



Racine EAA Chapter 838  
Monthly Newsletter  
July 2015 Volume XXVII Issue 7  
<http://eaa838.org/>

Meetings Third Thursday's 7:00 pm  
Social at 6:30 pm

Welcome to **your** EAA Chapter 838 monthly newsletter. I will need your assistance with articles. Please email anything that you would like me to include in a future newsletter to me at [newsletter@eaa838.org](mailto:newsletter@eaa838.org).

## **President's Corner**

It's hard to believe that OSHKOSH is less than 3 weeks away. Wonder why it's a week early this year? Shouldn't it be the last week of July? Maybe EAA knows something about the weather the last week of July and that's why they changed it!

The Chapter Pancake breakfast was a great time. Thank you to everyone that helped, especially Bob Helland for his leadership. The weather didn't cooperate, but the pancakes sure were good.

We need Chapter input into the direction of the Museum. We would like to open the museum during the summer months for visitors to take a look. We may have some additional planes that could be there for short periods of time. We were discussing having the Museum open a few hours during the week and maybe an afternoon on the weekend. The biggest roadblock is getting members to support this and volunteer to be Docents. I think this would be a great opportunity to get new people into the facility and get the message out. We have a great building, a great local aviation museum, let's all volunteer to get the Museum open again.

Our Chapter Picnic will again be held in August. I hope to see you there!

Blue Skies  
Daryl

## **Next Meeting**

The presenter for our July 16th chapter meeting will be Chief Joseph Forro of the Milwaukee County Fire Department who will talk about fire and rescue operations and training at General Mitchell Airport.

## **Borrowing Young Eagle Classroom props**

Sean Dwyer has asked that if you would like to borrow the props that he uses for teaching ground school for Young Eagles and other school groups, please sign them out, and return them soon after using them. Besides Young Eagles, Sean and others use them when school groups come and visit our chapter. See the article in this newsletter about a recent visit from students at Starbuck Middle School.

## **Note from Dave Finstad**

Thanks to everyone who have responded to my letter about renewing your membership. For those of you that have not responded, please do so ASAP to remain in good standings with your membership.



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## **Monopoly Night Fun and Games 2015**

The seventh annual Monopoly Night, EAA Chapter 838's 2015 Fall Fundraiser will be held on Saturday October 10<sup>th</sup>. Mark this on your calendar so you do not commit yourself to something else. We hope that you can join us this year.

There will be a preliminary meeting the first or second week of August. Please let us know if you want to help out with Monopoly. This is one of the major fund raisers for YOUR Chapter 838, and we NEED YOUR assistance, to raise funds. Email [monopoly@eaa838.org](mailto:monopoly@eaa838.org)



## **Chapter 838 Young Eagles for 2015**

We have had several scout groups make plans to join us at various rallies over the summer, so we are looking forward to a busy season. I invite everyone to join us on the second Saturday of each month at 0900 for fun, flying and frivolity – and you might even learn something if you sit in on the ground school that our Explorers teach! Pilots are especially welcome – and desperately needed!

Any questions, contact Tracy Miller at [milltracy@hotmail.com](mailto:milltracy@hotmail.com) or 847.420.5098.

In general, we have our Young Eagle Rally's the second Saturday each month from March through November. This is a great time for you to inform any relatives, neighbors, or friends that are between the ages of 8 and 17 about Young Eagles.

**July 11<sup>th</sup> is our next session of the EAA Chapter 838 2015 Young Eagles season.**

Future sessions are: August 8th, September 12th, October 10th, and finally November 14th.



## Aviation Explorer Post 218

This is another part of our youth education, and is for co-ed high school students.

At the post last meeting we had a picnic. The picnic was supposed to be between the post and chapter 838 but only three chapter members came to the event. Even so the picnic was very fun we all sat together and enjoyed food and had small talk between friends. We also talked about some upcoming events like Airventure Oshkosh. Even though not much was done we all had fun and enjoyed each other's company.



