

EAA Chapter 838 *Contact*

Volume XVII, Number 2



February 2006

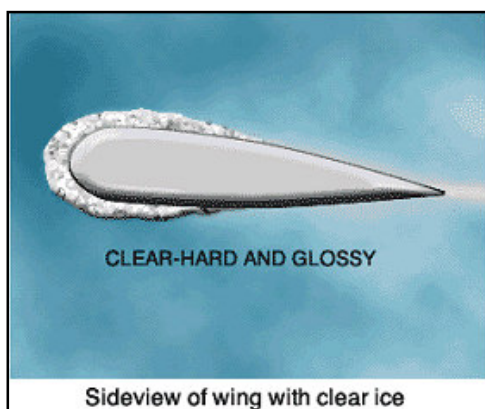
Groggy; A Typical Start

By R. G. Blocks

Once, not long ago, I began my day full of renewed spirit, fine attitude, confidence. Typically, it's a yawn and some internal reluctance to leave the warmth of sheets, comforter or quilt. To say that an athletic sixty-five year old male is bounding out to conquer the world daily would be an overestimate. Even in my younger days it was widely believed that mornings and I were ill suited for one another. Not oft have my plans included meeting a client, doing something of meaningful worth, or actually working before ten in the morning. I went flying bright and early that morning not long ago. Renewed spirit, fine confident attitude were the product of that flying opportunity. At my age, few dragons are worth slaying.

Flight anytime is good. Typically best before 10 AM and after 4 PM. Winds are lower and thermal bounce is less. However, reflect on a beautiful clear early winter morning in Osceola, Iowa. Glistening snow covered cornfields that were up to stubble height with an overcoat of white and ice. Roads were treacherous. The morning FSS brief said expect above zero on the ground and zero clouds above. The ropes were covered in ice. Body, windows and wings were covered in ice. Those normally moveable surfaces: ailerons, flaps, rudder, elevator were rigid. Preheat would only be possible if I could move the airplane near the future terminal's electrical stub. Wheels were firmly bound to the tarmac. I would miss the best flight hours.

The machine was bound by a quarter to half inch of clear ice. Gentle taps with a wooden yardstick and the direct rays of the sun began to clear the top surfaces. This wasn't going to be a practical solution. I



wouldn't dent the airplane or wreck paint; but, wouldn't get the job done either. I was as cold as the surroundings. The machine was encouraged within extension cord distance of electrical service. By mid afternoon nature melted the clear cage that held it down. Home late that night. I was groggy the following day. Things were normal. Groggy is good when daydreaming about yet another great flight.

Ice is heavy and about 50 pounds per cubic foot with a bit of trapped air. There are forty-eight quarter inch layers per cubic foot. So, a quarter inch thick coating on an airplane is about one pound per square foot (1 lb/ft²). A small single engine airplane with 200 square feet of upper surface would weigh about 200 pounds more than anticipated. Further, the airfoil and control surfaces might be deemed incapable of performing their intended function. Ice on an airplane produces a dangerous vehicle. It's potential before ten AM when bathed in ice would be groggy. Groggy is good on the couch—not airborne.

The specter of water refreezing in flight is always a winter fright. Flaps, ailerons, and elevator will freeze due to ice forming while in clouds. That's why the briefer always says rime in the clouds.. Rime in the clouds invokes: a modest rhyme:

Clear ice is heavier than rime
Yet both accumulate in time
while flying above deck
Consider your neck
Since ice on your plane won't sublime.

Thus, while down the glide-slope you tear
to break minimums is unfair
Tears form in your eye
not the first to cry
a statistic or very close scare.

Once, at night on an ILS, clear ice made my airplane tail heavy. There could be neither go-around nor a circle to land. All the ice accumu-

See **ICE** next page



The President's Corner...

By: Jerry Baker

Fellow members,

As I predicted in the last Contact, much Chapter activity has been on going recently concerning **our future as an Association and the occupancy of our building.**

I, along with Chapter Officers, Board of Directors, and the Chairman of your Foundation have held a series of four (4) information meetings. The purpose of these meetings was to share with the members the facts concerning the Chapter financial crisis and explore options to resolve the issue.

