

# EAA Chapter 838 *Contact*

Volume XVII, Number 8



August 2006

## Wings and Wheels Aircraft Will Include DC-3, B-25, and HH-65

### And Many Other Unique Aircraft

Prairie Aviation Museum will bring their DC-3, pictured below, to Racine Wings and Wheels, 16-17 September 2006, here at Batten International Airport. Just as they did last year, they will offer rides to visitors.

The Prairie Aviation Museum's legendary DC-3 has assumed a place of honor as one of only seven aircraft listed on the National Register of Historic Places.



The DC-3 made its first flight on 17 December 1935, exactly 32 years after the Wright brothers' flight at Kitty Hawk. It was engineered by a small team led by Arthur Raymond, and it's generally regarded as one of the most significant transport aircraft ever built.

See stories about these aircraft on subsequent pages:

Blue Kids One

The Pacific Prowler

### See Stories Throughout This Issue

The crew from US Coast Guard Air Station Traverse City and their HH-65 was one of our most impressive and popular attractions at Wings and Wheels 2005, and we are very pleased that they will be bringing their blaze orange Dolphin helicopter back for W&W 2006.

Their USCG missions include winter and spring domestic ice patrols, Search and Rescue (SAR), Aids to Navigation, and Marine Environmental Response.



USCG HH-65 over the Macinac Bridge

Aircraft Commander Lt Michael Baker will return this September





## The President's Corner...

By: Jerry Baker

Fellow Chapter 838 members:

### Air-Venture

I just returned from a week at the EAA event in OSH... (My 22<sup>nd</sup> year.) I am pretty sure it is difficult for the EAA International staff to make it bigger and better each year, yet they seem to do just that.

The attendance was reported as down a bit, apparently due to the extreme heat and high fuel costs. The forums, displays, aircraft and people were again first rate. I managed to fill five days with not much time to spare.

I attended a number of EAA leadership seminars and talked to many EAA staff people and other Chapter officers. Although many Chapters have problems different than ours, a common problem with almost all Chapters is the difficulty of maintaining and growing membership.

You may remember I was running for a seat on the EAA International Board of Directors. I was not elected and in retrospect, probably should have realized my chances were pretty slim. There were eight seats open but all eight incumbents were running for reelection. The vote is virtually totally cast by the proxies you give to the Executive Committee when you renew your annual membership in EAA. The Executive Committee chose to reelect all incumbents.

During the selection process, I found the EAA Officers, Directors and staff to be courteous, capable and sincere. I believe the contacts I made will help Chapter 838 communicate more effectively with International in the future.

### Explorer Base

This is the first year I spent time at the base, learning a little about the Explorer movement and touring the base facilities. My hat is off to Adele Helmle, Ken Sack and the other Explorer leaders. In the future, I will ask them to write an article for Contact, describing the Explorers, what they are about and how the Chapter is involved.

### Elections - Chapter Officers and Directors

Elections will be held during the October membership meeting

for three (3) Directors and the Secretary and Treasurer. We have had a difficult time in the past getting members to fill these important spots. I will solicit names during the August membership meeting of persons willing to be considered for the Board recommended slate. If you have an interest and are willing to serve, see me then or contact me by phone or E mail.

Stay "cool",

*Jerry*

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## Short On Fuel, Long On Luck

From Callback, a publication of NASA's Aviation Safety Reporting System

A Citabria pilot experienced a surging engine and altitude loss eight miles from the destination airport. The pilot conducted a safe landing in a suitable field, with no damage to the aircraft or injuries. The ASRS report narrative continues:

\*

...The planned flight time was 3.2 hours. There were 24 gallons of usable fuel on board. Expected fuel burn was 4.8 GPH. There should have been enough fuel for 5 hours. The fuel was exhausted after 3.7 hours...Fuel burn data was established a year and a half previously when using aggressive leaning at all times, and at relatively low power settings. Three weeks prior to the flight in question, the A&P mechanic performing the annual inspection advised the pilot that excessive leaning was harmful to the engine and suggested that it should not be leaned unless above 5,000 feet MSL. The flight in question was conducted at 5,000 feet MSL. In addition, the pilot began using higher power settings, believing this was desirable for this engine....

