

EAA Chapter 838 *Contact*

Volume XIX, Number 3



March 2008

Palmyra Pundit

Text and photos by R G Blocks

Mike Dean called late last year looking for a January guest speaker for EAA Chapter 1177 of Palmyra, WI. Apparently, Mike, the Chapter Secretary, found my name on EAA's Speaker Bureau. I indicated availability and we had a delightful chat. Later, he called back and indicated he'd picked another (better?) speaker for January and instead suggested February 20th? Mike, a very smart fellow had alternatives.



He was interested in "Flying the Lakeshore". So, that was the message.

Sean Dwyer, who'd written a piece for

Contact regarding Lake Shore flying was my safety pilot for the near zero drive and much warmer talk. Sean brought along his auto GPS and we arrived, at their doorstep on the very minute projected by Garmin. Racine EAA 838 was worked into the talk as a place of education safety. Safety was the emphasis in the talk as well.

Photos and a few illustrations were used to emphasize that flying over cold water is not necessarily without a degree of risk. Thus, staying close to the shoreline is warranted.

Further, one needs to be cognizant of the immediacy of TFRs (temporary flight restrictions), low clouds, fog, and nature's vagaries while flying in a potentially high traffic area with a VFR aircraft and rating. Deviating for a TFR or weather, short of doing a 180, could force the aircraft miles to the East over Lake Michigan. Such is neither prudent nor conducive to healthy living. Proper planning, knowing distances to safe landing areas, and how to obtain flight

following were thus discussed at length.

Microphone phraseology for this challenging VFR adventure was part of our discussion. However, several guys in attendance named Mike seemed pretty familiar with use of the mike.

Palmyra has and continues to have a Palmyra Flying Club, (PFC) and more recently the EAA Chapter. The evening group ap-



proached two-dozen enthusiastic flying folks. Seemed like they were all pilots or 'workin-on-it wanna-bees'. We spent two very enjoyable hours in the Clubhouse that actually belongs to PFC. Seems like a member of one group is likely to be a member of the other.

They do some neat things not the least of which is help operate the PFC's home grown, custom made (by these talented dual hated flyers) rotary pancake machines. PFC will have its very big and 57th Pancake Breakfast fly-in on Father's Day and EAA 1177 will have a big pancake affair in conjunction with the Midwest EAA Chapter's Poker Run, in October. These folks are also very much involved and actively supporting Aeroscholars, a new, popular, EAA program for those of High School age to learn about aviation at subsidized prices. This is a chapter that responds to many calls... Especially when you call out the word "Mike."



The President's Corner...

By: Bob Helland

Dear Fellow 838 Members

THE B-17 IS COMING

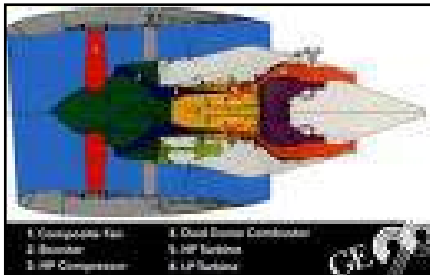
Yes it's true. After a long absence the B-17, Aluminum Overcast, is returning to our Chapter. The dates are July 24th thru the 27th. Historically, this has been a very good source of revenue for the Chapter, and as you all know, we can use it. Chris Kelly has agreed to Chair this event. Chris will need quite a few volunteers to help with preparation, planning and execution of this event. Some of the things he will need help with are promotions, merchandise sales, ground tours, and equipment. If you would like to help in any way or manner, give Chris a call at 637-6332 or send him an email at cjkpilot@gmail.com. We are planning on a Pancake Breakfast Saturday and Sunday as well. If you would like more information on the B-17 you can access their website at www.B17.org. In the months to come there will be more information forthcoming.

Just a reminder that March 8th is the first Young Eagle event for 2008. If you would like to help out with piloting, ground school, or paperwork, give Tom Schuyler a call at 414-828-6779, or send him an email at tschuyler@go.com.

Our March program promises to be particularly interesting whether you are into aviation history, or you are a gearhead, or you like secret military programs. We will enjoy a presentation by Dick Heller. Carl Bumpurs shares Dick's qualifications elsewhere in this issue.

Remember to wear your name tag, please. It helps everyone.

