

EAA Chapter 838 *Contact*

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Septembers 2006

Daryl Lueck, Executive Board Member, Pilot, Aircraft Builder

By Daryl Lueck, Kim Lueck, and Scribo

For the past six years Daryl Lueck has been our Chapter Secretary. He keeps the minutes of board meetings, and he participates in board deliberations and decisions. Daryl has been, and is, a dedicated and enthusiastic officer of this EAA chapter. But his love of aviation started way before then. Daryl and his father, Don, used to visit Mitchell field during the airshows in the 60's (1960's, not 1860's). At the age of 15 Daryl joined the Civil Air Patrol at Timmerman Field, and his first light aircraft flights were in a CAP Cessna 172 and an Ercoupe.

Once he had a taste of flying in an aircraft where he could enjoy the forward view and reach the flight controls, he made up his mind to learn to fly himself. Daryl began his pilot training in a Cessna 152 at Racine's Batten Field. After he earned his Private Pilot's license in 1991, Daryl honed his skills in rented Cessnas.

Tim Bass offered Piper Cherokee N1597J for sale, and Daryl joined the ranks of aircraft owners. That aircraft served admirably as skill enhancer and transportation for Daryl and Kim.

But Daryl had been fascinated by aircraft building ever since he started learning to fly. He considered KitFox and KR2, and at Oshkosh in 1993, he looked very carefully at the RV6A. Then he wandered over to the Cozy display and spent awhile talking with the designer. He learned that they were introducing a four-place Cozy. Hmmm. He liked what he heard and saw, so he naturally found his way to the beautiful Cozys that owners had built and flown to OSH. One owner was particularly enthusiastic and generous in sharing his building experiences. Daryl expressed some reservations about necessary skills to build a composite aircraft, but his new friend assured him composite construction was "easy." Daryl's life truly changed right then and there, for the next day he bought Cozy Mark IV plans number 243. Those plans were to result in the lovely and graceful airplane we now know as N797DL.

Through this building process he has learned what building is all about, how aircraft are designed and constructed, where the stresses are, and how to overcome all obstacles. The first of three

memorable moments was when he first sat in the fuselage without his feet sticking out in the breeze. He could put his hand where the stick was going to be and imagine the instruments on the panel. Another good day was when he pulled her out of his garage and bolted on BOTH wings. Now she was beginning to look like an airplane. Then there was the first engine start. She turned about three blades and roared into life. Sweet music!

After 11 years of hard work, with two years off to court his wife, Kim, [and recruit her as a building partner] on July 24th, 2004, Daryl took his first flight. He now has over 70 hours at the sweet-handling controls of his Cozy N797DL. There've been a couple of pancake breakfasts and trips to upper Michigan so far, and Daryl and Kim are trying to get a trip to Virginia when the leaves change color this fall.

During the daylight, Daryl is the Director of Information Systems for Norlight Telecommunications. He has been in the computer field for almost 30 years, and his mission is to be "the guardian of data."

Needless to say Daryl is aviation through and through, and if that CIO job up in EAA in Oshkosh ever opens up – watch out, he'll be on his way to join his computer work with his aviation love.





The President's Corner...

By: Jerry Baker

Fellow Chapter 838 members,

WINGS AND WHEELS 2006

As I write this article, we are closing in on the final weeks of preparation for W & W 2006. We will have one more committee meeting before the event. That meeting is scheduled for 6:30 PM at the Chapter building on Tuesday, Sept. 12. The time for all Chapter 838 Members to be accounted for has "arrived".

If, at this time, you do not have a specific assignment in regards to the event, please show up at the meeting on the 12th, or contact me or Steve Myers. We need every member to participate to the maximum, in order to make W & W 2006 a success.

CHAPTER BUILDING CLEANUP

Thanks to Marsha and Bob Helland, who organized the efforts, the Chapter building clean up was very productive. A number of members participated in the three (3) scheduled days of labor that included attention to the floors, windows, casements, restrooms, etc. The facilities look much better!!

Yet to be addressed are all light fixtures and lamps (bulbs) in the entire building complex.

Explorer Post 218 has accepted this assignment and, under the direction of Ken Sack and Marsha Helland, will attend to this "last detail" before the W & W event.

Many thanks to all who helped and those who will.

SEPTEMBER MEMBERSHIP MEETING

As I indicated last month, during the September membership meeting (7:00 PM, Sept. 13), the Board of Directors will present a slate of nominations for three (3) Board members and the offices of Treasurer and Secretary. I have made a personal appeal via phone for members to run for these positions. The five (5) positions will be voted on during the October meeting (10-11-06) and be effective beginning Jan. 2007.

Candidates for these positions may be nominated from the floor at the Sept. meeting. The vote of those members present at the October meeting will determine the election of the three (3) Board members and offices of Secretary and Treasurer.

