



Forward... in Aviation



Volume 5, Issue 2

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Forward in Aviation - sharing Wisconsin aviation stories, past and present

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Newsletter content written by editor unless otherwise noted. Editor's viewpoints do not necessarily reflect views of the organization's directors.

And the Winners Are... — Our 2007 scholarship recipients

Andrew Jonathan Ovans, Michael John Erickson, and Matthew James Kurtz, three of Wisconsin's top aviation students, will receive \$2000 in scholarship money. The trio were chosen based on instructor recommendations, academic excellence, aviation goals and contributions to school and community.

Andrew Ovans, an Aeronautics-Pilot Training student at Fox Valley Technical College in Oshkosh, will receive the Wisconsin Aviation Hall of Fame's \$1000 Carl Guell Memorial Scholarship. Ovans' career goals include flying regional and private jets, and ultimately, to fly for a World War II Air Museum. He is active in community programs and his church, helping to supply underprivileged children with school supplies, and sending care packages to troops in the Middle East. Ovans is also helping a group of retirees restore a 1937 aircraft.

Fox Valley instructor Jeff Anderson said Ovans is an exceptionally motivated student. Another instructor, Dennis Moehn, said of Ovans, "He is seen as a leader by several other students and his positive attitude about aviation and performing his job as a student helps to motivate others who aren't as enthusiastic."

Michael Erickson is the 2007 recipient of the \$500 Theissen Field Scholarship. Erickson is an A & P student at Blackhawk Technical College, Janesville. He said that aviation leaves him in awe everyday with the new things he learns. "Everyday I wake up, every time I fly in or see an aircraft, I'm reminded how much I enjoy aviation," he said. Erickson's instructors had high praise for him. Mario Flores said of his student, "Michael Erickson has demonstrated exemplary levels of integrity and motivation as well as a very professional attitude. His mechanical curiosity and 'can do' attitude make him a viable asset to the aviation maintenance community." Erickson is active in school and community, serving as aviation club treasurer and participating in highway cleanups and Neighborhood Watch programs.

The Theissen Field Scholarship is provided annually by Jerry Theissen. Theissen created the scholarship in order to further the educational and career goals of potential pilots and aircraft mechanics, and to encourage others to fund a similar scholarship.

Matthew Kurtz will receive the recently established \$500 Jerome Ripp Memorial Scholarship, to continue his education in the Aeronautics-Pilot Training program at Fox Valley Technical College. Kurtz decided on an aviation career in first grade, after a trip to South America with his family. His career plans include obtaining his seaplane rating and eventually, flying for a major airline. Kurtz is active in his community and church, and recently served as a camp counselor in a leadership camp for children. Fox Valley Tech's Scott Houja had this to say about Kurtz: "After working with Matt this semester, his desire to learn and leadership has put him above everyone else. The first time meeting him, I could tell he does not settle for second best. His motivation and desire for aviation will allow him only to succeed."

The Jerome Ripp Memorial Scholarship was established in 2007, after the death of former Waunakee Airpark owner Jerome Ripp. The Ripp family hopes to endow this scholarship and donations are currently being accepted. Call Duane Esse for more details at 608-849-9872.

The recipients will be honored at the Wisconsin Aviation Hall of Fame's annual induction ceremony on November 10. The event takes place at the EAA Museum in Oshkosh.

President's Message

~ by Rose Dorcey

When my husband, John, wrote a story about his dad's influence in choosing aviation as a career path, it reminded me of my own dad. He wasn't an aviator, but he supported me through the one-year progression of earning my private pilot certificate in the early nineties. When the day finally came that I received it, I couldn't wait to take my dad for an airplane ride.

The ride: a Cessna 150. A "ricketty" 150, my dad would later say. So ricketty, in fact, that he questioned if the craft was air-worthy. He heard all kinds of rattling going on when I started the engine. Then, even after a thorough pre-flight and passenger briefing, his door popped open after departing runway 02 at Alexander Field, South Wood County Airport (ISW). At 300' AGL, Dad was cool as a cucumber. He calmly opened the window to grab and pull the door tight. He took it all in stride, and we had a great breakfast at Central Wisconsin Airport (CWA) after a wonderful sightseeing flight.

Dad didn't want my confidence to waver, so he didn't tell me of his misgivings until several months after the flight. I should have guessed it. After all, he couldn't forget what I told him about my solo long cross-country a few weeks before our flight. I was downwind for landing at Sturgeon Bay, and when I pulled the carb heat knob, it came out too far. It hung there from the instrument panel, limp like a wind sock on a calm summer day. It startled me, but I made a normal landing. It was what the mechanic found after I landed that scared me, and my dad, when I told him a few days later. Blue streaks on the belly of the cowling, a telltale sign of leaking fuel lines. Suddenly I felt especially fortunate to have arrived safely at my destination. Dad was happy that I made it home at all.



Rose and Carl, my Mom and Dad

In spite of Dad's unease about the ricketty 150, he flew with me that morning. He knew that this same little airplane had somehow safely gotten me through all the hours I spent training in it. But it was more than that. It was years before I realized that Dad flew with me to show that he believed in me. Just like he did when he taught me to ride my bike without training wheels, and years later, how to change oil in the first car I purchased. Nike might have made "Just Do It" a familiar tag line, but my dad taught me the real meaning of it many years earlier. With Dad, there was no need to complain about things, he just quietly got things done. He taught me—and my five brothers and sisters—the same.

I can't say that it was because of my Dad that I learned to fly, but I can say that it meant the world to me when he went flying with me that day, shortly after earning my certificate. We still laugh when we reminisce on that flight—the door opening, the relentless rattling—but I think of it as a special memory between a daughter and her dad. A memory that is indicative of the kind of belief he has in me, that I can—and should—accomplish anything I set my mind to. Thanks, Dad.

To all Dads:

Happy Father's Day

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Aviation Influences

— Be sure to thank those who inspired you

By John Dorcey

Everyone in aviation can name an individual or an event that piqued their interest in flying. Whether employed in aviation, flying for fun, or simply interested, we all have a reason for our involvement. The EAA Young Eagle Program is an excellent example; AOPA's Pilot Mentor program is another. Who inspired your aviation interest, your involvement? It may have been a family member or a friend, possibly a hero, a mentor or, in some cases, a complete stranger. Whoever got you interested, have you thanked them for it?

For me, it was my Dad, John Dorcey. It began with a Penny-a-Pound flight we took in the summer of 1958. The flights were a popular addition to airport events just like today. The twist, of course, was the cost of the ride. One just had to hop up on the scale and your weight determined your fare. (This unique method to determine fares probably wouldn't work today.) Little did he know that the flight was to create my life's path.



(l-r) John Dorcey with son John at the Palmyra Father's Day fly-in. The elder Dorcey had a great influence on the career choice of his son.

Dad said he always had an interest in flying. A member of the 'greatest generation' he saw the Pacific as a member of the Army Air Corps beginning in 1945. His first trip away from home was to boot camp at Sheppard Army Air Field (AAF) in Wichita Falls, Texas. It was then on to Geiger AAF, Spokane, Washington. There he would learn steel erection, hangar construction and other support work for airfields.

After a short delay in Kerns, Utah it was on to San Francisco and a 30-day sail to the Philippines. He arrived in Luzon early in 1946. It was while in the Philippines that Dad had the opportunity to experience, close-up, both the standard military work-horses and brand new aircraft. This minor brush with aviation would lie dormant, occasionally resurfacing such as that Penny-a-Pound ride in 1958, until 1965, when he obtained his private pilot certificate.



John Dorcey, Army Air Corps photo, 1945

Dad had his aviation mentors along the way, too. His flight instructors included Russ Van Galder and Art Hodge. Pilot friends at work and a neighbor had their influence as well. Excursions to the annual EAA Convention in Rockford, Illinois lead to joining the local EAA Chapter in Janesville. Dad became friends with Archie Henkelmann through chapter meetings. Aircraft ownership was a natural progression with a Piper J-3, a Stinson 108-3 and finally a Cessna 172. His aviation interest and activity led me to the same path.

Thanks, Dad. Thanks for that airplane ride nearly 50 years ago. Thanks for being an aviation advocate and leading me to this world of aviation. Happy Father's Day.

Who influenced you in aviation? Does he or she know of their influence, and have you thanked them?

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Wisconsin Aviation Conference

— April 30 - May 2 in Stevens Point

The 52nd annual Wisconsin Aviation Conference brought together airport managers, engineers, pilots and federal and state aviation officials to exchange ideas and discuss the issues facing aviation today. With the support of dozens of exhibitors and sponsors, along with industry professionals sharing their expertise, the conference provided a convenient format for learning how to face the challenges in the industry. The event was co-sponsored by the Wisconsin Airport Management Association (WAMA), Wisconsin Aviation Exhibitors and Consultants Association, Wisconsin Aviation Trades Association (WATA), and the Wisconsin Business Aviation Association.

While the conference took on weighty aviation issues like user fees, aircraft accidents/incidents, and airport/FBO insurance, it began on a lighter note as participants chose sporting events as a conference opener on Monday afternoon. A golf tournament took place at Stevens Point's Sentry World Golf Course, while others took a bus ride north to Brokaw for a sporting clay shoot. By 5:30, most participants had arrived at Sentry World's High Court dining room for a welcome reception and dinner, sponsored by Oshkosh Truck, Bruce Municipal Equipment, The Paradies Shops, and Mathy Construction.

Bill LeGore, President, WAMA; David Mann, President, Wisconsin Business Aviation Association; and Jeff Baum, President, WATA, provided welcoming remarks. After dinner, buses took participants back to the sponsor hotel, the new Holiday Inn and Convention Center on Hwy. 10 in Stevens Point for an after-dinner reception.

