

EAA Chapter 838 *Contact*

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May 2007

Spring Has Sprung: and Lateral Arabesques

Image and text by R.G. Blocks

Each year, for two decades Marge and I get a case of wanderlust during spring break. Her schoolteacher paid opportunity to depart town has been motivated by cabin fever, budding trees and grandchildren. Typically, we would take our Skyhawk south. Our plans generally include a mix of destinations. Historical, metallurgical, genealogical, caves, state parks, museums and family dominate the mix. Further, we're always ready for a *lateral arabesque* when weather threatens our fragile in-flight existence.

Some ask what is a lateral arabesque? My career was one. When the crowd moved left I swung right. When weather looks bad ahead: turn left or maybe right, or do a 180. Alter the plan when the outcome looks doubtful, unsafe, risky, beyond normal skills, etc. A *lateral arabesque* is an outcome of observation, experience and judgment.

Coming home from a family at Hilton Head last spring the briefer said, "Stay quite south of your requested route. You may need to swing into Missouri and run along the west-side, west of a storm the length of Illinois." We had smooth sailing until Cairo, Illinois where we intended to stop for fuel and update weather knowledge. Cairo service was closed. This was unexpected so we pushed north towards Carbondale. Carbondale ATIS was VFR and no more than forty miles north. The St. Louis area airports reported a mix of VFR scattered ceilings and widely scattered thunderstorms. Carbondale ATIS broadcast VFR conditions our entire time en route. About ten miles south of Carbondale I called the Tower who said, "Sorry, we just went IFR, I'll call Marion for you." I pointed the airplane towards Marion that lay some 10-12 miles east of Carbondale. Their tower welcomed us VFR. The field went IFR just subsequent to our landing. Marion became an *unplanned lateral arabesque*.

Marge was appalled at the condition of the rug in the Marion FBO's pilots lounge. It set some kind of record for grubby, stained and smelly. I didn't think the worn-out cracked leather couch looked all that good; however, it covered part of the rug. Marge, who loves beauty, asked the line boy, "Is John Gotti in your Marion Federal

Prison." His answer was, "Dunno." 'Dapper Don' passed in 2002 and was indeed good looking before prison. Teachers track such things to humble us student types. The next day we flew home motivated to clean carpets. There would be *no lateral arabesque from that chore*.

Heading home from Florida after celebrating spring we flew north of Clinch Mt. in Tennessee. We missed it. Clinch, located sixty miles north of Pigeon Fork, is known locally as "splat, the only aluminum covered mountain". A lone granite protrusion, Clinch is on an aerial main drag; the Chicago - Florida under the deck VFR route. Do not scud-run in Tennessee. Clinch could gain another shiny spot on its pockmarked exterior. It has a heart of stone. No stopping at Cinch. It is *pleasure by lateral arabesque*.

We frequented Crossville, Tennessee FSS for several years. The place was a pleasant fuel top-off stop and quick over the counter weather briefing location. Once we were weathered-in at Crossville, home to "Trade A Plane", your favorite yellow buyers guide. Marge thought it a most depressing place. Ambiance available at Pizza and Steak and a motel with the washbasin mounted on concrete blocks was marginal. One unplanned experience like this one and thereafter all *lateral arabesques avoid* Crossville.

At times an unplanned landing has to do with inadequate pilot skill. Inbound to Carlsbad Caverns we planned landing at White's City Airport (E27). The runway, somewhat level, ran generally 7-25, located on the side of a hill sloping N-S, paved in 1 to 3 inch rock. A down slope, strong crosswind caused me to keep the upwind wing down. On my first approach the upwind main wheel kicked up rocks that smacked the horizontal stabilizer with loud bangs. The other wheel main never came close to a landing. A second pass was equally noisy, stupid and terrifying. When we landed at distant Carlsbad Cavern City (CNM) the FBO said, "We heard you go past. Figured you'd return shortly. Everyone else did." Touch up paint does not cover the chips in my ego. Carlsbad Cave is a great destination; however White's City Airport is no more. *It was lateral* See **Spring** on page four



The President's Corner...

