



EAA Chapter 838

Contact

Volume XXIII Issue 7
Newsletter Editor: Greg Markus

July 2012
gamarkus@inbox.com



ANNUAL CHAPTER PICNIC

AUGUST 11, 2012

11:30-????

BRING A DISH TO PASS

August 16th: NO MEETING due to Chapter Picnic on August 11; However chapter members have been invited to the annual Chapter – Explorer Post 218 Annual Mini Golf Tournament at Regency Mall at 6:00 pm

Frank

By Eric Wolf



On June 18, 2012, we lost a friend in Frank Fonk. Frank had many friends in our EAA chapter and in the local aviation circle.

There were several people who were closer to him than me and several others who didn't know him well, but just about everyone knew Frank. Frank touched many people's lives in many ways, but most of us will remember him for his contagious passion for aviation. For a large number of us, Frank was the "go to" flight instructor whether it was primary instruction, additional ratings, or BFRs. He made all of us better, safer pilots.

Frank was head strong and outspoken, but despite this and his loud booming voice, to me he never came across as pushy, offensive, or combative. In fact, our debates were just as enjoyable as our conversations sharing the same viewpoint.

More than anything, I will remember our flights to Pancake Breakfast fly-ins in the summer. After flying off the hours on my airplane a few years ago, we quickly learned that we shared the desire to fly to as many of them as possible.

I looked up to Frank for his passion for flying and his skills as a true aviator. I learned a great deal from him and he will be missed.

The Plane Medic

By Ralph Skorupa

Like most pilots, almost all of my flying is day VFR so I rarely turn on the panel and position lights. (in my plane they are both on the same switch) During the annual inspection in the Spring I always check all the lights and this year they checked out fine as they always have. This fall I was flying on a hazy day so I turned on the lights to make the plane more visible. I use aircraft certified breaker switches where the switch acts like a circuit breaker and turns itself off if there is a problem. It was still too bright to actually see or need the lights so I didn't notice them go out, but when I looked the switch was off. I figured I must have inadvertently bumped it off when I turned off the adjacent fuel boost pump switch so I simply turned it back on. When I looked down a few minutes later it was off again. I made a note to check it out when I got back on the ground and in the hangar. It checked out OK even after I left it on for quite some time. I started turning the lights on anytime I flew and the problem re-appeared, but only while flying and only sporadically.

Back at the hangar, I started looking at the wires to the panel lights as I had had a problem with a wire that had been damaged by an interior modification I had done some years ago. I found nothing wrong. It must be a weak breaker switch so I replaced the switch -- No Joy. I disassembled the wire carrying channels on the sides of the cockpit. I found a small nick in one of the panel light wires. It had no burn marks like it had been shorting against anything, but that must be the problem. A new wire and some modifications so it could never be nicked again and all seemed OK for a while, but soon the switch turned itself off again -- Yikes.

Soon I had the wing tips off, the floor boards up (a big job). No problems, all the wiring went through grommets anytime they passed through a rib or bulkhead. Wires were held with Adel clamps where appropriate and all looked the way it should. I crawled under the panel and removed the panel light wires from the switch. I installed a temporary breaker under the panel and wired the panel lights to this circuit breaker. Only the position lights were on the switch now and in flight it tripped again. Now I knew it was not the panel light circuit. I took up the right side floor board again (a pocket full of screws in locking plate nuts). I removed the right wing light wire and rear position light wire from the terminal block junction. Everything worked fine so I replaced the right wing light wire and all was still good. Now I knew the problem was in the rear position light wiring that goes through the fuselage and into the rudder. I reconnected the wire and disconnected it at the rudder hinge point. There was no problem in flight. The problem was inside the rudder. The wire into the rudder passed through a grommet and there was also a grommet coming out of the rudder into the light. Though a small opening at the bottom of the rudder I could see the wire pinched against a stiffener angle inside and there was lots of slack wire inside. I pulled most of the extra wire through the lower grommet and there it was, a small black mark the size of a grain of rice where it had been arching against a stiffener angle. After well over a thousand hours of operation, it had vibrated enough to cut through the wire's Teflon coating.

I could never get it to fail on the ground despite shaking and moving the plane in every imaginable way. I crawled under the panel numerous times which gets more difficult with age. It's fixed now and I've removed the temporary circuit breaker. It was like a three month long episode of Dr. House. Good thing my patient couldn't die before I diagnosed the problem.

CALLBACK

~~~~~  
**From NASA's Aviation Safety Reporting System**

**Issue 390 - July 2012**  
~~~~~

What Would You Have Done?