Jerry

Silent Auction Features Wonderful Aviation Prints

By Barb Hantschel and Scribo

Barb Hantschel has enjoyed remarkable success in collecting items for the Wings and Wheels silent auction. There will be several particularly attractive aviation prints, some signed. And that's just a small part of the items of interest to aviation buffs. All chapter members should be sure to visit the auction booth and bid on some of the many items there.

But hold on a minute. There's still room for your contribution. Barb says:

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

Another Large Young Eagles Turnout

By Brian O'Lena

Saturday, August 12th was a perfect day to go for an airplane ride. Just ask the 61 Young Eagles that registered to fly with our Young Eagles (YE) program (we did have a couple back out at the last minute), and everyone who flew seemed to enjoy the experience. Many thanks goes to our many volunteers who make time to help this program each and every month. We will not have a YE program in September because of the Wings and Wheels weekend. Our next YE program will be Saturday October 14th. And judging by our past few months we can use your help. Hope to see you on October 14th.

Note that there IS a chapter meeting on 13 September

Some of the Monday Mavens of Mechanical Mayhem participants tell me that there may be some misunderstanding about our September chapter meeting, so we want to remove any doubt.

Hanger Flying--Deluxe Version

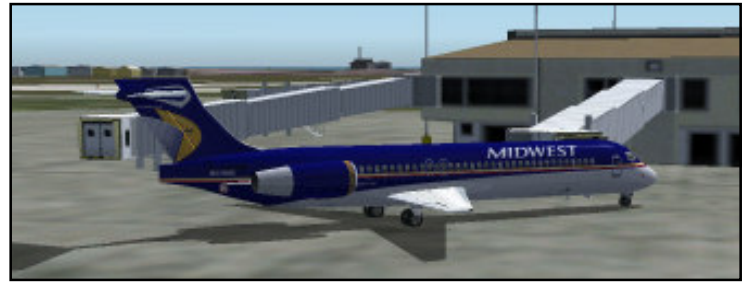
By Tom Christensen

Have you been itching to take the S-38 around the patch? Or how about flying out of the 128th with Boomer George? If you want a cookie, fly a Midwest B-717, and you don't even need to mention the name O'Lena. It's all very possible! These and other aircraft have been loaded onto the classroom computer in Flight Sim 2004, and it's there for your use.

Yes, Flight Sim is basically another computer game. But it is also a very useful and REALISTIC training tool. For you instrument guys; is you next trip taking you to an airport you have never been to before? A lousy time to be shooting an unfamiliar approach or worse, the missed, is when you are in the soup at minimums with a controller giving you rapid fire vectors. Practice the approach on the sim before you go. The visibility, cloud deck, and winds can be set to allow you to break out with room to spare, or at minimums for a challenge. It isn't loggable time, and like other sims "won't feel like the real thing", but at least you can learn the procedure. You can even go into the flight analysis page and see how well you kept your heading and altitude. If your BFR is coming up, and you haven't done a stall since your last BFR, the sim can help you review the recovery procedure rather than waiting for the cockpit while you're white knuckled and dripping in sweat. The sim can also be set up so cross wind landing can be practiced without wear and tear on your tires. Here, you CAN make mistakes, where the plane doesn't get damaged, no one gets hurt, and you still can learn from the result.

The stock aircraft is the 2004 C-172, and we have the three mentioned above plus a twin Barron. Aircraft that will be installed soon will include a Piper Archer and Seneca, Cessna 150, and a Northrop F-5, for those with a need for speed. If you have a particular aircraft that you would like installed, leave a note on the computer table. There is a lot of very good "freeware" from various sites, and we'll try to get it for you. With the hardware that's available, there will be a lot of mousing around to get it set up. But once the engines are started and the plane is rolling down the runway, its all rudder pedals, throttle, and yoke.

There is an instruction sheet already on the computer table with the basic how to get started. This will be updated to guide you through the weather setting, flight analysis, and get you to that airport you'll be going to. By the time it is all set up and done, it will be starting all over again with the new improved Flight Sim X comes in, which is due out this fall.



Screen shots by Tom Christensen

Toy Airplanes Nearing Completion

We are fortunate to have expert painter Ray Centeno.



Two of the three colors hanging up to dry.



Bill Wolff sanding between coats.



Sometimes It's the Little Things

By Wayne Peach

There you are, at the Big "O", Oshkosh. You're surrounded with everything aviation. But now it's time to leave. You've got the Cub lined up on 18R. Push the throttle forward, up comes the tail, then the mains lift, and the engine starts to buck and misfire. RPMs drop to 1700 and the little Continental starts blowing smoke like a diesel John Deere Tractor. A quick check of mixture and mags. They're Okay, but the engine isn't. Time to put it back down and taxi off for the repairs.

