

EAA Chapter 838 *Contact*

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April 2006

The Wings Program

By Brian O'Lena

In an earlier *Contact* article I addressed the question of a current pilot vs. a proficient pilot. One of the most popular ways in which a pilot can maintain his or her currency is to complete a Flight Review (formally known as a Biennial Flight Review or BFR) with a CFI. Another way to meet the currency requirements is to add a new rating to your current certificate; this, like a Flight Review, will earn you an additional 24 months of currency. A third way to satisfy the currency requirement is the Wings program.

The Pilot Proficiency Award Program, or "Wings" program, was developed to encourage pilots to seek recurrent training. The idea is to give certificated pilots the opportunity to get more out of currency training than the minimal requirements of the flight review mandated by Part 61.56 of the Federal Aviation Regulations.

The Pilot Proficiency Award Program is 20-phase program. Upon completion of each of the first 10 phases, pilots become eligible to wear and are presented with a distinctive lapel or tie pin (wings) and a certificate of completion. No complimentary wings will be issued. Pilots, regardless of certificate type, ratings, or position, must earn the privilege of wearing the pilot proficiency wings. A pin and certificate will be awarded for Phases I through X. A certificate only will be awarded for Phases XI through XX. The FAA publishes an advisory circular, AC No: 61-91H, detailing the requirements of the Wings program.

The completion of a phase of the Wings program counts as a flight review. The completion date of the training, not the

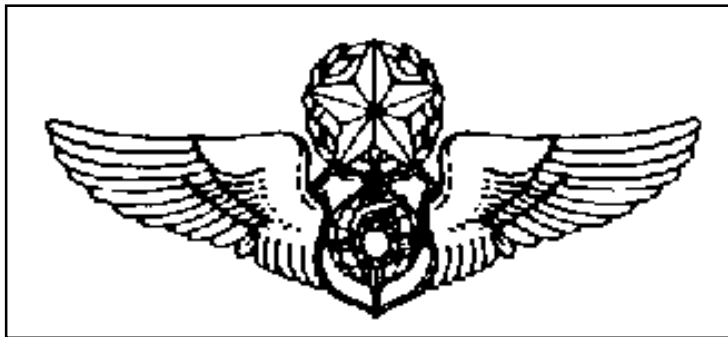
date of the award presentation, becomes your flight review date. You may complete one phase within a 12-month period.

Pilots participating in the Wings program must attend a safety seminar and complete three hours of flight training with a certified flight instructor. In most cases, flight instructors break up the flights into three one-hour sessions because the Wings program requires one hour of instrument training, one hour of air work, and one hour of pattern work. Air work usually includes control maneuvers such as stalls and steep turns. Pattern work

is likely to include short- and soft-field takeoffs and landings and crosswind techniques. Once pilots have completed this initial review, they can continue to participate in the program by attending seminars, learning from flight instructors, and accomplishing a flight review all at the same time. In addition to the flying requirements, pilots in the Wings program participate in a large

variety of FAA-sanctioned safety seminars-presentations, meetings, discussions, and displays that are informative and educational. These safety seminars are where pilots obtain a "green card," a small square form with entry lines for signatures from the flight instructor and the person presenting the safety seminar. This form instructs pilots about where to send the completed card after they have finished three hours of flight training and provides other information about the Wings program.

The Wings program is an excellent way to keep up your skills and remain a safe and proficient pilot. I hope you will consider the Wings program for your next flight review and remember that a **safe pilot is always training.**





The President's Corner...

By: Jerry Baker

SPORT PILOT – 838 INTERESTS

Sport Pilots and Light Sport Aircraft have received a lot of attention this last year in the general aviation press and at aviation events. It is often suggested that these programs will bring back the “good old days” of private piloting.

A couple of our members, Frank Fonk and Brian O’Lena, have been interested in Sport Pilot Aviation for some time. They have researched the requirements and potential. Both feel the Sport Pilot and Light Sport Aircraft may be a partial solution to help General Aviation “recover” from the downturn experienced since 9-11.

A meeting was held last Saturday to determine if Chapter Members (or others) would be interested in pursuing an activity that might include building and flying a kit Light Sport Aircraft.

About a dozen interested parties showed up and the group discussed possibilities.

It is my understanding that most who attended are already pilots and own their own plane. Probably not the best target market for the Sport Pilot concept.

I certainly applaud the effort to get something started however. It might be worthwhile for the Chapter as a whole to explore getting involved.

If you read Carl Bumper’s excellent article in last months Contact, you have to be concerned about the future of General Aviation for what I will call us “traditional private pilots”.

