Dressed in an airplane t-shirt she got at Oshkosh AirVenture 2003, a smiling Emma said of the flight, "It was really fun. My cousin Anna was really sad because she couldn't come along. Let's do it again."

As the family reflected on their mission over a cup of hot chocolate at the on-field Jet Room Restaurant, Thomas gave credit to the professional tower staff at MSN. "We couldn't have done it without the support of the best ATC in the country. It seemed easy, but hurdles were thrown up at about every turn. We persisted, and it came about."

How does Thomas think the Wright's would feel about the cloned flight?

He answers with a smile, "I think the Wright Brothers were smiling as they looked down upon us as we accelerated down the runway. Maybe they were instrumental in helping us get over the hurdles that kept popping up."



Recommended Reading

Mustang Ace, Memoirs of a P-51 Fighter Pilot

Mustang Ace, Memoirs of a P-51 Fighter Pilot, is a personal account of the experiences of 2003 WAHF Inductee Lt. Col. Robert Goebel (USAF, retired). With clear recollection, the book tells of his teen-age days when he hitch-hiked from his home in Racine to Texas; his Army Air Corps Pilot Training; and his wartime experiences in Panama, North Africa and Italy, where he became a WWII Double Ace. Don't miss this memorable story.

This great book can be ordered directly from the author. Mr. Goebel would be happy to include an inscription, please provide the name of the individual to whom it is to be written. The cost is \$24.95 plus \$2.00 for shipping and handling; a total of \$26.95. Personal checks Ok. Send the order to:

Robert J. Goebel
23041 Nadine Circle
Torrance, CA 90505

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—Unique sign marks the field



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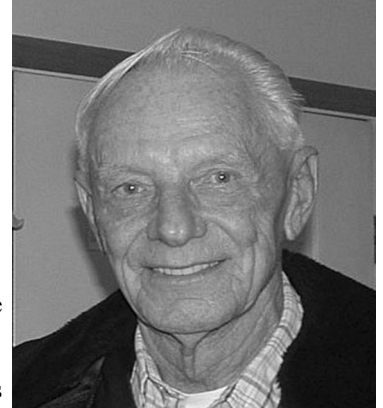
A dedicated group of flyers at a friendly country airport did just that. A Continental radial engine now announces the location of the Wild Rose Idlewild Airport (C23). Don Gunderson, former 18-year airport manager, said Wild Rose (WI) Airport Association member Jim Stark donated the old Continental for use as the showpiece for a new airport sign.



An old Continental now points the way to the Wild Rose Airport

"The whole project took about four months," said Gunderson. "We had a good group of guys helping out – Don Mahn, Don Nickel, Ron Bender & Brett Wilke, to name a few. Jim spent a lot of time cleaning up the engine, which didn't have a prop. Ron Unertl, from nearby Central County Airport, donated one. Ken Lapp, a machinist, made an adapter so the prop would fit and he designed mounts to attach the engine to the sign." "The project ran into a delay," Gunderson continued, "when we poured the cement for the sign's foundation. It was

a disaster! The forms collapsed and we had cement all over the place. So of course, we had to build new, stronger forms and order another load of cement." He said the 50-some members of the Wild Rose Airport Association are the "best scroungers in the business," as materials were scrounged up from local businesses and around the airport. Old sheet metal was discovered for the sign's roof, while the lettered boards from the original sign were incorporated into the new one."



Don Gunderson

"A healthy dose of airport support comes from local businesses," Gunderson said, "because the airport is almost completely self-supporting. The local business people realize the positive impact the airport makes on the community. We even get support from people who won't get in an airplane," he exclaimed, "One guy told me, 'I'll support the airport, but I won't get in a plane with you.'"

Since the small airport with two grass runways does not receive federal funding, income comes from donations, association dues, hangar rents, and an annual June fund-raising event, a fly-in breakfast and pig roast. An area favorite, last year's event attracted 110 airplanes and diners by the carloads. "They came for breakfast, then stayed for the day - they walked around, looked at the airplanes, and stayed for our pig roast. Airport Association member Art Korleski starts the hog the night before. It's a 200 pound hog, the live weight, which gives us 120 pounds of pork."

Installed in the fall of 2002, the new airport sign receives much attention from the pilots flying in and those who drive by. "People drive by, stop and back up, and get out to take a closer look. Some even take pictures," said Gunderson.

