

EAA Chapter 838 *Contact*

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January 2006

President Baker Introduces Himself and Outlines Plans

THANKS

Thanks to you, the members of EAA Chapter 838, for electing me as your president. I hope to continue to receive your support and look forward to a closer relationship with those of you I know only casually.



We owe a big “thank you” to Tom Christensen for all he has done for the Chapter and what he will continue to contribute by aiding me during the transition.

SERIOUS STUFF

In the next few months, the membership must address a number of issues that will impact the configuration and direction of the Chapter for years to come. Please attend the monthly meetings and stay current with discussions concerning our future. It is imperative that each member participates as much as possible. If you cannot attend the regular meetings, please communicate your views to me via phone, E-mail or USPS.

Your Officers and Board of Directors agree it is extremely important that the membership be made aware of financial issues that dictate the Chapter may not be able to maintain “business as usual” in the current building. We must all understand the issues and participate in decisions that result in responsible and appropriate solutions.

To this end, the January meeting will be an information sharing meeting. The issues will be presented by your officers and facts as known discussed. Then we will explore our options available. The board will listen carefully and fashion a recommendation for the membership.

The February meeting will be structured to explain our recommended course of action.

Depending on the board’s recommendation, we may need a membership vote in March.

Through all these difficult sessions, it will be my job to assure that all who wish to contribute have a chance, and no single view will dominate at the expense of others.

Although this is sure to be a difficult and “gut wrenching” experience for many members, the end result should be a more cohesive group with common goals and a definite direction. Please help!!

WHO THE HECK IS JERRY BAKER?

I thought it appropriate in my first communication with you via Contact to tell you a little bit about myself and my aviation related background.

I was raised on a farm and then in a small town in Michigan, not far from Grand Rapids.

Growing up in this environment was probably pretty normal, with the usual participation in out door activities, sports, part time jobs, Boy Scouts, interest in cars and eventually girls. My high school years were, after all, in the 50’s.

The exception to the usual was my passion for aviation. I am not sure how this developed. For as long as I can remember, I was fascinated by airplanes and flying. Perhaps it was the result of being a War Baby.

My first experience with a real aircraft was while on the farm. A doctor frequently landed his Piper Cub in one of our fields. His “clients” would pick him up and bring him back to his plane. Try as I might to always be near by, he never offered me a ride or even a chance to sit in the Cub. (Obviously, I needed Young Eagles.) If you have ever seen that classic painting of a young boy in bib coveralls, sitting in a wheat field, looking at a yellow Piper Cub – that was me. See **President** on next page.

President

Many years later, I eventually flew a Cub and a Super Cub. The experience was all I had wished for as a child.

I was a prolific model builder in my early years and knew the name and type of most aircraft from WW I on. Most of my models were 10 or 25 cent kits, with the big 50 cent or rare \$1.00 kit a gift at Christmas. I also did a fair amount of scratch building from plans in model magazines.

Some time during grade school, the class went on an outing that resulted in my first airplane ride. It was on a DC-3 flown out of Grand Rapids by Lake Central Route. This plane made a big impression on me and instantly became my favorite. Ironically, I was not to ride in a DC-3 again for over 50 years, until just this last month. This time however, I actually flew it!

I was also an avid reader and read every thing in the local library that had anything to do with aviation. (Along, of course, with every adventure of the Hardy Boys ever published.) In recent years, the computer has allowed me to find some of those old aviation books and I have a number of them in my personal library.

My father had programmed me from a very early age to be the first in the Baker family to get a college education and it would be in engineering.

I attended Michigan Tech and then graduated from Michigan State University with a BS in Mechanical Engineering in 1961.

Although I had been a member of Air Force ROTC in College, they told me my eyes would prevent me from obtaining flying status. They managed to hold out this info until my 4th year. As a result, I declined Officer Candidate School and instead took an engineering job with Ingersoll-Rand.

With Ingersoll, I traveled a great deal and lived in such fantastic places (for a kid from a small town) as Detroit, Chicago and New York City. I even attended a diesel engine school in a town I had never heard of – Waukesha, WI.

There was little time for aviation during this period but I some what made up for it by driving by wonderful 1959 Triumph TR-3 through a good bit of this country.

Eventually, Ingersoll had me drilling oil and gas wells in the South West. A fun experience but not financially rewarding and it did little to use my education.

