

EAA Chapter 838 *Contact*

Volume XVIII, Number 2



February 2007

Wings & Wheels 2007 - Ready For Takeoff

By Steve Myers -- Photo by Phil Fountain

The Chapter 838 Board of Directors met on January 6th. Among the items discussed was Wings & Wheels and whether the Chapter should continue to field this event. The decision was made to take the issue to the Chapter to determine if there was sufficient support and enough Chapter volunteers to make it viable.



At the Chapter meeting on January 10th, members pledged to fill open Committee Chair positions and assist in committees where help was needed. The mandate was passed and Wings & Wheels 2007 will be held at Batten Field on Saturday & Sunday, September 8th and 9th. Show hours will be from 9:00 AM until 4:00 PM each day and, as in 2005 and 2006, the famous CH 838 Pancake Breakfast will start things off each morning.

Steve Myers has agreed to Chair the event again this year. He is fully supported by a cast of top notch performers. Key assignments include Batten Airport Manager David Mann as Wings Chairman and Steve Jordan, founder of the Racine Zoo Car Show, as Wheels Chairman. Dave will lead the Wings Committee in an effort to bring more airplanes, e.g. active duty military, antique, classic, warbirds, general aviation and homebuilt, to the show. Assisting Dave will be Tom Christensen, Darryl Lueck and Tom Schuyler. Steve Jordan will build on the solid basis established for the Wheels Car Show part of W&W and tap into his reservoir of friends, contacts, sponsors and supporters to make Wings and Wheels a premier Wisconsin automobile event. He will be assisted by 2005 & 2006 Wheels Com-

mittee members Jill Gould, Lee Farnsworth and Tim Craft.

One key W&W assignment remains unfilled. It is the Exhibitor Chair. This position deals with attracting area merchants such as auto, truck and RV dealers, aircraft manufacturers [Cessna, American Champion, Cirrus, etc.] and other Southeastern business concerns to come to W&W and exhibit their products and services. It requires a few letters, phone calls and an occasional personal visit. Do you have a few hours a month that you could devote to such a task? If so, give Steve Myers a call at [262] 716-3051 or send him an e-mail at smyers7558@aol.com Look for more Wings & Wheels news in your Contact newsletter in coming months.

Knots 2 U Modifications

Text and photos by Tom Schuyler

Last summer I was looking to buy an airplane, a C172 or Cherokee 140. I had budgeted a certain amount to spend and was pleasantly surprised to find a nice Hershey bar wing Cherokee 140 for a lot less money. I decided to spend some of the leftover money on upgrades. Several companies offer various aerodynamic improvements for airplanes, but a previous owner of my plane had installed Knots 2U aileron gap seals. I checked their web site and found out they are located at the Burlington, Wisconsin airport, just 7 miles from East Troy where my plane is based. I flew over, had a discussion with John Bailey there and decided to add flap gap seals, flap fairings, stabilator gap seals, wing root fairings, an LED replacement for the rotating



See Tom's Cherokee on next page



The President's Corner...

By: Jerry Baker

Fellow EAA 838 members:

As I indicated in my last article, Judy and I spent much of January out of state. As a result, I have little to report concerning recent Chapter activities.

I have however, met with Steve Myers since my return. He tells me that he was very encouraged during the last Chapter meeting to see the support for continuance of Wings & Wheels. I understand a number of you have signed up for the open committee assignments. Congratulations! Let's make W & W 2007 the best yet! Steve has scheduled the next organizational meeting for 7:00 PM February 8th at the Chapter Building.

The next Chapter membership meeting is Wednesday February 14th at 7:00 PM. (Yes I know it is Valentine's Day, but if you haven't taken care of that before 7:00 PM, you will probably be in deep trouble anyway.) We will have what promises to be an interesting presentation by Art Provencher, of the Airport staff. He will tell us about our airport; its history, future, etc.

A little bit about our trip to the South that you might find of interest. The trip to Florida was supposed to be a trip to Hilton Head that was canceled. Because I had used United miles to book commercial, I chose not to try to buck the system and cancel. Instead, we decided to drive from Savannah to Florida to visit friends in Daytona Beach and also to attend the Wisconsin - Arkansas Bowl game on New Years Day.