This experience demonstrates...the importance of ensuring that the data used for planning, in this case fuel burn data based on specific leaning and power settings, applies to the operation being undertaken.



# Young Eagles Fly 55

By Brian O'Lena

## B-25 at Wings and Wheels



The North American B-25, Pacific Prowler, is only one of a handful of B-25s that still fly today. The B-25 Mitchell Bomber was made famous by the daring Doolittle Raid on Tokyo, which took place four months after the Japanese bombed Pearl Harbor. The B-25 went on to become the most versatile medium bomber of World War II, seeing combat in every theater of operation.

The Pacific Prowler is a "J" Model North American B-25 Mitchell. The original Prowler was deployed to the Pacific Theater and flew over 120 missions before returning home after the war. The Pacific Prowler II came out of storage in 1946 and served in the new US Air Force until 1958. She was bought by Talisman Aviation in 1962 and participated in over 80 Hollywood feature films including:

Flight of The Phoenix  
Catch 22  
Around The World in 80 Days  
Memphis Belle  
For Whom The Bells Tolls  
Disney's 360 Degree in the Round Videos.

This aircraft has a rich history, a qualified crew, impeccable maintenance, and is in amazing condition.



The original Pacific Prowler.

Warm and sunny skies greeted 55 Young Eagles (YE) for our monthly program on July 8th. This was our largest single day YE turnout in four years (we did fly 54 in June 2005). All the participants had a memorable first flight made possible by 14 chapter volunteers, eight airplanes, and the help of our explorer post. Thanks to all who help with this great program. Our next YE program is Saturday, 12 August, and we have a group of 16 booked already with more interested. Please come and give us a hand on Aug. 12. We could use both ground crews and pilots with planes.

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## 104 Airports In One Day

## And All For A Good Cause

Every Paved Runway In Wisconsin

The aircraft owner is Dr. Bruce Kaufman of Children's Hospital of Wisconsin, and his partner is Matt McDaniel. Dr. Kaufman is Chief of Pediatric Neurosurgery at The Children's Hospital of Wisconsin/ Medical College of Wisconsin. Matt McDaniel is a ATP/CFII, owner of Progressive Aviation Services, and a pilot for Midwest Airlines. Matt will bring the record-setting Cirrus SR-22 to Racine Wings and Wheels.

You can read all the details of their adventure, and their motivation at <http://www.firstgiving.com/romp>. They have raised more than \$12,000 for Children's Hospital of Wisconsin.



This is a Cirrus SR-22 similar to the one Bruce and Matt flew on their flight.

# 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

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## Timm Edgington Wins National Award For Web Site

Timm Edgington built upon the fine web site that Mary Mishefske created, and EAA will recognize Timm and our web site at the World's Greatest Aviation Celebration. The only drawback is that Timm will have to be at the awards breakfast at 8:15 AM in the morning. We'll include a picture of Timm's award in next month's Contact.

Congratulations, Timm.

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## Marsha Helland To Schedule MX

By Scribo

Our building requires some regular maintenance, and we ALL are just the people to accomplish it. This is a participatory chapter, so we are confident that we are all willing to put a hand to the task at least once a year. President Jerry Baker asked Marsha Helland to contact us all and schedule our service. When Marsha contacts each of us--not just you, us--please respond by offering to help in any way possible.

Humorous aside (I hope). A friend of mine, who had just been selected for general in the USMC, told me a wonderful self-deprecatory joke: What is the difference between the Marines and BSA? BSA has adult leadership. Well, we have adult leadership, too, in the person of Marsha Helland; so, when she contacts you, consider it a pleasure to serve.



# Monday Marvels Building Toys

They don't appear to be elves, but Jerry Bovtz has his legions hard at work creating toy airplanes for Wings and Wheels.

Jerry checks the contours of the upper wings.



Carl Bumpurs drilling the props.



Gary Van Farowe and Jeff Benn add final refinements to fuselage.



Gil Kaczmarek and George Feichtner prepare to skillfully wield the drill, while Gary Van Farowe measures dimensions with dial calipers.

The general shape is apparent. Now we must add propeller, screws, glue, wheels, and paint. Watch for pictures of the completed airplanes in September Contact.

