

EAA Chapter 838 *Contact*

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July 2006

Love of Flying

By Lee Farnsworth

There is a well-known “hanger flying” adage that is always passed along. “There are old pilots, and there are bold pilots, but there are no old bold pilots.” Now, as I am 82, I guess that I am approaching the category of being an old pilot. And, though I will admit to not being a bold pilot, by no means is flying not adventurous.

It has been an adventure every time since my first flight in an open-cockpit Waco biplane in 1935! No one ever forgets that very first escape from the surly bonds of earth. But flying really becomes a love, when it is you who does the flying. This, for me, started on Jan. 25, 1941, at my hometown airport in Elkhart, Indiana. Getting into the front seat of a Piper J3 Cub, I asked the instructor, “How much for a 15 minute ride around town?” The reply, “A dollar and a half.” “How much for a 15 minute lesson?” I asked. “A dollar and a quarter.” So, a lesson it was, and I was hooked. That was not cheap, however, as I was earning all of 30 cents an hour pedaling a bike for Western Union after school. After eight months of “when-I-could-afford-it” half-hour lessons, I took my solo flight in that same J3 Cub. Love of flying became a permanent affair. Mr. Piper built a beautiful airplane in that J3 Cub, and I have been a “stick-and-rudder” pilot ever since.

I attended Purdue University in the fall of 1941 and was fortunate to qualify for the last CPTP (Civilian Pilot Training Program) there, before our entry into WW II. Forty hours of more Piper Cub training, and I had my Private Pilot’s License. Having enlisted in the Reserves, it was some time before I was called up into active duty. There was the local contingent of the new Civil Air Patrol, with a brand new Ercoupe, but that was “lazy” flying—no rudder pedals (the rudders were control-synchronized with the ailerons).

My entry into the Army Air Corps Cadet Training was in July of 1943. This late into the conflict, the training program was very overloaded and bogged down. After several postponements, I was entered into the class of 44J, one of the last programs started during the war. /This training was in Georgia, with Primary training in open-cockpit, bi-plane Stearman PT-17s! With 250 horsepower, this was sportier flying than the docile 50 horsepower Cubs. Introduced to aerobatics, flying became a brand new adventure. Basic training

was next in the Vultee “Vibrator”, the 450 horsepower BT-13. The last phase, Single-engine Advanced, was in the well-known North American AT-6, with all of 650 horse-power, a torque to be respected. With an extra, added month to this period, this is where they taught the pilot to act as one with the plane. Close formation flying goes a long way in doing that. We had gained air supremacy by the end of 1944, and hot-rock pilots were no longer needed.

My ultimate life-style commenced in 1957. Living in Racine and wanting to live here but working in Menomonee Falls meant quite a commute before the I-system days. I was fortunate in finding a Mooney Mite, N4124, the neatest little single-seat plane ever designed. Weighing only 550 pounds, with a 65 horsepower engine, this plane was my “motorcycle of the air.” For seventeen years, I would ride a bicycle two miles to Horlick Field, fly the Mooney forty miles to Timmermann Field in northwestern Milwaukee, and take a car five miles to work. It didn’t really result in any savings of time, but that wasn’t the idea. Since the Mite could cruise at a speed of 125 miles-per-hour, it was a very practical way of doing business travels to Buffalo, Dayton, Saint Louis, and the like. It was also adventurous, as this little plane had only fundamental instruments. No satellite navigation instrumentation was available in those days; all cross-country navigation was done by “dead reckoning”—an ominous term if there ever was one—and pilotage. But it did make flights more interesting, because if you were smart you would make it a point to pick up visual ground reference points every five minutes or so along your flight path. It was a lot more adventurous than reading an in-flight magazine aboard an airliner. I returned to work in Racine in 1973, thus ending a great life style.

Nostalgia set in about 1980, and I had a hankering for an aerobatic, open-cockpit biplane to fly “around the cabbage patch.” The kids were all out of the nest, and my wife was a second-shift nurse, so home-building an airplane was a good way to stay out of trouble. Paul Poberezny’s design of the Acro Sport II, and EAA’s workshops and forums started me on the way. Five thousand hours of work over six years’ time saw the completion of N40LF in 1986. Building it was an

Please see Love of Flying on page two.



The President's Corner...

By: Jerry Baker

CARNAUBA

According to this morning's paper, the new building to house the Carnauba will be completed in the fall of 2008. We have previously been told by SCJ representatives that their financial support of the EAA Museum will terminate when the Carnauba is moved.

This financial issue and the impact on the future of the Museum and Chapter Building was the subject of the informational meetings held last winter.

Bottom line is the Chapter needs to come up with about \$20,000 a year to replace the SCJ support and maintain the building as is.

