

EAA Chapter 838 *Contact*

Volume XIX, Number 5



May 2008

Hummel Bird Update

By **Bill Wolff**, pictures by **Phil Fountain**

Hummel Bird N838BW is a single place, low wing monoplane. The semi-monocoque fuselage is primarily blind riveted aluminum. Wings are composed of aluminum spars, ribs, and skin. Power is provided by a 37 hp engine and fixed pitch wood propeller. The ½ VW engine is vibration dampened by rubber mount bushings and counter-weighting of the crankshaft and propeller hub. This light sport airplane is equipped for day-VFR operation and is designed for limited aerobatic flight.

At this writing N838BW has not left the ground. It's waiting for me to become flight-current and to draft a flight test protocol that conforms to FAA Advisory Circular AC No. 90-89A.

This AC is designed as a reference document to assist in preparing the amateur builder's flight-test plan. It has two goals that should be achieved. (Read that "should" as "must" when linked with applicable FAA regulations.)

First goal: At the end of the aircraft's flight test phase, the aircraft will have been adequately tested and found airworthy and safe to operate within its established operational envelope.



"Established operational envelope" is a special concern for N838BW. While the folks at Hummel Aviation have sold well over 5000 sets of plans, there are only about 300 Hummel Birds that have flown. According to NTSB accident reports, several have had very short service lives.

I have yet to see any two that conform to the building plans. That indicates that "operational envelope" is pretty much aircraft specific.



Most plans-built builders express concern for some of the construction

details. They can usually get guidance for voids or conflicting direction clarification from the designer, factory, or fellow builders. In the case of the Hummel Bird, it became somewhat of an orphan. Ninety-year-old Mory Hummel sold the operation (rights to drawings) to some folks that had not, and have not yet, built a Hummel Bird. Their ability to give construction advice has been limited.

Additionally the fellow who drew the original plans did so some time after building his Hummel Bird. The time lag may have

contributed to a number of drawing shortcomings. While he provided his telephone number and email address, he never got back to me on my questions.

Lack of technical support increased the project build time and material cost. Hummel advertising estimated the build time at 600 hours. One builder, the quoted, said he completed his airplane in three



See **Hummel Bird** on page three



The President's Corner...

By: **Bob Helland**

Alas, again this month it is not our august president's pearls of wisdom we are treated to. Rather, you will have to make do with the musings of your faithful editor.

Our immediate past president, Jerry Baker, called to urge me to comment on the wonderful turn out we enjoyed for last Saturday's spring clean up day. Jerry opined that it was considerably the largest and best such work day he has been part of in the last five years.

I apologize that I failed to have a camera to bring you pictures of our members engaged in a myriad of cleaning tasks. We scrubbed the floor of the entire building (the museum is HUGE, but the powered scrubber with the weird, bouncing, red lights on the front made it a doable task.) We dusted the blinds, vacuumed all the nooks and crannies, and washed all the windows. And, oh yes, we moved the chapter Christmas tree out to the garage and covered it with a plastic bag.

All the cleaning effort and much more was in preparation for our public events planned for the next two weekends.

This coming Saturday will be our send-off for the Carnauba, and I hope you'll be there to share the milestone event and hear from people who built and flew the pretty Sikorsky S-38. We'll miss seeing her in our museum, and we'll miss the occasional sound of those lovely radial engines overhead.

Pancakes, airplanes, and Young Eagles! What more could you wish for on a weekend? All that and more will be at our chapter on 10 and 11 May 08. Be sure to sell the tickets you received in the mail. Or perhaps you wish to buy the tickets yourself and give them to friends and relatives. They make unique gifts. We expect to have several visiting aviators, since we are the first stop on the Midwest Chapters EAA Poker Run.

Scribo



Image by Tom Christensen

Building Calendar

By **Jerry Baker**

Following is what I have scheduled for the building use through June.

Saturday April 19 - 10:00 AM - 12:00N Cub scouts - Museum, Sim, C-130

Sunday April 20 - 10:00AM - 4:00PM - Museum open

Saturday April 26 - 9:00AM - 12:00N - Building cleaning by members - Museum open

Sunday April 27 - 10:00AM - 4:00PM - Museum open

Thursday May 1 - 7:00PM - Explorer Post meeting - classroom - Ken Sack

Saturday May 3 - 5:00PM - 9:00PM - Carnauba event, Museum not open

Sunday May 4 - 10:00AM - 4:00PM - Museum open

Saturday May 10 - 9:00AM - 3:00PM Museum open, 7:00AM - 11:00AM Pancake Breakfast, 9:00AM Young Eagles - classroom, lounge

Sunday May 11 - 10:00 - 4:00PM Museum open, 7:00AM - 11:00AM Pancake Breakfast

Thursday May 15 - 7:00PM - Explorer Post meeting - classroom - Ken Sack

Saturday May 17 - 9:00AM - 3:00PM - Museum open

Sunday May 18 - 10:00AM - 4:00PM - Museum open

Saturday May 24 - 9:00AM - 3:00PM - Museum open, 4:00PM - 9:00PM Roy Stuart dinner Museum and classroom - 60 persons