At the May 28th meeting, we went to the Racine RC Club. Joe helped get some members out to fly and he flew his Cub. They had about 20 members there. Roger Olsen flew his jet and did some pattern flying with it. Eric Armantrout and Jim Litwin, the president, brought out two Giant Scale planes. There were a few scale models out and the rest were other designs. They had Trigrve flying his trainer too. He scared us all making us think he was going to crash but he pulled up at the last minute. All of that must've loosened his muffler because it fell off and we had our first and only "Dead Stick" landing. It was a fun meeting and everyone in the post quite enjoyed it. It was nice to see a different kind of flying.





## **Aviation Explorer Club Post 5218**

This is part of our youth education, and is for co-ed middle school students.

Unfortunately we have decided to take a year off for our program in 2015. The response I received was the best that we have had in the four years that we have offered this program. However, over 50% of the kids do not stay with the program by the end of the year. It takes a lot of effort to provide a program like ours. There are also some family circumstances that may make some presenters unavailable throughout the year.

We will send an email out again in March or April 2016, to see how much interest there is to offer the program again next year.

# AVIATION EXPLORER BASE

## Special EAA Work Weekends

*Regarding the trailer that is unusable because of mold, everything is moving as planned. In May, the Explorer Base staff will package up everything currently in the trailer. They will box items that can be boxed, and determine what should be moved, and what should be disposed of.*

*On Saturday June 6th, the Explorer Base staff and volunteers from our chapter moved these items to a temporary building that EAA moved to the Explorer Base. Jerry Baker drove 6 of us there. Jerry Bovitz was his co-pilot. John Grueter and Ken Sack, along with Explorers Joe Santiago and Crystal Furgason also were there to help. Robb Szymik, originally from Explorer Post 218 coordinated the task.*

*You can see the picture of everyone below. Please notice the picture of our supreme leader supervising everyone. Which Jerry do you think is supervising? The first picture shows everything inside the building at the end. We also stored some desks and other office equipment in the garage at the Explorer Base. Thanks to these helpers. We returned to Racine with Jerry Bovitz as pilot and Jerry Baker as his co-pilot. Mr Bovitz told us he had a shortcut to return. It wasn't really a shortcut, but it was very scenic.*

*The old trailer should be removed before July Fourth, and the rented trailer should be delivered on July 8<sup>th</sup>.*

*On Saturday July 11<sup>th</sup>, the Explorer Base staff and volunteers will move the equipment into the rented trailer for use for AirVenture. Please contact Ken Sack if you can help us out on July 11<sup>th</sup>.*

*On either the last weekend of AirVenture, July 29-30 or the next weekend Aug 5-6, the Explorer Base staff and volunteers will move the equipment from the rented trailer to either an EAA semi trailer or to pallets which will be shrink wrapped and moved inside of some EAA building on the grounds for use next year.*





# Limeys to the Library!

by Seán G. Dwyer

The title “Limeys to the Library!” might not sound like an appropriate one for an article about a visit by the Starbuck Middle School Engineering Club to EAA 838, but it was totally PC. Phil Fountain, Carl Bumpurs and I had divided 19 students into three Flights, Orange, Blue, and Lime. Those were the only colors of cardstock available when the rotation schedules shown nearby were printed.

<b>Starbuck MS at EAA 838 June 2, 2015</b> Phil Fountain, Carl Bumpurs, Sean Dwyer	<b>Starbuck MS at EAA 838 June 2, 2015</b> Phil Fountain, Carl Bumpurs, Sean Dwyer	<b>Starbuck MS at EAA 838 June 2, 2015</b> Phil Fountain, Carl Bumpurs, Sean Dwyer
<b>Orange Flight</b>	<b>Blue Flight</b>	<b>Lime Flight</b>
9:00 - 9:05 Classroom: Welcome to EAA 838	9:00 - 9:05 Welcome to EAA 838	9:00 - 9:05 Classroom: Welcome to EAA 838
9:05 - 9:15 Classroom: Intro to simulator	9:05 - 9:15 Classroom: Intro to simulator	9:05 - 9:15 Classroom: Intro to simulator
9:15 - 10:00 Hangar: Hands-on Airplanes	9:15 - 10:00 Classroom: Physics of Flight	9:15 - 10:00 Library: Flight Simulator
10:00 - 10:45 Library: Flight Simulator	10:00 - 10:45 Hangar: Hands-on Airplanes	10:00 - 10:45 Classroom: Physics of Flight
10:45 - 11:30 Classroom: Physics of Flight	10:45 - 11:30 Library: Flight Simulator	10:45 - 11:30 Hangar: Hands-on Airplanes
11:30 Classroom: Wrap-up & Goodbye	11:30 Classroom: Wrap-up & Goodbye	11:30 Classroom: Wrap-up & Goodbye