On Tuesday morning, Representative Amy Sue Vruwink spoke of her support of a proposed four-year aviation degree program to be offered at UW-Stevens Point. Tony Yaron, CWA Airport

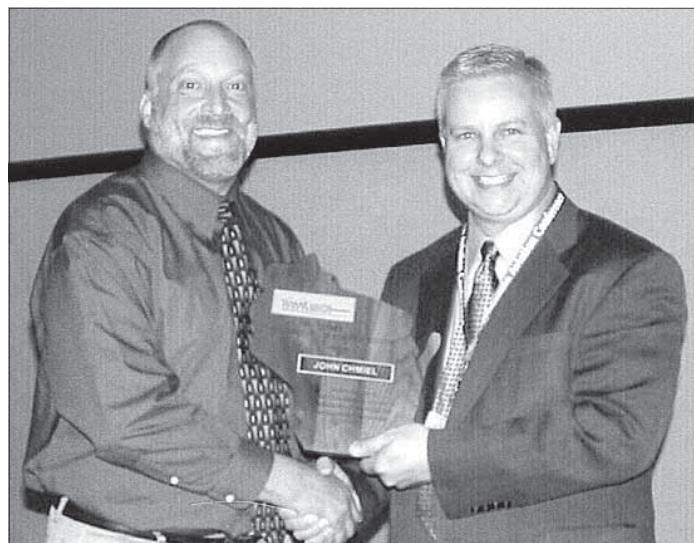
Manager, along with Patrick Mattson, have been working steadily toward seeing this goal's completion by the Fall 2008 semester. Currently, students wishing to earn a four-year airport management degree must attend college in another state. Vruwink acknowledged the economic benefit this aviation program would bring to Wisconsin, saying, "...a program like this can bring economic development to not only Central Wisconsin, but to the aviation business in the entire state of Wisconsin."



Stan Sieg, Acting Administrator for the FAA Great Lakes Region provided the agency's view on the need for user fees and changes to current FAA funding methods. Sieg stated that the FAA needs to make changes to "keep the Airport Improvement Funds (AIP) flowing." He said NextGen is needed for "revenue stability, fairness, transparency, stakeholder involvement, and to improve efficiency."

At the Schmidt Engineering, Johnson Aviation Insurance, Erect-a-Tube sponsored luncheon just two hours later, Peter J. Bunce, President and CEO of General Aviation Manufacturer's Association (GAMA) gave a convincing presentation that quashed the FAA "myths". Bunce said that the FAA tells us the new funding mechanism is needed to modernize the system. "It's not about modernization," Bunce countered, "It's about shifting costs from major airlines to general aviation."

Bunce provided other "realities"—that user fees will ultimately increase FAA overhead and other costs, and that the current funding method is both stable and efficient.



John Chmiel (left) is congratulated by WAMA's Bill Legore, after winning the organization's Distinguished Service Award. Chmiel also received WATA's Aviation Business Person of the Year Award.

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Representatives Today**

+ If you have not written both your Senators and your Congressman, then you need to today.

+ All the association (AOPA, EAA, NBAA) websites have guides for writing.



EAA's Earl Lawrence, Vice-President, Industry and Regulatory Affairs, shared the EAA perspective of the FAA's user fees proposal, and urged all those in attendance to contact their legislators on this important issue.

Conference Coverage

Throughout the event, conference attendees participated in diverse sessions and learned of ways to save money at their airports. Topics ranged from runway friction testing and federal property acquisitions to media relations and aviation land use plans. John Chmiel provided a stimulating presentation entitled, "Aviation Must Adapt to Change to Stay Alive." Chmiel spoke from his experiences at Wausau Downtown Airport when he urged airport managers and fixed base operators to use innovative methods to increase business at their airports.

Several awards were presented at the event. WAHF member and Wausau Flying Service Manager John Chmiel received both the WAMA Distinguished Service Award and WATA's Aviation Business of the Year Award. Also receiving the Distinguished Service Award were Ruth Elliott, recently retired airport manager at Wittman Regional Airport in Oshkosh; and Patrick Mattson, retired professor from St. Cloud State University.

Additional awards presented at the conference include:
 Aviation Person of the Year: Tony Yaron, CWA
 Lifetime Service Award: Bob Egan, Eagle River Airport
 Blue Light Award: Peter Wasson, Wausau Daily Herald
 Airport Engineering Award: Kevin Sielaff, Mead & Hunt

At the closing luncheon on Wednesday, new WAMA President Rob Hom vowed to work hard to increase WisDOT Bureau of Aeronautics (BOA) participation at future conferences, a statement met with praise and approval from conference attendees. Unidentified attendees said that if Hom is successful in his goal, it would restore credibility to the BOA.

The 2008 Wisconsin Aviation Conference will be held at the Radisson Paper Valley Hotel, Appleton, Wisc., May 5 - 7. For more information, visit: www.wiama.org



Bob Egan received the WAMA Lifetime Service Award at the Mead & Hunt sponsored annual banquet on Tuesday evening.



Patrick Mattson with outgoing WAMA President Bill Legore



Rep. Amy Sue Vruwink pledged her support of a proposed four-year airport management degree program at UW-Steven Point.



Dave Jensen (right) congratulates Tony Yaron on receiving WAMA's Aviation Person of the Year Award.

Flying High in Waupun — 2007 Inductee Roy Reabe

By Hank Snyder

Reprinted with permission of Hank Snyder. This article appeared in the Beaver Dam Daily Citizen on March 3, 2007. Note: Additional information provided by the Reabe family.

WAUPUN -- When Lindbergh crossed the Atlantic in 1927, Roy Reabe was 6 years old and already bitten by the flying bug.

"Everyone was talking about flying then," said Reabe, who remembers his first flight like it was yesterday. "My older brother and I were on our way to Hartford, and we saw a plane in a field that was giving rides. My brother said, 'If I buy a ride will you go?'"

It was the barnstorming era.

"Why sure," I said. "I was eager to fly before I even got the offer."

Reabe said he and a girl were put in the front seat, the pilot sat in the back, and the plane took off. The only trouble was, the seat was so low Reabe couldn't see a thing, so he stood up.

"It was better, I could see the lakes in Hartford."

He also remembers the girl kept tugging at him to sit down because she was afraid he'd fall out. There were no seat belts then. That flight fanned the flames of his interest and by the time he was 16 he soloed and at 17 he was working on his instructor's rating.

When WW II broke out Uncle Sam needed instructors, and as a civilian Reabe instructed pilots for the military until January, 1942, when he became a commissioned service pilot. He taught pilots how to fly using a Stearman trainer bi-plane at a cadet school in Missouri. At 22, Reabe was promoted to the ferry command and it was his job to fly fighters from the manufacturer to the modification center. Fighters included the now-legendary P-47 Thunderbolt, P-63 Super Cobra and the P-51 Mustang. At times, he'd ferry P-39 Cobras and P-63 Super Cobras headed to Russia, taking a route from Niagara Falls, N.Y., to Great Falls, Mont., to Alaska.

Reabe said one time the weather forced him to land in Minnesota near where his grandmother lived, so he visited her.

"She asked where I came from that day and when I said New York she wouldn't believe me. She said there were no liars in her family." When she traveled from New York to northern Minnesota by wagon, it took nearly two years because they had to winter in Ohio.

By the time Reabe was 23 he was flying the C-46, the world's



Photo courtesy of Roy Reabe

largest twin-engine airplane, from Burma, to India, to China. The route was called the "blind hump."

"The Japanese had the coast so we flew the back door through India to meet the needs of China. We'd carry everything — cargo, nurses, Chinese soldiers," he said.

In December 1945 on a trip home, Reabe looked at an atlas to search for a large city without an airport. He chose Waupun. Upon being separated from the military in January 1946, he started his first airport on Lake Emily Road, three miles west of Waupun. He later learned the population number included the prisoners housed in the city's institutions.

"We tried to find the most population without an airport. We picked Waupun, but didn't know half the population was prisoners. The town was also Hollanders, which meant no money was spent on Sundays," he said. So Reabe set up an airfield in Waupun. A chicken shed served as the office. However, the location didn't dampen his enthusiasm of location. The airport was later moved to Hwy. 68 just 3/4 mile from Waupun, where it resides today.

In June of 1947, he and Helen Hibert, from Mayville, were married.

Meanwhile Reabe's business at the airport grew, thanks to local industry.

"National Rivet had me flying stuff to Milwaukee. From 1950 to 1985, we had the Milwaukee run. We were the predecessor to UPS."

Over the years, Reabe also did fire patrol service and helped the DNR count deer, geese, ducks and sand hill cranes. His time was also filled with crop dusting and teaching others to

2007 Inductee Roy Reabe (continued)

fly. The occupation was not without its dangers, however, and Reabe has had 32 forced landings in over 30,000 hours of flying. Even this came in handy because in the early 1960s, when Brian Porterfield of Fox Lake wanted to do missionary work in the jungles of South America. Reabe taught him how to land on the water and ski up to the bank.

Roy also taught Alan and Dale Klapmeier, designers and owners of Cirrus, the world's second largest manufacturer of single-engine piston aircraft, how to fly. The Klapmeiers were just two of about 1000 people he taught to fly.

*My father had
golden hands and feet...
flying with him
was like a ballet.
-Tom Reabe*

Roy said what he likes most about flying is that "You're in control. The airplane will do what you want."

"He loved his work," said his wife Helen.

"My father had golden hands and feet, flying with him was like a ballet," said his son Tom. "You can train anybody to fly, but only some have the 'touch.' The 'touch' gets you anyplace, anywhere, anytime."

Tom said years later, when his dad had taken up farming, "My brother Bob restored a Super Cub and his son Damon went up with his grandfather. They came back in about 90 minutes and he said, 'I'll fly with him anywhere, he hasn't changed a bit.'"



Roy and Helen Reabe with their grandson, Damon, a corporate pilot.
ca 1996. Forward in Flight image.