The primary problem being that, due to recent increased expenses and reduced revenues, **the Chapter cannot in the long term continue to occupy the current building if we are to remain solvent.** Additionally, **many members believe maintenance of the current building by members has become too much of a burden.**

FINANCIAL ISSUES

Expenses to maintain the building have risen dramatically due to: higher insurance costs, the recent "water run off tax", higher utilities costs and the pending repair/replacement of major pieces of building equipment.

Revenues (i.e. dollars coming in) are being reduced drastically due to: S.C Johnson's decision to relocate the S-38 Carnauba and hence discontinue supporting the Museum. Additionally, there has been poor support recently (especially from the members) of fund raising Hall of Fame Banquets.

While the **Wings & Wheels** event was a success in 2005, there is concern that continuation of this success year after year is very much **dependent upon good weather and upon getting enough members/volunteers to plan and staff the event.**

Unknowns that could very well affect Chapter financials (outside of equipment repair and the success/failure of W & W), include the risk that the Airport could begin charging **rent for the land** upon which the building sits. Additionally, due to a lack of member participation, there is a very real possibility that the **Chapter may have to hire outside services to clean and maintain the building.**

MEMBER ISSUES

Many members have expressed the opinion that the **Chapter has lost its focus** and is not fulfilling its mission. In their words, **the members are becoming "slaves" to the upkeep of the building** and are no longer having the "fun" which led them to join the Chapter in the first place.

OPTIONS – RECOMMENDATIONS

After considerable deliberation and analysis of the options, **your Board of Directors is exploring the possibility that the Chapter Building be sold.** It is anticipated that the proceeds would be enough to **build a smaller facility** which would cost considerably less to maintain. Additionally, after paying for the new building, there should be funds to go towards maintenance and upkeep for some time.

TIMING – OPPORTUNITY

The Airport has expressed an interest in purchasing the Chapter building, but only if the sale can be made soon. Details are not fully available at this time, but your Board will be looking carefully at this possibility.

PROCEDURE

Because of the major nature of this decision, the **Chapter Membership will be asked to vote on any sale or otherwise significant change in current facilities.** You will be notified if, when and how this vote will be taken. All members should be aware that according to Chapter By-Laws, **only those who are currently dues paying members of Chapter 838 and EAA International are entitled to vote.**

WHAT CAN YOU DO?

I believe it is the duty of all of us at EAA Chapter 838 to get involved in issues which affect the future of the Chapter. In order to conscientiously exercise this involvement, it is imperative we **acquaint ourselves with the facts and exercise our best judgment for the betterment of the Chapter.**

I ask you attend future informational meetings and, if called for, **responsibly exercise your right (duty) to vote.**

Let's resolve these issues and move on to more "fun" things.

Jerry Baker

ICE continued

lated in that two minutes from the outer marker to touchdown. There was no alternative for a hundred miles or more. Ice protruded from the leading edge about two inches. The obvious was rediscovered: ice makes controls freeze and the pilot sweat. Better to be home napping.

Ice is a major reason that I no longer file IFR in the winter. Do I need go into the danger of ice on props? Prop out of balance or no pulling power? Ice cover on your engine air filter? Air to fuel ratio then favors fuel. How do we say, "Good-bye combustion". Ice covering either end of your pitot static system? Good-bye instruments. Your windows? Viz goes to zero. Ice potentially increases nap-time to infinity and groggy feeling to zero.

See ICE next page.



The Graduating Class of 2005

By Tom Christensen and Scribo

Eight members of Chapter 838 spent their Tuesday evenings at the Chapter's Private Pilot Ground School. The class taught by Tom Christensen ran from September 13th to December 6th. Some of the members took the class for preparation for the private pilot written exam, while those who already hold a license took it for a refresher. Pictured in the back row from left to right are Richard Krensisz, Matt Miller, Timm Edgington, Tracy Miller, Ken Vioski, Scott Jurk, and Victor Shubert. Kneeling are Joel Schult and Jim Kovac.

Editor: If you have always wanted to understand IAS, TAS, GS, calibrated airspeed, equivalent airspeed, and furlongs per fortnight, now you know whom to ask.

