

EAA Chapter 838 *Contact*

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November 2007

Winter Flying Weather Is Imminent

COLD WEATHER INFLIGHT HAZARDS AND TIPS

By: Technical Counselor Dave VanDenburg
EAA Chapter 439 (Michigan)
Photographs are courtesy of US Government

This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air



quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30

minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."



Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a



The President's Corner...

By: Jerry Baker

Last month I wrote about what a wonderful weekend it was. Well! This one was just as nice! If this is Global Warming, Wisconsin will be the next resort Mecca!

I had the opportunity to fly "low and slow" with Frank Fonk this last week. We are truly blessed in Wisconsin to have some of the most scenic fall visuals. If you haven't been "up" in a while, now is the time to enjoy the clear skies and great views.

THE ROSES

Like many of you, I read every aviation magazine or publication I can get my hands on. I was particularly impressed this month by the "Editor's view" written by Jack Morrissey in the October issue of Warbirds magazine.

Jack writes about the bond that unites all aviation enthusiasts no matter from what walk of life they come. He talks about the fact that a conversation can be struck up based upon seeing an EAA sticker on a car. (I have experienced this, perhaps you have.) I quote him concerning this bond. "That's a bond that some people would pay major money to achieve, and for us it's free. Just because we have in the past either flown, built, or just hung around aircraft because it seemed like the right thing to do."

In spite of all the problems faced by those of us in general aviation, I think Jack does a good job of suggesting we "stop and smell the roses while we are in the garden."

We have some major financial hurdles to overcome at 838 but the good news is we have a beautiful building and a number of members who are trying very hard to see that we resolve the financial issues and allow the membership to continue the to "smell the Roses".

ELECTIONS

At the last membership meeting, the new officers and directors were unanimously elected. They are: President – Bob Helland, Vice President – Scott Sellers, Board members – Carl Bumpurs, Ken Sack and Steve Rehwinkel. Congratulations and good luck to the new leaders!

MEETINGS NOTICE

A special Board of Directors meeting will be held at 7:00 PM on Tuesday November 13 in the Chapter building. Major issues to be considered are to spend \$3,000 on a media center and \$8,000 on a simulator. This is an open meeting and I suggest all members attend. The regular membership meeting will we held on Wednesday the 14th.

Happy Thanksgiving!

Jerry

hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." <http://www.lycoming.textron.com/support/tips-advice/key-reprints/> Your POH is also a great source of cold weather operating tips.



Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions.

[No, this is not the author.]

Joint ASM/838 Meeting Successful and Profitable

By Roger Blocks

I have followed up on our Oct 2nd Joint Technical Meeting with ASM and found:

1. Several folks emailed and said it was another great evening blend of education and fun.
2. Attendance was 96 peak and 88 for Doug Doers' talk.
3. The airport was happy with the outcome.
4. The Friday Vespers group, that did our bartending, was happy with the outcome.
5. We cleaned the place up afterward.
6. We made a profit of 910 bucks and split it 50:50, and ASM kicked in 100 bucks to EAA for wear and tear on the building. So EAA made a tidy profit on what amounted to a chapter meeting with more than normal content.

Joint meetings such as this one can bring benefits to EAA. Each time we have split the profits with ASM, and there are other societies, other groups that could be partners for similar evenings.

Anyhow I checked with ASM, and their check has been sent to 838. Thus Chapter 838 is \$555 to the good.

Justin Horvath Chosen for National Aviation Exploring Scholarship

Photo by Ken Sack

Parkside University student and Racine, Wisconsin resident, Justin Horvath has been selected as a recipient for the Aviation Management \$3,000 Scholarship by the National Aviation Exploring Scholarship Committee of Learning for Life, which is an affiliate of the Boy Scouts of America.

This scholarship is awarded to an aviation Explorer student in an aviation management program (to include design, engineering, airport management, etc.) at an accredited college or university. The recipient's personal record was judged on aviation career goals, life skills experience that provided positive social interaction, community service experience that added to the quality of life, leadership experience positions held, and award recognitions for character education experience.

The National Aviation Exploring Committee awards annually multiple sponsored scholarships to encourage aviation Explorers to enter and complete an aviation curriculum. National Committee Members know that aviation offers a variety of exciting, well-paying careers, and that qualified and motivated aviation Explorers should be given encouragement and assistance in choosing a career in aviation.