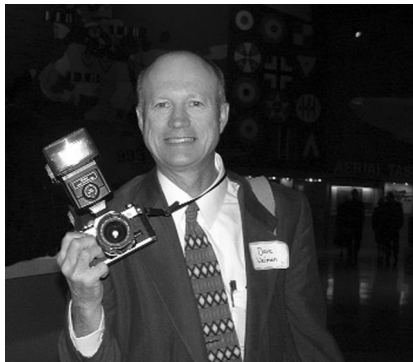
Gunderson cordially invites all to visit. "The airport sits about 45 miles NW of Oshkosh (WI). The east/west 2990' runway, 9/27, is plowed in winter and open year round, while 18/36 – at 1600' – is not. The best time to come and see us and our sign is on the weekends, when most of us are around. It's a small airport, we have just 21 hangars, but it's a friendly place. We have a pilot's lounge where you can take a break and have a soda."

Do you have news to share?

Have news to share about your aviation-related activities, your airport, aviation personalities in your community, or anything else of interest to our readers? Let us know! Call Rose Dorcey 608-836-9840. E-mail: flyer@aviationhalloffamewisconsin.com.

2003 Banquet Wrap-Up

—A 'splendid event,' because of its guests



Dave Weiman, Midwest Flyer Magazine



Tim Hoeksema, Midwest Airlines, with wife, Jan



Angela Uhl & John Chmeil, Wausau Flying Service



EAA Pastor Ed Riddick with his wife, Lois



WAHF Members Carroll & Bob Kunkel



Dave Greene, WI DOT-Aeronautics, with EAA President Tom Poberezny



Bob Wylie with EAA Founders Audrey & Paul Poberezny



Charles Taylor, II



Kurt & Amy Hartwig, Eagle Fuel Cells, with Tom Thomas

Take a look at the smiling faces above. These people are smiling because they had a great time at the 2003 WAHF Investiture Ceremony & Banquet. According to many WAHF members, the event was one of the best in its 18 year history.

The WAHF Board of Directors made an extra effort to make the 2003 banquet extra special, in honor of the centennial anniversary of the Wright Brothers' first flights. An enhanced Power Point presentation during the awards ceremony, a silent auction that raised over \$2000 for our scholarship program, and several other factors contributed to a successful event.

Ultimately though, it was the people who attended that

made the event special. We were honored to have so many of our previous inductees in attendance; their presence alone gave the event an even more prestigious feel than we're accustomed to. Thanks to Paul Poberezny, Roy Shwery, Tom Poberezny, Archie Henkleman, Richard Knutson, Tim Hoeksema, Bill Bordeleau, and Preston Wilbourne for attending. A special thank you goes to Inductees Robert Goebel and Marie Schuette, the families of Melvin Thompson, Charles Wood and Thomas Hamilton, and all who attended.

WAHF Member Bob Kunkel (above) summed it up perfectly, "I thought the 2003 banquet was the best induction banquet I've attended and I've been to most." Thanks, Bob!

Take Flight, Read!

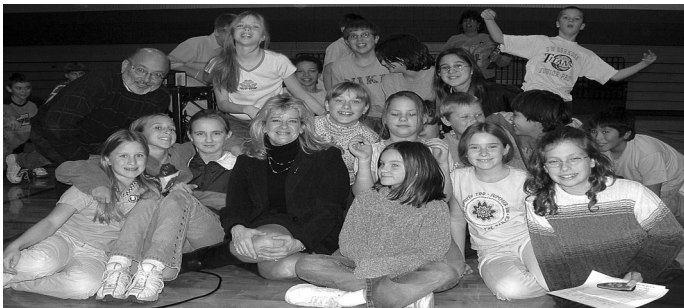
—Reading program uses flight as teaching tool



The Spirit of Flight is alive and well in a tiny community nestled in the heart of America's Dairyland, thanks to the initiative of the Wild Rose, Wisconsin School District. Under the direction of Joanne Pflug, District Reading Specialist, along with a dedicated reading promotion committee at Wild Rose Elementary, a week's worth of aviation-related activities were produced to inspire a new crop of young people to explore the field of aviation.