Speed

Speaking of speed, do you know the minimum speed in class B airspace, e.g. O'Hare? Well, there are several requirements to fly in class B, but there is no minimum speed. The controllers may urge you to keep your speed up, but you won't be excluded if you are flying a 100 knot aircraft.

TCA? ATA?

And another thing, whatever happened to all those acronyms, that were so difficult to learn in the first place? They have been swallowed up by the class system. Class A through G (no F). One more thing about which I am confused is: whatever happened to the METRO outer compass locator? Is there anyone reading this who remembers the METRO marker?

ICE *continued*

A clean, dry, VFR airplane taxi ride through a cold puddle may splash water onto your brakes. Brakes may freeze at altitude. Try landing to find one of the two brakes work. Ground loop, loss of control, a visit to the weeds, a ditch, a snow-pile. Flying is supposed to be fun. Winter flying is the best. Look for conditions you can handle, or simply go take a nap. Feeling groggy, time for a nap. Dream of cloud avoidance, puddle avoidance, and just maybe an occasional dragon.

Lt. Doolittle Flew By Instruments-- Could You?

In September 1929, Army Lt. James H. Doolittle became the first pilot to use only aircraft instrument guidance to take off, fly a set course, and land. He used the four-course radio range and radio marker beacons to indicate his distance from the runway. An altimeter displayed his altitude, and a directional gyroscope with artificial horizon enabled him to control his attitude.



Doolittle flew an NY-2 aircraft, which was fitted with a hood that could completely cover the aft cockpit, simulating instrument flight. Lieutenant Ben Kelsey was a safety pilot in the front cockpit.

Sperry Gyroscope Company developed what is now called an attitude indicator. Sperry also designed and built a directional gyroscope that gave more stable heading information.

Early altimeters were not accurate, especially at low altitudes, and could, depending on atmospheric pressure, be off by hundreds of feet. Without accurate altitude information, an instrument-based landing becomes particularly hazardous. Paul Kollsman, a former employee of the Pioneer Instrument Company, solved the altimeter problem. This new altimeter, in combination with the instruments provided by Sperry, gave Doolittle the tools he needed to fly the airplane with no reference to the outside world. He also needed a way to fix his position, and that was a radio communication receiver—supplied by the Radio Frequency Laboratory and Bell Telephone Laboratory—and cockpit navigation display, built by the National Bureau of Standards (NBS). The navigation signal was broadcast from a radio range designed and constructed by the NBS.

Doolittle continued to experiment and improve cockpit instrumentation. Then, on September 24, 1929—with Mitchell Field engulfed in fog—Doolittle and Kelsey climbed aboard the NY-2. Doolittle put the hood in place while Kelsey lifted his hands for bystanders to see that it was Doolittle at the controls.

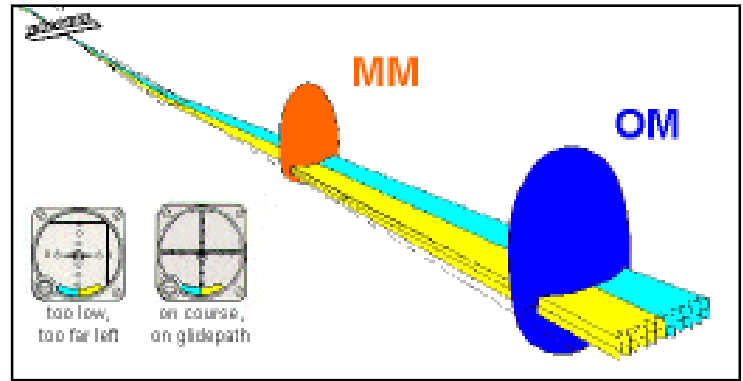
The NY-2 began its takeoff roll and soon disappeared into the weather. Doolittle flew away from the field, climbed to 1,000 feet and then turned toward Mitchell Field, navigating on the radio beacon supplied by the National Bureau of Standards. Once he established himself "inbound," he began a gradual descent, landing within a few feet from where he began his historic flight just 15 minutes before.

"Fog Peril Overcome," heralded the New York Times. It was a new day for aviation. The principles of instrument flight had been successfully demonstrated.

