

# EAA Chapter 838 *Contact*

Volume XIX, Number 2



February 2008

## Close Call In Aspen Skies

Story and photo by Charlie Agar and the Aspen Times. Used by permission. [Slightly edited for space.]

ASPEN — Four people emerged unscathed from an aircraft Wednesday after a pilot glided it 8 miles, without its propeller, to a safe landing at the Aspen-Pitkin County Airport. “[Pilot Barry Cox] just did a tremendous job,” said the airport’s assistant aviation director, David Ulane, who witnessed the emergency landing. “Not only did he land without a propeller, he wasn’t able to see out the front. ... It’s one of the more tremendous things I’ve seen.”

Some 10 minutes after taking off from the Aspen airport, Cox’s single-engine Piper Malibu lost its propeller, and thick oil covered the windshield. Cox remained calm, however, and turned the aircraft around to make a glide landing by navigating through the side windows, he said. Cox and his three passengers were uninjured, and the runway was closed only momentarily while crews towed the plane off the tarmac, according to airport officials.

“It was exciting,” Cox, an Aspen resident, said hours after the incident. “This was just one of those freak things.” Cox, whose plane left Aspen shortly before 10 a.m., was taking his daughter and her friend to [Denver]. While climbing at about 16,000 feet, some 8 miles north of the airport, engine oil splattered the windshield and Cox radioed the Aspen tower about the problem. Moments later Cox heard a loud boom. “I didn’t know it at the time but that’s when the propeller fell off,” Cox said. “I just started gliding, and I couldn’t see out the front.” The engine was still running, but Cox had no power. Cox said he simply followed procedures he had studied and practiced for more than 30 years of flying experience. “My daughter said she was scared,” Cox said. “I was just saying, ‘We’re OK, we can glide from here and make it.’” Keeping up his speed, he knew he had just one shot at landing, so Cox steered in “high and fast,” waiting until the last minute to drop the landing gear so he wouldn’t “bleed off too much speed.” Cox once landed a plane without a windshield, he said, but said Wednesday’s incident was his closest call. “Barry was so calm about it,” said [Stan] Cheo, who flew in the co-pilot seat. When he smelled burning oil, Cheo feared the plane would burst into flames. “He did everything he should have,” Cheo said. “He pulled off an amazing stunt. He’s an incredible pilot.”

“It’s the only time I’ve lost an engine,” Cox said. When he landed, he was greeted with handshakes from nearby mechanics. “We all kind of did a double take as he went by,” Ulane said. Both the Aspen fire department and the Pitkin County Sheriff’s Office were called to respond, but the aircraft landed without incident before local officials arrived.

A businessman originally from Missouri, Cox began flying planes out of college and commuted between subsidiaries of his distributing business on his own set of wings, logging some 7,400 hours in the air, as much as many commercial aviation pilots. It was those years of training and experience taking off and landing in Aspen that kept him calm under pressure, Cox said. “At the time I was totally cool because that’s what you’ve got to do,” Cox said. When Cox got on the ground, however, he said he started thinking about what could have happened if the plane was farther from the airport or in thick clouds.

“I’ve never actually heard of a propeller fall off,” Cox said. Cox’s Piper Malibu dates back to 1988, but the Continental engine was a recently re-manufactured model with just 147 hours in the air. Cox believes it was a metallurgical defect where the propeller meets the crank shaft in the nose of the plane that caused the problem, and said he hopes the repair will be covered in a warranty. Though the incident won’t change how he flies, Cox said he’s looking into a more-reliable jet-prop conversion on his plane. “We felt like kissing the ground,” Cheo said after the ordeal. “It wasn’t our time. ... It’s wonderful to be able to hug my daughters and wife





## The President's Corner...

By: Bob Helland

Greetings Fellow 838 Members

This month the only major news to report is that the Board of Directors voted to close the Museum for the months of December, January, and February. This was done due to the very high heating bills that we have been receiving.

Important Dates:

March 1<sup>st</sup>. 6:30 Movie Night at the Chapter. The new projector is installed.

May 10 and 11 Pancake Breakfast. We will be participating in the Southern WI EAA Chapters Poker Run again this year.

