

# EAA Chapter 838 *Contact*

Volume XVIII, Number 12



December 2007

## Horlick-Racine Airport Beacon

By Serge Logan and Tim Bass; pictures by Scribo

The beacon on display in our museum was originally commissioned in 1929 and had a life as an airway beacon for 12 years before it became an airport beacon when the Horlick-Racine Airport was developed in 1941.

What are beacons all about anyway? They were the original lighted airways in strategic locations coast to coast and were known to early pilots as “the flashing beacons and the light line.” The beacons might just as well have been called “lifelines.” Before the establishment of beacons, beginning in 1924, pilots flying the air mail for the U.S. Post Office Department flew along unlighted airways. They did have some bonfires set for them along the way, but these often did not work very well, especially in inclement weather. As a result a lot of good pilots got lost, and some lost their lives in night crashes.

Visualize hand flying an airplane, with an open cockpit, at night, in cold choppy air, with 100 mile-per-hour slipstream going by, reading your map with a flashlight, and seeking and reading beacons along the way. That was flying the U.S. Mail in the 1920s. The need to fly on a regular schedule, long distances, and at night, required more and better navigation aids for airplane pilots. Although early plane were equipped with a compass and had turn and bank indicators, these were marginally reliable. The altimeter was sensitive to weather conditions but only gave a rough idea of altitude. A pilot had to rely

on his own sensory aids, on the feel and sound of wind, and sight of the ground.

The U.S. Post Office Department experimented with the idea of a lighted airway as early as 1921, but the first actual lighted airway was not tested until 1923. The system provided for emergency fields about every 25 to 30 miles, connected by revolving beacons that turned on automatically at night. The rotating beacons were mounted on 70 foot tall towers and could be seen by pilots for about 40 miles in good visibility. On the same platform were two course lights, one pointing forward and the other backward along the airway. These were 500 watt lights that projected a beam of 100,000 candle-power and fitted with either a red or green lens.



These course lights are still mounted on the platform of the beacon in the museum. Originally this beacon would have had been outfitted with red course lights because it was not associated with the airport. Beacons associated with an airport had green course lights. The first airway light beacon put into operation was installed in Moline, Illinois in 1926, when the U.S. Post Office Department, under the supervision of Col. Paul Henderson, established the National Lighted Airway, System.

By 1927, 2,080 miles of airway were lighted between

See BEACON on next page.



## The President's Corner...

By: Jerry Baker

Fellow EAA Chapter 838 members:

### Last Message

This is my last President's message. In January Bob Helland starts his term as President and he will be writing these articles monthly.

I appreciate your cooperation these last two years. Please continue to extend your support as Bob picks up the traces.

### Thanks

As you all know, I have spent a great deal of my time in the last two years trying to resolve the financial issues involving our Chapter building. There has been some progress and I wish to leave you with an optimistic status report:

Some members have "gone the extra mile" for the Chapter benefit. I hesitate to give names for fear of missing some important contributors.

First, thanks to those members who implemented significant cost reductions in the maintenance and operation of the building and related facilities.

Second, thanks to the members who worked hard at fund raising ventures: Wings & Wheels, pancake breakfasts, new museum exhibits and soon to be Flight Training Device, etc. These have or will benefit the revenue side of the books.

Third, thanks to the Officers and Board who have tried hard to serve membership needs while at the same time addressing the longer term financial issues.

### Going Forward

New information from SCJ is that the Carnauba will not leave the Museum until early or mid 2009.

Currently, discussions are being held with SCJ staff

concerning a memorial to Sam Johnson that would replace the Carnauba exhibit. This exhibit would probably emphasize Sam's contribution to Young Eagles and the Explorer Post. No definite plans have been made to date. It is my hope the new memorial would attract some "maintenance" funds annually from SCJ.

I remain a member and an avid supporter of 838,

*Jerry*

### BEACON

New York and Boston, Chicago and St. Louis, and Chicago and Dallas. By 1929, when the Racine beacon was installed, they stretched across the country and up and down both coasts, totalling 10,358 miles, putting the United States in the forefront of nighttime airplane navigation. The Racine Beacon flashed the letter K (-.-) in Morse Code, identifying it as site #6 on the Chicago - Green Bay Airway. This site was shown on the pilot's map.

In the 1930s, the Lighted Airways were replaced with the so-called Colored Airways with low frequency radio beacons replacing the lights. The airway between Milwaukee and Chicago was then called Amber 5. In the 1950s, the present VOR (Victor) airways system was put into service.