Bob

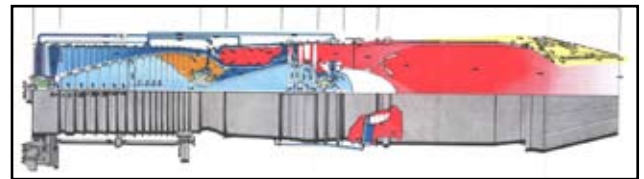
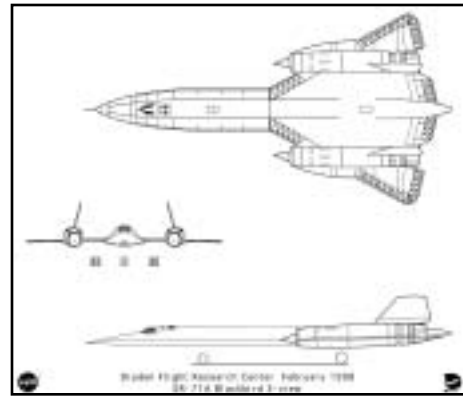


Cross section of GE 90 engine

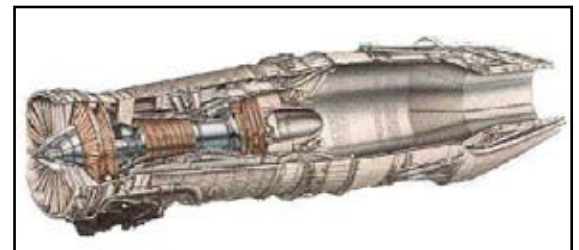
March Program Will Discuss Fire and Ice

By Carl Bumpurs; photos by NASA, SNCMA, and GE

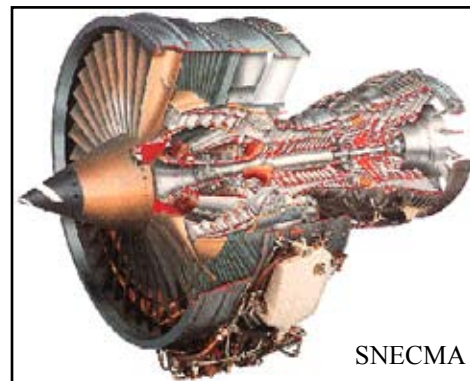
The March 12 meeting will feature a presentation by Engineer/Pilot Dick Keller. Dick's aviation career spans almost a half century nearly equally divided between the Air Force and General Electric Aviation. In both organizations he was involved in aircraft development and testing, frequently concentrating on propulsion performance and environmental testing. His career included being a part of the USAF SR-71 flight test team at Edwards AFB, an all expense paid trip to Southeast Asia and development and testing of the J79, F101, CFM56 and GE90 jet engines. His program will be a presentation on testing jet engines for water and ice (in all its forms) ingestion to make sure the little fire does not go out in flight.



General Electric J-79 engine



General Electric F101 engine



SNECMA CFM56 turbofan

Building Use and the Return of Aluminum Overcast

By Jerry Baker

This last week meetings were held by the Foundation Board and the Chapter Board.

In both meetings, considerable time was spent addressing the financial needs of the Chapter. A number of potential revenue generating concepts were discussed.

Two ideas were explored in some depth. They were: Build on the EAA B-17 visit to the Chapter in July and make it a revenue generator for the Chapter. The other idea discussed was using the Chapter facilities to bring in revenue from "renting" for various functions and meetings. (As you may know, because we are a "not-for-profit" corporation, we cannot charge rent. We can, however, ask for a recommend a donation.)

The B-17 will be giving rides out of our facility on July 24, 25, 26, and 27. Chris Kelly has agreed to act as the Chairman for this event. He will prepare a "game plan" and establish several committees to address the potential for food sales, silent auctions, raffles



Aluminum Overcast; photo by EAA

and other complimentary activities. Properly organized, publicized and staffed, this event has the potential to generate considerable revenue for the Chapter and expose the public to the desirability of using our beautiful facility for meetings, bridal showers, weddings, anniversaries and parties. At the Chapter meeting on March 12th, Chris will discuss his plans for making this event successful. A few volunteers will be needed. We will need your help. Please volunteer to help!