Roy Reabe in his military days. Reabe will be inducted into the Wisconsin Aviation Hall of Fame on November 16 at the EAA AirVenture Museum.

Earlier this year Reabe received a letter from the Wisconsin Aviation Hall of Fame induction committee saying he has been selected for induction into the Wisconsin Aviation Hall of Fame. The ceremony will be at the EAA Aviation Center in Oshkosh in November.

Reabe, who shies away from publicity and is never one to call attention to himself would only say to his wife, "I'm honored."

Roy and his wife of sixty years have operated their aviation business and raised five children: Bonnie (husband Dave) of Almond, owns and operates a Christmas tree farm; Tom (Jill) of Waupun; JR - Roy, Jr. (wife Terry), Plover; Jeff (Diana), Plainfield; and Bob (Waupun). The four brothers own and operate Reabe Spraying Service, Inc.

Roy has taught each of his sons and several of his grandchildren to fly. He and Helen have 11 grandchildren and two great-grandchildren. Along with four sons are three grandsons with careers in aviation. Damon (Tom's son) is a corporate pilot. Matthew (JR's son) is a pilot for Air Wisconsin, flying commuters. Heath (Jeff's son) is a recent graduate of Winona State University who is instructing at Max Air.

The aviation legacy lives on in the Reabe family.

On the Road with WAHF

— OSH WAI, Wisconsin Veterans Museum, East Troy Airport

The Oshkosh Chapter of Women in Aviation, International (WAI) invited Rose Dorcey to share Wisconsin aviation history with its members and guests on Tuesday evening, March 20. This vibrant group of men and women heard stories of Wisconsin's earliest aviators, and some fun facts on our state's aviation firsts. The event, held at WAI member Betty Monnett (and husband John's) Sonex hangar at Wittman Regional Airport, the event was part of the regular monthly meeting of this recently established Women in Aviation chapter. Women (and men) with any interest in aviation—not necessarily piloting—are encouraged to join. For more information on the Women in Aviation chapter, visit www.oshkoshwai.org. Thanks to Kelly Nelson, Mary Jones and Kathleen Witman for their kind invitation.

~ ~ ~ ~ ~

Last month, on May 3, John Dorcey presented, "Lance Sijan, An American Hero" at the Wisconsin Veterans Museum in Madison, WI. Sijan is a Wisconsin native and Congressional Medal of Honor recipient who was inducted into the Wisconsin Aviation Hall of Fame in 2006. Sijan was severely wounded in Vietnam, but survived in the jungle for 46 days before being captured. He died in the Hanoi Hilton in 1968. President Ford presented the family with the Congressional Medal of Honor in 1976, the nation's highest military honor, for his extraordinary heroism and intrepidity above and beyond the call of duty. The presentation was part of an exhibit, "In the Belly of the



Photo by Kelly Nelson

Rose Dorcey shared fun but factual stories about Wisconsin's earliest aviators with members and friends of the Oshkosh Women in Aviation chapter.

On May 10, John and Rose Dorcey spent some time with the friendly folks at the East Troy Airport. These enthusiastic aviators meet regularly to share fellowship, hangar flying, aviation history, and aviation safety information. In his role as an aviation consultant with the Wisconsin DOT Bureau of Aeronautics, John shared news about important Wisconsin airport projects. He also provided information about the value of airports to communities, information that people can use to remind their non-flying friends of the many benefits an airport brings. Rose told stories about Wisconsin's famous (and not so famous) aviators from years gone by.

Dozens of East Troy-area aviators attended the informative, entertaining presentation. Thanks to WAHF member Don Voland for the invitation and to all the attentive listeners, like those pictured below, who attend our presentations.



Photo by Rose Dorcey



Dragon: Life and Death in I Corps," which features photos of Sijan, along with a sweater, slippers, food packaging, and letters sent by Sijan's parents while Lance was being held prisoner by the North Vietnamese. The exhibit will remain on display until March 2008.

The Wisconsin Veteran's Museum is located at 30 W. Mifflin Street, across the street from the State Capitol. Hours are Monday through Saturday 9 a.m. to 4:30 p.m. (year round) and Sundays (April through September) noon to 4 p.m. For more information, visit <http://museum.dva.state.wi.us> or call Jeff at 608-264-6086.

Recommended Reading

— Left for Dead

Left for Dead, by Peter Nelson, is the story of a young man's history fair project that eventually restored a captain's good name and the honor of his men.

Eleven year old Hunter Scott happened to be watching the movie, *Jaws*, with his father. Hunter heard Peter Benchley's Captain Quint explaining the tattoo on his arm, "That, Mr. Hooper, was the USS Indianapolis. Japanese submarine slammed two torpedoes into our side, Chief. It was comin' back from the island of Tinian Delady, just delivered the bomb. The Hiroshima bomb. Eleven hundred men went into the water. Vessel went down in twelve minutes..."

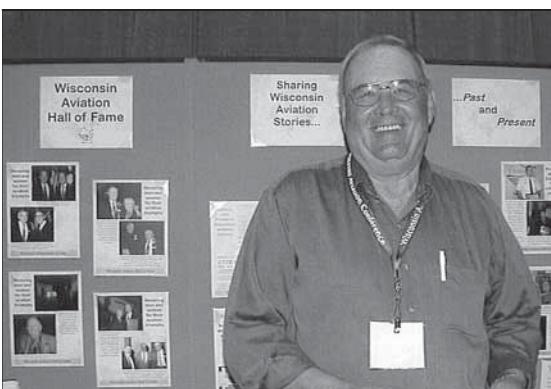
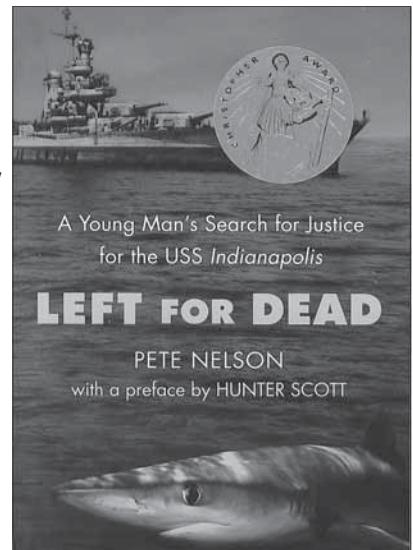
The inquisitive young man immediately asked his dad if Captain Quint's story was true (it was partially true). His father, an educator, told him to do some research. And so began a crusade that ultimately exonerated the captain of the USS Indianapolis, Charles Butler McVay III, who was court-martialed after his ship was torpedoed by the Japanese in July, 1945.

As the fictional Captain Quint described, the USS Indianapolis is the ship that delivered the atomic bomb to Tinian for its historic mission in Japan. The book tells of the voyage from San Francisco with top secret cargo and a crew of new recruits. The book also tells of U.S. Navy cover-ups in making Captain

McVay a scapegoat for the Navy's worst at-sea disaster, where 880 of 1197 crewmen perished. Just 317 survived.

Throughout the story, we hear tales from survivors, and how one young boy's quest took him to Hawaii and Washington DC to fight for justice on behalf of Captain McVay, who committed suicide in 1968.

WAHF members Jim Martin and Bud Rogers recommended this book to me well over a year ago, and I finally got around to reading it. I'm glad I did; it provides a look at the bravery of the USS Indianapolis crewmembers who survived shark attacks and four nights in the ocean before being rescued. It's an interesting, easy-to-read book (written for teens) but gives a great history lesson and shows the influence one student can have on hundreds of lives.

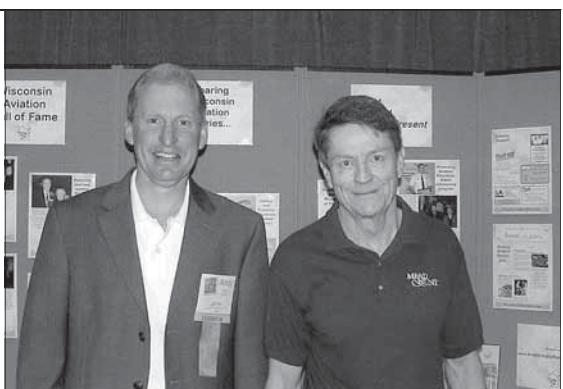


On the Road with WAHF

Wisconsin Aviation Conference

WAHF participated in the 2007 Wisconsin Aviation Conference with a new display that highlights the accomplishments of the organization and its inductees.

Several members and supporters stopped by to say hello, and some new ones came onboard, too. Top left, new member Pete Waggoner. Top right, Andy Platz and Bob Kunkel of Mead & Hunt; lower left Curt Drumm, Lakeshore Aviation. Right, member Jim Retzlaff, flanked by Rose & John Dorcey.



Air Doc

— Dr. Tom Voelker, AME



Well, I'm back! "Alpha Mike" with you for another visit to the world of AME's (Aviation Medical Examiners). I wasn't fired after my last (and first) column, so I guess you guys are stuck with me – at least for now!

In this issue I would like to address the medical condition that comes to my attention most frequently as an AME, especially from airmen (remember, that's FAA lingo for pilots) who have had problems that might threaten their ability to fly. That condition is heart trouble, specifically coronary artery disease. This condition is controllable, and does not necessarily preclude flying, at least in the long term. Even if you don't have any heart problems, this discussion should illustrate how to wade through the certification process.

You've heard the scenario. Your left arm "aches," especially after heavy work. You are getting a little more short of breath, or maybe a little indigestion. But you still want to fly. What should you do? Try Icy-Hot? Exercise a little more? Take it easy? Ignore it? Call the FAA? No! See your doctor! One of the hallmark symptoms of coronary artery disease (CAD) is denial. Get yourself checked out. This condition is still one of the leading killers in industrialized nations. Take care of yourself first, then deal with the other problems – like your medical certificate.