We stayed on the Ocean at Daytona Beach, had great weather and got some "rays". The Bowl game was exciting and the outcome was great. The next day we visited our friends Dean and Judy Howard who have just completed a beautiful home/hanger in the development of Spruce Creek (about 20 minutes south and west of Daytona Beach). Dean, like me is a Modine retiree. He owns and flies a beautiful Cirrus. They lived near Naples for a while then relocated to this fantastic fly in community. We had a great day, saw lots of neat planes (from Stearmans to P-51s to King Airs and met a lot of friendly people. Many of the names you would recognize as air show performers and Reno racers. The common language was aviation, although there is a lot of activity centered around classic cars and motorcycles as well. If any of you are considering relocating to Florida, I think you would really like Spruce Creek. If you want to visit, Dean tells me he can recommend a good realtor.

The trip to Arizona was not nearly as nice. It was spoiled by poor airline performance (5 hrs. delay on Midwest for the return trip) and rental car problems (4 cars in 12 days). Additionally, the weather was not conducive to golf or any other outdoor activity. (Record cold of 13 degrees F and record snow 3 of the days we were in Sedona. You probably saw news items of kids throwing snow balls in Phoenix.). If you want to experience something really scary, try driving on snow and ice in the mountains while sharing the road with AZ

drivers who have never seen snow and 70% of whom drive rear wheel drive pickups. We had packed no cold weather gear, so had to spend much of our time in the car or indoors. We did have a clear but cold day for our visit to the Grand Canyon. What a magnificent sight! There is no question that the AZ high country is beautiful, but not a January destination in my opinion.

As I usually do when we travel to a scenic area, I checked out the price of an hour of dual. This is typically much cheaper than paying for a "tourist" ride for two. I have yet to find a CFI who objects to Judy riding in the back seat. True to form, an hour in a Cessna 177 (Cutlass) was \$165 vs. almost \$400 for two of us as "tourists". Unfortunately, because of the poor weather, we didn't do the hour. They tell me they have at least 300 days of VFR in Sedona. Just our luck.

In any event, we elected to come back a couple of days early. The weather upon our return to WI was a little worse than that we had experienced in AZ, but at least we had the clothes and vehicles to handle it.

I am looking forward to seeing you again at the W & meeting or Chapter meeting.

Jerry

Tom's Cherokee

beacon on the vertical stabilizer, and new Hoerner-style wing tips with HID landing lights. I dropped off one of my wheel pants so they could color match and pre-paint the parts. There is a complete aircraft maintenance facility at Burlington, so I also had the non-slip walkway paint on the right wing re-done and the defective turn-and-bank indicator replaced with a new turn coordinator while the plane was there.



Due to my work schedule, I had to drop the plane off a few days before the work was to be done. The Knots 2U folks had no problem keeping the plane hangared for that time, as well as while waiting for me to pick it up when it was done. They filed the 337 form, provided a new weight and balance (a net gain of about 2 pounds), and had put nice matching trim paint on the new wing tips.

I am pleased with the results. I have observed about a 150-fpm increase in my climb rate, about 8-mph increase in cruise speed turning 2450 rpm at 2500 msl. Power off stalls are still the non-event mush they always were, but departure stalls now have a distinct break with immediate recovery when back elevator is released. The

See Tom's Cherokee on page six.

Capt. Smiley's Adventures In 31V

Text and photos by Ann K. Curcio

I started my flight training on a small grass strip in Racine County, Wisconsin, known as Guntly Memorial Airport (62C). After my first flight, I was hooked; flying was the greatest thing in the whole world! After a few lessons in a rented Cessna 150, I quickly received the nickname Captain Smiley because every time I stepped out of the plane, I wore a big smile.

I purchased an Ercoupe to continue my training and eagerly flew all I could despite the cold nasty winter weather of Wisconsin. One cold day in January as I was warming myself in the maintenance hangar, I spotted a beautiful Bonanza going through its annual inspection and walked over to admire it.



I wasn't looking for another airplane, much less a 1947 Bonanza, but this one looked like a newer model with its paint scheme, and it had been modified with the small third windows and S-model wingtips. A closer inspection revealed full IFR equipment, newer avionics, nice interior, 20-gallon fuselage aux. tank, electric boost pump and the Beech 215 electric prop.

Overall, it appeared to be in very good condition. Tom Guntly, the resident mechanic completing the annual, teasingly quipped, "It's for sale." I promptly went home and told my husband that for Valentine's Day I wanted that Bonanza. On February 14, 2000, I received Bonanza S/N D558, N3131V.

I flew 31V to EAA AirVenture at Oshkosh July 23, 2000, with my instructor in the right seat in the Women With Wings group—my first experience with formation flying.

