

EAA Chapter 838 *Contact*

Volume XVI, Number 11



November 2005

Membership Renewal

The leaves are turning to beautiful yellows and oranges and reds, the daylight hours are getting shorter - it's fully dark now at Monday Night Builders - and daylight saving time has ended until spring. All those changes bring to mind just one thing, it's time to renew your chapter 838 membership. This year we have a significant change in that our dues are increasing for the first time, since I have been a part of this organization. Some tell me it's the first time we have changed the dues, since we started. Whether or not that's a fact, our dues were extremely low; too modest, in fact, to cover even the full expense of this newsletter, much less our utility bills. Our board has discussed this topic several times, and at the October meeting they took action to increase dues by \$10 for each category.

Dues are now:

Regular (individual)	\$35
Family	45
Senior	30
Youth	25

When joining for the first time, there is a \$5 initiation fee.

Our board added a new category:

Associate/Sustaining \$50 minimum, and that member may not vote, fly Young Eagles, nor participate in shop activities. This would likely be an organization or business membership.

Now that we are focusing on renewing our memberships, we'd like to bring our records up to date regarding your postal addresses, phone numbers, and email addresses. Page three of this publication contains a renewal form, and we would like each member - whether a new member or a renewing member - to complete this form. Please take the completed form, attach your payment (check, cash, or credit card information), and bring it to our chapter meeting in November. There you may hand it to our treasurer, Jim Hantschel, or to Ray Centeno, or to Bob Helland. Alternatively you may mail it to the Chapter at:

EAA Chapter 838
3333 North Green Bay Road
Racine, WI 53404

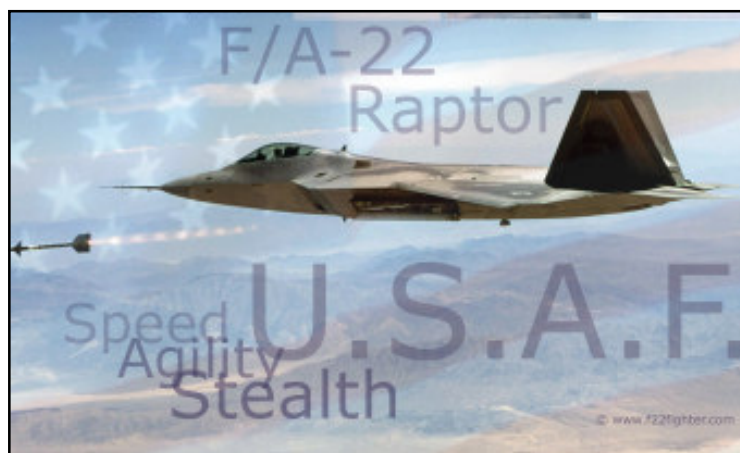
And while you're renewing, make your reservation for the party.

“Good to Go!”

By Steve Myers

Fifteen years ago last month, Lockheed Skunk Works test pilot Dave Ferguson made the first flight of the prototype F-22 Advanced Tactical Fighter (ATF). The takeoff was made from the Lockheed facility in Palmdale, California and terminated at the Air Force Test and Evaluation Center at nearby Edwards Air Force Base. The aircraft was powered by two General Electric YF-120 jet engines that also were making their first flight. These engines featured unique exhaust nozzles to meet stealth requirements and to provide thrust vectoring.

For the first round of the ATF competition, the Air Force had awarded contracts to Lockheed and Northrop in October, 1986. Lockheed teamed with Boeing and General Dynamics-Fort Worth. Northrop teamed with McDonnell-Douglas.



The Skunk Works had responsibility for overall program management, configuration design, the cockpit, forward fuselage and all low observable [stealth] components. Boeing would build the wings and the aft fuselage. General Dynamics was responsible for the center fuselage, the functional subsystems and the vertical & horizontal tails.

See The Raptor next page.



The President's Corner...