Sunday May 25 - 10:00AM - 4:00PM - Museum open

Saturday May 31 - 9:00AM - 3:00PM - Museum open

Sunday June 1 - 10:00AM - 4:00PM - Museum open

Saturday June 7 - 9:00AM - 3:00PM - Museum open

Sunday June 8 - 10:00AM - 4:00PM - Museum open

Saturday June 14 - 9:00AM - 3:00PM - Museum open, 9:00AM Young Eagles - classroom, lounge

Sunday June 15 - 10:00AM - 4:00PM - Museum open

Tuesday June 17 - 8:00 AM - 4:00PM - Wayne Peach - church board - Lounge and galley - 20 persons

Saturday June 21 - 9:00AM - 3:00PM - Museum open

Sunday June 22 - 10:00AM - 4:00PM - Museum open

Saturday June 28 - 9:00AM - 3:00PM - Museum open

Sunday June 29 - 10:00AM - 4:00PM - Museum open

Please note: Because some of the scheduled functions overlap on normal Museum time, and some require extensive setup and tear down, we may have to be flexible with Museum open time. Remember, all building use functions bring in revenue to the Chapter.

Hummel Bird

months.

N838BW came in fairly close to that three-month timing - if the builder works 24 hours per day for 92 days (2208 hours)! My construction time was 2427.8 hours.

A couple of Chapter 838 members may remember my somewhat “blind” enthusiasm when the project hit the 600 hour mark. With only the bare fuselage and wing



center section completed, I speculated that the rest of the airplane should be done in short order. That was in early 2006. Since then N838BW has become an airplane

In large measure that has been the result of a lot of advice, counsel, and instruction from knowledgeable chapter members. Without their expertise, I doubt that an airworthy project would have been completed.

The second AC goal: Incorporate the flight test operations and performance data

into the aircraft's flight manual. Hopefully in the near future we'll be informed of that coming *Contact*



This permits a pilot data prior to each flight. We'll keep you progress in an upcoming article.

Jim Malenke CFII

One of our Chapter 838 members is Jim Malenke, who has a CFII/SEL rating with over 8,000 flying hours in MEL/SEL aircraft. The majority of Jim's flying background is military (KC-135 instructor/evaluator for over 32 years) but he also has flown Part 135 charters in various MEL and SEL aircraft. His most recent flying experience is in basic and complex high performance SEL aircraft operated from the Racine and Milwaukee airports. Jim is currently available for basic and advanced instrument instruction in our chapter's ATD. He is also available for Instrument Proficiency Checks and Flight Reviews or any other refresher training you may need. Jim may be contacted at jmalenke@wi.rr.com or cell phone 262-930-3841.

Jim Baker Update

By **Scribo, Ken Sack, and Jim Baker**

Jim started in aviation with a Young Eagle ride. During high school he earned his private ticket and flew Young Eagles to “pay it forward.” He was very active in the Explorer Post, and, with Ken Sack's guidance, Jim successfully applied for the Air Force Academy. We have been following Jim's progress through the academy and now in USAF pilot training. Here is a paraphrased version of Jim's two most recent letters.

From late March:

I have only 15 flights and one check ride left in the T-6. The formation check is kind of a combination of both the instrument and contact checks but with another airplane 10 feet away.

Additionally, I went on a cross country trip a few weeks ago and made stops in Santa Fe, Dallas, Midland and Roswell. I flew the famous “widow maker approach” into Roswell; it was quite challenging as the name implies.

Now I am in formation flying, which is a blast but is like learning to fly all over again. It is a very unique challenge, unlike any I have experienced. There are also a few low level flights that are in the syllabus. I flew a route that went through the hill country of Texas, with a large portion of it flying up a river valley at 250 knots and 500 feet. It is a good time.

After I finish the T-6 program the options are split up into four different tracks. There are a fighter/bomber track, airlift track, helicopter track, and the turboprop track. The airlift and fighter tracks are both at Laughlin AFB, the turboprop track is at NAS Corpus Christi with the Navy, and the helicopter track is at Ft Rucker, AL with the Army. All of them have incredible airplanes to fly and missions to do.

From late April:

I finished up the T-6 program last Tuesday with my formation check ride. This morning, we had our track select. We were all brought into an auditorium, filled with many families and friends. The class presented awards to instructors, and commanders presented awards to students. I was lucky enough to earn the Top Stick for my flight. When our tracks were to be given out, we were told to stand, and face the audience. With our backs to the screen, the picture of our next aircraft popped up; then we were told to turn around and find



out what it was. I was selected for the fighter/bomber track, and I get to fly the T-38 as my next aircraft. Out of 22 active duty students, we were given 3 T-38s, 2 helicopters, 2 T-44s (C-130 Track) and 15 T-1s (Transport Track).