This interactive issue of CALLBACK, deals with two situations that involve General Aviation Pilots encounters with weather and one that involves an Air Carrier Flight Crew's response to a strange noise on takeoff. In The First Half of the Story you will find report excerpts describing the situation up to the decision point. It is up to the reader to determine the possible courses of action and make a decision (preferably within the same time frame that was available to the reporter).

The selected ASRS reports may not give all the information you want and you may not be experienced in the type of aircraft involved, but each incident should give you a chance to exercise your aviation decision-making skills. In The Rest of the Story... you will find the actions actually taken by reporters in response to each situation. Bear in mind that their decisions may not necessarily represent the best course of action. Our intent is to stimulate thought, discussion, and training related to the type of incidents that were reported.

The First Half of the Story

Situation #1: (PA-28 Pilot's Report)

** I had planned to make a VFR flight with plenty of time to get to [my destination] before dark. I was told by the weather briefer that the entire route of flight was showing unrestricted visibility.

I departed...with full fuel...and about 20 miles of visibility. [After I was airborne] I heard a transmission from the Tower to another aircraft cut out in mid-sentence. My radio (receiver) had just failed.

About 15 miles out, I attempted to contact Approach to see if I could get cleared through the Class C airspace instead of going around. I did not hear a response. I set my DME equipment to the VOR and kept an arc distance of 12 DME which would keep me out of their airspace and bring me right to [my destination].

Approximately two miles out, the visibility dropped to about six miles. I...set myself up for a right base to Runway 24. At 600 feet AGL, the lights of the city became hazy and then the airplane entered a dense bank of fog sweeping in from the ocean. I entered the fog because my line of sight and visibility on the approach looking down from 600 feet was steeper than my actual line of descent, and I could not see the fog against the background of the ocean.

Going right to the instruments and calling upon my recent instrument experience, I stopped my descent and climbed to 800 feet before starting a left 180-degree, standard-rate turn. I returned to visual conditions about 15 seconds after reversing course.... The visibility was deteriorating rapidly.... As I climbed above 1,000 feet, I set a course back to [departure airport]. I noticed that dense fog was obscuring the ground below me at an unimaginable rate. Within 10 minutes I was going to be trapped on top. Then, right on cue, my GPS quit.

I attempted to contact Approach again to see if they could provide me with the weather information at [departure airport], and at [alternate airport] because if conditions were deteriorating as rapidly as they were here, it would be socked in IFR before I could get home. I did not hear the transmissions coming from Approach, so with a marginal safety window getting

smaller and smaller, I told myself that...a diversion to [alternate airport] was the best option. It was the closest airport, had the longest runway around, and had a VOR with DME. Other than the occasional hole just large enough to glimpse a baseball field or parking lot through the intensifying clouds below me, I had no ground reference to navigate by. The conditions above 1,500 feet were VMC with about 10 miles of visibility.**

The Rest of the Story: The Reporter's Actions

Situation #1: (PA-28 Pilot's Report)

The Reporter's Action:

** At 10 miles I started to give advisory position reports in case they had other operations going on at the time. My next position report was at 7.2 miles and again I did not hear a response. At this time, I thought that the error might be on my end and, in such close proximity to a large airport, I decided the best course of action was to try them on 121.50. I stated my position and heading again and that my intentions were to overfly the field and see if I could locate the runway through one of the last remaining holes in the solidifying layer while I circled. I also could not hear the controller's attempts to communicate with me on that frequency. In a final attempt to communicate with the approach controllers and advise them of the urgency of the situation, I selected 7700 on my transponder. At about one mile DME, I asked them to turn the lights up as high as they would go so I would have a better chance of seeing them through the cloud deck. As I watched the DME come within .2 miles and my VOR indicator switch from TO to FROM, I knew I was right over the field. I told my passenger to look out the window for runway lights....She spotted the runway...and I made a turn to the left.

I entered a left base and...my once clear view of the

runway lights began to disappear right in front of me. At 400 feet AGL there was nothing more than a dim glow surrounding each light. Finally, passing through 300 feet, I broke out...and had about 3,000 feet of runway remaining. We had an uneventful landing. When we got out of the plane, all the holes in the sky were gone.

Since I could not communicate, I erred on the side of caution and decided the best thing to do was to get the airplane on the ground considering the rapidly deteriorating conditions. The only thing going through my mind was I've been to quite a few aviation safety FFAST (FAA Safety Team) seminars and have heard of so many fatal accidents in which pilots had multiple opportunities to get the airplane on the ground and chose to continue on or try the same approach that didn't work the last three times because they didn't want to cause a commotion or get in trouble.