Leaving this very nomadic life in the late 60's, I returned to engineering in Grand Rapids, Michigan where I was with American Seating Co. for 10 years.

During this time, I took flying lessons in a Piper PA-28-150 at Northern Air in Grand Rapids. (I travel frequently to this same FBO today as much of my family is in Michigan.) Unfortunately, the lessons required more time and money than I was able to commit at that time. (Sound familiar?)

While in Grand Rapids, I earned my MBA at Western Michigan

University by attending night school. Judy and I were married and our two daughters were born.

We left Michigan in the early 70's to seek (my) fortune in the then booming recreational vehicle business. Our home was in Goshen, IN, a great place to live.

Unfortunately, the first oil crunch pretty much killed the RV and boat business. Not only does it take gas to pull or power these toys, but it takes hydrocarbons to make the fiberglass of which most are made.

I took a real "flyer" and returned to my roots by forming a company to build prefab agriculture buildings.

The company eventually folded, but not before I was able to get my private pilot license in 1976 in Nappanee, IN. The plan was to fly into remote farm communities to market the company products.

At that time, it didn't make a difference to me that I was flying a Cessna 150 and the major market for our product was in MN and WI. I never made the trip so I really don't know how practical it would have been to get the 150 from Nappanee, IN to western MN.

In the mid 70's we moved to Wisconsin where I took a general management job with Stolper Industries. My plants were in Menomonee Falls, Walworth and Hebron, IL. We built a home in rural Lake Geneva where we lived for 18 years.

During this time, I rented Pipers from Jerry Melhoff (Later -American Champion) who had the FBO in Burlington at the time. The longest flights were around the big lake to Michigan. These were the first trips that included my family as passengers.

The EAA was still in Burlington at the time and Judy and I did a short stint polishing aluminum on the B-25 "City of Burlington" then being restored. (Later renamed when the EAA left Burlington.)

I joined Modine in 1980 and eventually retired as a Group Vice President after 20 years. Fortunately, Modine was an excellent company with great leadership and steady growth. The only down side was the long drive into Racine as we elected to stay in Lake Geneva until the girls graduated from high school.

I spent many hours over the years as a passenger on "Modine Air", first in King Airs, then the Citations they fly today. In all those flights, I never once experienced an "incident". A pat on the back to the Modine pilots and maintenance crew.

We had a very difficult year during the controller's strike and subsequent Reagan action. The aircraft had to be in the air by 5:00AM. Because of where I lived, I needed to leave the house by 3:00 AM to make the flight. It was a tough winter that year and many nights I had a couple of hours sleep before having to plow out the private road to get to the (as yet unplowed) county roads. I ended up in a ditch more than once. One could only hope for at least a two hour flight in order to get a little sleep before "going to work".

Because my job required a significant amount of travel, if company

See **President** on next page.

President

planes weren't available, I went commercial. This made for a lot of air miles. The local Racine paper did a feature on traveling execs and I picked up the nick name "Jerry Jump a Jet".

The 90's were good personal flying years. I rented 59C from Fred Fleischmann and got my instrument rating in 91. My instrument cross country was to Washington National and a visit to the Smithsonian. A fantastic experience!

I started multi training immediately at General Mitchell but found it difficult to do it justice with all my work related travel.

About this time the girls "left the nest" and we moved to Brown's Lake in Burlington which was much closer to my office. We still live here today.

Eventually, I went to Flight Safety in Lakeland for two weeks and passed my multi instrument in 94.

During this time, I flew the B-17 Aluminum Overcast, the Top Guns T-6, the Tri-motor Ford, an L-19, a sail plane and a few other interesting aircraft.

I started a search for a twin and found my B-55 Baron in Denver in 1995.

N2367P has since that time accumulated over 1500 hours and experienced numerous upgrades.

Maintenance, currency and insurance are significant financial commitments but the twin allows us to comfortably and safely fly over Lake Michigan (90% of my flights). Because our kids are in Ohio and extended family in Michigan, the Baron has permitted us to stay in closer touch with them than a 5-7 hour car ride would.

TODAY

I will be flying the Baron as long as I can. After which, maybe a fun tail dragger.