By Steve Myers, at Jerry's request

Wings & Wheels 2007: What Happened?

This is a very difficult article to write. By now, many EAA Chapter 838 members and W&W volunteers know that we have decided to cancel W&W 2007. Why, after successful kickoff events in 2005 and 2006, would we decide to throw in the towel for 2007 on the last day in April? Geez, we were just getting started. Or were we?

Momentum. It's a word somewhat overused by college and professional sports writers. Webster defines it as an "impetus in human affairs or actions." It implies Speed. Velocity. Enthusiasm. Winning commitment. It's what winners generate to overcome an adversary. It's taking charge. It's making things happen, even when the odds are against you. It's the secret that helps winners be winners. It's hard to define but you know it when you see it.

Wings & Wheels started two years ago in 2005. The Chapter was informed that SC Johnson & Company decided to retire Sam Johnson's beloved Carnauba Flying Boat and move it from our museum to a new display facility on the Johnson Wax Racine campus. Our Chapter leaders were informed that when the Carnauba moved to its new home, SCJ support for our museum, the facility that Sam helped us build, would end. When we did the arithmetic, it was easy to see that when the Carnauba left, and when the SCJ support ended, our expenses would exceed our income. We would be operating at a deficit. If we didn't do something, sooner or later, we would run out of money. What to do?

Jerry Baker and I met for lunch one day. We discussed this problem. Where was the Chapter's mind-set? Where was the Chapter's commitment? Who were the leaders? Did anyone understand? Did anyone care? We read an article about an Air Show-Car Show at Robins Air Force Base in Georgia. It combined the natural interest people have in airplanes, especially military airplanes, and cars. Not just cars but classic cars, vintage cars, custom cars and hot rods from the 50's and 60's. The formula worked for them. They combined the air show/car show formula with a variety of community events like a parade, a black tie ball and a golf tournament. Bottom line: A huge success. The secret to their success? A large and dedicated group of unpaid volunteers!

Jerry and I were intrigued by the Warner Robins formula. People came from far and wide to attend, to participate, to be involved and spend money! And, they come back again, year after year. Civic groups, fraternal organizations, local businesses, area newspapers, radio stations and TV stations signed up to help. So did school kids and their parents.

Jerry and I believed this was a winning formula. We believed that if it could work in Georgia, it could work in Wisconsin. And, in

Racine! We believed the support would start right at home in Chapter 838. We also believed it would extend to local businesses, our newspaper, our radio station, our community and to the surrounding areas.

Of course there were skeptics. "It'll take years for an event like this to just break even much less make a profit." What, you want to do it in September? You'll get rained out and lose your shirt!" "And, you'll never get enough money from sponsors and you'll never get enough unpaid volunteers to help with all the jobs."

Support didn't exactly flow in from local businesses, our newspaper or our radio station. But, we did somehow get started in 2005. We did, somehow, get enough sponsors. Over \$24,000 was raised. We attracted a promising number of fly in and display aircraft, and, thanks to a great Wheels Committee, we had an outstanding car show. We also had a nice Friday evening VIP Reception, a great pancake breakfast weekend and a number of good food vendors. We had a great Kids Tent, with games, face painting, pedal cars and a jumping castle. We had a DC-3 and a Robinson helicopter giving rides. The weather wasn't perfect and we made a number of rookie mistakes. But, after the dust had settled, we made a \$20,000 profit. Not bad for beginners! And, we had momentum!

W&W 2006, staffed by many of the volunteers from 2005, was also a grand success. Most everything went better. Sponsor donations were up 50% over 2005. Everything went smoother, thanks to the lessons learned from the year before and a spectacular job by our Volunteer Committee. Except for the weather! The forecasts for Sunday were not only gloomy but wrong. The thunderstorms predicted never came. Neither did many people. Receipts were down but morale was high and we still made a nice profit. And, we had momentum!