The concept of "renting" our facilities is a bit more complicated. As you may remember, I tried last year to have a Building Use Schedule and Calendar put on our web site. Unfortunately, that never happened. To provide a temporary solution to this scheduling issue, I have volunteered...and the Chapter Board has appointed

me...to maintain a Building Use Calendar. Initially, I will use a simple manually system. Later, a more sophisticated method may be incorporated into our web site.

So, if you desire to reserve a part--or all--of our Chapter facility, please call me or E-mail me with your request. All requests will be put on the calendar. In addition, I ask all of you who already have knowledge of a projected use of a Chapter space, to contact me with your schedules. Please don't assume that I know what you've got planned. The facts are that I just don't know of any events that are now planned for the future. I do not intend to be a "filter". If the use requested is reasonable and no conflicts exist, it will go directly on the calendar. In the event a conflict or problem does arise, the issue will be referred to the Chapter Board of Directors for resolution.

My cell phone is 262.939.0091. My E mail is mgb13@earthlink.net.

We are getting frequent inquiries from organizations and private



Photo by Phil Fountain of 2006 W&W

parties who have interest in using our facility. This is good. We will, however, need to establish clear rules, policies and standardized financial guidelines to guide customers and govern Chapter management. In addition, issues affecting catering services, cleaning services, media availability, furniture rental and custodial services need be addressed, clarified and defined. Once all these issues are resolved, we can mount a publicity campaign to make potential users aware of the possibilities and advantages of using the EAA Chapter Building for events and meetings.

Steve Myers will be chairing a committee to address these issues. If you would be interested in contributing to this activity please contact Steve at smyers7558@aol.com or by phone at [262] 716-3051.

Please get involved.

Flight Training Device

Now FAA Approved

Air Academy Offers 25 Scholarships

Residential Education

Oshkosh, August 2008

We have received the following communication from EAA.

February 2008

Dear Fellow EAA Member,

I'm delighted to share a wonderful opportunity for high school sophomores and juniors and seniors in the greater Milwaukee area. Thanks to the generosity of two local aviation enthusiasts, EAA is able to offer the following scholarships to deserving youth:

Up to 25 scholarships valued at \$900 each are available for current high school sophomores, juniors and seniors to attend "Spread Your Wings", a special camp session at the EAA Air Academy resident camp in Oshkosh, August 11-15, 2008. Participants will spend four nights at the Air Academy Lodge immersed in hands-on aviation activities, including real flight experiences. All high school sophomores, juniors and seniors in the Milwaukee, Waukesha, Ozaukee, Racine, and Washington counties are eligible to apply.

Thousands of young people have attended EAA's summer camps since 1984. For many it became an important stepping-stone in both their personal development and their appreciation for aviation.

These scholarships have been provided by people who wish to make aviation opportunities available to deserving youth in the Milwaukee area. Do you know a young person who could benefit? I encourage you to call 888-322-3229, or e-mail airacademy@eaa.org to obtain an application.

Yours Sincerely,

Bob Campbell,
EAA #217428
Director - Museum & Resident Education
EAA

By Scribo

Greetings, Aviators of the Instrument Persuasion,

Herewith I offer an unsolicited testimonial:

Phil Fountain has accomplished a grand achievement with the FTD. I judge it to be a wonderful device for attaining, increasing, and maintaining instrument flying skills. The FAA agrees, and the inspector who wrung it out for more than two hours opined our machine is better than most of the FTDs he evaluates. He even accomplished multiple stalls. Yes, it doesn't feel exactly like the real airplane. Even the full-motion simulators don't feel exactly like the real airplane. Heck, as much as I liked the CV-580, I'd have to say that airplane didn't feel like a real airplane; but it was wonderfully capable if you would just point it in the proper direction and supply the proper amount of power. Just don't let the strange feel of the airplane get tangled in your throw rope.

If you think that's easy to say about an airplane with a strong auto-pilot, you have a point. But I shared the cockpit with two of my flying heroes who rarely engaged the auto-pilot in the "double-bladed skil saw". One of those men hand flew all through cruise, and engaged the AP only long enough to withdraw an approach chart from his kit bag. Then he would click it off and, no matter how strong the wind, or how dark the night, or how minimal the minimums, he would hand-fly the entire approach to Escanaba or Iron Mountain or wherever. And he would repeat the performance as many as eight times that day!