I have my own personal reservations about sharing the skies with minimally trained and equipped pilots and aircraft. I do, however, acknowledge there is a possibility that the Sport Pilot movement could revitalize private pilot training if it results in getting new people into the program.

SPORT PILOT – EAA INTERNATIONAL

It seems to me that EAA International, through the Chapters, is the right instrument to tackle integrating the Sport Pilot program into the existing aviation community.

To this end, I recently sent an E mail to the International EAA Chapter Administrator, Brenda Anderson.

I indicated we in 838 had substantial interest in pursuing the possibility of developing a Sport Pilot program of some kind, perhaps in conjunction with Young Eagles. It would most probably involve building and flying.

I suggested that we would be glad to work with International to develop a “pilot (test) program” to try various approaches at the Chapter level.

The reply I received was not terribly encouraging.

There is no existing program or plan for EAA International to get specifically involved in the SP/LSA movement. There are however various attempts by individual Chapters to get educated and explore possibilities.

Additionally, I was reminded that as an EAA Chapter we cannot operate an airworthy aircraft. Any type of aircraft/flying club would have to be set up outside our current Chapter 838 corporate structure. (My guess is this a liability insurance issue and could be addressed.)

There is some good news. If we in 838 come up with a concept that somehow involves the Chapter with Sport Pilots and/or Light Sport Aircraft; International would like us to share it with them.

Bottom line is, we will receive encouragement, and maybe some help but not much direction from International. If we do come up with something that works, they would probably get behind it and share with other Chapters.

OPPORTUNITY?

I see an opportunity here for 838 to take a leadership role in developing something that could be used as a national model.

If this sounds like work, it probably is, but it would be the “fun” kind of work. We have talked a lot lately about putting the “fun” back in our Chapter lives. Perhaps this is one way.

I would like to hear from you Members. Should we as a Chapter get involved in Sport Pilots and Light Sport Aircraft? Please convey to me or your Board Members your opinion.

If there is enough interest, we can devote a Membership meeting this spring or summer to sharing information and suggestions.

Jerry

P.S. After a looong telephone conversation with EAA OSH, we have arranged to have one of their LSA experts attend our June chapter meeting.



Get To Know Your Officers and Board Members

Editor: This is the first in a series of such articles we'll feature in *Contact*. We may have one or two in each issue, or we may skip an issue if we're pressed for space. These are the people who lead our chapter or serve on our board. They take responsibility for keeping this the best chapter in EAA.

Bob Helland is the vice president of Chapter 838, and his duties include assuming the responsibilities and powers of the president, when the president is absent. Bob has also accepted responsibility for coordinating the membership function. And he built those Amazing Rotational Pancake Grills.

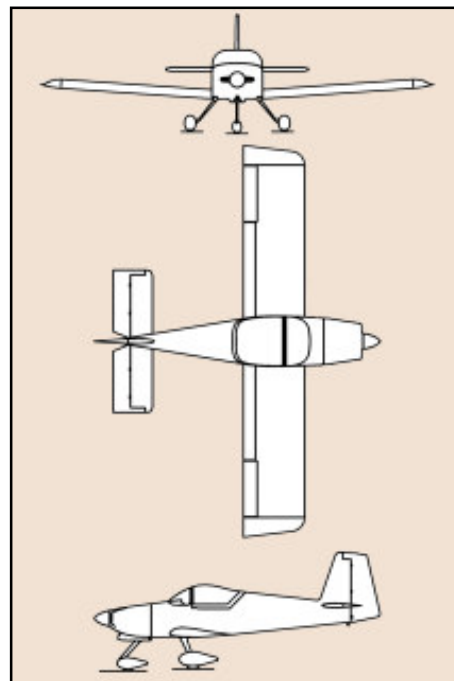
Bob has been interested in aviation as long as he can remember. He built numerous model aircraft as a kid, and, when he was a teen, he was a member of the Civil Air Patrol. When he determined to learn to fly, he decided to work with a school, so he enrolled at Gateway Technical College in Kenosha, where he trained in Cessna 150s, Citabreas and Mooney M-20. Bob earned his Private Pilot Certificate, and he enjoyed the training. He continued to develop his skill by earning his Commercial Certificate, and he went on to earn his instrument.