Nearly 300 students in grade levels K – 5 took part in the school's Take Flight, Read! program, one that fosters in its students a "love for reading" while at the same time celebrating the centennial of flight in America, according to Elizabeth Dohr, reading committee member. Ms. Pflug agreed, saying, "Take Flight, Read! is a district initiative. We decided to use the flight theme for book week this year to commemorate the 100 years of flight. We ordered theme bookmarks, posters and other materials from the American Library Association to kick-start our theme." The school presented a wide range of aviation activities to its students, including state aviation history displays, and both a Wright Brothers and Wisconsin Aviation History presentation by John and Rose Dorcey of the Wisconsin Aviation Hall of Fame. Students from Pleasant View Elementary School, 13 miles to the east, also attended the presentations. The program culminated with a field trip to the Wild Rose Idlewild Airport and a visit to the EAA AirVenture Museum.

The highlight of the week's activities was a "Flight Around The World" – when the students "flew" from one classroom to another, passports in hand and propeller-fitted beanies on their heads. Ms. Pflug acted as a flight attendant, announcing arrivals and departures over the school's PA system. Students from nearby Wild Rose High School also got on board; they visited the school to read to the kids. An 8' x 8' world map, made by the students, hangs in the school's main hallway, announcing their travel destinations to visitors. Each class chose a country to visit; then decorated the classroom with the national flag, maps, and particulars of the country's customs and resources. Visitors to Britain enjoyed a "spot of tea" while Brazilian visitors hiked through the rainforest. "The flight theme was used as a tool to learn more about the geography and climate of the 'countries' visited," said Dohr. "Our students learned much about the world we live in, in addition to the history of flight."



WAHF's John & Rose Dorcey having fun with the 5th graders.

A Wisconsin aviation history display was on exhibit in the school's library. It served as an educational backdrop for the libraries' aviation books that were pulled from its shelves and displayed to promote the event. The history display is provided to state airports and schools by a cooperative effort of the



Elizabeth Dohr, Wild Rose School

WisDOT Bureau of Aeronautics, the Wisconsin Aviation Hall of Fame and the Wisconsin Wing of the Civil Air Patrol.

Reaction from the future aviation leaders was positive, if not downright bubbly. The youngest students "ooo'd and aahhhed" at the stories of the pilots' flight experiences and images of the "cool airplanes" that were shown, while the older kids inquired of the age that they can fly an airplane and when they can be licensed. While learning about the Wright Brothers' first flights, the K – 3rd graders were asked to walk the length of the gymnasium and stop when they reached their estimate of the length of the first flight. "The hands-on activities kept their interest level up and gave the students a much better perception of the aviator's accomplishments," said Ms. Dohr.

One of the goals of the program, according to Pflug, was to encourage learning and lifelong reading skills. Based on the enthusiasm of the kids, the event was an overwhelming success. Taylor, 10, said, "It was wonderful when Mrs. Montgomery came in and read the book, 'The Wright Brothers' First Flying Machine," while Bronson, 8, said, "I learned it was hard work controlling a plane."

"The teachers did a great job," said Pflug. "They took off on the theme and generated a lot of information for the students on the Wright Brothers and the first flight. The Friday activity, 'Take Flight Around the World' was awesome. Each class did a tremendous job with their countries and sharing the information."



With great coordination of the teachers, students, and staff in the Wild Rose School District, the Take Flight, Read! program was an overwhelming success.

100+ New Members in 2003

—It's Not 1M Young Eagles, But For WAHF, It's Pretty Neat!



It was a goal that 15 months ago seemed achievable, but not without a tremendous effort from our dedicated WAHF members, our Board of Directors, and friends. Throughout the year, we shared with our aviation-minded friends the goals and achievements of the organization, the worthy programs we support, and the stories of Wisconsin's early aviators. We attended many special events, such as the Aviation Education and History Week at DCRA, and were asked to speak to a variety of clubs and organizations, both aviation-oriented and not. The Wisconsin Aviation History display, a joint effort of the WisDOT Bureau of Aeronautics, WAHF, and the Wisconsin Wing of the Civil Air Patrol, zigzagged the state's airports and schools and was viewed by an audience of over 20,000, all in an effort to raise awareness of both the organization and Wisconsin's rich aviation history.

We had fun at these events, and we met a lot of wonderful people. Many in the audience shared stories of their past flying experiences, a story on one of our inductees, or even told of someone they feel should be nominated for induction into the Hall of Fame.