The relationship with Starbuck M.S. was started by Mike Palazzola as an outreach of the Young Aviators program. Mike and I met with Clarence Allen, the advisor to the Starbuck Engineering Club, and he arranged for me to do our standard Young Eagles ground school presentation at the school. February being February, and Wisconsin being Wisconsin, the presentation was interrupted by a blizzard. I was actually in my car on the way the school when Clarence called and said that school had been canceled for the rest of the day and the kids were being sent home.

Time passed and Clarence called again. Could he bring the kids to EAA 838’s facility? While easier in the sense that all the props are (usually) available in the chapter building, this added the complication that I had to recruit others to help. Fortunately, Phil and Carl made themselves available to do a 3-stage round robin. The three 45 minute stages were Physics & Chemistry of flight in the classroom, Flight Simulator in the Library, and Hands-on Preflight Inspection of a plane in the hangar. All were preceded by a brief welcome in the classroom in which the kids and the five teachers that accompanied them were presented with handouts that included one of the colored cards shown above. The handouts were the ‘ABC ABC L + 3 Newtons’ concept that I have described in previous articles. It stands for the 10 laws of chemistry and physics that explain how airplanes and balloons fly. After the welcome, Phil did a ten minute introduction to the simulator in the classroom. Following that it was “Limeys to the library, Oranges to the Hangar, and Blues take a seat in the front row.”

While the day went well, the run up to it did not. I had gone over to the EAA 838 facility the night before to get everything ready, and was surprised to find that the model airplane we use to demonstrate control surfaces was missing. The large poster with the 4 Forces & Newton’s 3 laws was also nowhere to be seen. The obvious probability was that somebody had borrowed them to do a presentation to a scout troop or a class, which is a fine and noble thing to do. However, - if you do this – return the props ASAP, because both the Chapter and Post 218 host groups and schools in the classroom.

To cut a long story short, I had to construct a new model with movable control surfaces, which is not as easy as it sounds. It took a lot of duct tape and at least 5 beer cans to make the one in the classroom. Each wing is made from a can, the fuselage is made from two to three cans, and the empennage uses the aluminum from another can. Waste was not an option, and the prospect of consuming a few beers would normally not be a problem for me. However, the Starbuck Engineering was scheduled to arrive at 9:00 the following morning. Nevertheless, I persevered and the new model worked - - - but I took it home afterwards! That is where it will stay until the next time I need it for a class.



## These responses are from a survey taken after a visit of the Engineering Club of Starbuck Middle School to Chapter 838 of Racine

### What I like most about the Airport Fieldtrip was:

The thing that I liked most about the airport field trip was the flight simulator.

The preflight check

Getting to learn about the physics of aviation.

The flight simulation part where we flew an airplane

Was when I try out the simulator and when I learn how airplanes work.

The simulator

Being able to be close up and inside an airplane.

Learning the different laws and properties with the airplanes

Getting to drive the simulator

The plane investigation

The Physics of Flight

The simulator

The flight simulator

It was hands on and very informational.

### Comments:

It was fun and I enjoyed learning about airplanes

I loved every second

:)

The presentations were interesting, organized and done beautifully.

I really loved how we all got to fly on the simulator

It's was an ok field trip

It was really fun. The club should do it again sometime.

It was really interesting and cool to be hands-on with a plane.

It was a lot of fun and I would do it again.

I think this was on of the best field trips and we should do it again.

Maybe next time they should do the plane inspection on a bigger plane outside.

Thanks for taking me there -- you guys are awesome. I got to learn a lot of things about airplanes.