After completing my private pilot training in 31V, flying mostly off that same small grass strip, I passed my flight test September 9. The flight examiner, who was in his 60s, said that in his entire time as an examiner he had never had anyone take their private pilot exam in a high-performance complex aircraft. "No problem!" I said. The next weekend for my first flight as a new private pilot, I took my trusting husband to the annual open house at Meigs Field. I was put in a holding pattern a mile out over Lake Michigan and was seventh to land—and I thought flying would eliminate Chicago traffic! Unfortunately, Meigs Field is now gone, which is a shame since it was a great way to get to downtown Chicago.

The next month I started instrument training with ABS Past President Craig Bailey at Kenosha airport (ENW) and received my

instrument rating a year later on March 13, 2002.

In April 2001 I wanted to escape the cold in Wisconsin and head to sunny Florida for Sun 'n Fun for a week. It was my first long trip, and 18.8 flight hours later—including a small detour to Crystal River to scuba dive with the manatees—I was back home safe and sound.

I started flying in the EAA Young Eagles program in 2001 and have truly enjoyed the pleasure of providing more than 20 children with their first flight.

For my next big trip, I thought *really* big. I departed June 2002 on Qantas Airlines for Australia. Starting in Redcliff in a rented Cessna 172

with a group of four planes, I was off to explore the great Outback for two weeks with a total of 37.1 flight hours and stops at 15 cities. The only downside was that there were no Bonanzas to rent. With another week of scuba diving on the Great Barrier Reef added to a week in Brisbane, this was by far the most awesome vacation in my life, one I will cherish forever and hope to return someday. For my next big trip, 31V and I stayed on the North American continent for an Alaskan adventure. We left on June 19, 2003, returning July 7 after 59.4 flight hours. To say that my first mountain-flying experience was exciting would be a terrible understatement. If I had not had the expert instrument training from Craig, I wouldn't be here to write this article.



Unlike the 100+ mile visibility and perfectly flat terrain in Australia, the Rockies presented a whole different environment where I had zero visibility, severe turbulence, rain, hail, snow, an iced-over pitot tube with the airspeed indicator firmly reading 0 knots (no heated pitot in '47) and obscured mountain terrain obstructing my path from Great Falls, Montana,

to the west. And this was just while trying to fly to Seattle, Washington, to meet up with the rest of the group headed north.*

The situation through Canada and Alaska was not much better. Let's just say that Alaska is absolutely beautiful when the weather is nice, and absolutely the worst place on earth to be when the weather goes bad.

Through all this, 31V remained a faithful companion with no failures except the tired engine that was at 30 years since rebuild and past TBO. It consumed nearly three cases of oil during the Alaska See Capt. Smiley on page five

Botox for an old gal: N3003E

Text and photos by R.G. Blocks

Born in 1978 she left home almost immediately. Went up to Maine and for a time lived a majestic lifestyle. A home on water's edge. Near daily spins down finger lakes. Close brushes with the smell of balsam. Hill and vale, ocean and inland lake, pavement or grass, she was built for wet feet or dry. Not fast she sort of chewed her way along in modest bites. She listens and does what's told; but never speaks back. Doesn't bite.

She was sold to a farmer in Illinois. He didn't understand her. Perhaps failed to provide the right oil. She was touchy they say. Her heart stopped pumping. When removed from a field she had a couple of dings. A Chicago banker bought her as a trainer for his daughter. His daughter caught mono and 03E became a hangar queen of sorts. Rarely taken out. She needed to run. The banker and I met. I gave her new heart.

We, now two decades later have not been able to justify any other flying machine. A Cessna Skyhawk II, she has luxury tastes. Two Nav Coms, two Glide Slopes, two Marker Beacons, two of near

everything. She is has been true at 105 to 107 knots and 65% power. A lighter eater, she's consumed 7.1 gal / hour for two decades. Her legs are better than mine. She can make over five hours

whereas I'm now limited to about three. Time up there has a lot to do with thirst and capacity. We're starting to show our years.

Early this year I went in for some modest personal body-work. 03E's been treated to all sorts of goodies throughout adult life. She's been taken everywhere

and seen the sights, but was looking a bit chafed around the door handles. November, we took her north to my friend Jean Williams, an interior specialist at Eagle River. Jeans' son would provide her annual checkup. Jean's husband supervised my fifteenth EAA wings flights. It was a family affair. We were



discrete. Not many know when a girl gets a nip here, a tuck there and just perhaps a bit of botox.