New Member Dick Hanusa (center) with life member Jim Szajkovies and his wife, Donean.

It was at these events that several people joined the organization, while others were referred by our members. We offer thanks to all of our friends

who continue to support the organization in so many ways, and we salute you for your efforts in making the Wisconsin Aviation Hall of Fame be all that it can be. It was a great effort and a great success! The following list shows over 100 new members who joined during 2003. We thank each and every one of you for your support, for your kind words and encouragement, and we hope that you'll stay with us for a long, long time.

John Alexander, Bill Baker, Diane Ballweg, Leroy Brandt, William & Gen Bancroft, Herb & Fran Brende, Larry & Karen Broitzman, Garry Bunz, Gene M Calkins, Jim Casper, Tom & Patricia Chase, John Chmiel, George Colletti, Frances Connors, Mark Coyne, Robert Cushman, Wayne E Daniels, Darrell Degelau,

Ray E Delaurier, Jon Dickinson, Gary Dikkers, John Dorsey Sr, Kerry J Drake, Scott E Dumbauld, Col. Gary Ebben, Charles Elson, Lynn Erickson, Robert H Eskuche, Rich Fischler, John Fisher, Ken Freiesleben, Alice Gaier, Frank S Gattolin,

Frank Goonan, William Green, Michelle Grose, David C Haas, Bob & Bevi Haimerl, Joseph Hand, Dick Hanusa, Max Harner, Carl & Nancy Hartwig, Kurt & Amy Hartwig, Richard A Hartwig, Lyman Hatz, Robert W Hiller, Paul C Hollowell, Michael J Kaufman,

Jim Kazmierczak, Mike & Stephanie Kirchner, Kenneth Kowalski, Jim Kress, Steve and Sharon Krog, Darcy Kulesha, Ken Kulesha, Bernie J Laird, Tim Madaus, Martin & Jennifer McLaughlin, Jerry Mehlhaff Jr, Robert Meineke, Jim Meier, Kenneth Meier, Charles Moelter, Donald "Doc" Mosher, Scott Nolinski, Joe Norris,

Michael L. O'Connor, Phillip Owens, Bill Peroutka, Staber (Bill) Reese, Quentin & Barbara Rench, John Reynolds, Bill Rewey, Jerome Ripp, Jeanne Robinson, William Ruck, Dr. Ron Schmitz, John Schunk, Dr. Claude & Pat Sime, Dan Simpson, James & Becky Soderholm, Jim Sonnleitner, Steven Stauber, Gayle Stearn, Brig Gen Dennis B Sullivan, Ronald Swensen,

Robert Taylor, Jeffery Taylor, Emil Thomas, Helen Thomas, Jake Thomas, David W Tiede, Doug Tomas, Doug Tomlinson, Keith Venema, James & Sandra Wagner, Phil & Audrey Waitkus, Dale & Nancy Walker, William Walkington, William T Wambach, Robert Ward, William Webster, Thomas Winscher, Tim Wogahn, M.D.

Thanks to all who joined in 2003!



'Sky High' Web Site Offers Aviation Photography

—Wisconsin Historical Society Thanks Michael Goc

Sky High is a new online exhibit of aviation photography, drawn from the picture collections of the Wisconsin Historical Society Archives, the Wisconsin Center for Film and Theatre Research, and the University of Wisconsin-Madison libraries. The website features high quality aviation photography available for purchase.

The *Sky High* exhibit is divided into eight galleries of images from the Wisconsin Historical Images database. Search photo galleries such as Aerial Enthusiasm, Speed and

Distance, Early Bird John Kaminski, Wright Days and more.

WAHF Board Member Michael Goc is acknowledged on the web site, which reads in part, "This exhibit would not be possible without the exhaustive research of Michael J. Goc in *Forward in Flight: The History of Aviation in Wisconsin*."

View the website at the following address:
<http://www.wisconsinhistory.org/libraryarchives/aviation/>



Maggie Flood Says Thanks

—Scholarship recipient grateful for funds received



If you've made a contribution to the WAHF Scholarship Fund, you'll appreciate reading the following letter from Maggie Flood, our 2003 \$1000 Scholarship Recipient. Maggie's heartfelt words show how the contributions we make are appreciated by those who benefit from them.