By: Tom Christensen

By the time you read this column, we will have played host to around 175 Gilmore Middle School students. This was a direct result of the Wings and Wheels that we held this past September. Although we have had success with the private schools, for the past few years we have been trying to get into the public schools. We have participated in the Red Apple School's Options program, but we have never had a large public school group come to our facility. Perhaps word got around in the education community with the work we did with the San Juan Diego Middle School. Whatever it was, we finally have convinced the educators that we are the Racine area's aviation education resource. Yes, we provide a workshop and other activities for our members, but if we are going to go out to the community and ask for their financial support, this, along with the Young Eagles program, is the type of thing we need to show the community that we are worth it.

Marsha Helland has again taken it on to set-up again our 2005 Holiday Party. In case you don't know about Marsha, she is one of the chapter's "silent leaders". The event will be held at our facility using our tables and chairs (bought with profits from the spring pancake breakfast). A fine menu, soda, ice, and Milwaukee's finest will be provided. You may also bring in your own select libation. Please remember, what you bring in you must take out if there is any left. Mark your calendar for Saturday December 3. You can make your reservations by calling Bob, Marsha's secretary, at (262) 886-8577.

On a building and facilities note, the cost of heating our facility is going to be much more than it was last year.....just like everyone else. We also have storm water run off fee to take care of this year. When you use the facility, please keep in mind that open doors and windows, higher temperatures is money gone. For your events, please keep the temperature at a "light sweater level". When using only the classroom, close the doors to other areas. Turn back the thermostats when you are done. Your help in doing this is appreciated.

Congratulations to Jerry Baker your President-Elect. He has some big shoes to fill (I have a size 14). In his upcoming tenure, major decisions regarding our chapter will be made. Events like Wings and Wheels and our education programs will be major factors in how those decisions fall. Jerry is a very talented person, having connections within the community and a sound business sense. He will need your input and support.

Tom

Jerry Baker To Be President of 838

At our October chapter 838 monthly meeting, we elected new officers. They are: president Jerry Baker and vice president Bob Helland. We also elected three new board members, and they are: Marsha Helland, Ken Sack, and Carl Bumpurs.

The new officers are installed in January, and they sit in on the board meetings in October, November and December as a transition. They officially assume their responsibilities in January.

Officers who will complete their terms at the end of December are: president Tom Christensen, vice president Frank Fonk and board members Ann Curcio, Rick Pope, and Donna Anderson

The Raptor continued.

Final assembly of the two F-22 prototypes was done in a Skunk Works facility in Palmdale, starting in January, 1990. The first aircraft rolled out on August 29, 1990. The second reached the flight line two months later and first flew on October 30, 1990. It was powered by two Pratt & Whitney YF-119 engines that also featured stealth enabling exhausts with thrust vectoring. The prototype flight test program was completed on December 28, 1990. Four months later, in April, 1991, the Air Force announced the Lockheed team was the ATF Program winner. Pratt & Whitney won the engine competition.

Now, 14 years later, the F/A-22 Raptor is about to enter Air Force service as a fully ready operational system. This means that all aspects of the program, from pilot training to maintenance proficiency to weapon system readiness to logistical support are all "up and ready" for sustained combat duty any where in the world, if called.

The Raptor is an impressive aircraft. It is 62 ft long and has a wing span of 45 ft. It can "Supercruise," i.e. exceed Mach 1.5 without using its afterburners. Top speed is Mach 2. All weapons are carried internally. They include a variety of the latest air-to-air and air-to-ground munitions.

Just how ready is the F/A-22 Raptor team and how well does the aircraft do its job against potential opponents? Good question! Recent actual in-flight, simulated combat operations pitted the F/A-22 against USAF F-15's. Results were as follows:

1. One F/A-22 was able to operate without detection while it went head-to-head against four F-15's.
2. Two F/A-22's were able to operate without detection while pitted against eight F-15 aircraft.

In both cases, the F/A-22 aircraft scored missile hits [kills] against each opponent F-15 and the F-22's were never detected by either the F-15's or ground based radar. Air Force General Rick Lewis commented, "The F-22 operated against all adversaries with virtual impunity. Ground based systems could not engage it and no adversary aircraft survived."

