

EAA Chapter 838 *Contact*

Volume XVI, Number 12



December 2005

Now That Was Smooth

By R.G. Blocks

Naw, we are not discussing an aftershave. We are comparing nine flights we've taken to Denton, Texas. Each involved launching from Racine. More often it was a spring flight. This one was in October; a pre Halloween yawner. It was a post hurricanes Katrina, Rita, and Wilma as well. It was after the Flight Service Stations became privatized. It was the first time we have experienced a modest tailwind. It was a smooth ride. The weather was pooped, simply too tired to present any bumps.

The first leg of this year's flight to Texas took just over two hours. We landed at Quincy Baldwin, Illinois UIN, near the Mississippi River, across from Hannibal, Mo. It was a flight at 3500 feet under a scattered layer. We like UIN for its rapid, reliable service. Missouri offers a number of great alternatives. Some provide great memories.

The year little Laura was born was a fun ride. In a weak moment, Sam Kazarian, prince of pilots, supremely gifted of tongue, stated he had little experience in the low and slow lane. Thus, to round his wealth of experience decided to tag along on a flight to Texas. Sam pretty much talked our way there. Much of the time he inquired what that strange instrument was in the corner of the instrument panel. I ignored this and other incessant chatter. He was the expert. I was a rookie. Finally, I bit and pointed to the clock saying, "Is this the strange instrument?" He nodded gravely suggesting, "It should be a calendar. This airplane is that slow." Sam, mused that if we didn't hurry the family could be much larger before our arrival. My feelings, like our weather, deteriorated.

Sam and I got to Booneville, Missouri (VER) and nature blocked our path. The distant sky, dark and foreboding, and Columbia FSS suggested we land. A distant relative of my wife owned Rivercene, a famous nearby B&B. Rivercene marked the west terminus of the Booneslick trail, at New Franklin, directly across the river from Booneville. Nearby, old Dan Boone's children, Nathan, and Daniel Morgan Boone once operated a salt factory. The Boones boiled brine from a natural saline spring and sold salt product to those embarking on the Santa Fe Trail. Legend says the Santa Fe starts in the front yard of the Rivercene B&B and the Booneslick ends in the

backyard. Entrepreneur, Joseph Kinney, built Rivercene. Kinney made shoes to last. His home was paid for by myriads of western bound folks who would farm, ranch, mine, hunt and explore our southwest on foot, in Kinney shoes.



Sam Kazarian standing next to "his" Sabre Jet now located at the Flying Museum at the Dallas Addison Airport (ADS).

Three curious female relatives showed up at VER airstrip after my call inquiring as to their health and room availability. They did have rooms to let and offered us a ride. Sam suggested that I take the younger gal for a ride in the airplane while he, Sam got acquainted with the others. Off we flew to find Arrow Rock where the Santa Fe crosses the Missouri River, near New Franklin and the old salt spring. She enjoyed the ride, and I the tour-guide. Later, when we pulled up to Rivercene, Sam was lead by two ladies to a room at the top of the stairs. In tow, I watched as the door opened and an eight foot long painting of the local school marm reclined over the bed in what would See SMOOTH, next page



The President's Corner...

By: Tom Christensen

There was a time when I thought I would never write this, but after four years, this is my last President's Corner column. Next month there will be a new author and picture in the form of Jerry Baker. Looking back I think the board and I were able to accomplish a lot of things and unfortunately were not able to accomplish others. The one that gives me a lot of satisfaction is breaking the ice of being "Racine's best kept secret". We made tremendous progress in our youth educational program. We have played host to hundreds of school children both here at the chapter and in their classrooms. The best example is the work the past two years we have done with the San Juan Diego Middle School. And more recently, the Racine Unified Schools with the visits by Knapp 6th graders last year, and more recently, the Gilmore 7th graders. Our Young Eagles Program under the direction of Brian O'Lena continues to be one of the best in the EAA. Our co-sponsorship of Explorer Post 218 with the leadership of Ken Sack has seen a good portion of their numbers get into aviation, many of them through the military service and academies. Ed Schaut has been the spearhead for our exhibit at the Unified School's Education and Technology day held in February.

For adults, Jerry Bovitz continues to offer the chance to work on aircraft with the Monday Night Builders. The museum under Tim Bass has been an asset to educating both young and old. Our ground school has also seen its share of pilot starts. With Eddy Huffman wearing the editor's cap, our news letter is still one of the best as it has always been. Many hours of work from Mary Mishefske allowed us to put our foot into cyberspace with our website. Finally is the latest effort with Wings and Wheels this year under the direction of Steve Myers. When the board approved this function, we were going out on a limb, with the realization and understanding that undertaking a project of this magnitude, and all the associated factors, we were prepare to end up with a financial loss for the first time. We were more than surprised at the income that was generated from this venture. It isn't just these people that made things happen. Associated with them is the help of many of our chapter members who made these programs work. Thank you all.