So, how about 2007? Why would we consider canceling an event that had been successful in the past? Well, what started out to look like the best year ever started to look a bit "iffy." Increased insurance costs were threatened by EAA Oshkosh. In addition, new tax code burdens being imposed by the Wisconsin Department of Revenue made financial forecasts look discouraging. And, what would happen if we had a rain out? Then, several other key milestones were missed by some committees. Support from a number of volunteers was inconsistent and lukewarm. Overall "gut hard" determination wasn't there any more. Our momentum? Lost!

To me, Jerry Baker and Jim Hantschel, the probability of success for W&W 2007 was, given the facts, very low. Good news? We hadn't made any major investments and we hadn't made any "drop dead" commitments. If we were going to "scrub the mission," now would be the time. Without the momentum from the previous years, we did not appear to be in a position to win.

To all of you who have worked to make W&W 2005 & 2006 successful, we thank from our hearts. To those of you who have made so many contributions of time, energy, creativity and commitment, we salute you and compliment you for the momentum we created. We feel bad for the momentum that was lost. We feel partly responsible for that. We hope you will understand the decision that we've made.

Steve

Young Eagle Pilots Fly 29 in April; Expect 100 for May

By Brian O'lena, Young Eagles Coordinator

A high overcast greeted 29 participants on Saturday, April 14th, for our monthly Young Eagles (YE) Rally. Despite the overcast skies the air was smooth, and the visibility was excellent (we could see both the Milwaukee and Chicago skylines). Thanks to all the volunteers who helped make this monthly program such a success.

Next month on Saturday, May 12th, will be a major Young Eagles Rally. Boy Scouts from around the area will have an aviation week-end event at the RAC airport. Chapter 838 will be hosting our

monthly Young Eagles event, and we will try to fly as many as 100 (that's one hundred) Scouts. We need everyone's help for this big event: planes, pilots and ground crews. All the Scouts will bring the completed Young Eagles registration form with them, and they have already completed the ground school. This will allow us to start flying right away and speed up the day. Please consider helping in any way you can. Please contact me if you are able to participate, so I have some idea of the number of volunteers. You can reach me at jbolena@wi.rr.com or 414 764-6478.



Young Eagle pilot Jim Hantschel with Young Eagles plus Mom, siblings, and Explorer Safety Escorts. Notice Jim's coool sun glasses.



If all 100 of those Boy Scouts show up, we may have to resort to our "heavy".

Pancake Breakfast 12 and 13 May At The Chapter

We're Part Of Poker Run This Year

Call Bob or Marsha Helland at 886-8577 To Help

Remember to distribute your tickets, and send the money to the chapter in the envelope provided.

EXPERIMENTAL AIRCRAFT ASSOCIATION
Chapter 838

PANCAKE BREAKFAST
Saturday & Sunday, May 12th & 13th
7:00 a.m. - 12:00 noon

BATTEN FIELD
3333 North Green Bay Road
Racine, Wisconsin

Adults: \$5.00 Children Under 12: \$3.00

— FLY IN OR DRIVE-IN —

Tribute To A Friend

By Roy K. Stuart

My dear friend and fellow EAA member Ed Brannon passed away unexpectedly at home the evening of April 4th. Ed had been fighting cancer for an extended period of time. Ed was a true pioneer in the EAA movement. He met with the small group lead by Paul Poberzny who had the idea of forming the Experiential Aircraft Association. They met at the Curtis Wright Airport in the Dope Room on the second floor to help launch the EAA. Ed's membership number was 88. The organization now has several hundred thousand members in 130 countries. That airport later was renamed Timmerman Field and the dope room was where they applied dope and paint to the fabric-covered aircraft parts.