You've heard the scenario. Your left arm "aches," especially after heavy work. You are getting a little more short of breath, or maybe a little indigestion. But you still want to fly. What should you do? Try Icy-Hot? Exercise a little more? Take it easy? Ignore it? Call the FAA? No! See your doctor! One of the hallmark symptoms of coronary artery disease (CAD) is denial. Get yourself checked out. This condition is still one of the leading killers in industrialized nations. Take care of yourself first, then deal with the other problems – like your medical certificate.

Now you've seen your doctor. You had a coronary artery stent (a firm wire mesh used to stretch and hold open a blocked artery), or maybe even a coronary artery bypass (open heart surgery; we doctors refer to this procedure as a CABBAGE). You feel better. Can you fly? What do you do next?

The first thing to remember is FAR 61.53 (medical self certification for flight). If you have a condition which precludes safe

flying, you're grounded! According to the FAA, any episode of CAD is initially disqualifying for flight. If all goes well, you can be considered for medical recertification six months after your "event." This is where your AME can help. Either you or your personal doctor should call your AME to find out what the FAA will require for reinstatement. I have personally helped four airmen get their medicals back after CABBAGE or heart attacks. The FAA requires specific items, such as a stress test six months after the event, the actual angiogram images or pictures, and a letter from your treating physician. The list is very specific and if you don't include everything, you will get a letter from OKC requesting more info. Every correspondence seems to amount to a two-month delay, so it pays to have your ducks in a row the first time.

"One of the hallmark symptoms of coronary artery disease is denial. Get yourself checked out."

When you (or your doctor) contact your AME, you've waited the mandatory six months, and you have all the necessary information together, send it all to the FAA in Oklahoma City, *in one single package*. The FAA Aeromedical Certification Division gets thousands of pieces of mail daily. Anything you can do to get your entire package to the desk of one of the reviewing FAA doctors will payoff greatly. Ask your doctor to get his or her info to you, and send it in yourself. If your medical is going to expire, go ahead and get another flight physical from your AME. He will need to "defer" your certification to the FAA, but this will help get things moving.

Now, the final step. When OKC approves your medical you will get a letter from the FAA, probably along with a new medical certificate. This letter from the FAA tells you what information you will need at future flight physicals, such as a letter from your treating cardiologist. Equally important, however, is the information it gives your AME. Without this letter, your AME would again have to defer your medical to OKC (another long delay). If you bring the letter with you to your physical, your AME can usually issue your medical on the spot!

That's the procedure to fly after a heart attack. Yes, it means being "grounded" for at least six months, but you do get to fly again. With healthy lifestyle changes (quitting smoking, exercising, and taking Sunday afternoon flights for \$100 salads—okay, maybe I'm going a little overboard here) you will be flying for a long time! That's really not too bad, considering the "old FAA" where a heart attack meant your left-seat days were over.



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Call for Silent Auction Donations

— You can help WAHF

The board of directors is asking all *Forward in Aviation* readers, our members and corporate supporters to consider support of the Wisconsin Aviation Hall of Fame's Silent Auction. The event, to be held on November 10, needs gifts of cash, merchandise and gift certificates.

In the past four years, the WAHF Silent Auction, which takes place during the social hour of our annual induction banquet, has raised over \$10,000 for the WAHF Scholarship Fund. These funds have helped five students complete their aviation degrees. Due to the generosity of the event's supporters, the scholarship fund has become endowed, ensuring that the scholarship program will continue for years to come.

Now that the scholarship is endowed, the Wisconsin Aviation Hall of Fame will apply silent auction proceeds to a programming fund, so that the organization can continue its fine work of honoring the men and women who enhance aviation. The programming fund will allow the organization to build a strong financial platform and ensure a steady source of income to



carry out our mission of collecting, preserving, and sharing Wisconsin aviation history, honoring those who make it, and promoting aviation education to future generations.

Donations of both aviation and non-aviation items are ideal. Popular items include books, artwork, theme baskets (wine & cheese or chocolate), sports equipment or sports memorabilia, and certificates for golf or overnight stays at hotels. For more information, call Rose Dorcey at 715-570-1186.

Flying and Your Heart

—Air Doc, continued

There is one other development I wanted to make you aware of. We have all experienced the difficulty of filling out our flight physical form (8500-8 to those of us in the know) in the doctors office, often from memory, and trying to write all of the requested information in the tiny spaces allowed. Well, the FAA has developed a "new and better way" to fill out our forms. Believe it or not, the FAA has entered the electronic age! A product called "MedXPress" has been developed by the techno geeks at OKC. Using this product, airmen can fill out their page of the flight physical form over the internet, before they get to the doctor's office. Your AME can then pull up your form at the time of your medical. This should save everyone time. Sound too good to be true? Well, it kind of is. MedXPress is currently only available on the West Coast, but the FAA expects full release soon. I'll keep you posted.

There is one electronic option, though, with which I have had some positive experiences. This is "TurboMedical" from AOPA. It is available only to AOPA members, but it does allow electronic entry of your medical info before you come to the doctor's office. One real advantage of both MedXPress and TurboMedical is that they will not let you leave questions blank or incomplete, something that slows the present process. The FAA now accepts the TurboMedical form in place of the hand-written 8500-8 form. Just complete the form at your leisure, print the form and bring it with you. *Do not sign the*

TurboMedical form until in the presence of the AME. We are under specific instructions from the FAA not to accept forms

that have been signed previously - for "legal reasons".



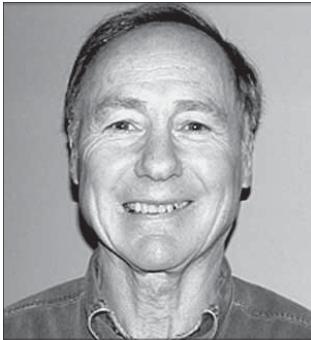
Well, that's all the space I could get from Rose for this issue. I'll be at Oshkosh most of EAA week, and I hope to see you there! If you catch me there feel free to hit me up for help with your medical or certification problems, or just stop to chat. You can also get good information from the AME table in the FAA building. While you're there, see my friend Rogers Shaw and "fly the Gyro!"

Next issue: a report on my week at EAA and a discussion of aviation physiology training, including how you can take a trip up to 25,000 MSL in the altitude chamber! Remember to send your comments, questions and suggestions for future issues to drtom@charterinternet.com, or stop me at AirVenture to chat. Fly safe!

-Alpha Mike

Erickson's Dream Job in Aviation

— By Duane Esse



Sometimes we are envious of people who have what we consider a choice job in aviation. However, in many cases, we don't have a clue as to how they qualified for and were hired for that job.

Wisconsin Aviation Hall of Fame member and supporter, Lynn Erickson, might be one of those we envy. He flies a beautiful

Challenger jet aircraft around the world. When I interviewed him for this story, I learned a lot about his life and training leading up to his present job. Lynn's early recollection of airplane interest was initially growing up in Minot, North Dakota, very near the airport. His father had been a Navy aircraft mechanic on Martin Mars flying boats in Pearl Harbor at the end of the war; otherwise, there really was no family interest in flying. Lynn's first airplane ride was in 1958 in a Piper Tri-pacer from a friend of the family.

Later, in his teens, and now living with his grandparents on their farm in western North Dakota, his interest leaned toward helicopters. The only way to be able to afford that dream was the Army, but because he wore glasses, he was turned down for flight training. So, after high school graduation it was on to tech school in Montana. He worked as an apprentice diesel mechanic. In 1972, the military draft forced him to make a choice and he chose the Army. He, his wife Joanne, and their new son Garrett lived in Germany where Lynn was stationed with an Air Defense Artillery group of the 3rd Armored Division whose mission was to shoot down aircraft. He joined the base aero club in Hanau Germany and began taking flying lessons, and completed everything but the check ride before returning to the states at the end of his enlistment. After he was discharged, Lynn got his private certificate.

He then went to Spartan School of Aeronautics in Tulsa, Oklahoma, where he completed a two year program in nine months under the G.I. Bill. He left the program with a commercial certificate, instrument rating, flight instructor instrument, helicopter commercial, and advanced ground instructor. He hit the road with his wife for a couple of months, looking for work. Lynn was hired as a flight instructor at Bemidji Aviation flight school, which had arrangements with the University of Minnesota to fly students in their aviation program. He was kept busy flying students, fire watch for the DNR, eagle survey for the U of M raptor program, transporting cadaver's, pretty much everything and anything. He got his multi engine rating and eventually worked up to flying charters in a Piper Aztec.

A Minnesota based construction company was expanding their



Photo by Rose Dorcey

When WAHF Member Lynn Erickson isn't flying cool airplanes around the world, you'll find him at Wisconsin airports flying his Cessna 182. This photo was taken at the Middleton Airport (C29) Open House, July 2005.

flight department, and hired Lynn as their third pilot. The company grew to eventually having two Cessna 310's, an MU 2, and a Cessna Citation 1; they also provided him training to obtain his ATP Certificate. He was sent to the Citation school, and on return began flying the Citation 1. For the next five years, he averaged 60 hours per month in all their aircraft, mostly around the Midwest. He later became the senior captain on the Citation. As with numerous companies with flight departments, the aviation department was eliminated as new company management assumed control of the company.

With his extensive time in the Citation, Lynn was hired in 1984 by Cessna in Wichita. He started as a demonstration pilot on the Cessna Conquest, however. He traveled throughout the country, demonstrating the Conquests. Cessna phased out the Conquest program, and Lynn transferred to the Cessna Caravan program during the last few months of its initial certification. He was flying the Caravan on function and reliability testing, using engineering specs to evaluate specific performance on each flight.