Here is the key: whether you are flying an FTD, a simulator, or an airplane, you must aim it in precisely the correct direction and feed it the proper amount of power. Soooo, if you will point our FTD in the proper direction (exactly, rather than approximately) and supply the proper amount of power, it will emerge from the weather with the runway directly in front of you.

Now you may well ask why you should give weight to my judgment about FTDs, simulators, and airplanes. Well, I have never designed, built, nor maintained any of the three. But I have flown 13 other FTDs that were trainers for seven different airplanes. And I have thrashed about in 16 full-motion sims in two countries training in three different airplanes.

None of them, no matter how expensive they were, felt exactly like the airplane they were intended to portray; but if you memorized the procedures, and precisely executed the pointing and feeding mentioned above, you got the desired results. More importantly, you were easily able to duplicate the maneuvers in the airplane.

I really like our FTD as a training device par excellence, and I think we all can gain from spending some concentrated time therein.

Thanks, Phil.

Advance Ticketing For AirVenture Goes Live

From EAA

Admission to EAA AirVenture Oshkosh 2008 is now just a click away, with new advance ticket purchasing available at www.airventure.org. The advance purchase system allows EAA members and non-members to pre-purchase AirVenture admission tickets via a secure website. Both daily and weekly admissions are available, as is the ability to join EAA or renew a membership to receive the best possible admission prices available only to EAA members. This new system created by ClicknPrint Tickets also gives discounts to those who pre-purchase their AirVenture tickets by June 15, including \$2 for daily admissions and \$5 for weekly admissions for advance online purchases.

“This system responds to requests we’ve received from EAA members for the past several years,” said Rick Larsen, EAA’s vice president of marketing. “People wanted the ability to fully plan for their AirVenture experience, including having their tickets in hand when they arrive in Oshkosh. We’re happy to make that possible this year.”

To access the advance ticketing area, go to www.airventure.org and connect to the “Buy Now!” area. Full instructions and answers to frequently asked questions are available at that site. Advance AirVenture tickets are scanned and redeemed for the appropriate wristband at AirVenture admission gates.

Amateur-Built Aircraft Rules

By Scribo

FAA and industry representatives this month published a report that acknowledges that some companies provide de facto manufacturing facilities for kit built aircraft in which the builder does little actual work

FAA proposes changes to the guiding documents rather than a rewrite of the FARs that govern the category. They will probably change Advisory Circulars 20-27 and 20-139. The revised ACs will improve guidance specificity

The FAA has proposed forming a group of Aviation Safety Inspectors to validate a manufacturer’s claims that its kit allows the builder to complete the “major portion” of the aircraft. FAA announced that it is temporarily suspending inspection of aircraft kits for inclusion on the “51% list.” This doesn’t affect local inspections of completed airplanes, but it does curtail inspection of designs at the manufacturer level until the final rule making is published.

There will be a public comment period, which EAA predicts will be announced in April or May, and the FAA intends to have a final rule by October.

You may read the entire report by going to http://www.faa.gov/aircraft/gen_av/ultralights/amateur_built/media/ARC_FINAL_report.pdf. EAA will doubtless have lots of information in coming weeks.

March 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
						Movie Night 7 p.m.
2	3	4	5	6	7	8
	Hanger Craftsmen 7 p.m.		Museum Board	Post 218 Meeting 7 p.m.		0900 Young Eagles
9	10	11	12	13	14	15
	Marvels of Mechanical Mysteries 7 p.m.		Chapter meeting 7 p.m.			
16	17	18	19	20	21	22
	Aeronautical Apparatus Aficionados 7 p.m.		7 p.m. Board	Post 218 Meeting 7 p.m.		
23/30	24/31	25	26	27	28	29
	Pacer et al Builders 7 p.m.					

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

Would You Like To See Your Ideas In Print?

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).

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Young Eagles	Tom Schuyler	414-828-6779
Museum Trust	Tim Bass	497-9768
Chapter Foundation	Steve Myers	681-2528
CHAPTER BUILDING		634-7575

Chapter Meeting

>>> Wednesday, 12 March 08 <<<

Engineer/Pilot Dick Keller

Chapter 838 Events:

Saturday	7 p.m.	1 March	Movie Night
Wednesday	7 p.m..	12 March	Chapter Meeting
Wednesday	7 p.m.	19 March	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

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