Membership Renewal

EAA Chapter 838

Today's date _____

Type of membership:	Regular (individual)	\$35
	Family	45
	Senior	30
	Youth	25

Name _____

Address _____

Phone _____

Email address _____

Optional Information

Pilot and mechanic certificate types _____

Aircraft owned/flown regularly _____

Current projects (homebuilt, restoration, etc.) _____

Past projects _____

What kind of work do you do? _____

Primary interests in joining Chapter 838 (circle those that apply)

Learn to fly Learn to build Improve flying/building skills

Just like airplanes/aviation Social

I'd like to participate in Chapter 838 activities, so call me about:

Classroom programs Workshops Museum Finance

Building & grounds Newsletter Social Flight instruction

Do you have special skill, talents, or hobbies that might be of benefit to your fellow chapter members? Please tell us about them here:

Have you NEVER received a name tag? No, never [Circle if applicable.]

Chapter 838 is a member-driven organization. We request the above information to help coordinate chapter activities and to introduce you to other members who share your interests. The information you provide will only be used for chapter activities, and we will not release it to commercial interests.

Hall of Fame Nominations

Nominations should be at Chapter 838 by Friday, November 25. Please include as many details as possible about your nominee. Many good nominees have not been included in the past, because there was not enough information available to the committee.

If you need a nomination form, Please call Barbie Rench at 262-639-7737.

THANKS!!

Correction

In October's issue of Contact I failed to give proper credit to Phil Fountain for the extraordinary action photograph of our visitors from the US Coast Guard. They were demonstrating how they deploy and recover their rescue swimmer, and Phil was there to get the shot. He has created a beautiful DVD of some of his photos of Wings and Wheels, and I hope we'll get a chance to review them at a future chapter meeting.

Gilmore Kids To Visit 838

By Tom Christensen

Bob Mainland from Gilmore school wants to bring their 300 7th graders for a tour of the museum and C-130. They will be doing aviation projects prior to their visit to us, and the kids will be split into three separate visits. Still, with 100 kids one or two people can't do it by themselves. We will need around five or six people. We plan to have half of the kids do the Young Eagles class and the other half tour the museum, workshop, airport and ramp, then switch. The first group is tentatively scheduled for Wednesday Nov. 9th. There will be two sessions that day, one from 9 to 11 AM and another from 1 to 3 PM. Depending on the funding they are able to get, each session will have two groups of 60, or a single group of 60. They promised to have a student to parent ratio of 6 to 1.

Over the past couple of years, we have had success at getting into the *private* schools with some kind of aviation education program. Though this isn't the first, but it is the largest *public* school group that is interested. This is what we have been selling ourselves to the community for, and now we have to prove it. Personally, I would consider it a disaster for our organization if we can't get the help from our members to do this. I know some of you won't be able to do it because of work and other obligations, but if you can help, we definitely will need you. Please drop me a note with your availability. I would like to get back to Bob next week.

In spring they want to bring the 8th grade students over. I really think we should do our best to make this go well. This type of community education is what will bring the sponsors back to Wings and Wheels, and if we do it right, word will get around we are worth the trip both time and money wise. If this does go well, perhaps in the near future our board meetings will be focusing on expanding our program, rather than consolidating our facility.

***** NOTICE *** NOTICE *** NOTICE *****

HOLIDAY PARTY

SATURDAY DECEMBER 3, 2005

The Holiday Party will be held in the Chapter museum. We will have a catered dinner. Beer, ice and soda will be provided. If your drink of choice is not listed, BYOB.

YOU MUST MAKE A RESERVATION BY 11/23/05. WE CANNOT GUARANTEE THAT YOU WILL BE SERVED DINNER IF YOU DO NOT RESERVE A SPOT BY THIS DATE!!!!