After certification, Lynn became part of the worldwide initial introduction of the Caravan. As a demonstration pilot, he picked one up in Washington State, and flew to Vancouver, then on to Calgary Alberta. Lynn was the first pilot to experience severe icing with the Caravan, as he was flying over the Continental Divide, and coming down on the Calgary side. Later, he picked a Caravan up in India, and flew to Thailand, and on to Singapore demonstrating the new Caravan in many places along the way. In Thailand at an old US military base (Utapao), where the airport was so large, they placed markers

Dream Job — continued

on the ramp directly in front of the review stands for takeoff and landing. He would takeoff, return to make a low level high speed pass, then come back around slow in full flap configuration, then return for a full stop landing, then back the airplane up and face the crowd. Flying in some countries makes us appreciative of our freedoms.

Later, as a Citation demo pilot, they made a flight to Istanbul, Turkey, in a Citation III, and were met and escorted from the taxiway to the ramp by two armored military vehicles with machine guns mounted on the top. Of course that could have been because they did not get full approval for the flight, but the high-level Turkish businessperson they were demonstrating the airplane to assured them it would be OK. Lynn made sure he was the first out the door.

Lynn was with Cessna for five years, and averaged around 600 hours per year, flying all over the world. He provided a demonstration of the Citation III to the Rayovac battery company in Madison, which they bought, and was hired by them to be chief pilot and establish a flight department. Rayovac began expanding in Europe in 1989. Lynn made six trips to Europe in the Citation III that first year.

After a year in Madison, Lynn convinced the boss to build a hangar. With his vast experiences flying around the country, he saw numerous corporate hangar complexes. He remembered the good and bad of each, and used that information to build a state-of-the-art complex at Dane County Regional Airport in Madison. In 1996, Rayovac was sold, but the previous owners kept the flight department and the Dane County Airport facility. In 1997, the Challenger was purchased to provide transportation for their new investment group, which is now based there.

I asked Lynn about his most unusual aviation experience. He said he picked up a Caravan in Brazil and was to demonstrate it at a variety of airports in South America and the Caribbean, then return to Wichita. Over the Amazon jungle, he saw smoke coming from behind the instrument panel. He shut the radios down and relied on dead reckoning. There couldn't have been many checkpoints over the jungle, and if an airplane crashed in the jungle, no one would have found the wreckage.

Lynn said his most enjoyable experiences have been introducing people to aviation. He has been flying professionally for thirty years, and flies his own Cessna 182.

Lynn enjoys a challenge. He led the effort to purchase the Waunakee airport. An LLC was formed, and the airport was purchased in September 2005. Lynn then convinced the group that the 1950's T-hangars should be razed, and a new ten-



A younger Lynn Erickson at the controls of a Cessna Citation.

hangar complex should be built. The building was completed a year later, and all but one of the hangars has been sold. The building includes a beautiful meeting room, with bathroom facilities. It is available for airport and community groups, and a real asset to the community. The LLC is looking forward to showcasing the complex in this 60th year of the airport.

This is what it takes to get that exceptional job in aviation. Lynn didn't walk in one day and start the job he has; many things were involved, including: keeping the dream alive, sacrifice, dedication, perseverance, and watching for new opportunities. Lynn has paid his dues to be where he is now.

A note from Lynn: "It sure helps to love what you are doing and have a supportive family. Aviation has given me a great life and the project at Waunakee is just a start to give back to something that I have passion for. The next step is to give more people, and younger people, an opportunity to experience aviation. We all need to be involved in this."

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Wisconsin's Richard I Bong Air Force Base

— By Gary Dikkers



Almost all of the US Air Force's great heroes have bases named for them: McGuire Air Force Base in New Jersey is named for Capt Tommy McGuire, the second leading ace of World War II; Rickenbacker Air National Guard Base in Ohio is named for Capt Eddie Rickenbacker, America's leading ace of World War I; and Arizona's Luke Air Force Base is named for Frank Luke, the legendary Arizona cowboy who won the Medal of Honor shooting down German balloons in World War I. Luke was the second leading American ace of that war after Rickenbacker.

That makes one ask why one of the Air Force's greatest heroes, Wisconsin Aviation Hall of Fame inductee Richard I. Bong, America's "Ace of Aces," has no base named after him.

The answer is: There was once an Air Force Base named for Bong, right here in Wisconsin, his home state. Richard I. Bong Air Force Base was in Kenosha County about six miles southeast of Burlington near the small farming community of Kansville. Planning for the base began in 1955 during some of the darker days of the Cold War when the entire nation feared massive fleets of Soviet bombers sweeping down across Canada to bomb our cities to ashes after coming over the North Pole.

In the glory days of what was called the *Air Defense Command* (ADC), Bong AFB was intended to be home to a wing (72 aircraft) of missile-armed, jet fighter interceptors whose mission would be to protect the great industrial cities of Milwaukee and Chicago in the nation's heartland.

Actual construction began in 1958 after the Federal government used eminent domain to remove 59 farmers from their land. Trucks began bringing in thousands of loads of gravel to lay the foundation for what was to be a 13,000 x 250 foot runway. The trucks continued to haul gravel for the new runway through most of 1959 while construction also proceeded on the drainage and tunnel system that was needed to turn what were then mostly soggy wetlands into a first class jet fighter base.

As construction progressed, the Air Force changed the base's original mission from being home to air defense interceptors and assigned it to the Strategic Air Command's (SAC) Eighth Air Force. The decision to not base interceptors there was a result of a change in the Soviet threat—instead of waves of Soviet bombers crossing the North Pole, the Department of Defense now envisioned the primary threat as nuclear-tipped



America's Ace of Aces, Richard I. "Dick" Bong

ballistic missiles for which there was no defense except deterrence and the threat of massive retaliation.

After SAC took over the base, it was never entirely clear what aircraft they would base there. Some in SAC wanted to make Bong AFB the home of the third wing of what was then SAC's latest bomber—the B-58 Hustler—while others saw it as an emergency dispersal base for SAC's heavy bomber fleet of B-52s.

The decision to not base the B-58 at Bong AFB became easy when the Air Force stopped procurement of the glamorous Hustler after buying only enough aircraft to equip two bomber wings: Bunker Hill AFB in Indiana (now Grissom Air Reserve Base), and Little Rock AFB in Arkansas.

While the Air Force dithered about exactly what the new base's mission would be, work continued on the foundation of the almost three-mile long runway. Only three days before construction crews were scheduled to start pouring concrete for the runway, on 2 October 1959, Secretary of the Air Force James Douglas ordered construction stopped. In a statement to the City of Racine explaining why, Douglas said, "Finally we realized that by 1961-62 when Bong would be ready, we would have several other medium bomber bases empty of squadrons and we really don't need Bong." (The decision not to pour the concrete must have come as a major economic blow to the area's Ready-Mix plants. The runways of SAC bomber bases of that era were designed with four feet of concrete in the touchdown zones, tapering to "only" two feet thick at the runway's mid-point.) Very soon after pulling the plug, the Federal government turned the land back to the State of Wisconsin, and the site then lay unused for years.

Bong Air Force Base (continued)

Although the concrete for the runway was never poured, the runway's gravel foundation was completed and is still there, mostly intact, 50 years later. (See photo, right) Most of the base's infrastructure of sewer, drainage, and utility tunnels was also completed and is still intact, though the entrances to the tunnels have been sealed to the public. Very soon after pulling the plug, the Federal government turned the land back to the State of Wisconsin, and the site then lay unused for years.

For much of the 1960's the recently abandoned Bong AFB was a wild place under no one's jurisdiction except for the motorcycle gangs and cultists who were alleged to hang out in the swamps, woods, tunnels, and abandoned farmhouses on the property.

One of the more lurid incidents in the history of the abandoned base happened in 1963 when the Mafia abducted a prominent Kenosha businessman and jukebox dealer and took him to the base on a dark night in an attempt to "persuade" him to become partners with them. The exact details of what happened that night are unknown, but the Kenosha businessman was murdered and his body dumped into a lime pit at one of the abandoned farm houses that still stood on the ruins of the base in the early 1960's.

Finally, in 1973 the Wisconsin Wildlife Commission (now the Wisconsin Department of Natural Resources) took over the deed to the property and began developing it as the Richard Bong State Recreation Area. That recreation area is now one of the premier sites in southeast Wisconsin for outdoor activities, and the 4,515 acre reserve is home to two campgrounds, more than 41 miles of trails for hiking, mountain biking, cross-



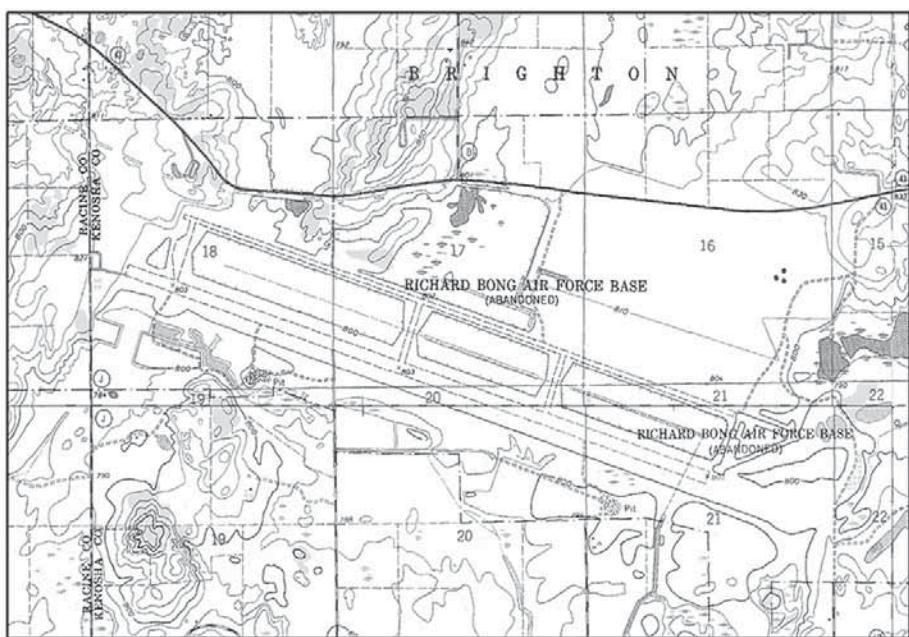
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Flying over Southeast Wisconsin, one can still see what's left of the proposed Richard I. Bong Air Force Base. See plat map, below.

country skiing, horseback riding, snowshoeing, and dirt bike riding. Visitors to the recreation area also find areas for flying radio-controlled model airplanes, launching high-powered hobby rockets, as well as flying hang gliders and hot air balloons. There are also designated areas for training hunting and sled dogs, training falcons, riding all-terrain vehicles (ATVs), and exercising horses.