When I retired from Modine, I established a consulting company, Baker Associates, Inc. BAI does mostly small business and start up consulting. I have a current relationship with a company you all know - DeltaHawk Diesel Engines, Inc

As Vice Chairman of Wings and Wheels, I had a chance to work with Steve and Judy Myers who did an outstanding job of leading us to the eventual success we achieved. What a tremendous effort this was. Thanks to Steve and Judy and all who participated!

Steve has accepted the job as Chairman for W & W 2006 on the condition that we all participate more in 2006. I encourage you to contact Steve soon and indicate how you would like to be involved. It is important to get started with the planning, sponsorship, etc. as soon as possible.

GOING FORWARD

As a Chapter, we have some tough issues to address, but we have

some outstanding talent available in the membership, and the W & W experience showed we can pull together as an effective team. I am confident, with the full participation of each of you; we can succeed in any endeavor we undertake.

Let's do it!

Jerry Baker

Current and Proficient Pilots

By Brian O'Lena

As pilots, we strive to stay current, but are we also striving to stay proficient? Many pilots confuse currency with proficiency, and, although they may have similar definitions, they are not necessarily the same. To be current as Pilot in Command (PIC) under the Federal Aviation Regulations (FARs) you must meet certain requirements within a certain time period. To be proficient according to Webster is to be "fully competent; skilled in any art, science or subject". As a current pilot we may meet the letter of the law, but if we strive to be a proficient we probably will meet the currency requirements as we become a proficient pilot.

To act as Pilot in Command of an aircraft, you need to have accomplished a Flight Review or the FAA's Pilot Proficiency Award Programs (Wings Program) within the previous 24 months. To be able to carry passengers, you need three takeoffs and three landings within the previous 90 days. For night flights with passengers, the landings need to be full stop at night, not touch and go. When the IFR environment is considered, then six approaches need to have been performed and logged within the previous six months. There are further restrictions and exceptions to each of these situations, and I strongly recommend a through reading of the FARs to verify your requirements.

The Flight Review is addressed in FAR 61.56. This regulation states that no person may act as pilot in command of an aircraft unless that person has accomplished a flight review in an aircraft for which the pilot is rated within the preceding 24 calendar months. This review requires a minimum of one hour of ground training which must include a discussion of current FAR Part 91 General Operating and Flight Rules. The flight portion of the review must include one hour of flight training on those maneuvers and procedures that, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of his or her pilot certificate. Of course, the flight review must be conducted by an authorized flight instructor, and a record of the satisfactory completion of the review must be entered into the pilot's logbook or permanent record.

The FAA's Pilot Proficiency Award Program (Wings Program) as addressed in AC61-91H states that a pilot need not accomplish a Flight Review if they have satisfactorily completed one or more phases of the FAA sponsored Wings Program. The program consists a ground portion and a flight portion. The ground part can be

See **Current** on next page.

Current

satisfied by attending one FAA sponsored safety seminar, or the AOPA Air Safety Foundation's free online courses qualify for the safety seminar portion. To complete the flight portion you must complete three hours of flight time within 24 months with a CFI, and the flight time is broken down into the following one hour blocks, each designed to make pilots more proficient with certain tasks.

-One hour of flight training to include basic aircraft control, stalls, turns and other maneuvers directed towards the mastery of the airplane.

-One hour of flight training to include approaches, takeoffs and landings, including crosswind, soft field and short field techniques

-One hour of instrument training in an airplane, FAA approved simulator or training device.



<<< Editor: When I took my flights with Brian, who is a CFI, he insisted that I know what all these things are.

The Wings Program is a wonderful way for a pilot to maintain proficiency, because, unlike a Flight Review which requires you to fly with a CFI only once every 24 months, the Wings Program allows you to maintain an ongoing training schedule with a CFI in order to cover the three required areas. Some insurance companies give discounts for pilots who engage in ongoing training such as the Wings Program, something which you may want to consider in the future.

Recent Flight Experience is addressed in FAR 61.57. This regulation states that no person may act as pilot in command of an aircraft carrying passengers unless that person has made at least three takeoffs and three landings within the preceding 90 days. These takeoffs and landings must have been accomplished in an aircraft of the same category (airplane, glider, etc.), and the pilot must have acted as the sole manipulator of the flight controls. In meeting this requirement I would recommend not just doing your takeoffs and landing at your home airport but try some new airports. The FARs mention three takeoffs and landings, but why not practice short, soft and crosswind landings when possible. Be a proficient pilot not just a current pilot.