One of the items we discussed at the last Board Meeting is that we would like to start a Meeting Host Program. What it entails is to have a Chapter Member arrive at the building on meeting nights at six or so to get the lights on, prepare coffee, and most importantly greet guests and new members at the door and extend our hospitality to them. Then, when the meeting starts, introduce them to the rest of the members. If you would like to volunteer for this, call or send me an Email.

Another topic at the Board Meeting was that we should think about converting our collection of VHS tapes to digital format (DVD). If anyone has expertise in this area and would like to lead this project let me know.

The February meeting should be very interesting. Steve Myers is giving a presentation on the building and test flying of his Lancair Super ES. For those of you that have not had the pleasure of attending one of Steve's presentations, you are in for a special treat.

*Bob*

## Tribute To A Friend

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: \_\_\_\_\_

## Tom Christensen "Trades" With Us For A New DVD Projector.

By Scribo and Bob Helland

Once again we see the generosity and dedication of Tom Christensen. We traded some money and some lawn equipment to Tom for a DVD projector that is a definite improvement over our previous one. And Tom even included a spare bulb. In addition to projecting a much improved image, this one supports video from the computer which the old one did not. We now can do DVD or Power Point presentations from the desk top computer in the class room.

Our first group presentation with our new machine will be Steve Myers' program at our February chapter meeting. We'll be able to use it for Movie Night on 1 March, too.

Thanks, Tom.

## Winter Weather Questions

By Scribo

These questions are in the form you might encounter them on an FAA written exam.

- The presence of ice pellets at the surface is evidence that
  - there are thunderstorms in the area.
  - a cold front has passed.
  - there is freezing rain at a higher altitude.
- On a cross-country, over-night trip, you must leave your airplane tied down on the ramp. During your preflight inspection the next morning, you notice frost on your flying machine. Which of the following must be true?
  - The temperature of the collecting surface (of the airplane) is at or below freezing, and small droplets of water are (or were) falling.
  - Dew forms, and the temperature is below freezing.
  - Temperature of the collecting surface is below the dewpoint of the surrounding air, and the dewpoint is below freezing.
- On your long, straight-in approach to a towered airport, you note that the wind at 2000 agl is 020° at 20 knots. (You must have a very sophisticated instrument panel.) Which of the following winds would you expect to encounter at the flare?
  - 040° at 12 knots.
  - 350° at 13 knots.
  - 020° at 14 knots.

Answers are on page

## FTD Update

By Phil Fountain, photo by Scribo

The Flight Training Device is coming along just fine. All the cabling and equipment is working now and we now understand what each switch and knob on the unit does. PFC does not provide the greatest of documentation, and our unit is older than the current systems in production. We have gone through the learning curve on setting the FTD to feel very much like the real aircraft. After a number of telephone calls to PFC we think it is very close to what is needed to keep you all going down the center of an ILS approach.

Jim Malenke, who is one of our instructors, has jumped in with both feet. He has provided some good information for the manual that I am currently putting together, and the two of us are working through all the switches and controls for the documentation. When we are comfortable flying this system to navigate and make approaches by hand and with the autopilot, we will then switch to the Instructors Operating Station (IOS) and go over all of the items that the instructors need to teach and the things that you need to know when flying alone.

When we are comfortable with the equipment and IOS we will setup an appointment with the FSDO for evaluation and acceptance. Jim and I will be working with the other instructors and practice instructing each other to get up to speed on use of the IOS.

This has taken a couple of weeks longer than forecast because of a problem with the radio panel cabling. I expect to have the FTD inspected in early February and begin checking you all out shortly afterwards.

Working on the FTD and writing a manual is almost a full time job, but should be worth the time that I and the other instructors are putting into this project.



File photo from last June. Unit now has a complete radio stack.

## Email Information on Web Site

By Phil Fountain

Much of the email information for our members on the website is not correct. I tried to send out Christmas Greetings via emails off the website and got most of them returned because of an unknown email address. Could you post in the Contact a message encouraging all members that they can check into the system and NOW make changes to their information (I believe this is a NEW feature).

You can log into the system with the first letter of your first name and the first four letters of your last name plus your EAA member number. If that doesn't work for you, send an email to Eddy Huffman at eddyh@wi.rr.com, and he'll try to repair the discrepancy.