From being an abandoned relic of the Cold War, Bong AFB has turned into a recreation area the entire state uses, and one that Dick Bong would be proud of after growing up in Douglas County as an avid hunter and outdoorsman before attending Superior State Teacher's College, joining the Army Air Corps, and becoming America's "Ace of Aces."

Tom Poberezny Named 'Distinguished Wisconsin Aviator'

May 21, 2007 - EAA President Tom Poberezny received the Distinguished Wisconsin Aviator Award Saturday, May 19, during the 10th annual Deke Slayton Airfest in La Crosse, Wisconsin. Astronaut Mark Lee, the 2000 recipient, presented the award. Among those also present was past recipient (2003) Maj. Gen. Albert Wilkening, Adjutant General of the Wisconsin Army and Air National Guard.

"I am very pleased to receive this award in joining outstanding past recipients," Poberezny said. "I accept it with great pride."

Hamid Quraishi, award chairman, lauded Poberezny's leadership in aviation and his lifelong involvement in flight. "The great contributions he's made to aviation and all his credentials makes Tom Poberezny a most deserving recipient," Quraishi said.

The award honors individuals for their accomplishments in furthering interest in aviation, and for their leadership and inspiration to current and future generations of aviators.

Poberezny was elected EAA president in 1989. Under his leadership as EAA AirVenture Chairman, the annual convention has become the World's Greatest Aviation Celebration, attracting 650,000 attendees from 70 nations and in excess of 10,000 visiting aircraft.

He was also a member of the U.S. National Unlimited Aerobatic Team that captured the World Championship in 1972, Poberezny won the individual U.S. National Unlimited Aerobatic Championship in 1973, then went on to fly with the



Photo Credit: H.G. Frautschi

(l-r) Ron Schmal, air show director; Gen. Al Wilkening; Astronaut Mark Lee; Tom Poberezny; and Hamid Quraishi, award chairman for the Deke Slayton Airfest. Poberezny is a 1996 WAHF Inductee.

legendary Red Devils/Eagles Aerobatic Team for 25 years.

Past DWAA recipients include Major General Fred R. Sloan, Wisconsin Air National Guard deputy adjutant general; Brig. Gen. Richard "Ric" Severson, Commander of the 459th Air Refueling Wing, Air Force Reserve; Astronaut Jeffrey N. Williams; and the first recipient, Astronaut James Lovell. For more information, visit the La Crosse Air Show website at: www.airfest.com.

SOURCE:

www.eaa.org/communications/eaanews/070521_award.html

Prayer Services at AirVenture

Throughout the busy week at AirVenture, many people forget to pause for a few moments to pray for others or give thanks for the good things in their lives. EAA Chaplain Ed Riddick is making that easier.

Pastor Riddick, a pilot himself, will once again lead a daily non-denominational prayer breakfast. These early morning get togethers offer time to pray for 2007 AirVenture Oshkosh attendees, for the safety of air show pilots, and for those making their way to and from the event. The daily "Fellowship of the Wing" Prayer Breakfasts take place in the rustic Fergus Chapel beginning on Monday, July 23 through Saturday, July 28 from 7:15 a.m. - 7:45 a.m. Several guest speakers will share their faith stories each morning. Riddick will also conduct a non-denominational prayer service on Sunday morning in the chapel from 8:30 - 9:00.

Worship services located on the EAA AirVenture ground include:

Jewish Shabbat Service

Fergus Chapel (near the Museum)
Friday, July 27 at 6 PM

Catholic Mass

Theater in the Woods,
Saturday, July 28 at 6:30 PM

Theater in the Woods, Sunday, July 29 at 10:15 AM

Protestant Service

Theater in the Woods, Sunday,
July 29 at 9:15 AM. EAA Chaplain, Ed Riddick officiating
Information on church services in the Oshkosh area is also available from the Oshkosh Convention and Visitors Bureau at www.oshkoshcvb.org or visit them on the AirVenture grounds next to Lost & Found.



Photo by Rose Dorsey

EAA AirVenture Debuts 'Learn to Fly Center' — Inspiring Aspiring Pilots

EAA AVIATION CENTER, OSHKOSH, Wis. - (May 18, 2007) - EAA and its affiliate, the National Association of Flight Instructors (NAFI), will unveil the Learn to Fly Center at EAA AirVenture Oshkosh, July 23-29. The Center will provide inspiration, information, guidance, and a community of support for people who want to pursue the dream of becoming a pilot.

With more than 10,000 aircraft of all varieties arriving throughout the week, AirVenture clearly appeals to and draws the community of general-aviation pilots. The event's rich history, educational opportunities, entertainment, and spectacle also draw in non-pilots by the thousands. Many of these skyward-gazing enthusiasts have always wanted to fly but never believed the goal was attainable.

"Our message to every prospective pilot is, 'It's easier than you think!' Every pilot had to start somewhere, and there is no better place to discover the joy of learning to fly than at Oshkosh," said Master Flight Instructor Rusty Sachs, NAFI's executive director.

"The Learn to Fly Center will feature certified flight instructors making presentations, answering questions, and discussing the steps, training, knowledge, and skills required to pursue the world's most exhilarating pastime - flying for fun. We'll give prospective pilots a head start, including their first ground-school session and logbook entry," Sachs said.

The Center will also feature information on sport pilot, the EAA-led movement that significantly lowers the time commitment required to become a pilot, the cost of training, and the price of new aircraft. "Sport pilot is the answer for those who are looking to fly by themselves or with a single passenger. It's about seeing the landscape from above and flying for pleasure," said EAA President and AirVenture Chairman Tom Poberezny.

"The first step in a pilot's journey - achieving that first piloting certificate - has traditionally been the most challenging. Sport pilot lowers the barriers, allowing the student to become a pilot using less discretionary time and money. Now, flying airplanes is a viable choice for outdoor motor-sport enthusiasts. And membership in EAA provides information and community resources to fuel that passion and help the student along," Poberezny said.

Sport pilot training applies toward more advanced certificates, so it is a great way to get started in aviation for anyone - even those who ultimately want to advance and eventually become commercial pilots. To facilitate the first step, the Learn to Fly



Center will provide FAA-authorized student sport pilot certificates (a value of approximately \$50) free of charge for EAA members.

Although the Center will focus its attention on encouraging and equipping enthusiasts who are ready to take the first step, the flight instructors there will also be available to discuss all aspects of flight training, at all levels, with EAA members who stop by.

"We encourage members to stop in and chat with the flight instructors about any aspect of flight training at any level of sophistication," said Sachs, who is also featured on a EAA AvCast audio podcast at www.airventure.org. "And we'd be particularly pleased if they bring along an uninitiated friend who might be a mere spark of inspiration and a little encouragement away from getting started."

In addition to the instructional mini-forums and one-on-one discussions, the Center will provide printed materials on learning to fly, will give away prizes, and will host receptions with expert instructors and celebrity pilots.

EAA AirVenture Oshkosh is "The World's Greatest Aviation Celebration" and EAA's annual membership convention. EAA members receive lowest rates on AirVenture admission. For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or visit www.eaa.org. Additional EAA AirVenture information is available at www.airventure.org.



Joshua Decorah Sanford

– A Native American Hero

By Tomas J. Thomas, TACT, LLC

The Greatest Generation, by Tom Brokaw, was written to draw attention to the sacrifices of the generation of Americans that grew up in the depression years of the 1930s. He's quoted as saying, "They came during the Great Depression and the Second World War and went on to build modern America – men and women whose everyday lives of duty, honor, achievement, and courage gave us the world we have today."

In about the middle of his book, Brokaw tells the story of Luis Armijo and how he coped with the challenges of being a Native American in wartime, along with the role he played in the war effort. Interestingly, Luis came to Truax Field in Madison, Wisconsin for ground communications training. More interesting, is that this was around 1943 and by then, a Wisconsin Native American, Joshua Decorah Sanford, Hillsboro, about 60 air miles northwest of Madison, had entered the service. He was attending the University of Wisconsin and dropped out to enlist in 1942.

Sanford qualified for and was selected for pilot training. He was to become a fighter pilot and serve honorably in the China theatre, completing 102 missions. Flying conditions and the often-spontaneous air-to-air enemy engagements in China were not conducive to "kill confirmation" but Sanford contended he was responsible for downing seven enemy aircraft and many more probables. That would have made him an "Ace," but officially, he's not listed because of the lack of confirmed documentation of the individual engagements.

So who is Joshua Decorah Sanford and where did he come from?

Joshua Sanford was born near Friendship in Adams County, Wisconsin, on January 19, 1919. As a Native American, his entry on this earth was austere. His father was a Seneca from Cayuga County, NY and his mother a descendant of Chief Decorah of the Ho-Chunk Nation. In a basically "white" America, he grew up in a challenging setting for a young man who would span the globe and serve his country in both wartime and peacetime. Having personally spent many years in the marshy flat plains of Adams County, I can think back of bonding with the forest and marshes of Wisconsin's heartland. These early years of Joshua's life in Wisconsin's heartland helped form his strength, vision, courage, and love for his homeland. However, being a Native American growing up under his father's care had its challenges as his mother and father separated when he was quite young.