But there are other things that still need to be accomplished. Despite the advent of the new Sport Pilot license, general aviation activity is still down. Insurance costs, rising fuel prices, and even finding instruction make it hard to generate the interest. It has reflected on our membership numbers and the ability to attract new members. This is coupled to our ability to meet the operating costs of our current facility. The hard honest fact remains without a substantial increase in funding and membership in the next few years, we may not be able to afford and keep our facility. Personally, I feel that under my tenure, this was a mission unaccomplished. This will be the greatest challenge for your new president and the incoming board.

I would like to thank all the board members past and present who I

had the pleasure of working with. Especially to Jim Hantschel who behind the scenes probably spends more time at the chapter and at home counting the cash and writing the checks. Dave DeGroot has been a valuable counselor to me as Past President. And finally, thank you, the members who supported me, and gave me the pat on the back when I did things well, and let me know when I screwed thing up. I wish Jerry the all the best as he takes the helm, and ask that you give him support and input as you did for me.

Finally: In this season, what ever your greeting may be; Merry Christmas or Happy Hanukkah, may you be blessed with peace and goodwill now, and for the New Year.

Tom

SMOOTH

be Sam's huge room. My room, down the hall was nice. Sam's luxurious. That painting once hung in the rear of the local barbershop and was used to educate several generations of Booneville boys regarding the fairer sex. There are other venues.

Hannibal, Missouri is a good over-night for Tom Sawyer – Becky Thatcher lore and cave. The capital at Jefferson City is a politically correct over-night alternative. Branson is excellent for an entertaining layover with good service, and fuel. You blend in if your hair is blue. We strive for fuel stops where the fuel is fresh, meaning lots of traffic. Fuel loses about two octane points per month stored.

The Missouri Arkansas border is replete with lakes and hills and good airports. Gaston's Resort, a grass strip three miles from Mountain Home is my fly fishing favorite. A bit west, Springdale has a nice lunch below the tower for a quick turn. We used it this trip since it cuts the trip into equal 2 hour plus legs. There, the airplane starter wouldn't start. No noise. Hand propped. One eighth turn and she fired.

No need to stop in Oklahoma. We've stopped at a half dozen places in other years. They enjoy your company; not many folks stop in Oklahoma intentionally. So we hummed Red River Valley as we entered Texas. Denton is close to Dallas – Fort Worth without much hassle. A new starter solenoid fixed the airplane while we played grandparents. The trip home was equally smooth, and a slight tailwind again helped groundspeed. We arrived home in 6.3 hours. It was another smooth ride.

Written by Roger G Blocks while thinking about fine trips to Texas .
November 17, 2005

Tell us about the time that you went, or saw, or learned in an airplane.
Call 639-830. I'll listen; we'll write.

Opportunity To Impart Flying Excitement

We have agreed to participate in the Red Apple School Options Program (the old Washington Jr. High). We will basically do our Young Eagles Classroom and hand out rain checks afterward. These kids range from 3rd to 6th grade. 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, call Tom Christensen at 414-570-0730.

A Call For Docents

The Aviation Museum has a list of about 20 docents. Of these there are about 12 who are active. For a five weekend month there are 20 three hour sessions that we have to cover. There are currently four or five docents who are willing to take a couple of sessions which helps us to take up some of the slack.

We would like to have a minimum working group of 16 on whom we can rely. Travel, illness, vacations, etc. impact our schedule.

This is, therefore, a call for additional people who can give up three hours on a weekend to work as a docent in the museum.

The trustees will hold a special docent orientation meeting on Wednesday, Jan. 4th, following an early trustees board meeting.. The orientation meeting will take place at 7:15 pm. Procedures and policies will be reviewed. Some of our current policies are being re-written to bring them up to date. Plan to be a docent and join us on Jan.4th at 7:15 pm.

[Editor: For more information, call Ed Shaut at 639-4637.]

Web Site Includes *Contact*

We offer our heartfelt thanks to Mary Mishefske (wife of Tom Christensen) for the many imaginative hours she worked to create our web site. Mary's time has become overly subscribed lately, and she has yielded the web guru tasking to Timm Edgington.

Timm has a series of announcements on the first page of the web site. Perhaps look there first for the latest about our chapter

After several unsuccessful tries, we now have the capability to place *Contact* on our web site, and we'll try to get it there each month. You can see the pictures in color, and you can get the news a bit earlier than we get it out through the mail.

Will Work For Adventure?

Ernest Schust, 4526 Northwestern Avenue, 262-637-8107, is offering to take you flying in his two place powered parachute in exchange for help with chores at his home. Please call him if you would like to know more about his proposition.