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## Local NOTAMs Go Electronic At Long Last

By Scribo

Now you can receive all NOTAMs relevant to your intended flight on your computer. As of 28 January 2008 all local or L-designated NOTAMs will be reclassified and published on the national NOTAM system.

Eventually you will no longer have to call Flight Service to get the local NOTAMs, which can have important information like taxiway closures. The best practice might be different at first, however, and a call to FSS might be in order for awhile just to make sure.

This change is quite welcome for pilots, and it should help reduce call volume at Flight Service, too.

It's important to note that only new local NOTAMs will be on the system at first. Existing local NOTAMs will be added as time permits and it could take months before every relevant NOTAM is available electronically.

The change is part of a gradual overhaul of the NOTAM system, and the new NOTAMs will include graphics that tell the viewer at a glance what service or facility is affected (taxiway, lighting, airspace, runway, etc.) By 2010, military airspace NOTAMs will also be included and the full system will be digitized and feature graphics.

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## 2008 BSA Leadership Breakfast

Friday, February 22, 2008  
The Pfister Hotel Grand Ballroom

Chaired by John Shiely of Briggs & Stratton. Contact Adele Helmle at 886-5393 for more details, or see <http://www.milwaukeeboyscouts.org/site/c.huLSJ6MUKxH/b.1755885/>.

# Local Boy Makes Us Proud

By Ken Sack

This is the latest update from Air Force Flight Training from Lt. Jim Baker. Jim has consented to writing periodically for the Post and Chapter. Anyone interested in corresponding with Jim please contact me and I will give you Jim's email address.

He graduated from Case HS in 2003. He graduated from the AF Academy in May 2007. He started Flight Training this past August. He was Post President for a few years before he graduated HS. He has been to the Oshkosh Explorer Base many times.

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Text and photos by Jim Baker

Here is the latest!

Four months in. This is by far one of the most demanding and busiest things that I have been involved in. Days generally run a minimum of 12 hours, usually starting at about 0630 or 0700. The day starts with a 30 minute drive to the base where we (my class) prepare a brief for the day's operations. This brief is usually followed by a stand-up, which consists of walking through an emergency until the airplane is back on the ground. This is a somewhat stressful experience. After that, comes the fun part!

The instructor releases us and sends us to our individual Instructors to brief up the first flight of the day. Basically from the start up until now has been contact flights (modified VFR rules) which involves learning to fly the T-6, everything from pattern work to aerobatics. This is easier said than done. The military pattern is a far cry from simply just calling downwind, base, and final at Batten. There really are two patterns, an inside pattern and an outside pattern, as well as a number of other things that can be done within this pattern. Aerobatics involves everything from loops and rolls to cloverleaves and cuban eights. All of this they are teaching to people with only 20 or 30 hours of flying experience.

I have finished up all of the basic aerobatics a few weeks ago, soloed, and have had my first check ride already. The focus for the next couple of weeks will be advanced aerobatics, instruments and navigation. I have been flying countless approaches in the simulators here and, within the next week or so, will be jumping into the Texan II and heading off to some random destination.

There are a lot of unusual things to get used to flying in the military, but it is, by far, some of the most fun I have had in an airplane. (The T-6 is great, but its not a Pitts) I am still cranking away, learning more than I have ever learned about flying, and having a blast!

The attached pictures are the day of my solo flight. The tradition is if you get from the airplane back to the flight room, everyone buys you beer, so you try and get there, and everyone tries to stop you. They got me, and threw me in as you can see. The picture in the airplane is just before cranking the engine and going solo for the first time.

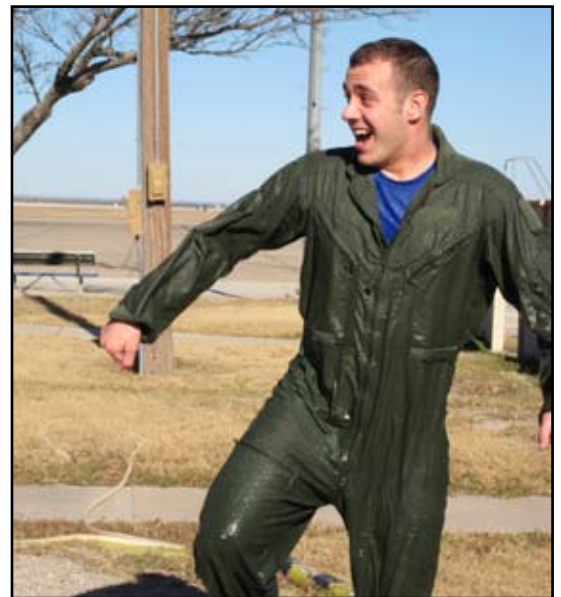
Jim



"Start One"



The Splash of Celebration



"This wet zoom bag [flight suit] is really cold, but I feel terrific."