Ed was a charter member of EAA Chapter 838. After the contractor put up the shell of the building, Ed was involved with others who helped finish the interior. He was a key contributor to the chapter building fund. Ed and his son Dennis built three aircraft, a Soneri Aircraft, a Baby Great Lakes biplane and a Baby Ace Model D working from blue prints only. All three airplanes won major awards at the EAA Sport Aviation Annual Fly Ins. Ed also owned a Varga aircraft, which he and his wife Anna May enjoyed flying until he became concerned about keeping his medical certificate. His son Dennis is now the proud owner of the aircraft.

Ed was a very capable engineer; he held many breakthrough patents, which helped advance the controlling of mobile equipment applications.

He was made Chief Engineer of the Mobile Hydraulic Division at Racine Hydraulics when it was established. During the time Ed was the Chief Engineer, the division grew to a multimillion-dollar division. When Racine Hydraulics was sold, Ed didn't enjoy working within a larger bureaucratic organizations. He resigned, after the company was sold, to start his own firm.

In 1974 Ed started Brannon Hydraulics, Inc. He realized that with the rapid advancement in machining equipment and tooling, they would be better off having their machining done by a subcontractor using the latest state of the art equipment. He felt they only needed to control three critical functions, sales, design and assembly. This system worked well for them. Ed was proud of the valve he designed and sold to NASA, which controlled the water-cooling on launch pad 28 and 29. The valve worked flawlessly for both the moon rocket and space shuttle launches. His valve concepts continue to work for NASA.

Ed and Anna May enjoyed 13 years of married life, Ed often told me that he had found his true sole mate in Anna May.

May he rest in peace.

Spring continued from page one.

arabesqued.

My favorite unplanned stop happened a couple of years back when flying to meet Marge in Orlando. She'd gone for her consulting business. I had business also. The briefer said, "Orlando from Racine? Fly south down the Mississippi. Turn east tomorrow. Follow the spring storms." I departed late afternoon, landed in Tupelo at dark. Noted many state patrol cars while taxiing. Reaching for the FBO door, it was thrown open and a smiling face yelled, "Welcome to Mississippi. Where you from, Boy?" I said, "Hi, Roger from Racine." He said, "I'm Governor Haley Barber, Boy, is that Mrs. Lautenschlager still drinking? Gives politicians a bad name, Boy." One enchanting fellow: sold efficient pleasure. *No lateral arabesque* when he's around.

Marge thinks some of our best-unplanned destinations include Racine. Sure, we would like to get home at the end of a trip; however, we don't make getting to a destination our end all be all objective. We've put safety and comfort well ahead of a timetable for two decades of fun. We have only been stopped overnight by weather on a couple of handfuls of occasions. We've been delayed by weather parts of a morning or afternoon another couple of handfuls. She considers getting home unexpected pleasure because it wasn't yet *another lateral arabesque*.

Written by Roger G Blocks March 17, 2007 driving south of St. Louis in a snowstorm thankful that we didn't take the airplane south this particular time. This was the *ultimate lateral arabesque*.



Marge waiting outside Governor Arnold Schwarzenegger's Office in California's Capitol at Sacramento.

Cleanup Day A Success

More than 20 members cleaned up our chapter building last Saturday. These energetic members vacuumed the floors, washed the windows, cut the grass, cleaned the floor of the museum, cleaned and organized the storage garage (a big job), cleaned and organized the kitchen, made preparations for the pancake breakfast to take place on 12 May, and many other tasks that make our chapter beautiful and comfortable.