To that end, Wings & Wheels 2005 was launched as a method of providing major financial support for the Chapter. The event proved to be a resounding success and, at that time, the decision was made to make it an annual occurrence.

WINGS & WHEELS 2006 IN JEOPARDY

On June 20th at the Wings & Wheels meeting, Chairman Steve Myers painted a pretty grim picture of the preparation progress to date.

Sponsor sign up is considerably less than last year and a number of sponsors from last year have declined this year or reduced their participation. Sponsors are critical to the financial success of the venture.

You may remember that last year the event basically broke even on expenses after considering revenues from gate receipts, food, etc. The profit that was made was essentially from sponsorship monies.

Sponsorship is also important if the weather is unfavorable and attendance is down. It is basically our "cushion" against a loss on the venture.

Additionally, we are having difficulty in getting "interesting" aircraft for display during the event.

Thus far, we have no commitments for military, warbirds or antique aircraft. These are the categories that have the most spectator draw. Many of us are tapping every source we can find but with limited success.

Finally, the need for leadership and volunteers to plan and staff the event is a serious concern.

As a Chapter we desperately need to find a Co Chairman to help Steve Myers this year and take over as Chairman next year. It is also extremely important that more Chapter members take an active part in the planning and implementation of activities.

Love of Flying continued

adventure, flying it has been adventurous, and it is still an adventure to unite with the sky—although gravity always wins. So if you see an orange biplane banking over the lake, you will know that I am once again one with the sky.



Lee returning from a Young Eagle flight in his Acro Sport II.



Lee demonstrating his joy of flying and his joy of sharing flight with a very lucky Young Eagle.

OPTIONS

All of these issues were discussed during the June 20th meeting. In spite of the difficulties, the large majority of those present opted to **continue to work toward a successful W & W 2006.**

The only other option would be to return the sponsorship monies currently committed and cancel the event. Obviously lots of negatives involved with this option.

HELP!!

I am putting out a request to all members to do what they can to help with the issues involving W & W 2006.

Needs are:

- Additional sponsors
- Display aircraft
- Co Chairman
- Volunteers for planning and staffing

Call Steve Myers at 262-716-3051 or me at 262-939-0091.

The next W & W planning meeting is scheduled for 7:00 pm July 18 at the Chapter building.

Jerry

Memories of Times Past: to Atlanta and Home

Text and photos by RG Blocks

The VFR flight from Racine to Evansville was like a magic carpet ride. We once lived in Newburgh and returned to see old friends.

Newburgh, you may remember, was the only town in Indiana to surrender to the Southern Confederacy during the Civil War. General "Stovepipe" Johnson and his raiders set logs up to look like cannon across the Ohio River from Newburgh. The Hoosiers simply gave up. Some say they only do that now when con-

fronted by Purdue in football.

Upon departing Evansville Regional (EVV) bound for Atlanta I asked the tower for permission to pass near Alcoa's Warrick Operations.

Formerly a Chief Engineer and curious to see the place after thirty years was pleased that little had changed superficially. One tenth of the nation's aluminum is produced in this three-mile factory. The product is beverage container (can) stock. Located on 36,000 acres, which include some fine coal seams, this has been a fine central location from which to ship recession proof product. Folks celebrate when things go well. They also drink when things go sour. I personally like prosperity.



Weather was on our side as we wend our way toward PDK that's Peachtree DeKalb County Airport. We stayed at about 2500 feet for much of the flight. Signal Mountain and Moccasin Bend on the Tennessee River would pass off to our left as we stayed outside

Chattanooga's Class C Airspace. Then we were over the southern end of Lookout Mtn. and Missionary Ridge. General Braxton Bragg's Confederates on the ridges could not depress their big guns sufficiently to stop



Grant's Army. Union General Thomas' forces pressing north to south overran the south's skirmisher positions, without orders fixed bayonets, and took Missionary Ridge. The Army of the Cumberland broke Bragg's ranks. Four Union Divisions attacked because it would be safer at the top of the hill. We flew the route taken by Union General Joe Hooker on November 23, 1863. Joe Hooker lives in infamy due to the nickname given his camp followers. He pressed

Bragg to Dalton, Georgia taking both prisoners and big guns after the rout. "The Battle Above the Clouds" was long over but we did not see a cloud on our flight into history.



Atlanta would be our next stop. The approach into

Atlanta's class B airspace means flying over miles of homes, businesses, offering few spots to land. I gave that some thought as we approached many tall towers and PDK. We tied down at Epps Aviation. It was Ben Epps who was instrumental in recovering "Glacier Girl" the P38 that was buried under 260 feet of snow on Greenland. Atlanta offers great nightlife, accommodations, and is the home of my sister where our mooching a couple of nights stay kept the travel budget in balance. Thanks, Sis.