I started academics for the T-38 today.

To be continued....

Successive Approximations

Words and images by **R.G. Blocks**



Trips are not ran-

dom walks. However, destinations are reached at times via a series of small steps. This time we reached Beaufort, S.C. first documented by Spanish Captain Pedro de Salaza in 1514. Beaufort County was where Europeans made their second landing on North America. You'll probably remember that Ponce de Leon landed at St Augustine, FL but one year earlier. Cherokee and Catawba Indians and currently my wife's college chum Carolyn call this area home. Getting here was easy; but going home would be a challenge.

Antebellum plantation, Rhett House Inn, built 1820, was directly across the street from our modest lodging. Author Pat Conroy recommends the place that was home to the casts of the "Big Chill" and "Great Santini". Parts of Forest Gump were filmed in Beaufort.



Widgets are what we

call them on our Apple computer desktop. Mine showed a major storm approaching the countries mid-section at 7 AM 4/10 a beautiful Thursday. The NWS said strong to severe thunderstorms would be over the Midwest for the next few days. The Mississippi and lower Ohio valley where we must cross would be a weather battleground. It was great VFR at 73J, Beaufort Airport when I called 1-800-WX-BRIEF. Flight Service laughed when I suggested Anniston, Alabama (ANB) as a destination. However it seems, Beaufort Marine Corps Air Station (MCAS), Savanna (SAV) and Hilton

Head (HDX), fields to our West, South and East were 200 ft ceiling with ¼ mi visibility. All were clear at 10 AM and we departed.

My interpretation of the storm path took it somewhat north and East of this first picture. Thus, ANB should remain unscathed for a few hours. If the storm trapped us at ANB we would enjoy revisiting the town where we attended Chemical Officer Basic in 1962. Marge was happy to note, as we lunched in ANB, that our first apartment had been torn down and a dentist office stood in its place. Our 172 was refueled while we lunched. BWG, Bowling Green, almost straight north seemed logical as our next move. We kept our distance from a TFR north of ANB. The Appalachian Mountains were nearly non-existent by crossing them this far west. We anticipated lower ceilings and had no problems flying at 3000-3500 feet. This leg would have a nice tailwind.



The next briefing

said we could make it to EVV, Evansville but not beyond. Tornadoes were reported spotted in IL North of EVV. We'd stop and see old friends Jackie and Wayne after 5.4 hrs airtime. Newburg, just East of EVV was home back in the late 60's. It's great renewing friendships.



Awakened to

the rattle of thunder, I sat bolt upright and looked outside. It was 7

AM and the window view indicated that I could sleep for another hour. The first Apple widget of the day showed an improved situation. The briefer said we could depart at 10 AM but winds on departure were 190 20G30 and winds at 6000 were 45 knots out of the south. We flew mostly at 3000-3500 and groundspeed was somewhere near 160 mph to PNT, Pontiac, IL. Winds on landing Rwy 24 were 190 24G34 which means with a 42 kt touchdown speed we landed at about 8-10 knots or so. There was not much roll.



The briefer said the

snow had been hitting the north part of WI and they expected a foot

or so; however, we should expect good ceilings and visibility with light rain. We experienced a smooth flight and a satisfying 155 mph across the ground. The airplane was power-washed three or four times en-route. Landing was a snap on Rwy 22. Winds were 220 25G30.

Twelve counties in the SE reported tornadoes. Lawrenceburg, TN reported an F-3 tornado (sustained winds 165 mph).

This story is told simply to relate that we plan flight legs that are safely achievable. Short flights are at times the only way to accomplish goals. These flights illustrate that VFR is a safe way to avoid very uncertain conditions. In a single engine, single pilot, fairly slow airplane, VFR is the only safe way to assure the outcome. As a young man I'd attempt IFR. It didn't take long to realize that IFR in a light aircraft does not put you above ice, lightning, and potential updrafts of a thunderstorm. VFR both allows and forces you to see and avoid less than perfect conditions. It cannot be done IFR with such a degree of certainty. Take your time: use successive approximations and you will get home safely.

Written by Roger G Blocks, April 13, 2008 after a trip of 23.6 flight hours to and from SE USA covering some 2950 nautical miles and making eleven stops en-route for an average of 269 Nautical Miles or 2.1 hours per leg.

May 2008

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

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Have any good aviation pictures or stories to share?

Send 'em to me.

Keep in mind that we must have permission to publish copyrighted material. However if you send me an article or pictures, I may be able to get permission to publish. Yeah, I was sloppy about that in times past, but I have reformed, mostly 'cause Roger discretely reminded me.

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Chapter Meeting

>>>> Wednesday, 14 May 08 <<<<

Chapter 838 Events:

Wednesday	7 p.m..	14 May	Chapter Meeting
Wednesday	7 p.m.	21 May	Board Meeting
Mondays	7 p.m.		Hanger Builders

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