That was an experience of a fellow who came into Emergency Aircraft Repair, where I volunteer. We did all the normal checks of linkages, plugs and mags. All checked out. The plugs were heavily sooted from running extremely rich. Air filter was good as well as the tube leading the heat box on the bottom of the carb.

Now it was time to start taking things apart. When the carb heat box on the bottom of the carb was dropped, all became clear. There, stuck up against the venturi, was the black cap from the top of a quart of oil. It blocked off between a quarter to half of the venturi area which caused the engine to run extremely rich.

Where did the cap come from? Someone put oil in the engine. They laid the cap on the engine shroud. There is a hole in the shroud that attached to a tube that runs to the heat muff for the carb heat. From there another tube leads to the heat box at the base of the carb. That little black top made the trip through the whole system until it finally wedged against the throttle plate. The pilot was extremely fortunate. It wedged when he had lots of landing space in front of him. Can you imagine what the results would be if it had been a short field take off, or while cruising over some unfriendly landscape?

Lesson to be learned: Every oil quart has a cap. Open, empty, recap. When you're done with an oil change, every empty quart should have its own cap. If it doesn't, keep looking until you find it so we don't have to go look for you in some field.



Photo by Wayne Peach

Magic Carpet Helicopter Returns to Wings and Wheels

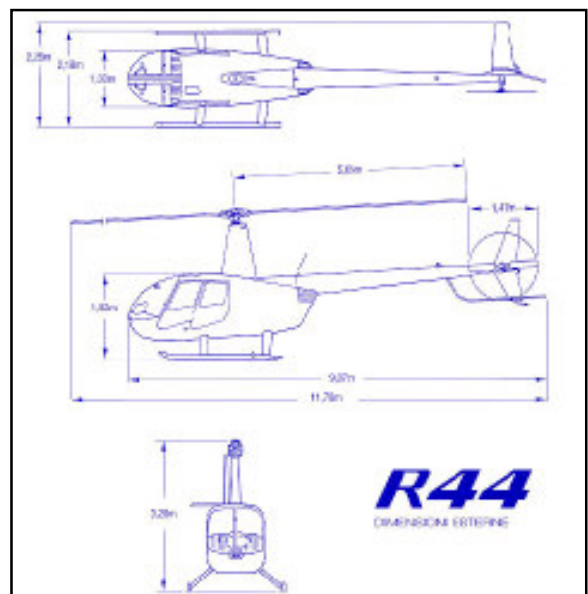
By Scribo

Last year, at Racine Wings and Wheels 2005, one of our most popular attractions was the Magic Carpet Helicopter. Fred offered rides in his white and Toreador Red Robinson 44, and he enjoyed a steady business all day, as visitors experienced a thrillingly beautiful tour of the area. I personally spoke with several riders, and they were all pleased with their experience. One young lady said that she intends to go for a ride again this year, and she wants to ride early in her visit to W&W, so she can go again in the afternoon.

We're pleased that Magic Carpet will be with us again this year. If you would like to enjoy this exciting and beautiful ride in N144MK, perhaps you'd better get in line early in the day.



This isn't Magic Carpet's machine, but is a similar Robinsin 44.



Explorers Take Back Golf Trophy

By Scribo

It was drizzling rain, but we all played mini-golf anyway. The Explorer Post won in the final score reckoning, which was announced as we munched pizza in the big room at the top of the stairs at Muligan's on Douglas Avenue. And a good time was had by all.



The intrepid golfers. Jerry Baker had left by the time we took this picture.



I think her ball is going right to the hole!



Jerry, what's that sticking out of the back of your shirt?

September 2006

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
						Museum Open 9-3
3	4	5	6	7	8	9
Museum Open 10-4	Hanger Craftsmen Builder Nite 7pm			Post 218 Meeting		NO Young Eagles Museum Open 9-3
10	11	12	13	14	15	16
Museum Open 10-4	Hanger Craftsmen Builder Nite 7pm		6 pm Board 7 pm Chapter			Wings and Wheels
17	18	19	20	21	22	23
Wings and Wheels	Hanger Craftsmen Builder Nite 7pm			Post 218 Meeting		Museum Open 9-3
24	25	26	27	28	29	30
Museum Open 10-4	Hanger Craftsmen Builder Nite 7pm					Museum Open 9-3

Jim Sweeney Brought His LSA SportStar To Our August Chapter Meeting

By Scribo



Bill Wolff appreciates the good workmanship.

Even Pat Campbell has headroom

Jerry Baker and Jim Sweeney examine the Bombardier Rotax 912 ULS

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

13 September 2006

Nominations for Chapter Officers and Board
Wings and Wheels Final Preparations

Chapter 838 Events:

Wednesday	6 pm	13 Sept	Board Meeting
Wednesday	7 pm	13 Sept	Chapter Meeting
			No Young Eagles in September
Mondays	7 pm		Hanger Builders

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