Engineering Club of Starbuck Middle School on a field trip to EAA Chapter 838 on Racine's Batten Airport



EAA 838's Seán Dwyer proves that hands-on Science, Technology, Engineering & Math is a messy process



Phil Fountain does one-on-one instruction with the Flight Simulator in the Library at EAA Chapter 838



EAA 838's Carl Bumpurs explains how the empennage controls two of the three axes of an airplane. ('Empennage' is French for 'feathers on an arrow')



Phil Fountain introduces the students to the Flight Simulator in the classroom of EAA Chapter 838



In EAA 838's hangar Carl Bumpurs explains the he could not take off with two people sitting on the wing



According to Seán Dwyer: *“Unlike the Industrial Age where 80% of people were hired from the neck down, in the Information Age, 80% will be hired from the neck up, and that’s why STEM education is so important.”*

## **FAA Safety Team | Safer Skies Through Education** by Phil Fountain

### **Meet the Airman Certification Standards (ACS)!**

Notice Number: NOTC6068

The FAA is beginning to plan its transition to the new Airman Certification Standards (ACS) framework for certification of pilots, starting with the Private Pilot Airplane, Commercial Pilot Airplane, and Instrument Rating Airplane in the next 12 months.

**Background:** Since September 2011, the FAA has been working closely with a diverse group of aviation community stakeholders convened to help the agency improve the testing/training standards, guidance and test development/test management components of the airman certification process. Participants have developed the Airman Certification Standards (ACS) framework as a way to improve airman training and testing. The ACS provides an integrated, holistic system that clearly aligns airman testing with certification standards and guidance.

Built on the existing Practical Test Standards (PTS), which explicitly define the performance metrics for each flight proficiency element listed in 14 CFR, the ACS approach enhances the PTS by defining the specific elements, aeronautical knowledge, and risk management needed to support each Area of Operation/Task. By presenting the elements of knowledge, skill, and risk management in the integrated ACS format, the ACS better serves the applicant, the instructor, and the evaluator. It will also enable the FAA to clearly align knowledge/skill performance standards, guidance, and test materials.

The FAA continues to work with the industry group to refine the ACS and plan for its implementation. Current efforts involve FAA validation of the ACS documents, review of proposed updates to H-series handbooks, intensive review/revision of knowledge test questions, and support for industry efforts to prototype the ACS approach in selected locations.

To learn more about this effort, follow this link to the “ACS FAQs.”

[ACS FAQs for Applicants CFI's DPEs 6-17-15.pdf](#)

You can also find more ACS-related information, including sample ACS documents, on the AFS-630 web page [http://www.faa.gov/training\\_testing/testing/](http://www.faa.gov/training_testing/testing/)

This notice is being sent to you because you selected "General Information" in your preferences on FAASafety.gov. If you wish to adjust your selections, log into <https://www.faasafety.gov/Users/pub/preferences.aspx> where you can update your preferences.

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*Invite a fellow pilot to the next WINGS Safety Seminar in your area.*

## From Phil Fountain

DEDICATED TO HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS.



CONTACT CONGRESS

### Call to Action: Help Fight FAA Privatization, User Fees

Dear NBAA Member,

Business aviation confronts a serious legislative threat, and I am writing to ask that you immediately make your voice heard.

Here's the situation, and why action is needed now: Last week, U.S. Rep Bill Shuster (R-9-PA) announced that in the coming days, an FAA reauthorization bill will be introduced in the House of Representatives calling for a privatized air traffic control system funded by user fees.

The potential consequences from such a bill cannot be overstated. Without Congress to ensure that our nation's air traffic system safeguards the aviation needs of the entire public – including the people and companies that rely on general aviation in small and mid-size towns – such sweeping authority would instead be granted to a group of self-interested parties.

Our industry cannot be silent or complacent against these threats. We must once again make our united voice of opposition heard on this issue. You can do so by using NBAA's online "Contact Congress" resource, which helps people in business aviation make their voices heard about the policies most important to them.