Little is known of his early years, but no one can doubt the spirit of Joshua as a youngster. A good part of his early life

took place in Richland Center. He was an active young man who participated in sports and did odd jobs like mowing lawns and shoveling snow in winter months. There are stories passed on about his athletic skills in sports, especially his natural quickness which made him somewhat of a star and that, along with his positive personality, made him popular among his schoolmates.

Richland Center is just up the road less than ten miles from Lone Rock where the Civil Aeronautics Agency had located an emergency field for airliners traveling between Chicago and Minneapolis. The field eventually staffed a Flight Service Station since it was at a junction of mail routes and used by airmail carriers in the early 1920's. Because of its value to the US Postal Service at the time, it was equipped with a beacon and airfield border lights. It also had radio transmission and reception capability to communicate with aircraft equipped with radios that would be flying into, or overhead en route to other destinations. This would have brought a fair amount of airplane activity near Joshua's home. As with many young people of the day, all would look to the sky when a plane would fly overhead. That area near the Wisconsin River was also frequented by Bald Eagles that would soar on the thermals of the hills along the river and watch for fish or other game that might serve as a meal. It's easy to put these two things together to take a young person's dreams aloft.

Joshua was like many other young men of his age, captivated with the dream of flight. He graduated from the Viroqua High School just up the road from Richland Center and entered the University of Wisconsin. With the United States being attacked and drawn into World War II, he pursued his dream of flight, enlisted, and was selected by the U.S. Army Air Corps for pilot training. Early on, Sanford was noted for his vision and positive actions. Soon after, the men who served by his side affectionately called him "Chief."

As anyone who has attended military pilot training knows, only those with excellent health, highly honed pilot skills, and consistent performance are chosen to fly fighter aircraft. Fighter pilots are alone in the cockpit and must be able to think and perform independently. That means flying the aircraft yourself when the weather turns sour and performing as a team player in combat. A fighter pilot is by himself in the cockpit on every sortie and their life is in their hands, they alone control their destiny. Fighter aircraft didn't have autopilots, requiring the pilots to always be in control of their aircraft.

Sanford's first assignment out of pilot training was to the 14th Army Air Corps Flying Tigers under General Claire Chenault's command in China. He was attached to the 75th Fighter Squadron, 23rd Fighter Group. The original All Volunteer

Sanford

—American hero, continued

Group (AVG) Flying Tigers were disbanded on July 4, 1942. The 14th Air Corps was assigned the China Theatre and carried on with the Flying Tigers' mission. Being a fighter pilot, Joshua was recognized for both his piloting and leadership skills. Young fighter pilots are first assigned as wingmen and those that meet that challenge and perform well, are moved up to a flight lead.

China is where Joshua landed and began his military wartime flying experience. Early on in his tour, he was recognized for his uncanny sense of direction. They were flying in strange surroundings with different climate and weather conditions. Navigating in those 'foreign lands' was challenging with the limited navigational equipment available on fighter aircraft. There were no VORs, DMEs, ILSs, GPS, terrain following radar or radar of any sort for pilots to use. What it got down to was dead reckoning most of the time. This means flying a specific heading for a specified time to arrive over a planned point.

There are a number of stories of Joshua's flying in Asia and it is only appropriate to include one written by one of his wingmen. Joshua had been up graded to a flight lead and the story from his wingman goes like this:

"We were on alert, me assigned as No. 2 in Chief's four-ship flight. The weather was lousy, low clouds and drizzling. But along the morning came orders to go. A Jap cavalry column was moving south and threatening the Chinese defenders of Changsha.

We took off carrying .50-caliber ammo and parafrag bombs, all but standard for anti-personnel missions. We tried to form up in a finger-four pattern, but the clouds were too low. Chief was following the river northward and having to do lots of twisting and turning to stay in its course: there were hills on both sides reaching into the clouds. We just stayed in line astern.

Up past Changsha, Chief suddenly headed inland away from the river. I was appalled. The "road" we had been briefed to follow was nothing but a path of stepping stones, common in Central China. And the weather wasn't getting better.

Chief hung to that footpath like a bird dog. I thought he was nuts, just wasting time and gas, but I wasn't about to say anything. We had to thread the needle through several passes, the clouds down almost to the ground. I couldn't imagine how Chief could stay with that footpath and be sure it was the right one. It was all we could do to just stay with him.

After twenty or thirty minutes, I was getting disgusted. We hadn't seen a sign of enemy activity, and getting further into weather trouble by the minute. But suddenly we topped one last low pass – and there they were! It was a mounted troop of horse cavalry, caught absolutely flatfooted.

We came upon them so suddenly that Chief didn't have room to fire. He just dropped his parafrags among the panicking horses and pulled off. I got in a firing

pass, dropped my bombs, and followed Chief around for a second pass. ... There weren't enough men or horses left alive to justify another pass, so we headed back down our footpath. Thanks to the river, getting home was no problem. But in that 2 1/2 hour mission we never got over about 300'. ... I never flew with another man who could navigate that China countryside like the Chief. ... He was a true Tiger, a colorful and effective combat pilot and to me a good and valued friend. (Ed "Smokey" Bollen)"



Joshua Sanford

His death in 1962 at the age of 43 ended Joshua's life prematurely. His life was one of service to the country, both in war and peace. Joshua Sanford achieved many things. He achieved his dream of flight. He not only achieved becoming a pilot, but also as a fighter pilot, showed that he was one of best of the best. He set an example for many young men and women to follow. Someone from a simple beginning could make his or her dream come true. Through spit, determination, and a dream, one can catch their dream and hang on. When life hands us an opportunity, it's up to the individual to take it or let it pass.

It is appropriate to close this article with a paragraph written by the Honorary Civilian Chaplain of the 75th fighter Squadron of "The Flying Tigers," Betty Blackstone for "Chief" Sanford at the Hillsboro Airport Dedication Ceremony naming the airport "Joshua Sanford Field."

"It is altogether fitting that he be so remembered, for he represents those young men of his generation whose ideals were above and beyond the earthbound—whose hearts were tuned to hidden music, whose courage and daring outdistanced pessimism and fear. They climbed the airwaves and set new records because they dared to try. These were giants in those days"

The Chief grabbed his dream by the horns and had a fantastic, although short ride. His legacy will live on for years to come. Joshua Decorah Sanford was a great Native American.

News from Deke Slayton Museum

— Encouraging youth in aviation

The Deke Slayton Memorial Space and Bicycle Museum and Monroe County 4-H work together to encourage youth to explore the field of aviation.

4-H offers opportunities to participate in the Aerospace project. Youth build rockets, identify different types of airplanes, and learn about life in space and much more. The 4-H Aerospace Project is self-directed and allows youth to pick and choose the focus of their learning with support from project leaders and 4-H literature. Building rockets, gliders, paper airplanes, and kites creates a hands-on experience, all the while discovering how hot air balloons work, evaluating navigation systems, and exploring careers in the aerospace field."

The Museum's Monroe County Aviators Committee formed in 2002 to preserve the rich aviation history of the county and to provide educational programming in the aerospace field. The roster of educational group programming is available for kids of all ages; beginning with the very young with an interactive astronaut story all the way to adult home built airplanes and sheet metal working. Aviation classes in between include aviation history, model construction, airport protocols and landing with the table top airport, rocketry, radio control flyers, and astronomy. The Museum promotes the Young Eagles Flights sponsored by the Tomah 935 Experimental Aircraft Association. The purpose of these flights, free of charge to kids 8-17, is to introduce youth to the wonders of aviation.

The aviation and aerospace industry offers more career opportunities than any other non-farm industry. The aviation industry offers career opportunities to suit many interests and backgrounds. Careers include pilots, airline and airport operations and services, aircraft and systems maintenance, aircraft manufacturing, scientific and technical services just to list a few.

For more aerospace project information call Laura Pettersen, 4-H Extension Office at 608-269-8722 or Museum Director Kay Bender at 608-269-0033.



(l-r) Laura Pettersen, Monroe County 4-H Youth Development Educator; Devon Yang, son of Deborah and Dana Yang, Tomah; and Deke Slayton Memorial Space and Bicycle Museum Director, Kay Bender, share Devon's art work at the museum. Devon submitted a drawing of a North American WWII P-51D Mustang, noting it is one of his favorite airplanes, that Deke Slayton flew this type of airplane, and it was one of the best WWII airplanes, everyone loved it, except the Germans.

Devon received second place, 14-17 age group, Wisconsin State Award in the 2007 International Aviation Art Contest. Devon's art work will be forwarded to Washington, D.C. to participate in the national competition.

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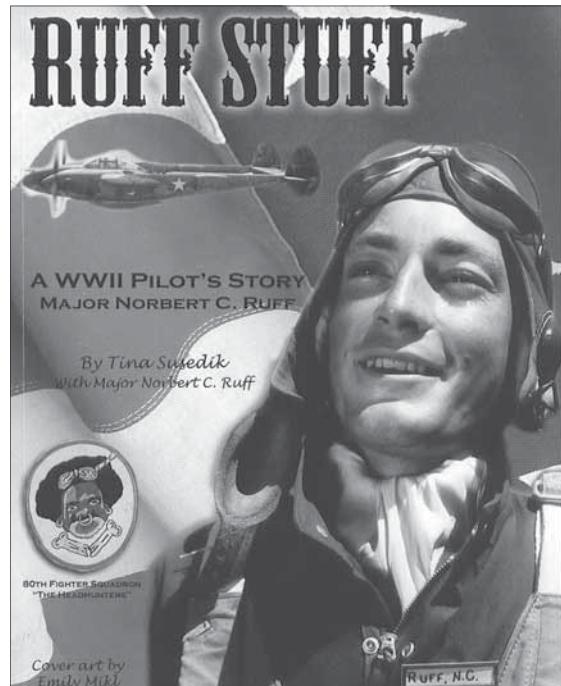
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Ruff Stuff — A WWII Pilot's Story

Wisconsin is home to hundreds of men and women who served our country during World War II. Unfortunately, many of their stories have been lost, or have not been told. One that has recently been recorded is that of Major Norbert C. Ruff, a Bloomer, Wisconsin native who flew P-38's in the South Pacific. He also flew F-80's, after crash investigations and the death of fellow Wisconsin aviator Dick Bong. Ruff, a member of the Fifth Air Force, is credited with shooting down four Japanese aircraft.