The trip home was interrupted by weather. We lost a day on departure due to a wrap around low. That is the low stayed put over the southeast. The warm air picked up Atlantic moisture. It dropped as rain and low ceilings when rising over the cool Appalachian Mountains.



Note however the 6000-foot ceilings as we approach the intersection of the Ohio and Mississippi Rivers at Cairo, Illinois.

Not much more than a half hour north of Cairo, we were delayed for an evening in Marion, Illinois. Another wraparound low was flooding Boston and the Northeast and passing Atlantic moisture to a second low sitting on the Illinois-Wisconsin border. Ceilings fell and it rained for three straight days between Marion and Racine. Fortunately, Kankakee FSS was able to find good VFR under the deck for our safe return. Nary a bump in the road. It was an informative flight with crazy weather at the end.

Written by Roger G Blocks on May 24, 2006, reflecting on just how history and flight make a wonderful excuse to fly.

Widgets & Weather

Text and photo by Seán G. Dwyer

Two planes crashed in Wisconsin on Sunday June 25th. Cherokee N4500R was not one of them. It was safely tucked away in Roger Block's hangar up in Eagle River (EGV), and Geraldine and I were in the back seat of Roy Stuart's car for much of the day. Fortunately, Roy and Elaine had also been invited to spend the weekend in Three Lakes, and they had driven from Racine.

An enjoyable weekend was capped by a wet and murky sunrise on Sunday morning. Could we make it back to Racine in VFR conditions either in the morning or in the afternoon? The Widgets said 'No'. Mac desktops contain an icon called 'Dashboard' which triggers easily customized Widgets. Mine include the Weather Channel's radar-in-motion, FTs/Metars courtesy of NWS, flight tracking for airlines anywhere, Irish radio stations, detector for WiFi hotspots, and ten others. All are free to use and, if they did not come already loaded on the Mac, I downloaded them at no cost from the Mac OS X website. It is the first two Widgets that are of interest for this story, and they can be found at: www.apple.com/downloads/dashboard/information/radarinmotion.html www.apple.com/downloads/dashboard/information/aviationweather.html Depicted nearby is the Radar-in-Motion Widget when we arrived home on Sunday night. Clearly, nasty stuff between EGV and RAC had not yet all blown through. Earlier there had been lots of radar echoes in northern, southern, and western parts of Wisconsin, with VFR in the middle. The problem was that we could not get to the middle. EGV's ceiling was 800 feet and GRB's FT forecasted ceilings from 700 feet to 1,500 until 1:00PM, at which time there would be thunderstorms in the vicinity with visibility down around 4 miles and higher ceilings.

As long as it is connected to the Internet, a Mac can give all the information of a multi-screen weather station. The Aviation Weather Widget switches from Metars to Terminal Forecasts with one click and can be active on multiple reporting stations simultaneously. One could be set to EGV, another to AIG, a further one to UNU, RAC, etc. and all would display current readings from EGV to RAC. I had FTs for GRB, MSN, MKE all on the screen simultaneously to facilitate finding a 2.5 hour VFR window. It did not exist.

Could you get the same information on a Windows driven computer? Of course you could, but it would involve more than one click to display it all. I always consider the difference between a Windows computer and a Mac to be like the difference between Democrats and Republicans. A Windows person clicks 'Start' when he wants to shut down, whereas on a Mac he would click 'Shut Down'. I'll leave it to you to attach party labels to which one says what it means and does what it says.

Although they usually tell me what I want to know, Widgets are

not the only easy source of weather information. If you click on <http://adds.aviationweather.gov/metars/> and then click on the state of Wisconsin, you will get a pictorial representation of weather at each reporting point, with VFR airports shown with green circles, MVFR airports in blue circles, and IFR airports in red circles. Although it lacks the impact of radar-in-motion, the depiction of VFR/MVFR/IFR is very useful, as radar does not show the ceiling.

I have to admit that several times during the drive south I looked up at the sky and said: "We could be flying in this". Although we never saw the sun, the ceiling was definitely comfortable VFR from about 10:00 AM onwards. That is . . . until we got to Racine. There the ceiling was considerably below 1,000 feet. Of course, this was about 5 hours later than it would have been if we had made the trip in N4500R. What was the ceiling five hours earlier? Such a question is about as relevant as worrying about what you paid for a stock 3 years ago. Whereas 'now' is relevant, historical prices make you feel either good or bad, but have no effect on your wealth. It is what it is. It's the same with weather when you are flying. It is what it is. Although Geraldine never said it, I know where she netted out on

the old saying "It is better to be down here wishing you were up there than up there wishing you were down here".

