

EAA Chapter 838 *Contact*

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March 2006

Where To From Here?

By Carl Bumpurs

All of the hand-wringing and visceral outpourings over the future of the chapter building have overshadowed the larger question that some forward looking members touched on in the informational meetings. What is a “Right-sized” Chapter 838 going to look like? And what, if any, changes to the chapter mission should be considered?

Most of the current mission statements are aimed at perpetuating aviation as we know it today, with an emphasis on experimental and general aviation. Among our stated missions is the effort to pass on the legacy of our passion for aviation to the youth of today. The flagship of this effort is Young Eagles, and it is an admirable and successful program. However, it is in need of a follow-on program to nurture and advance a lifelong interest in aviation among the young participants.

They Graying of Chapter 838 and the EAA in general are visible facts. The absence of an influx of youthful aviation enthusiasts in both organizations is also plain to see. My personal conclusion is that unless we come up with new ways to attract members, with an emphasis on more youthful members, we need not plan too much for the future – the last person out the door can simply turn off the lights.

The reasons for dwindling interest in aviation by today’s youth are myriad, but the single most important issue is cost. The fact that all of today’s general aviation manufacturers combined produce only a handful of single engine aircraft is but one manifestation of this problem. The decline in deliveries of certificated “personal” aircraft has been offset to a large degree by increasing completions of homebuilt aircraft. While this is encouraging, it cannot be overlooked that the pool of potential private pilots also capable of building their own aircraft is very small in number.

Enter the Sport Pilot and Light Sport Aircraft. These initiatives offer the best promise to reduce the cost of flying and, in particular, the cost of basic flight training, that has come along in years. Within the narrow prism of an aging membership, the Sport Pilot certificate has been viewed as the means to continue flying in the

face of possible medical disqualification. On the other hand it offers more affordable flying for the aspiring young pilots of today. These are the people needed to sustain our organization, and, more importantly, to perpetuate our legacy of grassroots, private aviation.

The above must be examined in light of the possible course of future developments in military and commercial aviation. The military has been the historic source of a large number of commercial aviation pilots. This is likely to change dramatically in the foreseeable future. There is a school of thought that says the F-22 Raptor will be the last high performance manned fighter the U.S. Department of Defense will ever develop. This is due to the rapid pace of development of Unmanned Combat Aerial Vehicles (UCAV). A large number of these vehicles will be autonomous, that is, they will be flown entirely by computer, without a ground based pilot as in current UAVs such as the Predator. Once fighters become automated, it is a small step to Unmanned Supply Aircraft and ultimately to virtually unmanned Transport Aircraft. The number of military pilots is going to be dramatically thinned in coming decades – starting now!

The general public is far less likely to embrace unmanned airliners than it is to champion technology that keeps our fighting men and women out of harm’s way. A good case can be made that the primary source of future airline pilots will be the civil sector. No doubt a university education will also be a necessity but a young person with a private ticket or better will be ahead of the curve. I think it a logical extension of the Chapter’s and the EAA’s mission statement is to take a more active role in training the aviators of the future.

We must recognize that private flying is destined to become the private preserve of a small group of well heeled individuals, unless we change our attitude and approach. The day of the working class individual aircraft owner is all but over. We should be taking our lead from business aviation and private flying in other countries and regions such as Europe. Fractional ownership has expanded business aviation, and the factors now putting pressure on private flying in the U.S. have promoted the growth of flying clubs throughout Europe for decades. If you are interested in flying economically, there are alternatives. See **Future** on page six.



The President's Corner...