Had the handheld radio in my flight bag been charged, Approach could have warned me as to the strong possibility of [destination airport] being IFR by the time I got there. A GPS can do many things, but a controller will always be there to provide vectors, frequencies, weather information, ceilings, and terrain clearance altitudes. Your radio can be your only lifeline in some situations.**

Aviation Explorer Club

By Ken Sack

EAA Chapter 838 from Racine has just sponsored a pilot Aviation Explorer Club (AEC) Post 5218. They continue to sponsor Aviation Explorer Post 218 as they have for the past 24 years.

This new pilot program is for youth in Racine ages 11-13 who have an interest in Aviation. Most participated in Chapter 838's monthly EAA Young Eagles one day program where they received their one hour ground school and free airplane ride. If they were 14 or older, they could join our Explorer Post. If they were between 11 and 13, there was nothing else to keep their interest in aviation.

Our AEC now provides an opportunity for these young people to learn about aviation and the science, technology, engineering and math that underlie it. They associate with other young people with like interests and adult leaders who are experienced aviators, teachers and mentors. Our hope is that exposure through AEC will eventually lead to interest in aviation related vocations or other pursuits in science, technology or engineering.

The Program consists of 13 sessions (about 2 hours in length) twice a month from May through September. The sessions emphasize hands-on learning and field trips to events and facilities that tie into the aviation theme. Most of the sessions will be held in the Chapter 838 facilities at Batten Airport. Field trips are within reasonable driving distance.

Sessions include: Physics of simple machines, Aerodynamics of Flight, Controlled Flight in aircraft, Flight Simulator emphasizing control functions, Build and Fly model airplanes, Build and fly bottle rockets, , Math and Numbers in aviation , Basics of a compass, Scavenger hunt, and an Aircraft ground school to plan a cross country trip. There will be Field Trips to the Racine Remote Control Club for flying demonstrations, to the 128th Air National Guard maintenance center in Milwaukee, and to the Aviation Explorer Base during AirVenture in Oshkosh. The trip will happen on Tuesday, July 24th, which is the day that the National Aviation Exploring Committee will meet at the Explorer Base in Oshkosh.

The curriculum and volunteer adult leadership will be provided by: EAA Chapter 838, Academy of Model Aeronautics (AMA), Aviation Explorers and also with support from numerous other organizations.

The first picture is of instructor Jerry Bovitz demo a pulley as simple machine. He is assisted by AEC student Jonathan Niemiec.



The second picture is of instructor Jerry Bovitz demo an inclined plane as a simple machine. He is assisted by AEC student Kerra Hendrickson.



The third picture is of instructor Dr. Sean Dwyer demo lift on a wing. He is assisted by AEC student Jonathon Niemiec.



The fourth picture is of instructor Eddy Huffman assisted by AEC students Kerra Hendrickson, Riley Niemiec, and Araya Chaffee shooting their bottle rocket.



EAA Chapter 838 Board of Directors

President	Wayne Peach	414-423-9478
Vice President	Daryl Lueck	414-333-4228
Secretary	Tracy Miller	847-420-5098
Treasurer	Steve Jenkins	262-681-2491
Directors		
Past President	Eric Wolf	262-989-9653
	Ken Sack	262-554-9714
	Roy Stuart	262-884-0371
	Phil Fountain	262-639-9892
	Jim Hantschel	262-637-3376
	Jim Senft	262-758-2189
	Tony LoCurto	262-412-0019

Committee Chairpersons & Trustees:

Programs		
Hangar	Jerry Bovitz	639-8583
Librarian	Eddy Huffman	639-8301
Membership	Ken Sack	554-9714
Young Eagles	Tracy Miller	847-420-5098
Chapter Foundation	Steve Myers	681-2528
CHAPTER BUILDING		634-7575



A Note from the Editor

I would like to thank everyone for their article donations and help to me in getting me Chapter meeting info. This is very critical to the creation of each months newsletter.

I would also like to add the our chapter is currently without a President and Eric Wolf has graciously provided his time to help with the vacancy of the office.

We are in need of a volunteer for this position and the chapter would greatly appreciate someone to step up and accept

Calendar of Events

Board Meeting every second Thursday @ 7:00pm
Chapter Meeting: every third Thursday @ 7:00pm
Happy Hour starts @ 6:30pm
Explorer Post 218 Meeting: second and fourth Thursday @ 7:00 pm
Young Eagles: second Saturday @ 9:00am (March –November)

Upcoming Meeting Dates

July 19th Happy Hour at 6:30 Meeting at 7:00
August — NO MEETING due to Chapter Picnic on August 11
September 20th Happy Hour at 6:30 Meeting at 7:00
October 18th Happy Hour at 6:30 Meeting at 7:00
November 15th Happy Hour at 6:30 Meeting at 7:00

Upcoming Speakers

July — Eric Wolf – Update on his newly painted RV-8A
August — No Meeting (Chapter Picnic)
September — Pete Buffington: Author of Squawk 7700