**OPPOSE ATC  
PRIVATIZATION  
AND USER FEES**

I ask that you please take a moment now to express your strong opposition against any legislation that would enact user fees and strip Congress of its role in protecting unencumbered access to the air traffic system. Members of Congress are most attentive to their constituents, who live and work in the states and districts they are charged with representing. Contact Congress provides a quick, convenient means to tell your elected officials you oppose these dangerous proposals. **Use Contact**

**Congress now.**

Thank you for your time, and your help in opposing measures that would cause significant harm to our industry.

Sincerely,



Ed Bolen  
President and CEO, National Business Aviation Association

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**Also: Weigh In on Social Media**

Social media now plays an important role in advocacy – most members of Congress have Twitter accounts, and they are paying attention to the concerns voiced by constituents on social media.

NBAA has the capability to let you use your own Twitter account to weigh in on ATC privatization and user fees. **Use this Twitter-based advocacy tool now.**

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National Business Aviation Association 1200 G St. NW, Suite 1100 Washington, DC 20005 (202) 783-9000 [www.nbaa.org](http://www.nbaa.org)



hosted by

**Cessna Flyer Association & Piper Flyer Association**

**Sunday July 19, 2015  
at Comfort Suite Foxfire  
Waupaca, Wisconsin**

**See Flyer listed after this newsletter**

## Welcome New Chapter Members

See Dave Finstad's article on page 2

## Monthly Meetings

Board Meetings: Second Wednesdays 7:00 pm

Chapter Meeting: Third Thursdays

Social 6:30 pm

Meeting 7:00 pm

Shop Night Every Monday 7:00 pm

Explorer Post 218 Second Thursdays 7:00 pm and Fourth Thursdays 7:00 pm

Young Eagles Second Saturday 9:00 am (March - November)

## Upcoming Meetings & Speakers

On July 16th Chief Joseph Forro of the Milwaukee County Fire Department will talk about fire and rescue operations and training at General Mitchell Airport.

PAST:

On June 18th Chris Forncrook of Flight For Life gave us a presentation on the aircraft and operations of Flight For Life, our region's medevac provider.

On May 21st The presenter was Doug Tomas who gave a presentation on his great uncle's B-24 Bomber (Ready, Willing & Able) crew in WWII. Looks very interesting. Doug is a lifetime EAA member and has done this presentation for other chapters.

On Apr 16th Jim O'Connor gave a presentation on Drones, their history since the 1700's and current issues with their increasing numbers in the sky.

On Mar 19th Chris Forncrook of Flight For Life was supposed to do a presentation on the aircraft and operations of Flight For Life, our region's medevac provider, but he was sick. Wayne Peach was a very suitable replacement and told us some war stories about aircraft maintenance during AirVenture, where Wayne has volunteered for over 25 years. If you did not attend, you missed a great show.

## Officers

President Daryl Lueck ..... 414-333-4228

Vice President: Vacant

Secretary Tracy Miller ..... 847-420-5098

Treasurer Oliver Kottke ..... 262-939-5567

Foundation Jerry Baker .....262-939-0091

## Committee Chairpersons

Programs Rick Goebel ..... 262-886-4171

Monday Shop Jerry Bovitz .....262-639-8583

Librarian Eddy Huffman ..... 262-639-8301

Membership Dave Finstad .... 262-752-0086

Newsletter Ken Sack ..... 262-554-9714

Young Eagles Tracy Miller ..... 847-420-5098

## Directors

Jim Hantschel..... 262-637-3376

Ken Sack ..... 262-554-9714

Roy Stuart ..... 262-884-0371

Eddy Huffman ... 262-639-8301

Alex Clement ....

Nick Fisher .....

**Chapter Messaging (262) 634-7575**

**Location: 3333 N. Green Bay Rd.**

**Racine, WI 53404**

From [www.eaa.org](http://www.eaa.org): Editors Note: remember that AirVenture starts a week earlier than normal.

## New Goodyear Airship Wingfoot One to Make First Oshkosh Appearance

<http://www.eaa.org/en/airventure/eea-airventure-news-and-multimedia/eea-airventure-news/2015-eea-airventure-oshkosh/06-25-2015-new-goodyear-airship-wingfoot-one-to-make-first-oshkosh-appearance>



June 25, 2015 - The Goodyear Tire & Rubber Company's newest airship, Wingfoot One, will continue a long tradition of Oshkosh Goodyear appearances with its inaugural visit to EAA AirVenture Oshkosh 2015, the 63rd annual Experimental Aircraft Association fly-in, at Wittman Regional Airport in Oshkosh.