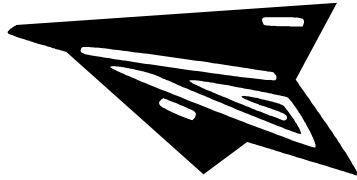


# Going Cross-Country? Have Destination Local NOTAMS? Are You Sure?

By Scribo

Don't ask me how I came by this knowledge. When you call a Flight Service Station for a briefing, you can get most of the necessary information from any FSS, but local NOTAMS are only available from the FSS in whose area your destination lies. In other words, if you are expecting to land at an airport outside the area covered by the FSS who is giving you the briefing, you probably will not get the destination local NOTAMS. Sometimes the FSS can get information from the adjacent area, especially if they receive frequent requests for a particular airport, but you can't depend on that.

To get reliable local information, you must call the destination FSS telephone number, and, using a cell phone, you won't get them with 1-800-WXBRIEF. Any FSS can supply the needed telephone number, or go to [http://flighttraining.aopa.org/flight\\_bag/forms/](http://flighttraining.aopa.org/flight_bag/forms/) for a list of your very own. [There is just so much to know!]



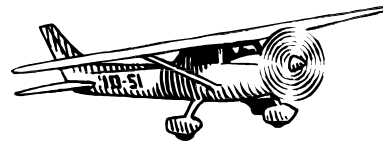
# And Another Thing, Too

By Scribo

Once NOTAM information is "published", the FSS briefer is not required to tell you about it!

Published means that the info is contained in Notices To Airmen, which is issued every 28 days. The briefer assumes you have consulted that document, but if you haven't (gasp) ask the briefer for any pertinent information from the Notices to Airmen publication.

You may view an electronic version of that document online at [www.faa.gov/ntap](http://www.faa.gov/ntap). The current version contains information about AirVenture, many, many items pertaining to instrument approaches, and such favorites as the Cialis Western Open PGA Tournament restrictions and the Scott AFT Air Show procedures. The correct the sectional chart elevation information of W13 from 437 feet to 1437 feet. It notes significant changes to VFR terminal charts for Los Angeles and St Louis. You can review all that information you tell Green Bay FSS you have at the start of each phone call.



Remember, you can get the published NOTAM applicable information from FSS, but you have to let her/him know you want it.

## August 2006

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
			NO Museum Board - CNX	Post 218 Meeting		
6	7	8	9	10	11	12
	Hanger Builder Nite 7pm		Chapter Meeting 7pm			Young Eagles 9 AM
13	14	15	16	17	18	19
	Hanger Craftsmen Builder Nite 7pm		Board Meeting 7 pm	Post 218 Mini Golf 6 pm Challenge---Be There		
20	21	22	23	24	25	26
	Hanger Craftsmen Builder Nite 7pm					
27	28	29	30	31		
	Hanger Craftsmen Builder Nite 7pm				<b>Donna's Donuts is in abeyance</b>	



Photo by Brian O'Lena

Did you have a great time at OSH? Please tell Contact about your visit to "Meca", (as Brian O'Lena calls it).

And Now It's Come To This! I received this email from Bob Greco of Explorer Post 218.

THAT'S RIGHT, WE WANT  
TO CHALLENGE THE EAA  
838 TO ANOTHER GAME  
OF MINI GOLF.

ON AUGUST 17TH, 2006

LOCATION & TIME:  
MULLIGAN'S MINI GOLF & DRIVING RANGE  
6633 DOUGLAS AVE.  
6:00 P.M.

A NICE PIZZA  
ON US AFTER  
THE GAME BACK AT THE  
GOLF CENTER!!

**EAA Chapter 838 Board of Directors**

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

**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
<b>CHAPTER BUILDING</b>		<b>634-7575</b>

**Chapter Meeting**

**9 August 2006**

Jim Sweeny with his SportStar LSA  
Officer Nominations  
And other chapter business

**Chapter 838 Events:**

Wednesday	7 pm	9 August	Chapter Meeting
Saturday	9 am	12 August	Young Eagles
Mondays	7pm		Hanger Builders

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Contact is published monthly in Racine, WI by:  
EAA Chapter 838 of Racine, Inc.



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