The Racine Beacon originally stood on Highway 11 near Air City Airport. In 1941, with development of the Racine-Horlick Air Field, it was moved to the end of Golf Avenue, at the old entrance to the airfield, where it did duty until 1997, when it was dismantled and replaced with a modern beacon. It was then that the chapter rescued the upper section of the tower, along with the beacon and course lights, from the would-be scrap heap. Through the generosity of Metzger Metal Fabricators, the entire assembly was restored and placed on display in the newly developing museum. The beacon is still operational although much too noisy to use inside the museum.

You can learn more about the beacon and the development of the airport by visiting the display in the museum.

## EAA's New Student Membership Officially Launches

Reprinted by permission of EAA

EAA Headquarters - November 1, 2007 — The dream of flight is as strong as it's ever been, but young people need help to make the connection from video simulations to really catching the spirit of flight. That's where EAA's new student membership is perfect for a young person who has their eyes on the sky.

The new EAA student membership, designed primarily for ages 13-17 but available for all youth age 17 and under, opens the door to aviation and the support of the 170,000 EAA members worldwide who embody the spirit of aviation. This new membership category gives young people the information, activities and resources that will help them discover even more about the fascinating world of flight. "EAA's new student membership supplies the fun path to discovery for young people and a positive inspiration for them to pursue their goals and dreams," said Tom Poberezny, EAA president. "EAA welcomes the next generation of aviators with online and video tools they use most, along with a variety of great resources that are uniquely theirs."

Every EAA Student Member starts off with a welcome kit full of activities, ideas and resources. It also give each member access to a specially designed website only for EAA Student Members, where they can connect and share their enthusiasm for flight.

Included in the starter kit is:

X-Plane flight simulator CD-ROM demo;  
EAA Aviation Highlights DVD;  
"Reach for the Sky" booklet to discover more about learning to fly;  
Whitewings glider  
Unique membership code to activate their online membership.  
EAA's Student Member-Only website opens the door to even more possibilities, including:

Applications to more than \$300,000 in scholarship money each year, including scholarships to aviation universi-

See STUDENT MEMBERSHIP on page five.

## Explorer Post Former President Starts USAF Pilot Training

By Al Baker, Ken Sack, and Scribo

Jim Baker, a previous post president, who graduated from the Air Force Academy last year, has just begun pilot training at Laughlin Air Force Base in Del Rio, Texas. Jim's father, who used to be Deputy Police Chief in Racine and now is Police Chief in Danbury, Connecticut sent us the following email.

"Greetings from the Nutmeg State. Maybe Jim sent you these [photographs] already. If not, please forward around the EAA Chapter and around the Explorer Post (I don't have any e-mail address). On Friday, November 16th, Jim took his first T-6 flight out of Laughlin AFB in Del Rio. A classmate was kind enough to record the moment. That's Jim in the front seat, waving, under the watchful eye of an instructor pilot. He said it was "fun."

Al B "

If you are interested in flying for the military, keep up your grades in school and talk to me, Ken Sack, about the ways you can get there.



## Living Trusts

By Steve Myers

A Living Trust [or a revocable living trust] is not just another type of fancy will. A Living trust can be the cornerstone of a married couple's [or an unmarried person's] estate plan. A Living Trust, properly drafted by a licensed estate planning attorney, puts you in control of your assets and affairs, protects what you own by avoiding probate [which can cost 4% or more your estate and take a year to complete], ensure personal privacy and will save money in taxes and fees when you die. Equally important, it will save your beneficiaries a lot of grief and possibly thousands of dollars.

Once established, a Living Trust is easy to maintain and poses virtually no restrictions on its owner. For a Living Trust to work, you simply transfer your assets into it. Titles for the things you own get transferred from your individual name and into the name of your trust. If you want, you can transfer assets into and out of your Living Trust without a lawyers' assistance. Later, because your name is no longer connected to those assets, there is no reason for a court to get involved when you die or become incapacitated. This makes things very easy for your trustee and those left behind.

What's included in a properly drafted Living Trust?

1. The trust itself. It outlines your wishes and appoints a trustee.
2. It establishes your durable Power of Attorney for Health Care.
3. It establishes your durable Power of Attorney for Property, and
4. It includes a "pour over" will.

It's to your advantage to take a little time NOW to think about your estate, your family and the reality that planning now for the inevitable will save you a lot of worry AND save your estate and survivors a lot of trouble and money. Remember too that it's always better to give during your lifetime because you can claim an income tax deduction.