Perhaps You Could Learn To Fly By Instruments

Fall Instrument Ground School Is Your First Step

An Instrument Ground School is tentatively scheduled for fall 2006, at Chapter 838. Currently, the course is in the process of development, and it will be taught by Tom Christensen. It's anticipated the course will run for five or six weeks, meeting one night a week for three hours. Particulars such as the day and time of the class, text books, materials and fees have yet to be worked out. When finalized, it will be announced late this spring or early this summer. Tom has been teaching the Private Pilot Ground School for the past five years. The start date for the course will be announced in mid summer.



If he can fly solely by reference to instruments, you can learn to do it too.



RACINE, WISCONSIN AL-5121 (FAA) ILS RWY 4 RACINE/JOHN H. BATTEN (RAC)

LOC I-RAC 108.7	APP Cls 041°	Rwy Idg 5841 TDZE 667 Apt Elev 674	ASOS 117.7	MILWAUKEE APP CON 120.15(SOUTH) 317.725	CINC DEL 120.15	UNICOM 123.075 (CTAF) 0
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MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct PASER LOM and hold.

ADF OR RADAR REQUIRED

The diagram shows the instrument flight path for ILS RWY 4. It includes the Localizer (LOC) at 108.7 MHz, the Outer Marker (OM) at 1172± feet, the Middle Marker (MM) at 1014 feet, and the Inner Marker (IM) at 800 feet. The glide slope is 3.00°. The missed approach point is at 2000 feet, with a climb to 2600 feet. The diagram also shows the MSA (Minimum Safe Altitude) at 2600 feet and the MSA RA at 23 NM.

Remain within 10 NM	LOM HRK (6.1)	2000	2600	RA
GS 3.00° TO 143	2544	↑	↑	206
Glide slope unusable below 819' MSL	2600	HRK (0.4)	HRK (0.4)	

CATEGORY	A	B	C	D
S-ILS 4	917-1	250 (300-1)		
S-LOC 4	1100-1	433 (500-1)	1100-1½ 433 (500-1½)	1100-1½ 433 (500-1½)
CIRCLING	1150-1	486 (500-1)	1150-1½ 486 (500-1½)	1240-2 566 (600-2)

RACINE, WISCONSIN
Amdt 4B 04162

42° 46'N 87° 49'W

RACINE/JOHN H. BATTEN (RAC)
ILS RWY 4

EC-3, 19 JUN 2006 to 16 FEB 2006

Prairie Sixth Graders Visit Chapter

Prairie School teacher Tracy Reinhardt and her sixth grade students studied aviation for a concentrated unit in December, then Tom Christensen invited them to visit us. On 10 January 2006, fifty-five students came to our chapter for a bit of classroom, a bit of hands-on in our Kitfox, and a rather frosty visit to the Kenosha Military Museum's C-130. Kyle Sondag, knowledgeable son of Mark Sondag, the owner of the aircraft, patiently stood in the cargo area and briefed the kids about the capabilities of the Hercules. I got to be in the cockpit, where enthusiastic small groups of students sat in the pilots' and engineer's seats and marveled at the complexity of the four-engine turboprop cockpit.



You can see by the bright eyes and smiles that this was fun. If Tom asks you to help with future education activities, be sure to say yes.



February 2006

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
			Museum Board	Post 218 Meeting		
5	6	7	8	9	10	11
	Board Meeting 7 pm Hanger Builder Night 7 pm		Chapter Meeting 7 pm			
12	13	14	15	16	17	18
	Hanger Craftsmen Builder Night 7 pm			Post 218 Meeting		
19	20	21	22	23	24	25
	Hanger Craftsmen Builder Night 7 pm					
26	27	28				
	Hanger Craftsmen Builder Night 7 pm					
					Donna's Donuts Every Wednesday!	