Date: Saturday, December 3, 2005
Time: Social Hour from 6-7 pm
Dinner 7 pm
Place: Museum at Chapter 838
3333 North Green Bay Road
Racine Wisconsin
Cost per Person: \$20.00
Menu: Appetizers
Hot Turkey and Gravy and Hot Beef and Gravy
Mashed Potatoes and Vegetable
Dinner Rolls and Kringle

Remember, reserve your spot by calling Bob or Marsha Helland at 262-886-8577 by
NOVEMBER 23, 2005.
See you at the party!!!!

Red Apple School Dates

In recent years we have been participating in the Red Apple School Options Program (the old Washington Jr. High). We have basically done our Young Eagles Classroom and handed out rain checks afterward. These kids range from 3rd to 6th grade, so they are from 8 to 13 years of age. The program runs Friday mornings 9-10 AM at the school. The dates are:

Nov. 18th,
Dec. 12th,
Jan. 13th,
Feb. 10th,
Mar 17th, and
Apr 7th.

If you can help out with any of these dates, please contact Tom Christensen at the email address or the phone number on the back cover.

31 Young Eagles Fly in October

By Brian O'Lena

Despite overcast skies and cool temperatures 31 kids had the ride of their life on Saturday, October 8th. After the Young Eagle (YE) participants received our informative ground school, it was off to the "wild gray yonder". Despite the skies all the participants had large smiles after the rides. We have just one more YE weekend this year, and that is on Saturday, November 12th. If you are able to help out that would be great, as we have several regular members who will not be able to attend.

Hope to see you on November 12th at 9 am at the chapter.

Weekend Flying Pleasures: Kids & Wings

By R.G. Blocks

This weekend is the second in October. Weather is cool and dry. Perhaps last weeks heat was our Indian summer. The trees have reached color peak up north. Here in Southeastern Wisconsin the colors are just starting to emerge. It sure made for a nice Saturday to fly children for the Young Eagles program.

Young Eagles is a program of the Experimental Aircraft Association (EAA). Started in 1993, the program intended to introduce one million children to the world of flight by the 100th anniversary of powered flight. Wilbur and Orville did accomplish their objective on December 17, 1903 with a twelve second flight. We, in EAA Chapter 838 of Racine, have given each Young Eagle, a child aged 7 to 18, an hour of pilot ground school training so that their adventure has meaning. Basically, we teach the science of flight in simple terms and illustrate how flight works. It minimizes the surprise factor. We also have a subliminal message for the family; study English, math and science. In 2003 we in EAA accomplished our objective with one million children flown free of charge.

Flying buddy Sean Dwyer is currently in Ireland. Thus, Lee Farnsworth was the principle Young Eagle ground school instructor this weekend. I helped him by teaching flight patterns at our airport, aircraft controls, and flight charts. Lee has been teaching the classroom portion of our Young Eagles program with Sean for a few years. Their patter has become extremely well oiled. As a stand in

for Sean my efforts were strictly second rate. I'm truly sorry that Sean and Lee will both be on vacation next month. The children will not receive nearly the quality of education with rookie Roger as instructor.

A half dozen volunteer pilots flew thirty-one children. The three kids that I flew enjoyed the flight. They especially enjoyed the part where we bombed the Racine boat harbor.

Today, Sunday is another beautiful day. Cloud bases were about 3500 to 4500 feet and scattered. I wanted to accomplish my flight training re-examination; it was a day too perfect to remain on the ground. Simply, the rule states that a bi-annual flight test is required to maintain flight privileges. For nearly two decades I've been an advocate of the Federal Aviation Administration's Wing's Program. It requires the pilot attend three hours classroom and one-hour take-offs and landings, plus one-hour air-work, and one hour of instrument training in lieu of the bi-annual. The group of pilots following the Wings program has been said to be accident free for a decade. I'm in my fourteenth version of this training. Frank Fonk a local flight instructor was available to administer the Wings training. He enjoys the Wings program, has a nice style of teaching, and administrates with a quiet even hand.