Justin Horvath with Hal Shevers, president of Sportys and chairman of the National Exploring Committee



IT'S TIME FOR THE ANNUAL
EAA CHAPTER 838 HOLIDAY PARTY

WHEN: Saturday, December 8, 2007

TIME:

6:00 P.M. – 7:00 P.M. COCKTAILS
7:00 P.M. BUFFET SUPPER

PLACE: CHAPTER BUILDING
3333 N GREEN BAY RD.
RACINE

COST: \$20.00 per PERSON

RESERVATIONS TO : JIM OR BARB HANTSCHEL
1355 DEANE BLVD.
RACINE, WI 5340
262-637-3376
bhantschel@tds.net

R.S.V.P. BY DECEMBER 1st

Buffet catered by Danny's Meats.
Soda, Beer provided or bring your own.



Special Young Eagles Program

By Carl Bumpurs and Scribo; Photographs by Jeff DeGlopper

On Monday, 15 October, Chris Kelly, Eddy Huffman, and Carl Bumpurs gave a special program for 15 high school students from the Milwaukee Academy of Science. Eddy offered an abbreviated ground school and discovered that teacher Jeff DeGlopper had prepared his students very well indeed. They were even conversant with Newton's laws of motion! The highlight of the classroom presentation was an address by Captain Tom Daniels of Midwest Airlines. Capt. Daniels recounted his own path from a young man fascinated by aircraft to the left seat of a jet airliner. Capt. Daniels has real "cred" with the students, and he frankly and honestly discussed how they must be disciplined and focused, but the rewards are great.

Chris and Carl also gave Young Eagle flights for eight of the students, while Eddy and Jeff accompanied the rest in a visit to our museum. It was a good program in all respects.

Staying Ahead Of The Airplane

By Seán G. Dwyer

Everybody with a pilot's license has heard his instructor say "Stay ahead of the airplane" or "Don't get behind the plane". Learning that concept as a young adult made me a better pilot. It may also be why I was able to retire early. More about that later, I'll focus on flying now.

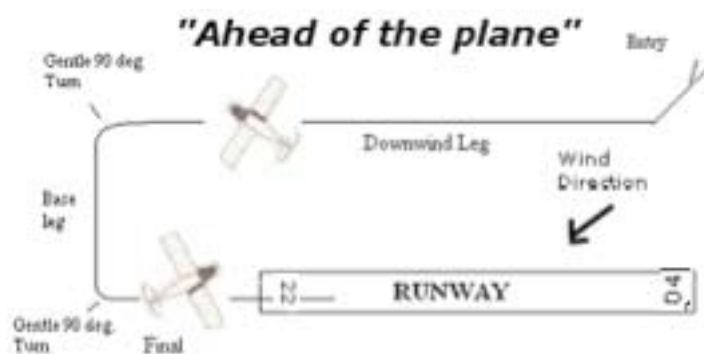
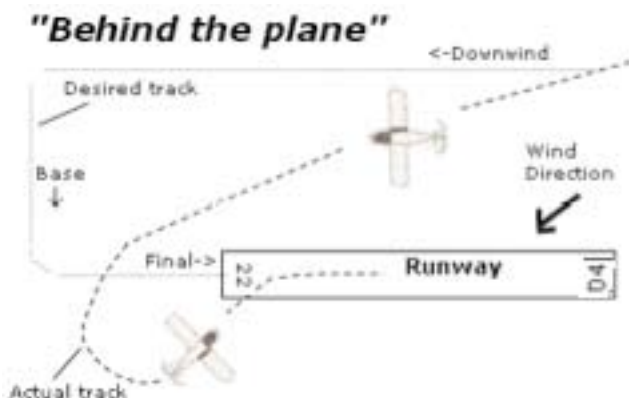
What does it mean to be 'ahead of the airplane'? An example will explain it. Prior to entering the landing pattern at Batten airfield you have determined that the wind is 180° at 15, gusting 20. If you enter downwind for runway 22 with a heading of 040° , you are already 'behind the plane'. The crosswind blows you towards the runway all through the downwind and base legs, thereby requiring a steeper turn to final. Tight turns close to the ground may look cool to onlookers, but low and slow is the wrong time to risk a stall.

When you eventually turn final, you had better be prepared to put

I would turn base closer to 3 Mile Road than normal in order to avoid any turbulence over the quarry from the gusty winds. There is no need to put it down 'on the numbers' on a runway that is three times longer than N4500R requires. To avoid being blown towards the runway, a heading of 50° would have been appropriate throughout the downwind leg, followed by appropriate correction for the crosswind on final.