Ruff Stuff, a WWII Pilot's Story, tells of Ruff's life in Wisconsin before and after the war, his flying record, and his heroic achievements in each area. Written by Tina Susedik with Major Ruff, it is available for \$23 by contacting Tina at:

Tina Susedik
PO Box 772
Hayward WI 54843
www.tinasusedik.com



\$100 Fish Fry — Sunset Grill in Three Lakes is a pilot's treat

It's been open about a year, and pilots need to know.

Sunset Grill is just a short walk from northern Wisconsin's Three Lakes airport, and once you'll get there, you'll be glad you stopped. Looking for something different than a typical \$100 hamburger? The Wisconsin tradition of a Friday Night Fish-fry just got better—Sunset Grill has one of the best fish fries I've tasted in recent months, having sampled several throughout the Lenten season. Not quite fresh caught on the lake just outside the window, but better than most of the processed fish stick-like fish fries you find at so many places.

Trying to eat a bit more healthy? The Jet Boat sandwich, a grilled chicken breast with pepperjack cheese and a dash of chipotle mayo is a zesty little number that goes down well with a glass of Spotted Cow. There are chicken and turkey wraps, served on honey wheat tortillas, and cool summer salads, such as a grilled portabella tossed with smoked ham and parmesan.

One of the establishment's owners, Bill, told me that the breakfast items are what we really must try, and by the looks of the menu, he's right. You'll find eight different kinds of omelets, but what interests me most is the cakes and waffles section: the Belgian Waffle with fruit—blueberries, raspberries, blackberries or strawberries—sounds terrific. Then I spotted something unique: their signature flame-roasted apples in a light sauce, topped with whipped cream. Yum... it sounds so good! If a burger is what you're looking for, you'll find that, too. Surely, there's something for everyone on this menu.



Three Lakes Municipal airport (40D) is located three miles south of the city, surrounded by lakes and Northwoods beauty. The airport is closed December through April; it's a 3,400 foot grass strip. Sunset Grill is near the end of the runway, across the street. There's a deck next to the water of Big Stone Lake, where you can enjoy fresh air, food and sunsets. The interior is decorated with warm Northwoods charm.

The front of the building is a convenience store, a fact that you barely notice while dining. The food is great, the people are friendly, and the atmosphere is Northwoods casual. Sunset Grill is an unfussy northern Wisconsin restaurant where I plan to dine again, whether arriving by air, land or sea. I just hope to arrive in time for breakfast - those Belgian waffles sure sound good.

- Rose Dorcey

Gone West

— Patricia Ann Basler

On May 23, 2007, Patricia Ann Basler, 78, went to the Lord after succumbing to cancer, surrounded by her beloved son and his family.

Pat was born on May 30, 1928 in Janesville, WI to Claude Patrick and Nina (Fagan) Small. On October 11, 1947, Pat married Warren Levi Basler in Hortonville, WI. Warren and Pat began their married life as dairy farmers until 1956. To pursue his love of aviation, they purchased the fixed based operation from Steve and Dorothy Wittman on January 1, 1957 and Basler Flight Service, Inc. began. Starting from a small hangar on Winnebago County Airport it grew with an additional hangar built in 1967. The focus of the company was on Warren's love of DC-3's, flying wherever need be with passengers or cargo. There was a great pride between the couple offering 24 hours a day, seven days a week at Basler Flight Service to accommodate the community of aviation. Working long hard hours, answering the phone during the day and night Pat was the backbone behind the scenes, involved in all the business matters, handling anything that came up, while Warren flew on business trips. In 1988, Basler Turbo Conversions opened its doors to complete their dream of converting the DC-3 into a Turbo Prop. Pat was co-owner of both these companies with her husband. Hosting people from all over the world who came to purchase the converted DC-3's, their lives revolved around the business until Warren's tragic death on March 15, 1997. Pat continued working at Basler Turbo Conversions until her retirement on November 8, 2002, selling her shares of the companies that she and Warren had started.

Upon her retirement Pat flourished, volunteering at the Oshkosh Senior Center, the Grand Opera House, joined the Red Hats, traveling and dinner with friends, taking up golf, and attending mass at St. Raphael's. She was a superb cook and baker, and was wonderful at decorating her home. She got very involved in gardening with an English formal garden as her

last endeavor. It wasn't easy to catch Pat home, she was on the go with her darling Shih Tzu, Turbo, in the right seat next to her, taking her precious dog wherever she went. Her long overdue time for enjoyment, much deserved fun and leisure time was over thirteen months after her retirement when Sarcoma was diagnosed. Her three and a half year ordeal with this horrible form of Cancer had begun and she fought it with everything she had until the very end of her life, with not one complaint ever being spoken on her part. Pat's faith in God, her love of her family, friends, her home, and her beautiful cat Sadie, who came into her life after losing Turbo, were what she concentrated on for the remainder of her life.

Pat is survived by her deeply loved son Michael Warren (Kathryn) Basler of Oshkosh, her much loved daughter Barbara Ann (William) Saint James of Winter Park, FL, and the five lights of her life, her granddaughters, Kelly Michelle, Kerry Colleen, and Kourtney Corinne Basler all of Oshkosh, and Melissa Ruth and Chelsea Patricia Saint James of Winter Park, FL. Her family was the heart, soul, and love of her life and there wasn't anything she would not do within her power for any of them. She is further survived by her beloved sister, Jean (Small) Kelly of Medina, her devoted nephew and Godson Dick (Pat) Kelly of Cooperstown, NY, numerous sisters and brothers-in-law, as well as other nieces, nephews, relatives, dear friends, and employees of Basler Flight Service and Basler Turbo Conversions. Her parents, her cherished husband Warren, and numerous other family members preceded Pat in death.

Services were held on Wednesday, May 30 at St. Raphael the Archangel Catholic Church in Oshkosh. A memorial will be established to honor her memory.

*Written by Kathryn Basler.
Dedicated to Patricia Basler on May 23, 2007.*

Notice

The Baraboo-Dells Airport Commission is accepting proposals for an **Airport Manager** for the Baraboo-Dells Airport. Proposal documents may be requested from the Airport Commission Secretary, Cheryl Giese, 135 4th Street, Baraboo, WI 53913 or by calling 608-355-2700. Documents are also available at www.cityofbaraboo.com. Deadline for submitting proposals is July 16, 2007 at 4:30 p.m.

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Tell your friends about the Wisconsin Aviation Hall of Fame!

Hear Wisconsin Aviation History this Summer — Sheboygan and Minocqua

WAHF members, friends, readers of *Forward in Aviation* and the general public are welcome to attend an evening to hear stories about Wisconsin aviation history on **Thursday, July 19**. The events takes place at the new Aviation Heritage Center of Sheboygan County, presented by John and Rose Dorcey. It begins at 7:00, followed by a reception 45-minutes later. If you haven't already visited the new Aviation Heritage Center, located at the beautiful Sheboygan County Airport, now is the time. The Center's mission is to promote aviation and be the showcase of a vibrant and growing county airport. It aims to foster aviation interest in the young and old; create a place to explore and learn about aviation; to educate and motivate future pilots; and to appreciate the unique aviation heritage of Sheboygan County.

On **Wednesday, September 19**, John and Rose will travel to Wisconsin's beautiful Northwoods to present a northern Wisconsin aviation history presentation at the Minocqua Museum. Located at 503 Flambeau Street, the museum features displays about Minocqua's early days and the people who made a difference in the history of the community. Here is a place to discover the pioneers who settled these mighty woods a century ago, and learn about northern aviation history at the same time. For more information, call the museum at 715-356-7666.



Wisconsin Aviation Hall of Fame Induction Ceremony
Saturday Evening, November 10, 2007

EAA AirVenture Museum
Oshkosh, Wisconsin

Join us as we honor five Wisconsin aviators:

*Paul Collins
Ed Hedeon
Roy Reabe
Carl Rindlisbacher
Tom Thomas*

For more information call Keith Glasshof at 715-832-6379



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Thanks for coming onboard. We look forward to seeing you at a WAHF event soon!

Sunday, August 5, Chetek, Wisconsin (Y23) Southworth Municipal Airport.

Sunday, August 3, Chetek, Wisconsin (120) Southworth Municipal Airport.
BBQ fly-in for local charities: Warbird, antique and unique aircraft displays, antique and collector cars, raffles for airplane rides. For more information call Chuck Harrison at 715-456-8415 or email Chuck at fixdent@chibardin.net

The **Wisconsin Rapids Children's Miracle Network John Symonds Memorial Balloon Rally** will be held August 24-26, 2007 at the Wisconsin Rapids airport. Plan to attend this colorful event—you'll be helping hundreds of kids throughout Wisconsin. For more information: www.cmpballoonrally.com

Congratulations to WAHF member John Chmiel, recipient of WAMA's Distinguished Service Award and WATA's Aviation Business of the Year award. Chmiel was honored at the 2007 Wisconsin Aviation Conference. For more coverage, see pages 4-5.

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Don't miss the 2007 WAHF Induction Banquet — November 10 at the EAA AirVenture Museum in Oshkosh!

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