Board Meeting Dates Changed

Our president, Jerry Baker, is concerned that our chapter board be fully aware and involved in the process as we consider our mission and direction for the future. To this end, he would like the next three board meetings to be before the membership meetings rather than afterward.

Therefore we are changing the calendar to indicate the board will meet in January, February, and March on the Monday night preceding the membership meeting. This means the next board meeting will be Monday, January 9, at 7:00 pm in the chapter building.

Parking Etiquette: Tie-down Logic

By R.G. Blocks

There are roughly sixteen thousand airports in this fine land. Most are not paved. The surfaces are wildly different. Travel to Canada, Mexico and be similarly blessed. Expect runways of stone, sand, gravel, grass and dirt to predominate. Combinations of the aforesaid plus weeds, grass and pavement add both texture and tire wear. Landing lubricant is provided by water, snow, sleet, and ice. Expect the unexpected. Anthills, gopher and ground hog holes, snake pits, soft spots, rocks protruding, low spots, wet spots, and chuckholes come in play. Uphill, downhill, and some runways bend. Some bend a lot. Welcome to North America. Tie down is a bit easier than take-off or landing. At times, the path to tie-down can be ambiguous, difficult, easy or simply a challenge.

Cross-country flight in a light airplane is an adventure. Sectional Charts are both necessary and a bit sterile. They provide the location of the airport. However, charts fail to acknowledge that downwind and final might be separated by a ridge that blinds your view of the other. Charts never show the tilt or curve of the runway. Charts provide simple stuff; prime runway length, elevation, length, lighting, and fuel services offered. Sectional and Wide Area Charts show runway surface as paved (magenta or blue background), or not paved (open magenta circle). You need a facilities directory to tell you more of the story. The handy Wisconsin Airport directory is quite nice. However, my personal favorite is the AOPA (Airplane Owners and Pilots Association) Airport Directory. Keep a copy of the latter in the airplane. AOPA like EAA is a great flying advocacy organization. Fly, or just like airplanes? Join both.

A few Terminal Control Areas (TCAs) that we now call category B airspace, and all heliports do not want us slow, single piston engine, fixed wing aircraft landing at their facilities. For example, Chicago O'Hare has a minimum airspeed that is one mile per hour faster than my old Skyhawk can fly. O'Hare and the other dozen category B airports in the USA are avoidable. But, don't think all TCAs are off limits. Calgary and Toronto are cool destination TCAs and welcome slow, single piston engine, fixed wing aircraft. They also offer elegant facilities, services, and cost no more than other destinations. Want a red carpet rolled out to your door, a fancy car waiting, heated hangar, or sheltered tie-down for your bird? The larger airport FBOs do it for you. Racine comes very close to perfect.

Stop for lunch? One of the four thousand or so paved airports are our usual en-route stopping points simply because they generally have sufficient traffic to turn over their fuel supply. Chock wheels if possible. Set the brakes if sure the beast isn't going to be moved elsewhere by the FBO. Tie it down if weather or large airplane taxi blast is a threat. Put gust locks in place if the wind is a threat or overnight a possibility. Call Flight Service at 1-800-WXB-RIEF before resuming your journey.

Rope? I like three eights diameter natural Manila hemp best for tie-down. It's rough and takes an anti-slip knot in cold rain and ice. It's sufficient for my task and stiff enough to slip through small tie down eyes. Mine have lasted for almost twenty years. Tape and/or string are used to prevent rope end fray. Thicker synthetic rope is popular,

See **Tie-down** on next page

Tie-downs

stronger, and takes shock better but is too slick in cold wet weather for my money and too large and flexible to stuff through in-ground tie down eyes. Melting synthetic rope ends will prevent fraying. I detest chain tie downs. They are found at many county owned airports to oblige the flying public. It's their whatever or your rope as an option if you carry your own. Carry rope.

Steel stakes for grass tie-downs require consideration. I use the straight metal version with an oblique bend. They require one stomp for ground insertion. Three stakes placed at an angle hold the airplane. Other folks buy the screw in type available at many hardware stores. Both work. Carry a set. More than once we've parked on grass. Chocks? Fold up aluminum flying chocks are available. I simply bum chocks from the FBO when needed. We also bum their airport cars; but that's another story. Carry stakes.