Things You Don't Want To Hear

By Wayne Peach

1. Tower: "Cessna 123, you're cleared for runway 38L."
2. Tower: " You're the first tail-dragger Bonanza we've seen. Do you have a STC for that or should we be rolling the crash trucks?"
3. Tower to Student Pilot: "911 has been contacted, cleared to land."
4. Tower: "No, the F16's will only escort you to the runway. They will land at another place."
5. Tower: "This tower frequency is no longer available. Please consult your airport directory. If you believe you have received this message in error, please contact your local FSDO."
6. Tower: (Under the present administration's attempt to balance the FAA budget.) "Midwest, please continue to circle. While we have your attention, tonight we are offering a satellite dish, three receivers and a TIVO all for the introductory price of only..."
7. Tower: "Money 123, is your aircraft equipped with a smoke generator?"
8. Tower: " Cub 123, please expedite your final. Heavy traffic on 1/2 mile final behind you."
9. Tower: "Piper 234, please be advised of departing traffic at your

Shudda Gone Around

Image and text by Tom Christensen



The benefit of a simple flight simulator is that you can learn from extremely bad judgment and planning, do something like this, and walk away without having to pay for the damage.

12:00 o'clock position."

10: Tower: "No, wiping out the approach lights at both ends of the runway is probably more than an incident."

May 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
Museum Open 10-4			Museum Board	Post 218 Meeting 7 p.m.		Museum Open 9-3
6	7	8	9	10	11	12
Museum Open 10-4	Hanger Craftsmen 7 p.m.		7 p.m. Chapter			0700 Pancake Bkfst 0900 Young Eagles 9-3 Museum Open
13	14	15	16	17	18	19
Museum Open 10-4	Marvels of Mechanical Mysteries 7 p.m.		7 p.m. Board	Post 218 Meeting 7 p.m.		Museum Open 9-3
20	21	22	23	24	25	26
Museum Open 10-4	Aeronautical Apparatus Aficionados 7 p.m..					Museum Open 9-3
27	28	29	30	31		
Museum Open 10-4	Memorial Day					Museum Open 9-3

Maintaining Control - With Expert Correctness

By Scribo and from FAAviation News

In recent years, aircraft accident data compiled by the NTSB indicate that the failure of the pilot in command to maintain control of the aircraft has been cited as a recurring probable cause of a number of aircraft accidents. With the inclusion of stall/spin related events, the number of accident investigations that are concluded with this brief and compelling statement increases dramatically. In fact, the most prevalent first occurrence identified in almost one-fourth of all aircraft accidents over the past 15 years is loss of control during ground or flight operations. Furthermore, the FAA has identified "Failure to Maintain Directional Control" and "Improper Operation of Flight Controls" as two of the most frequent cause factors of general aviation accidents. This trend is especially troubling considering the very essence of pilot responsibility is control of the aircraft in all flight regimes. Accidents which result from loss of aircraft control typically involve multiple contributing factors, the most significant of which is pilot proficiency. Proficiency, by defini-

tion, is the state of performing a given skill with expert correctness. Unlike other activities, however, proficiency as a pilot encompasses a wide range of required knowledge and skills, including the ability to operate the aircraft in a precise and coordinated manner, an understanding of the regulatory requirements for operations in the national airspace system, and a knowledge of the aircraft and related systems. Furthermore, a pilot must be able to continuously evaluate the effects of a dynamic meteorological environment on the conduct of the flight. Pilot proficiency, therefore, relates to the pilots ability to perform all tasks associated with the safe conduct of a flight with expert correctness

At our May chapter meeting Jeff Taylor of Wisconsin DOT will give us a Wings presentation that will help us focus on being both current and, equally important, proficient.

EAA Chapter 838 Board of Directors

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Museum Trust	Tim Bass	497-9768
Chapter Trust	Steve Myers	681-2528
CHAPTER BUILDING		634-7575

Chapter Meeting

9 May 07

Jeff Taylor - Wis DOT - Wings Program
Current? Proficient?

Chapter 838 Events:

Wednesday	7 p.m.	9 May 07	Chapter Meeting
Saturday	7:00 a.m.	12 May 07	Pancake Bkfst
Saturday	9:00 a.m.	12 May 07	Young Eagles
Wednesday	7 p.m.	16 May 07	Board Meeting
Mondays	7 p.m.		Hanger Builders

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