Risk management priorities rule decisions of whether or not to fly. We needed to get home because a painter was scheduled to start work on our house on Monday. I have no doubt that we could have waited for the ceiling to rise in EGV and then fly south. We probably would have made it and I probably would have made the flight if flying alone. However, I would prefer to have Geraldine see trips in N4500R as "unreliably scheduled" rather than as "unsafe".

How will I get N4500R home? I am not worried. Roger is planning on flying his own plane to RAC on Wednesday for some quick business and will be returning to EGV on

Thursday. My plan is to go back with him and then immediately return in my own plane, assuming the Widgets say it is OK to do so, of course. You can call me 'Chicken' if you want, but I am a believer in that trite but true piece of advice taught to every student pilot: "There are old pilots and there are bold pilots, but there are no old, bold pilots."



25 Young Eagles fly in June

By Brian O'Lena

Sat. 10 Jun 06 was International Young Eagles (YE) day, and we at Chapter 838 did our part. Clearing skies greeted the 25 kids who came to our monthly YE program. All involved seemed to have a good time, and most importantly we introduced kids to the thrill and adventure of flying. We know it can and has happened, some of the Young Eagles of today will become the pilots of tomorrow. Our next YE event is Saturday July 8th. Hope to see you there.

Explorer Base Deck

Photos by Ken Sack



Wayne Peach, Marla Smith, Adele Helmle and Ken Sack from Chapter 838 helped other Explorer Base members construct a deck. On Sunday, Jerry Baker labored on the same project.



Monday Night Builders Sing

Photographs by Carl Bumpurs

Yes, it's true, we sang Happy Birthday to Jerry in the dining room at Infusino's Restaurant on 5 June 06. We enjoyed pizza and pitchers, and Kim Lueck even brought Jerry a cake. We wanted to fete the Mentor of Monday Night on his birthday.



Calendar note: I ran out of room, so I left off 30 and 31 July. I'm confident you can deal.

July 2006

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
						Museum Open 9-3
2	3	4	5	6	7	8
Museum Open 10-4	Hanger Builder Nite 7pm		Museum Board 7 pm	Post 218 Meeting		Young Eagles 9 AM Picnic at Noon Museum 9-3
9	10	11	12	13	14	15
Museum Open 10-4	Hanger Craftsmen Builder Nite 7pm		Chapter Meeting 7pm			Museum Open 9-3
16	17	18	19	20	21	22
Museum Open 10-4	Hanger Craftsmen Builder Nite 7pm		Chapter Board Meeting 7pm	Post 218 Meeting		Museum Open 9-3
23	24	25	26	27	28	29
Museum Open 10-4	Hanger Craftsmen Builder Nite 7pm					Museum Open 9-3

Museum Docents Info Meeting

By Tim Bass

Open to all chapter members, spouses, and other interested parties, who may have an interest in providing this kind of service to the public. Experience is not required, only a little enthusiasm and interest in aviation. The meeting will be Wed, 5 July 06, at 6:30 pm in the chapter building. If you have an interest but can not attend the meeting, call Ed Schaut at 262-639-4637 or email edwlscha@execpc.com.

Contributions for Silent Auction

From Barb Hantschel

Suggested items for the Wings & Wheels silent auction. Anything aviation or car related, clothing, books, posters, photos. Gift baskets went over real big last year, maybe someone works at Johnson and can do a cleaning basket or car wax, polish etc. Tickets to events such as Brewers games, car shows, festivals. If someone wanted to solicit from restaurants or car washes etc. gift certificates, that would be great. Services offered such as plane rides or car detailing. I really wouldn't turn down anything. 637-3376

Christensen Slips the Surly Bonds

Text and photos by Tom Christensen

55 Uniform isn't Dad's airplane anymore as Alex Christensen soloed in it Thursday evening June 8th at RAC. Under the watchful eyes of his flight instructor, father, and mother, he did 3 take offs and landings on a nearly perfect evening for a first solo. Alex said "I was nervous when I was told I was going to solo. But once in the air, I just concentrated on flying."

Alex is a member of Post 218 and took the Chapter's Private Pilot



Ground School. His flight instructor is Ken Kaebi-

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Chapter Meeting

No evening meeting this month, because we're going to have a **PICNIC.**

Chapter 838 Events:

Saturday	9 am	8 July	Young Eagles
Saturday	Noon	8 July	Picnic
Mondays	7pm		Hanger Builders
Thursday	6 pm	17 Aug	Golf w/ Explorers
			Pizza afterward

Contact Editor: Eddy Huffman 639-8301

4609 Bluffside Drive, Racine, WI 53402

Email: eddy-h@wi.rr.com

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