Why not take action today? And, while you're at it, how about leaving a gift in your name to your EAA Chapter 838 Foundation to keep the Chapter alive and well in

## A Christmas Present from the IRS!

By Steve Myers

Here's an opportunity for Senior Citizens. It's a one time good deal and a Christmas present from the IRS, but action MUST be taken by December 31, 2007.

If you are over the age of 70 ½, you are required to take mandatory withdrawals from your IRA's and pay interest income tax on those withdrawals. However, under a rule that expires on December 31<sup>st</sup>, you can withdraw funds, up to \$100,000, from your IRA's and pay NO income tax if you give the money to a tax-exempt organization such as EAA Chapter 838.

There are other benefits for this procedure as well. Such a withdrawal counts as a mandatory withdrawal but DOES NOT increase your federal adjusted gross income. And, it will not cause your Social Security benefits to be taxed. You can't double dip, however, meaning that you can't make such a gift to Chapter 838 and take it as

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## Simulator Approved By Board

At their November meeting, our board approved the simulator project. Phil Fountain says he expects it to be completed and FAA approved by January. That FAA approval means you may log instrument time while flying "the box." Many members have financially supported the simulator project, and others have pledged. If you make a contribution to the EAA Chapter 838 Foundation, Inc. by 31 December 2007, you may deduct it on your tax return. Contributors enjoy credit toward use of the machine.

Contact Phil at [pfountain@wi.rr.com](mailto:pfountain@wi.rr.com) for more information

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the future and/or to provide a scholarship for deserving students wishing to pursue aviation related careers. For more information, please contact Steve Myers, Chairman, EAA Chapter 838 Foundation, Inc. 3333 North Green Bay Road, Racine, Wisconsin 53404 or call him at [262] 681-2528.

## STUDENT MEMBERSHIP

ties, the EAA Air Academy, internships and more;  
 Info on aviation career choices, including a personal  
 “online career counselor” service;  
 A variety of great aviation videos;  
 Access to a personal online flight instructor service and a  
 monthly learn-to-fly e-newsletter;  
 Availability of EAA Flight Planner software.  
 “EAA members know from their involvement in flying  
 Young Eagles to supporting their organization’s other  
 youth initiatives, that young people are ready to explore  
 the sky, and we need to encourage that next generation of  
 aviation participants,” Poberezny said. “The EAA Stu-  
 dent Membership is absolutely the best way to get them  
 started, and a great way to pass along a legacy of flight  
 to a young person.” The EAA Student Membership is  
 just \$10 per year and is available through [shop.eaa.org](http://shop.eaa.org) or  
 by calling 800-JOIN-EAA (800-564-6322).

## November Young Eagle Report

By Tom Schuyler

Thanks to all the pilots and volunteers who made our  
 final Young Eagle event for 2007 a success! Eddy Huff-  
 man stepped in to pinch-hit as ground school instructor,  
 then on a mostly clear and nearly windless morning  
 we flew 20 Young Eagles. Mark your calendars for  
 March 8th, 2008 our first event of next year.

Tom Schuyler  
 EAA Chapter 838 Young Eagles Coordinator

## What is YOUR Information?

We are ever more relying on our web site and email.  
 Please check the web site (<http://eaa838.org/>) and make  
 sure your personal information is correct. Noodle about  
 a bit while you’re there. If you haven’t visited recently,  
 you’re sure to be impressed with Timm Edgerton’s  
 handiwork. Thanks, Timm.  
 [Can’t sign in? Send me, Scribo, an email, and we’ll fix  
 it.]

December 2007						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2 Museum Open 10-4	3	4	5 Museum Board	6 Post 218 Meeting 7 p.m.	7	8 Museum Open Winter Party 6 pm Cktails
9 Museum Open 10-4	10 Hanger Craftsmen 7 p.m.	11	12 NO chapter meeting	13	14	15 Museum Open 9-3
16 Museum Open 10-4	17 Marvels of Mechanical Mysteries 7 p.m.	18	19 7 p.m. Board	20 Post 218 Meeting 7 p.m.	21	22 Museum Open 9-3
23 Museum Open 10-4	24 Aeronautical Apparatus Aficionados.	25	26	27	28	29 Museum Open 9-3
30 Museum Open 10-4	31 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

**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:**

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	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	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**

>>>> **Saturday, 8 Dec 07** <<<<

6 p.m.

At our Winter Party among the airplanes in our museum.

**Chapter 838 Events:**

Saturday	6 p.m..	8 Dec 07	Winter Party
Wednesday	7 p.m.	15 Dec	Board Meeting
Mondays	7 p.m.		Hanger Builders

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