# Answers to Winter Weather Questions

Question 1 [Ice pellets at the surface] C is correct.

Rain that remains a liquid even though its temperature is below freezing is referred to as freezing rain. Ice pellets (IP) result if the rain freezes while falling and before it strikes an object. Therefore ice pellets always indicate freezing rain at some higher altitude and the presence of a layer of warmer air aloft. Answer A is incorrect because ice pellets are not always an indication of a thunderstorm. Answer B is wrong because a cold front are not required for ice pellets and do not always produce ice pellets.

Question 2 [frost cause] C is correct.

On cool nights, the surface of your tied-down outside airplane may cool to below the dewpoint of the surrounding air. Then moisture condenses out of the air in the form of dew. Now if the temperature of the airplane is below the dewpoint, and the dewpoint is below freezing, moisture will sublimate directly as ice

crystals or frost rather than condensing as dew. Answer A is incorrect because the dewpoint must also be below freezing; and small drops of moisture are not required. Answer B is wrong because dew that forms as dew and later freezes will be hard and transparent, while frost is white and opaque.

Question 3 [Wind change from 2000 agl to surface] B is correct.

Pressure gradient and Coriolis force determine the direction of wind flow over uncomplicated surface. Within about 2000 feet of the ground, surface friction slows the wind, and Coriolis force weakens. Pressure gradient is then the dominate force. Since Coriolis causes wind flow to be rotated clockwise (right) from that direction caused by pressure gradient (high pressure to low pressure), wind encountered during final descent out of 2000 agl will rotate CCW (left) and slow. Answer A is incorrect because above about 2000' Coriolis causes wind to rotate clockwise or to the right, so weakening Coriolis causes rotation to the left.

February 2008						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
						Museum Closed
3	4	5	6	7	8	9
Museum Closed	Hanger Craftsmen 7 p.m.		Museum Board	Post 218 Meeting 7 p.m.		Museum Closed
10	11	12	13	14	15	16
Museum Closed	Marvels of Mechanical Mysteries 7 p.m.		Chapter meeting 7 p.m.			Museum Closed
17	18	19	20	21	22	23
Museum Closed	Aeronautical Apparatus Aficionados 7 p.m.		7 p.m. Board	Post 218 Meeting 7 p.m.		Museum Closed
24	25	26	27	28	29	1 March
Museum Closed	Pacer et al Builders 7 p.m.					Movie Night at 838 - Enjoy Our New Projector

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

## With A Little Help From My Friends

Share your aviation ideas, your aviation experiences, your aviation doubts, and your aviation triumphs. Share anything aviation-wise (or un-wise). Just put your idea on your computer and send it to me, your faithful editor, at the email address listed below. If you don't do computers, write it all out in your best Palmer Method (if you don't do computers, you probably know about Palmer Method).

### EAA Chapter 838 Board of Directors

<b>President</b>	<b>Bob Helland</b>	<b>886-8577</b>
<b>Vice Pres.</b>	<b>Scott Sellers</b>	<b>639-6451</b>
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### Committee Chairpersons & Trustees:

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Membership	Ken Sack	554-9714
Young Eagles	Tom Schuyler	414-828-6779
Museum Trust	Tim Bass	497-9768
Chapter Trust	Steve Myers	681-2528
<b>CHAPTER BUILDING</b>		<b>634-7575</b>

## Chapter Meeting

>>>> Wednesday, 13 Feb 08 <<<<

Steve Myers  
 The Saga Of The Judy Belle

### Chapter 838 Events:

Wednesday	7 p.m.	13 February	Chapter Meeting
Wednesday	7 p.m.	20 February	Board Meeting
Mondays	7 p.m.		Hanger Builders
Saturday	6:30 p.m.	1 March	Movie Night

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