Leather seat trim, arm rests and wall panels. A nice look and feel. Best, under her superficial beauty is a quarter inch layer of foil-covered sound-deadening weather insulation. She has not gained weight, looks better, and will keep us warm on cold winter flights. Rugs, foot supports, kick-panels, and seat-belts all in warm tones. Original paint still covers most of her exterior skin. Perhaps another modest embellishment with wax would make her happy. But, she's got her Tannus heater to keep her warm while she's up north. The child seat area, or forward luggage area is beautiful. She now looks better than new.

Hanging around with the same old girl is a good thing. Marge and I have been pals for exactly fifty years and married forty-four.. seems longer. Flying companions are forever.. well close to forever anyhow.



Above, are my two favorite flying companions. N3003E is on the left. Marge is on the right. Both are in fabulous shape.

Capt. Smiley continued from page three

Young Eagles Fly March 10th

trip, which led to getting the first major upgrade since I purchased her. In the fall of 2004, her worn-out E-185 was replaced with an E-225.

Equipment list

- Navcom: Two KX155
- Dual VOR with glideslope
- King KMA 20 audio panel
- Telex PC4 intercom
- King KR86 ADF
- King KT78 transponder
- Electronics International EGT/CHT
- KLN89B GPS

I now have about 60 hours on the new engine and love the added power. So where is my next big adventure to be?

Brian O'Lena -- Young Eagles Coordinator

Despite the snow on the ground, spring is just around the corner and so is our monthly Young Eagles (YE) program. Saturday March 10th marks the return of our YE program and once again we need your help. Chapter 838 members have always been very helpful and generous with both time and resources for this program and we thank you for your past support. As in previous years we need both ground crews and pilots to make this program work. We hope all who volunteered last year will return but we are always looking for addition people to help with this great program. If you have access to a airplane and want to fly all you need is to be a current private pilot with a valid medical and BFR, and have a basic insurance policy. EAA provides an umbrella liability policy on top of your own insurance. If you wish to help on the ground we could use help with the ramp, paperwork, computers, taking pictures or even helping to teach in the ground school. Future dates for 2007 are the second Saturday of each month. I hope you will consider helping with our Young Eagles program this year. If you have any questions please call me at 414 764-6478 or email JBOLENA@WI.RR.COM



February 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
Museum Open 10-4				Post 218 Meeting 7 p.m.		Museum Open 9-3
4	5	6	7	8	9	10
Museum Open 10-4	Hanger Craftsmen 7 p.m.		Museum Board			Museum Open 9-3
11	12	13	14	15	16	17
Museum Open 10-4	Marvels of Mechanical Mysteries 7 p.m.		7 p.m. Chapter	Post 218 Meeting 7 p.m.		Museum Open 9-3
18	19	20	21	22	23	24
Museum Open 10-4	Pacer et al Builders 7 p.m.		7 p.m. Board			Museum Open 9-3
25	26	27	28			
Museum Open 10-4	Aeronautical Apparatus Aficionados 7 p.m.					Museum Open 9-3

Tom's Cherokee

plane will now fly slower than can be maintained with maximum nose-up trim. In the pattern, the plane seems to handle much more precisely.

My old instructor once asked what the purpose of the rotating beacon was, and I replied, "To draw curious onlookers to the vicinity of the spinning propeller." The new LED replacement is very bright (don't stare at it or you'll be seeing dots), has no motor or moving parts wear out, and no incandescent lamp to burn out. I haven't flown at night yet with the new HID landing lights, but with a 5000



hour rated life, I leave them on during the daytime to help other pilots see and avoid me. One person on the ground at MSN watching me come in on a straight in approach said he could see the lights

"a couple of miles out" on a hazy day.

In conclusion, I believe that I now have a safer, more capable airplane. It is probably not worth a lot more to sell, but it's worth it to me in the long run.



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Chapter Trust	Steve Myers	681-2528
CHAPTER BUILDING		634-7575

Chapter Meeting

14 February 2007

The Story of Batten Field

Chapter 838 Events:

Wednesday	7 p.m.	14 February	Chapter Meeting
Wednesday	7 p.m.	21 February	Board Meeting
Mondays	7 p.m.		Hanger Builders

Contact Editor: Eddy Huffman 639-8301
4609 Bluffside Drive, Racine, WI 53402

Email: eddy-h@wi.rr.com

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



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