Wingfoot One is the first of Goodyear's new generation of semi-rigid airships. First flown in spring 2014, the airship was manufactured by Germany's ZLT Zeppelin Luftschifftechnik and assembled by a team of Zeppelin and Goodyear engineers. It represents the first major structural change of a Goodyear airship in nearly 70 years. The new airship features advanced on-board avionics and flight control systems with the capability to travel at faster speeds and hover in place. The spacious passenger gondola will provide an enhanced in-flight experience with sweeping, panoramic windows.

Wingfoot One is scheduled to arrive in Oshkosh on Tuesday, July 21, and will be on display and fly at the event through Sunday, July 26. EAA AirVenture Oshkosh 2015 attendees will have the opportunity to see Wingfoot One perform in various air shows and meet the Wingfoot One pilots at a variety of events ranging from autograph sessions to forum presentations.

"The excitement we have for Goodyear's return to Oshkosh is not only the unmatched sight of one of its iconic airships over our event, but as aviation people, we have a true curiosity regarding its background and construction," said Rick Larsen, EAA's vice president of communities and member programs, who coordinates EAA AirVenture features and attractions. "Goodyear has been an important AirVenture exhibitor for many years and we are thrilled that it is bringing Wingfoot One to next month's event as a pinnacle of lighter-than-air innovation and technology. We are honored that it will grace the sky above EAA AirVenture Oshkosh 2015."

The Wingfoot One appearance continues a more than 40-year tradition of Goodyear airship appearances at the popular event. The first Goodyear blimp appearance at the EAA fly-in was in 1971, when the airship America came to Oshkosh. Several generations of Goodyear airships have flown to and over EAA fly-ins since then. Goodyear will continue its participation as an EAA AirVenture exhibitor in 2015 – this year as part of the Goulian Aerosports booth (No. 488). In addition, there will be a special Goodyear store this year where EAA AirVenture attendees can purchase Goodyear airship merchandise at Booth No. 2131.

“As EAA AirVenture Oshkosh is the world’s most unique gathering of flight, it’s only fitting that Goodyear’s newest airship will participate,” said Pierre Jambon, vice president, Off-Highway Tires, Goodyear. “Goodyear Aviation has been an aviation tire industry leader for more than 100 years, and a proud AirVenture participant for many years. The presence of Wingfoot One extends our tradition of participation at Oshkosh. We are excited to help sponsor this great event.”

Goodyear will introduce two additional semi-rigid airships to the skies over the next two years as it phases out its two remaining GZ-20 models based in Pompano Beach, Florida, and Carson, California.

Goodyear’s aerial coverage of marquee events in 2015 has already included the NBA Finals, college football’s BCS Championship, the Kentucky Derby, the U.S. Open golf tournament, and the NHL Stanley Cup playoffs

## **Cirrus Helps Brighten Night Sky at Oshkosh**

<http://www.eaa.org/en/airventure/aaa-airventure-news-and-multimedia/aaa-airventure-news/2015-aaa-airventure-oshkosh/06-25-2015-cirrus-helps-brighten-night-sky-at-oshkosh>



**June 25, 2015** - Cirrus Aircraft is helping make one of EAA AirVenture’s most popular evening activities possible this year, as it is sponsoring the fireworks for the EAA AirVenture Oshkosh 2015 night air show on Wednesday, July 22. Now in its fifth year, the EAA AirVenture night air show, presented by Rockwell Collins, has become a major attraction, getting bigger and better every year.

Watch as your favorite aerobatic pilots soar through the dark in a display of precision aerobatics mixed with dazzling pyrotechnics. The night air show concludes with a display of the most amazing and brilliant fireworks displays anywhere, lighting up the sky with a synchronized display of music and color with both aerial and ground displays along the flightline.

Be sure to make plans to attend this exciting evening event on July 22, as well as Saturday night’s air show on July 25. Night air show activities are included with EAA AirVenture admission