Bottom line, being 'ahead of the airplane' means proactively anticipating what can happen to the airplane and taking action before it becomes a problem. While a pilot needs to be ready to react to a changing situation, he is in a better position to do so if he has considered all the options in advance. Years ago I added an extra line to N4500R's landing checklist. It reads Extend/Abort/Crab/Slip. I wanted all the options to be top-of-mind when landing.

Understanding the power curve is another illustration of staying ahead of the plane. If you are behind the power curve and raise the



in a crosswind correction, either a crab into the wind or lower the upwind wing while compensating with rudder. Being surprised to find that you are off to the west side of the runway when on short final is further proof that you are 'behind the airplane' and you will be forced to react to save the landing and/or the plane.

If you were 'ahead of the aircraft' you would have made a rational choice between runways 14 and 22. Although both would have a 40° crosswind, the latter runway is longer. I have a personal preference to land with a crosswind from the left rather than the right, so I would have elected to use runway 22 in this situation. However,

nose, you go down. If you are in front of the power curve and raise the nose, you go up. But I don't have room to go further on that.

How does staying 'ahead of the airplane' relate to early retirement? Planning for retirement at any age should be similar to planning for a safe flight. Where are you going and when do you expect to get there? What is the weather forecast? Is there a crosswind? Do you have enough fuel? If not, don't wait until you are almost there to find out. Anticipate. Be proactive and not reactive. What do you need to do on the downwind leg? . . . on the base leg? . . . on final? (Extend / Abort / Crab / Slip)

Tribute To A Friend

By Tim Bass

Words too often inadequately express the sentiment we feel at the loss of a friend or the joy we feel when a friend is honored with special recognition. No finer tribute can be paid than to encourage others to pursue the love of aviation you admired in your friend

A contribution to the EAA Chapter 838 Memorial/Tribute fund is the perfect tribute.

In Memory of: _____

Honored for: _____

Send Acknowledgment to: _____

Address/City/Zip: _____

Donor's Name: _____

Donor's Address/City/Zip: _____

Young Eagles Report

By Tom Schuyler EAA Chapter 838 Young Eagles Coordinator and Scribo

Many thanks to the pilots and volunteers who made our Young Eagle event (and my inauguration as coordinator) in October a success! We had a very smooth if somewhat hazy sky and flew 27 Young Eagles.

Q: How many kids have flown as Young Eagles?

A: The program was launched in 1992 and had flown over 1.3 million children by the summer of 2007.

Q: In how many countries have Young Eagles flown?

A: Kids have flown as part of this program in more than 90 countries.

Q: Who flies Young Eagles in Canada?

A: In Canada EAA partners with the Canadian Owners and Pilots Association in the Young Eagles program. COPA members have flown about 10% of the Young Eagles flown world wide.

Mark your calendars for November 10th, our last event of the year.

November 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			0900 Young Eagles 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. Board All invited	Chapter meeting 7 p.m.	Post 218 Meeting 7 p.m.		Museum Open 9-3
18	19	20	21	22	23	24
Museum Open 10-4	Aeronautical Apparatus Aficionados 7 p.m.					Museum Open 9-3
25	26	27	28	29	30	
Museum Open 10-4	Pacer et al Builders 7 p.m.					Museum Open 9-3

EAA Chapter 838 of Racine, Inc.
 3333 North Green Bay Road
 Racine, WI 53402

Remember the special board of directors meeting to be held
 at 7:00 PM on Tuesday 13 November at the Chapter.

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
	Carol Voss	262-902-4709
	Roy Stuart	884-0371
	Phil Fountain	639-9892

Committee Chairpersons & Trustees:


Programs	Frank Fonk	637-3610
Hangar	Jerry Bovitz	639-8583
Librarian	Eddy Huffman	639-8301
Membership	Ken Sack	554-9714
Young Eagles	Tom Schuyler	414-828-6779
Museum Trust	Tim Bass	497-9768
Chapter Trust	Steve Myers	681-2528
CHAPTER BUILDING		634-7575

Chapter Meeting
 >>>> Wednesday, 14 Nov 07 <<<<
Roy Stuart on Col. Bolyard

Chapter 838 Events:

Saturday	9 a.m.	10 November	Young Eagles
Wednesday	7 p.m.	14 November	Chapter Meeting
Wednesday	7 p.m.	21 November	Board Meeting
Mondays	7 p.m.		Hanger Builders

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