Bob works at WE Energies' Oak Creek Power Plant, where he is a senior power plant mechanic. That means he is skilled and certified in several mechanical areas, including machining and welding. Bob developed a particular penchant for welding, and is often the "go to"

guy when a weldment is particularly important and/or challenging. Many of Bob's welds must be inspected by an outside certifying firm. They often use x-ray inspections searching for concealed voids or other flaws. I asked Bob what percentage of his welds had to be reaccomplished, when the inspection revealed a flaw. He smiled and replied that so far so good. His defect rate is zero.

As much as he likes to fly, Bob is bringing his considerable skills to bear on an aircraft construction project. He has a RV-9 underway in his basement, and he has completed the tail feathers, all the control surfaces, and one and one half wings. In response to my inquiry regarding his selection of the RV-9 for a project, Bob opined it is perhaps the best engineered home-built, it's well proven with many examples flying. The high aspect ratio wing and the long span, slotted, high lift design flaps enable the RV-9 to fly slow and solid and to enjoy short takeoff and landing ground rolls. And when up at cruise, she steps along in the high



160s on 118 horsepower or the high 180s on 160 horsepower. That's a very attractive combination. We just hope Bob has carefully measured the route he plans to use to extricate those loong wings from his basement.

Editor: Also see Jim Hantschel article on the next page.

Safety Notes

Spring is almost here, well, to be precise it IS here now. Good flying weather will be more common, and some of us who have been absent from the cockpit for awhile will be finding our way back to the airport.

I know you are going to review the pilot's operating handbook for your particular machine, and I'm confident you will pay careful attention to the proper speeds. Speed is very important. One must have neither too much nor too little. Now, technically, you can simply go fly when you're brave, as long as you don't take a passenger. But

the wise pilot who has spent the winter in warmer climes or at least away from the flying machine, will invest in a flight with one of our local CFIs. Do some landings, sure; but do some stalls, too. Take a look at <http://www.nts.gov/nts/Response2.asp> to learn how several people came to grief in 172s. Or go to <http://www.nts.gov/nts/query.asp> and check out recent misadventures in your machine type. Many of the ones I see are associated with running out of altitude, airspeed, and ideas at the same time, often on final approach. An hour or so with a CFI now will help ensure more enjoyable and safer flying this spring and summer.

Young Eagles Blown Away In March

Wind Was Strong and Gusty and Cold

First YE Rally No Fly In Long Time

We taught ground school and took them out to the C-130.

Good weather is expected in April, so we can use YOUR help.



Girl Scouts try out the pilot seats in the C-130.



Willy Christensen poses for the photographer after running many, many beads with the MIG welder at Monday Night Builders.

Jim Hantschel, Treasurer

In the mid-1990s Jim Hantschel was invited to serve as our treasurer, and he has graciously consented to serve in that capacity ever since. When he earlier owned and ran his own business, he took several accounting classes and kept his own books. He uses those skills every week to our great benefit.

Jim Hantschel has been a lifelong resident of Racine except for his college years in Madison. At the university he studied pharmacy, but he also took up sky diving between classes. I guess it relaxed him from the stress of studying. At one point he had 19 takeoffs and zero landings.

Jim started pilot instruction in Kenosha in 1981, where he flew Cessna 152s. When Jim took his private pilot check ride he calculated weight and balance and discovered the two-place Cessna was overweight, so he had a mechanic drain some fuel. Then during the practical test he had to contend with a brisk crosswind. In spite of that he nailed the landing. Jim felt really great about that, and the rest of the check seemed like a piece of cake. After exercising his private pilot certificate for awhile, his family and business demands overtook Jim. And he was unable to participate in airborne flight for several years. When time constraints happily eased a bit, he joined our chapter 838 in search of kindred spirits. Here he met Ken Kaebisch, and Jim and Ken set out to polish Jim's temporarily quiescent flying skills. Jim was very happy to be back at the controls of a Cessna, this time a 172, and, once, a Cheyenne and a B-17.

A couple of years later he bought part interest in N92306, a very nice Cessna 172M based at KRAC, and he flies Young Eagles in that ship every second Saturday from March through November. The Young Eagles program is Jim's passion, and he traces his commitment back to one rally when Sam Johnson was doing the heavy lifting. Jim decided to help and found it so cool that he rarely misses an opportunity to introduce young people to the magic that we know as flying.



Jim, and, usually, Barb, have flown to Wyoming, St. Louis, Michigan, Davenport, and Iowa City.

On 17 December 2003, the 100th anniversary of the Wright brothers' flight and a cold, overcast, snowy day in Racine, Jim, with Barb, drove to KRAC, pulled out 92306, and went flying—after the airport plowed the snow from the taxiway. Jim says it was very important to him to fly on that important anniversary. They are both incurable romantics, and we're very lucky to have them in our chapter.