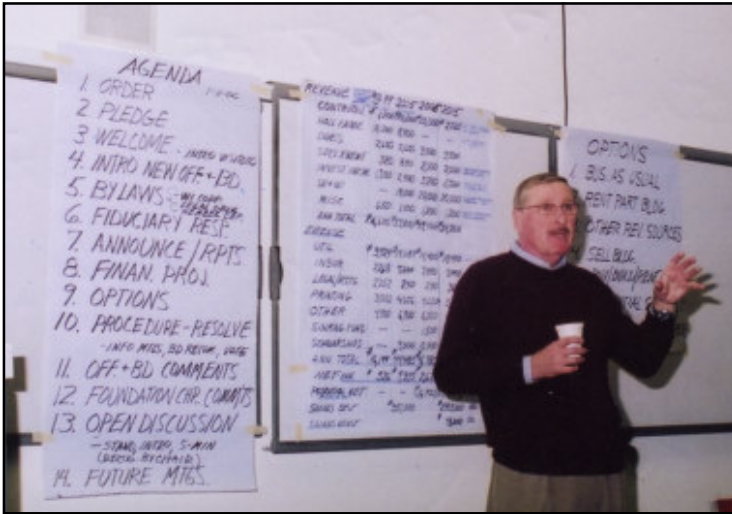
By: Jerry Baker

CONGRATULATIONS

As I predicted in my "Contact" message in January, the activities of these past few weeks concerning the future of our Chapter building, have been pretty "gut wrenching" for some Chapter 838 members.

Through it all however, a wonderful thing has happened. There has been a tremendous renewal of member interest in the purpose, well-being and future of the Chapter!

Attendance at recent meetings has been outstanding. We have seen or heard from members who haven't participated in years. Additionally, written correspondence to the Chapter Board and between members has been at an all time high.



Photograph by Ken Jacobi

Some of the member reaction has been reasonable and logical, some emotional, some mixed. That is all right!! I believe it was all sincere and "heart felt". The issues we face require we address them with our "brains" and our "hearts".

Some members have said the "dissension" is unhealthy for the Chapter. I disagree. It is normal, acceptable and desirable to have differing opinions in our democratic society. Hopefully, the process will result in the best decision, considering all view points.

I am also hopeful that this surge of interest carries over to increased member participation in activities like Wings & Wheels and Hall of Fame. Both of these ventures require your support.

Congratulations to all of you who have participated in the "discussion".

THE ISSUE

Board records indicate almost 90% of the membership has attended at least one (1) of the five (5) informational meetings held to explain the Chapter's financial situation. I won't review those numbers in this writing. They are available to any member upon request.

During the meetings, we discussed budget projections which indicate that the cost of supporting and maintaining the current Chapter building could result in a serious financial crisis in the not too distant future.

What became apparent as the meetings progressed is that, outside of financial concerns; we also face an issue of membership interest and participation. Bluntly put, many of the members don't want to be a "slave" to maintaining the current facility.

It is certainly true that much of what we do as a Chapter has to do with supporting the building. Everything from Wings & Wheels to Hall of Fame to Pancake Breakfasts, have to do, at least in part, with funding for the continuance of the current facility. Many members want to get back to having the "fun" that caused them to join 838 in the first place. To them, that means doing things that relate to flying and airplanes.

THE CURRENT SITUATION

One of the options discussed at the meetings was the possibility of selling the building and constructing a new smaller, more affordable facility.

The Racine Airport had expressed an interest in acquiring the building to house U.S. Customs and to use for transient aircraft storage.

As a condition of the "offer", timing was important to the Airport as they needed to get State and/or Federal funding before April.

Recent circumstances have resulted in a modification of the Airport's situation.

Due to a change in TSA management, Customs is no longer interested in putting a facility in Racine; at least not in the short term. Additionally, no "funding" is available to the Airport at this time. The earliest the Airport can apply for the next funding year is July.

The Airport is still interested in eventually buying and/or leasing all or a part of the Chapter building. The timing and details of the "revised offer" are however, "up in the air" (no pun intended) at this time.

WHAT DO WE NEED TO DO?

For all intents and purposes, negotiations with the Airport are on hold.

Although there is no longer a short term timing issue, we should continue as a chapter to:

- Address the realities of the financial situation; reducing

See **Jerry** on page two.

Jerry

costs where ever possible and aggressively pursuing revenue producing activities like Wings & Wheels and Hall of Fame.

- Continue to discuss and evaluate our options, with the eventual goal of drafting a long range plan that addresses all known issues faced by the Chapter.
- Encourage membership participation in Chapter meetings and activities.
- Try to get the “fun” back in our Chapter “lives”.