Dear WAHF Officers and Board of Directors:

Thank you very much for honoring me with the Carl Guell Scholarship at the awards ceremony. The scholarship was a great financial help which completely paid my tuition and books for this quarter. The ceremony at the EAA was very special to me and my children. The last time we were at the EAA Museum was with my husband and I know he was with us the night of the awards dinner.

I have never been honored for the work I have done in such a public manner before, and to see the pride on my



Maggie Flood, with sons Ben & Jack

children's faces that evening is a vision I will always hold in my memory. The WAHF did a wonderful job of organizing the awards ceremony. My children and I really enjoyed learning about Wisconsin's rich aviation history. The boys wanted to come back to the museum the next week-end.

I hope that I can be of assistance to the Wisconsin Aviation Hall of Fame as an A & P in the future.

Once again, thank you for the hard work your organization does to make this scholarship possible.

*Sincerely,
Maggie Flood*

Editor's Note: To read more about Maggie Flood, see the December '03 issue of WAHF FLYER.

Joe Norris, Country's First AB-DAR

—WAHF member designated by FAA

Joe Norris, an EAA Senior Aviation Information Specialist, made aviation history recently when he was designated as an Amateur Built Designated Airworthiness Representative (AB-DAR). Norris is the first to be officially and fully authorized to perform homebuilt aircraft inspections on behalf of the FAA. What does the designation mean and what does it take to become one? Through a recent telephone interview, Norris cheerfully answered those questions.

"The AB-DAR program is specifically designed to bring people from the amateur built community into the designated airworthiness representative system," said Norris. "Inspectors who are very knowledgeable on home built issues will now be available to those who need an airworthiness inspection."

Having a home built background is a must-have requirement to receive the designation. Among the requirements for AB-DAR applicants are having an A&P mechanic certification, and applicants must have built an airplane and flown it for at least 100 hours. Requirements that Joe had no trouble filling...

A former cranberry grower from Central Wisconsin, Joe began flying in 1978 and quickly moved through his ratings, becoming a commercial pilot and CFI in both airplanes and helicopters. He also earned an A&P mechanic certificate with IA. By 1997, Norris sold the cranberry business and went into aviation full-time. He has built, flown and sold a Sonerai II, restored a Piper Tri-Pacer, and is currently building a Great Lakes biplane. Norris owns two aircraft, a Cessna 180 and a Piper Super Cub. A charter member of EAA Chapter 706 in Wisconsin Rapids, he sees great things with the program.

"By June, we'll have over 60 people with the AB DAR authorizations, which is good news for amateur builders. They will benefit by the time and cost convenience of having more representatives with a background focused on homebuilts."



Joe Norris in the left seat of EAA's B-17

Places to Be

Want to list an event? Call Rose at 608-836-9840.

Saturday, April 24, 2004—Stevens Point, WI. John and Rose Dorsey will present, "Snapshots of Wisconsin Aviation History." 10:00—Noon. Noel Group Hangar, 4501 Hwy. 66. Stevens Point Airport. See enclosed flyer.

April 3-5—Oshkosh, WI. EAA Museum. Celebrate the life of WAHF Inductee Steve Wittman. Need info? www.eaa.org

November 6, 2004—Oshkosh, WI. EAA Museum. WI Aviation Hall of Fame Induction Ceremony & Banquet and Silent Auction Fundraiser.

WAHF Member in the News!

—Swensen builds airplane; airstrip is next



This article reprinted courtesy of the Wisconsin Rapids Daily Tribune.

By Antoinette Rahn

SENECA—They say a man's home is his castle, but Ron Swensen's homestead is becoming his aviation haven.

From creating a combination barn and hangar to recently garnering the town's approval to designate a portion of his property for a grassy landing strip, this flight enthusiast is building on a hobby that began more than a decade ago.

"I was 50 before I got my license, even though I've always loved planes," Swensen, 62, said. "Right after I retired, about three years ago now, I needed something to keep me busy, so I built my own Challenger 2 clipped-wing experimental plane. I spent 486 hours building it, with help from a few friends. It's really just for convenience—so I don't always have to run to the airport."

The convenience of having a front-step landing strip that's 1300 feet long and 60 feet wide didn't come until after Swensen rebuilt his barn to make room for the two-seat plane. However, the remodeling and the effort of going through federal and state aeronautics agencies is all worth it for a man who takes to the skies every chance he gets, even in 20-degree temperatures.