Even If You Aren't A Writer, You CAN Contribute To *Contact*

By Eddy Huffman

If you can tell stories at hanger flying sessions, you can write 'em up for an article in this, your newsletter. Did you fly a trip, long or short, that you could tell us about? Did you have a flying "experience" that you could tell us about? Did you overcome a "challenge" on your building project that you could tell us about? Did you earn your seaplane rating, or your multi-engine rating, or your instrument rating? I can tell you with certainty that we would like to hear about it. I would love for you to write it yourself, because then it will be in your "voice." But if you prefer, you and I can talk and work it out together. That process worked well for a couple of our better articles.

Many pilots, builders, or others interested in aviation will tell their stories to friends and relatives. And often those friends and relatives are not really as interested in our aviation experiences as we would like. [Don't ask me how I know about such things.] But the people who would be interested in your stories and experiences are right here in Chapter 838, and this newsletter is the way to reach them.

Please take notice that English majors are not highly represented among our members. Even the people who do write well and prolifically are not sticklers for punctuation and other trivia. The missions of our *Contact* is to share aviation information and excitement, to share chapter news, and to help give us a sense of community. We ought to try to be clear and concise and, hopefully, entertaining, but we don't get a grade on spelling and syntax. Well, my daughter might give ME a grade, but you needn't be concerned with that.

Please share your aviation experiences, thoughts, and savvy with the rest of us. Call me or send me an email. I'll be pleased to help.

Contact Editor Has Brain Cloud

A while ago I showed my daughter, Jennifer, a copy of *Contact* with the story about the trip Carl and I made following the transcontinental RR to Sacramento, CA. I boldly asked her for feedback, and she pointed out four misspelled words! I was embarrassed, and I apologize to you, our members. I promise to pay more attention to the spell check in future.

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.

Renewal?

Please note that the form to the left is for renewal only. If you are joining for the first time, there is an additional \$5 initiation fee and a different membership form.

When you complete your renewal form, please hand it to our treasurer, Jim Handschel, or to Bob Helland, or to Ray Centeno. Alternatively you may mail your completed form and dues to the chapter at:

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

Bill Wolff



And The



Continuing



Saga Of His

Humblebird

Steve Myers Conducts W&W After-Action Evaluation

Steve Myers, ably assisted by Judy Myers, organized and led an honest and fruitful discussion of our first W&W weekend. Steve and the many chapter members who organized and conducted W&W are intent on identifying activities that worked well and those that could be improved. Their discussions were so fruitful, that they accomplished but part of their agenda, so the second meeting is scheduled for 6 December. If you have valuable observations or feedback pertaining to an area you worked in, please share it with the chapter member who headed up that area of W&W. And if you are one of the aforementioned head-upers, be sure to attend the 6 December session in our 838 classroom at 7 pm.

Young Eagles Enjoyed Banner Year

2005 Summary

By Brian O'Lena

Chapter 838 has many great programs and activities to be proud of, and one of the most successful is our Young Eagles program. The reason for our success is the volunteers who put so much time and effort into the program. To put on our monthly program we need Ground Crews to handle all the paperwork and coordinate the flights, we need Aviation Explorers to help with the safe loading and unloading of the planes, we need Teachers in the classroom for our fine ground school, and we need Pilots to donate the planes and fly. To each of the over 20 different volunteers that have help in 2005, Thank You for your time.

We flew over 270 Young Eagles during our eight monthly programs in 2005, and we had some of the best weather that anyone can remember. We had 0 weather cancellations (in the airline business we call that 100% completion, and that's a good thing). Looking ahead to 2006, we hope to continue to build on our program's success and fly even more Young Eagles next year. So until the second Saturday in March 06, fly safely and thanks for your support.

Forget Mum, Clean's The Word

When you take your trusty machine on a trip this winter, even if it's just to breakfast, make certain the UPPER wing and all other lifting and/or control surfaces are CLEAN, CLEAN, CLEAN. That means NO snow, nor ice, nor frost on those surfaces.

While you're having your waffle, that short-lived, passing snow shower could render the flying machine in need of attention. Do it right; get it clean for the return flight.

<i>December 2005</i>						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
				Post 218 Meeting		Holiday Party 6 pm
4	5	6	7	8	9	10
	Hanger Craftsmen Builder Nite 7pm		Museum Board			
11	12	13	14	15	16	17
	Hanger Craftsmen Builder Nite 7pm		NO Chapter Meeting 7pm	Post 218 Meeting		
18	19	20	21	22	23	24
	Hanger Craftsmen Builder Nite 7pm		Board Meeting 7pm			
25	26	27	28	29	30	31
	Hanger Craftsmen Builder Nite 7pm				Donna's Donuts Every Wednesday!	



Mystery Photo

Where is your editor in this photo? Hint: yes, that's a numeral four on the monument, and the location is very significant to aviation.

**Remember
To
Renew
Your
Membership**

See page four for details

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

**3 December at 838 Museum
Holiday Party
6 pm**

Chapter 838 Events:

Saturday	6pm	3 December	Holiday Party
Mondays	7pm		Hanger Builders
Wednesdays	3pm		Donna's Donuts

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