THANKS

Your Board of Directors and I wish to thank all of you for your interest in and support of Chapter 838.

Jerry Baker

Chapter 838 At The Tech Fair

By Tom Christensen

It was all about flying at the Explorer Post 218 and Chapter 838 booth at the Partners in Technology Fair. The program, sponsored by Gateway Technical College, the Racine Unified School district, and REMAC, was held on February 9th at Festival Hall in downtown Racine. Throughout the day, students from grades 6 through 12 came in to learn about a variety of technical careers. The Post 218/838 table featured display cards of aircraft instruments, controls, and aerodynamics, along with a video of the Explorer Base Camp operation at Airventure. The computerized flight simulator was a magnet for these young prospective aviators to try their wings. The “experienced” sim pilots were put in the clouds and had to fly the 04 ILS approach into Batten airport. Ken Sack and Tom Christensen coordinated the volunteers and set up. Lee Farnsworth and Sean Dwyer acted as “flight instructors”. Roy Stuart and Donna Anderson also provided assistance.



Lee Farnsworth carefully guides his student pilot around the pattern.

Young Eagles Takeoff On March 11th

By Brian O’Lena, Young Eagles Coordinator

Saturday March 11th is the date for our first Young Eagles (YE) rally of 2006. In addition to our March date, we will host YE’s the second Saturday of each month through November. (except September due to Wings and Wheels). We hope fly even more kids and build on our highly successful 2005 season. The success of our program depends on our chapter volunteers. We have been blessed with the best volunteer help in all of EAA and we hope to continue to build on our past success’s. That being said we always have room for more volunteers. We hope you will consider helping with this fine and rewarding program. If you have any questions about the program or about volunteering, give me a call at (414) 764-6478 or e-mail at JBOLENA@WLRR.COM.



Sean Dwyer’s student puts all his concentration into his flight. The young lady in the back may be anticipating the landing outcome.



While others await their try at the simulator, **Ken Sack** talks to a prospective Post 218 member.

WINGS & WHEELS 2006

MAY DAY, MAY DAY

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.

Steve Myers

Future

tives. If we are interested in opening private aviation to interested people of modest means to increase our ranks, we can develop and institutionalize such alternatives. I am not suggesting that the chapter get into the flying club or flight training business but rather act as the catalyst for such efforts by the general membership. Perhaps the chapter hangar could be used by groups of members building light sport planes for their own flying club. Chapter members who are CFIs might provide special instruction rates for chapter members developing flying clubs and needing basic flight training. Flying clubs should be a means to learn to fly as well as provide aircraft for certificated pilots.

These are one person's thoughts, but if we want to survive as an organization we need new thinking and a more expansive approach – the old ways are no longer valid.

838 Members Flood *Contact* Editor With Stories and Pictures

"I can hardly select among all the interesting and clever submissions," he said. If you, kind reader, would like to share your project or your trip or your flying "lesson" with your fellow members, you should get your idea in to the editor, before all the space is used up.

Pancake Breakfast will be held 20 & 21 May 2006



Bob Helland making pancakes on one of his splendid rotary grills last year.

<i>March 2006</i>						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
			Museum Board	Post 218 Meeting		
5	6	7	8	9	10	11
	Hanger Builder Nite 7pm		Chapter Meeting 7pm			Young Eagles 9 AM
12	13	14	15	16	17	18
	Hanger Craftsmen Builder Nite 7pm		Board Meeting 7pm	Post 218 Meeting		
19	20	21	22	23	24	25
	Hanger Craftsmen Builder Nite 7pm					
26	27	28				
	Hanger Craftsmen Builder Nite 7pm					
					Donna's Donuts Every Wednesday!	

Monday Night Builders Are Active, Constructive, and Having Fun



Curt Lockrem is trial-fitting parts of the forward door frame.



Daryl Lueck designed and constructed a new fuel pump bracket.

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
	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 March

Transcontinental RR Adventure Report

Chapter 838 Events:

Wednesday	7 pm	8 March	Chapter Meeting
Mondays	7 pm		Hanger Builders
Wednesdays	3 pm		Donna's Donuts

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