Light Sport Pilot

Here is an extract from <http://www.sportpilot.org/becoming/> which is an EAA site that sets out a detailed discussion of the sport pilot certificate. Please note that this is but an extract, and you should go to that site or to http://www.faa.gov/licenses_certificates/airmen_certification/sport_pilot/media/lisa_requirements.pdf for more complete information.

How will it make flying easier/more hassle-free for me?

New pilots seeking a sport pilot certificate will be able to learn how to fly powered aircraft (fixed-wing airplanes, weight-shift trikes, powered parachutes, gyroplanes, or airships) in as little as 20 hours of flight instruction, saving both time and money. (Note: Your flight instructor will make the final determination as to your readiness to take a practical flight exam.)

Student pilots currently working on a private pilot certificate will be able to apply their training toward a sport pilot certificate and operate under sport pilot privileges until such time as they choose to complete the requirements for a private pilot rating. All time logged as a sport pilot can be applied toward higher ratings.

Private pilots or higher with a current medical certificate and flight review can fly any light-sport aircraft in the categories and classes for which they are rated, creating more opportunities for them to own or rent light-sport aircraft.

Private pilots or higher may also choose to exercise the privileges of a sport pilot and operate any sport-pilot eligible aircraft in the categories or classes in which they are rated using their valid driver's license or third-class medical as their medical certification.

Restrictions on a sport pilot certificate:

- * no Class A airspace
- * flights into Class B, C, or D require training and a logbook endorsement;
- * no flights above 10,000' MSL;
- * daytime flight only; no night flights
- * no flights when the flight or surface visibility is less than 3 statute miles;
- * no flights unless you can see the surface of the earth for flight reference;
- * no flights while carrying a passenger or property for compensation or hire (no commercial operations);
- * no renting a light-sport aircraft unless it was issued a "special" airworthiness certificate;

838 Outlook

10 May--Chapter Meeting: bus trip to Commemorative Air Force Museum at Crites Field in Waukesha

20, 21 May--Pancake Breakfast

14 June--Light Sport Aviation; presentation from an EAA OSH expert
16, 17 Sep 2006--Wings & Wheels [note new, one week later, date]

April 2006						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
	Hanger Builder Nite 7 pm		Museum Board	Post 218 Meeting		Young Eagles 9 AM
9	10	11	12	13	14	15
	Hanger Craftsmen Builder Nite 7 pm		Chapter Meeting 7 pm Fire! Fire!			
16	17	18	19	20	21	22
	Hanger Craftsmen Builder Nite 7 pm		Board Meeting 7 pm	Post 218 Meeting		
23/30	24	25	26	27	28	29
	Hanger Craftsmen Builder Nite 7 pm				Donna's Donuts Every Wednesday!	

Late-breaking News

Since this area is used by our printer for your mailing address on the paper version of this publication, I can use it here for things that came to my attention too late to make the printed version.

1. The new dates for W&W 2006 are Saturday and Sunday, September 16th and 17th, one week later than the original schedule.

2. Donate your inactive cell phones at a box at the chapter. We'll get a fee for each phone, and they even pay the shipping. Ken Sack is coordinating the project, and we request you bring your unused phones to our April meeting. Questions to Ken at 262-554-9714.

USAF Thunderbirds Announce New Pilots



NELLIS AIR FORCE BASE, Nev., June 17, 2005 — U.S. Air Force Air Demonstration Squadron, "Thunderbirds," officials announced their new pilots for the 2006 demonstration season which includes the first female demonstration pilot in the 52-year history of the Thunderbirds.

Capt. Nicole Malachowski, of the 494th Fighter Squadron at Royal Air Force Lakenheath, England, joins the team as the first female demonstration pilot on any U.S. military high performance jet team.



Capt. Nicole Malachowski — U.S. Air Force

EAA Chapter 838 Board of Directors

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Vice Pres.	Bob Helland	886-8577
Secretary	Daryl Lueck	681-2370
Treasurer	Jim Hantschel	637-3376

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Hangar	Jerry Bovitz	639-8583
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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 12 April 2006

Fire! Be prepared with the proper equipment for your airplane and for your home--by Frank Fonk. Family and friends are invited.

Chapter 838 Events:

Saturday	9 am	8 April 2006	Young Eagles
Mondays	7 pm		Hanger Builders
Wednesdays	3 pm		Donna's Donuts

Looking Ahead: 20, 21 May 2006 Pancake Breakfast

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