Our first landing was normal and uneventful. Our next landing was

See Kids and Wings next page

November 2005

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
			Museum Board	Post 218 Meeting		
6	7	8	9	10	11	12
	Hanger Craftsmen Builder Nite 7pm		Chapter Meeting 7pm			Young Eagles 9am
13	14	15	16	17	18	19
	Hanger Craftsmen Builder Nite 7pm		Board Meeting 7pm	Post 218 Meeting	Red Apple School 9am call Tom C if you can help	
20	21	22	23	24	25	26
	Hanger Craftsmen Builder Nite 7pm					
27	28	29	30			
	Hanger Craftsmen Builder Nite 7pm					

**Donna's Donuts
Every Wednesday!**

Kids and Wings continued

with a 13 knot cross wind from the right at 90 degrees. That one and the crosswind takeoff from the opposite end of the runway were uneventful. Then, we stayed in the crosswind pattern and landed with 13 knots on the left. A short field take off on the normal runway into the wind to simulate climb out over a tree obstacle was next. Satisfied at this point Frank decided it was time to review my cross-country navigation skills. So, we headed to a little grass runway airport called Bigfoot just west of Lake Geneva.

We had gone about a third of the way and Frank suggested minimum controllable airspeed needed to be demonstrated. Then, imminent stalls needed demonstration. Not much further he suggested that lazy eights should be displayed, and those were followed by chandelles, followed by more imminent stalls. Satisfied, we approached the grass field and made a nice smooth landing on runway 09. Bigfoot was a very beautiful place.

We took off and climbed to 5500 feet en-route home. En-route, I demonstrated a simulated engine out glide into the wind, which was about 13 knots. Full nose up trim put the airplane at about 70 knots

with a 500 ft / min descent rate. It was a bit bumpy and squirrely as we descended. I had difficulty holding an 'into the wind heading' and could not achieve the 65 knots Cessna says is the best glide speed for maximum range. Bumpy flight conditions and my inadequacy suggest that I need more practice at engine out gliding.

Tomorrow night it will be the third and final hour of Wings training. The instrument portion of Wings flight training is designed to make a non-instrument rated pilot capable of limited instrument conditions flight. An instrument rated pilot should be capable of being certified for six months of instrument flight. We will see what tomorrow brings. I learned a bit about my limitations today. It has been a great weekend. The trees are changing and so am I.

Written October 9, 2005

By Roger G. Blocks while reviewing how I spent my day.

We need YOU to help with Young Eagles in November. We have a goodly number of kids signed up to learn and fly with us on 12 November, so come to the chapter, and lend a hand. It's fun and satisfying.

EAA Chapter 838 Board of Directors

President	Tom Christensen	414-570-0730
Vice Pres.	Frank Fonk	637-3610
Secretary	Daryl Lueck	681-2370
Treasurer	Jim Hantschel	637-3376

Appointed Directors:

Past Pres.	Dave DeGroot	554-1178
Chapter Relations	Donna Anderson	639-5537
Social	Donna Anderson	639-5537
Airport	Ann Curcio	554-4921
Facilities	Rick Pope	598-0799
Youth Education	George Snamiske	637-0821
Adult Education	George Snamiske	637-0821
Museum	Lee Farnsworth	633-8501
Public Affairs	Eddy Huffman	639-8301

Committee Chairpersons & Trustees:

Programs	Frank Fonk	637-3610
Hangar	Jerry Bovitz	639-8583
Librarian	Scott Cater	639-3559
Membership	Ramon Centeno	414-571-0480
Young Eagles	Brian O'Lena	414-764-6478
Museum Trust	Tim Bass	497-9768
Chapter Trust	Steve Myers	681-2528
CHAPTER BUILDING	634-7575	

Chapter Meeting

Roger Blocks

**Flying The Shore of Lake Michigan
From "Up North" to East of Chicago.**

Chapter 838 Events:

Tuesday	7pm	9 November	Chapter Meeting
Saturday	9am	12 November	Young Eagles
Mondays	7pm		Hanger Builders
Wednesdays	3pm		Donna's Donuts

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