"I really have gotten all I wanted to out of our property over the years and this is a good use," he said, "This isn't a rich man's sport. I used to work at 3M, which is now Imation, and I know a lot of people who've worked in the mill



Ron Swensen taxis his Clipped Wing Challenger 2 on the snowy surface of his recently approved airstrip.
Photo courtesy Doug Alft and The Daily Tribune

and have planes. I've put around \$15,000 into my plane, but I've checked out used and new Gold Wing motorcycles that run \$12,000 to \$18,000. I think it depends on how you look at another person's idea of a sport."

As a supervisor of the town board, Swensen didn't vote on his own request, but it's the first time since he was elected to the board that a request for a private landing strip has been submitted. However, it's not unusual in the area.

"I know of a few different people near

Wisconsin Rapids and Marshfield who have private strips, plus cranberry growers have done it for years," said Mike Pinney, Port Edwards resident and manager of the Stevens Point Municipal Airport. "You do see more people with ultralight (planes) who have them because anyone with a few open acres can put a landing strip in. The ultralight requires less room to get off the ground."

A newly proposed category of license—sport pilot and light sport aircraft license—has the potential to prompt the creation of more private landing strips, both men said. The license applies to low performance aircraft, with weight and motor limits.

"I can see it happening a little more when this license is approved, because it allows more people who traditionally may not fly the ability to qualify for a license," Pinney said.

You can reach Antoinette Rahn at 715-422-6726.

WI Aviation History Display

—Successful program for WAHF, Aero Bureau and CAP

Just one year ago, a Wisconsin aviation history display entitled, *Wisconsin Celebrates the Centennial of Powered Flight*, was unveiled at the Wisconsin Aviation Conference. Since then the display has traveled throughout the state and has been viewed by an audience of over 20,000.

On exhibit at nearly 80 locations, including over 45 public and private schools, the display and those involved with its inception have accomplished the goals of exposing both students and adults to a wide range of aviation exploration experiences, and of showing the impact Wisconsin's early aviators had on the aviation industry.

In addition to both elementary and high schools, the display

went to airports and public libraries. In many cases, the display was used in conjunction with other aviation activities, such as career days, guest speakers, airport open houses and various school and library programs.

A cooperative effort of the WAHF, WisDOT Aeronautics and the Wisconsin Wing of the Civil Air Patrol, it was funded by a grant from the Wisconsin Space Grant Consortium.



From the Iola-Scandinavia Library,
"Thank you for sharing your display.
It has sparked for many and rekindled
for a few a genuine interest in flying."



FORWARD IN AVIATION
WISCONSIN AVIATION HALL OF FAME
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Preserving Wisconsin's Aviation History

From time to time, the hardworking board members of the Wisconsin Aviation Hall of Fame run out of gas and need a little help. At those times, it would be nice to have someone to turn to for help, particularly from some of our trusted members. We're hoping to establish a pool of people to call upon to help out. There are a variety of ways to get involved. We need people who can serve on planning committees, and occasionally help out at events, such as fundraisers like our Silent Auction.

If you are interested in taking a more active role in the organization, please call Rose Dorcey at 608-836-9840. Tell us where your strengths lie, what committees you want to be on and in what areas you want to get involved. Tell us that we can count on you to help when something comes up, and we'll be most appreciative!

Thank you to Janesville's Hedberg Public Library for hosting the presentation, *Snapshots of Wisconsin Aviation History*, along with the Wisconsin aviation history display.

The book, ***Forward In Flight, the History of Aviation in Wisconsin***, is now on sale! Only a limited number of copies remain; this may be your last chance to get a copy of your own. The book is a comprehensive look at Wisconsin's rich and varied aviation history, filled with both color and black & white photos and drawings, and great stories of Wisconsin's aviation visionaries. Was \$45, now \$35—includes shipping! To order, call Michael Goc, Author, at 608-339-7191, or visit www.newpastpress.com.

This may be your last newsletter. We're aiming for a 100% renewal rate! If you haven't already renewed, please do so—*today*!

In your next issue of Forward in Aviation—June 2004: Look for an announcement of our 2004 Inductees and info on this year's banquet. You'll also learn more about new WAHF board member Staber "Bill" Reese. Deadline for submissions is May 15.

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