Wings & Wheels 2006

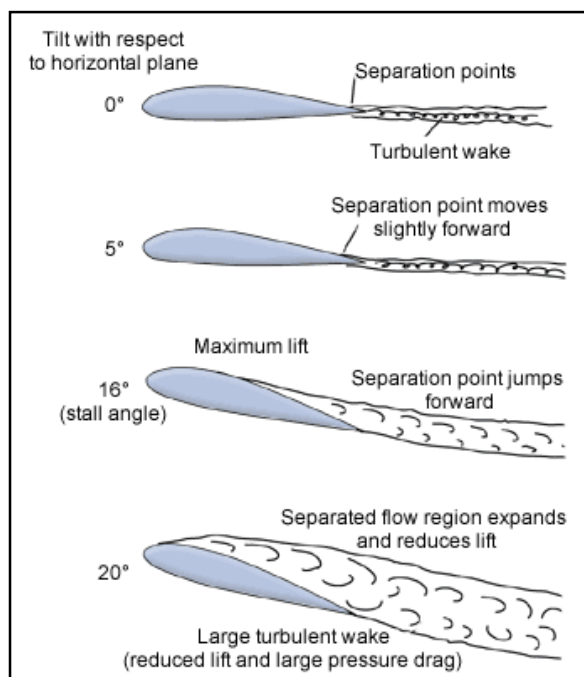
We had a very successful W&W last September, and we're going to have even more excitement and fun this year. We will again be lead by Steve Myers, and we have already held two meetings to evaluate our 2005 experience and to plan our Second Annual Wings and Wheels. A couple of our newer chapter members are participating along with many of our returning team leaders from last year. We even had to push together additional tables to accommodate all who attended our last meeting.

You should be part of W&W. There is plenty of room for you, and, if necessary, we can push together more tables.

To participate, contact one of these members:

Ken Sack at 554-9714

or Steve Myers at 681-2528



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

Directors:

Past Pres.	Tom Christensen	414-570-0730
	Marsha Helland	886-8577
	Ken Sack	554-9714
	Carl Bumpurs	634-0534
	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		
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

8 February

Further discussion of chapter future

Possible Transcontinental RR Adventure report

Chapter 838 Events:

Wednesday	7 pm	8 January 06	Chapter meeting
Mondays	7 pm		Hanger Builders
Wednesdays	3 pm		Donna's Donuts

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Visit Us On-Line At EAA838.org

WINGS & WHEELS 2006

MAYDAY, MAYDAY

By Steve Myers

Planning and preparations for Wings & Wheels Week End 2006, to be held Saturday and Sunday, Sept 9 & 10, 2006, is underway. We need your help. W&W 2005 was a big success and exceeded all expectations for a 1st year event. Because of W&W, we've been able to put \$9,000.00 into our Scholarship Program and \$9,000.00 into Chapter 838's bank account.

Our 2005 committees, eleven of them, worked exceedingly hard. Many Chapter members, and even some non-Chapter folks, were involved. I think most would say it was a lot of fun too. As we strive to make 2006 "bigger and better" we need more participation this year. Here is the list of all our committees. Some have chairmen already but need more help. We also have a few committees without chairs or members. Boo!

Event Chairman	Steve Myers [Co-chair needed.]
Publicity	Marsha Helland
** (we need a "Banners & Signs" sub-chair for this)	
**Sponsors/Supporters/Donations ?	
Volunteers	Ken Sack/Marla Smith
**Parking	
Site Plan/Facilities	Jerry Baker/Jerry Bovitz
Wings	Brian O'Lena/Eddy Huffman
Wheels	Lee Farnsworth/Tim Craft
Vendors	Bob Helland
Transportation	Warren Levin
Children's Tent	Judy Myers
**Fri. Night Reception	?
Pancake Breakfast	Bob Helland
Exhibitors	Dave DeGroot
Security	Jeff Benn
Trash Pick-up	Rick Pope
Silent Auction	Barb Hantschel
Tickets/Money Collection/	Jim Hantschel
**50/50 Raffle	?
T-Shirt/Hat Sales	Meg Fleischman

It takes a lot of energy, enthusiasm, imagination and determination to put on an event like W&W. Note all the activities listed above. Every one of them will play a key role in making W&W 2006 a success. It's easy to see why we really need your help. If you would be willing to help out on one of these committees, or work to support Wings and Wheels 2006 in any other way, please contact Steve Myers at (262) 716-3051 or smyers7558@aol.com. Or just contact any of the committee chairpersons listed above.

As the old saying goes "Many hands make light work." If everyone would just devote an hour or two a week we could really have a banner year. Thanks for your support.

[Editor's note: This arrived too late to incorporate it in the printed *Contact*, but it's so timely that I decided to include it in *Electro Contact*. Please do volunteer to help with W&W.]