Avoid low and soft parking ground unless your flying partner is strong like bull.

Parked on grass, sand or an unpaved surface? Move your airplane to a paved surface or grassy area before start-up. The rationale is to move the airplane out of wheel dents caused by its weight on the ground. Movement and intelligent relocation helps insure that the prop doesn't suck sand, stone or cause surface material to wear or otherwise damage the prop at start-up.

Staying overnight? Parking outdoors? You are now prepared to affix your machine to a secure surface. I like to fly. It frees me from being tied down.

Written by Roger G. Blocks while thinking about the significance of



insignificance



Note wheel tracks in grass. Firm conditions at this location despite light rain.

Board Members, please note the date and time of the January board meeting.

<i>January 2006</i>						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
	Hanger Craftsmen Builder Nite 7 p.m.		Room for 15 airplanes at Three Lakes. Tie down steel anchor lugs marked by tires. Museum Board	Post 218 Meeting		
8	9	10	11	12	13	14
	Board Meeting 7 p.m. Hanger Craftsmen		Chapter Meeting 7 p.m.		Red Apple Kids Call Tom Christensen 414-570-0730	
15	16	17	18	19	20	21
	Hanger Craftsmen Builder Nite 7 p.m.			Post 218 Meeting		
22	23	24	25	26	27	28
	Hanger Craftsmen Builder Nite 7 p.m.					
29	30	31				
	Hanger Craftsmen Builder Nite 7 p.m.					
					Donna's Donuts Every Wednesday!	

Can You Help Teach Red Apple Kids?

Tom Christensen has agreed to participate in the Red Apple School Options Program . He has basically presented our Young Eagles Classroom and handed out rain checks afterward. These kids range from 3rd to 6th grade, and the program runs Friday mornings 9-10 a.m. at the school. The remaining dates are Jan. 13th, Feb. 10th, Mar 17th, and Apr 7th. If you can help out with any of these dates, please contact Tom at 414-570-0730, or logjammer @wi.rr.com..

Editor's note:

At press time, committee assignments were not complete, so board members are listed without committees.

Have you ever flown an autogiro?

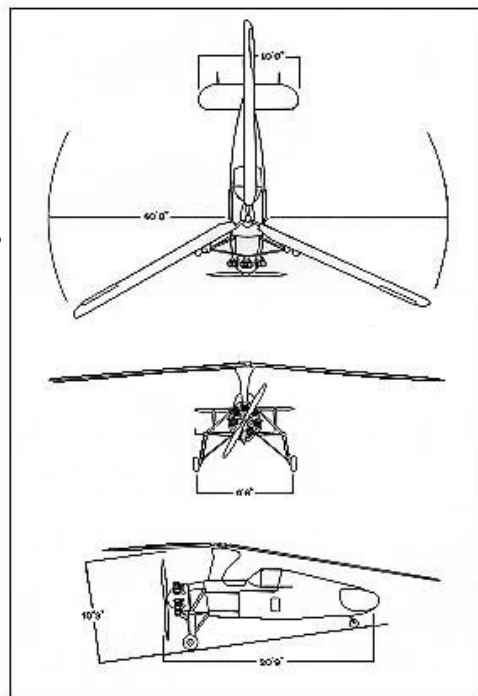
How far did you go?

Should we write a story about your adventure?

Call me at 639-8301 or send me an email.

Thanks,
Eddy

P.S. Jerry, I need to talk with you.



EAA Chapter 838 Board of Directors

President	Jerry Baker	262-763-3633
Vice Pres.	Bob Helland	886-8577
Secretary	Daryl Lueck	681-2370
Treasurer	Jim Hantschel	637-3376

Appointed Directors:

Past Pres.	Tom Christensen	414-570-0730
	Marsha Helland	886-8577
	Ken Sack	554-9714
	Carl Bumpurs	634-0534
	George Snamiske	637-0821
	George Snamiske	637-0821
	Lee Farnsworth	633-8501
	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

11 Jan 05

7 3 p.m..

Be there to help decide the future of our chapter.

Chapter 838 Events:

Wednesday	7 P.M.	11 January 2006	Chapter Meeting
Mondays	7pm		Hanger Builders
Wednesdays	3 p.m..		Donna's Donuts

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