

# EAA Chapter 838 *Contact*

Volume XXI, Number 12



December 2010

## Winter Flying Tips and Techniques

*Editor's Note: Here we have three articles about one subject, i.e. cold weather operations. Be sure to read all three* All photos are courtesy of U.S Government

By Scribo

There really is no “almost is good enough.” The wing and tail must be clean, i.e. completely free of ice and snow. We keep our airplane in a hanger, but how about the snow shower that passes by while you're eating lunch, or the frost on the machine in the morning on a trip away from home?



AOPA Air Safety Foundation has a pretty good two page Safety Brief (<http://www.aopa.org/asf/publications/SB02.pdf>) that suggests

methods and techniques to deal with an ice- or snow-contaminated airplane. You would be wise to pack that soft-bristle brush and a spray bottle of polypropylene antifreeze or some cans of automotive windshield de-icer **before** you depart your home hanger.

By Dave VanDenburg, EAA Chapter 439

Probably the first in-flight hazard that comes to mind when we think about winter is icing. 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.

Please turn to page three



## The President's Corner...

By: Eric Wolf

Our holiday party is just around the corner on Friday, December 10, at 6:00 pm. If you are interested in coming, please notify Jim or Barb at (262) 637-3376 or [jhantschel@wi.rr.com](mailto:jhantschel@wi.rr.com). Cost is \$20, which gets you a tasty dinner and beverages. Note that because of the holiday party, we will not have a December membership meeting.

For our January meeting, we will have the director of education from the AMA (Academy of Model Aeronautics) travel all the way from Indiana to speak to us about the AMA and their educational programs. I'm sure that he'll have some radio controlled airplanes to show off as well. This meeting will be held on Thursday, January 20, rather than our usual second Wednesday of the month.

One thing that has remained constant over the past several years is attendance at meetings. We have around 20-30 show up for most of our meetings. This isn't awful, but it isn't great either, and I'd like to find a way to improve upon it. I believe that the quality of the speakers in the past has been very good, and it is important to continue this trend. One change that is being considered is a change in the day of the meeting. For as long as I can remember, it was always the second Wednesday. This has worked well in the past, but I know that several of our members have competing commitments on Wednesday evenings. As a result, we are considering making the January meeting time of the third Thursday a permanent change. I am interested in what you think about this change, especially objections. Drop me a line with any comments at [n184ew@yahoo.com](mailto:n184ew@yahoo.com).

I'm working on another idea for increasing interest in the meetings. Before starting the January meeting at 7:00, we will have a social time starting at 6:30. And what is the best way to bring together aviation nuts for some hanger flying? Beer! Many of you already know that in addition to homebuilding airplanes, I also homebuild beer...or rather homebrew beer. For the January

meeting, I plan to bring one of my kegs of homebrew. For a modest donation to the chapter, you can kick back a brew with your comrades. This provides another avenue for socializing, a way to increase attendance, and will add some much needed dollars to the chapter. I'm trying the beer thing on a trial basis; if it works well, I will make an effort to make this a feature of every meeting. I brew a wide variety of styles to satisfy my own palette, meaning that most months there would be something new to try. Note that if you are not into drinking beer, we always have soda in the refrigerator for \$1.

*Eric*

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## Building Calendar

By **Bob Helland** and Scribo

We have the Christmas Party Dec 10. The Junior League is having their meeting at our facility on Jan 5th.

We will take cars, motorcycles, etc into storage as long as they want to show up. No deadline.

To reserve the building, please call or E-mail Bob Helland with your request. Any use of any part of the building will be put on the calendar. Bob's phone is 262-886-8577, and his email is [rhelland@sbcglobal.net](mailto:rhelland@sbcglobal.net).

Please remember that the schedule coordinator needs to be involved on all scheduling of the building.

Carl Bumpurs has created a very cool brochure that will certainly cause our building activity to increase. Do mention our site to friends who intend to hold an event, such as a large party, a wedding reception, a church dinner, etc.

# Steve Makes A Difference

By Steve Rehwinkle

*Editor's note: During this summer's Young Aviators program, Steve Rehwinkle was presented with an opportunity to make a difference, and he rose to it quite well.*

My Thursday class consisted of teaching the students how to construct a flight log. I would show them the procedure and they would finish the form as a homework assignment. Then on Friday, each student would "fly" this flight in the simulator. An essential part of constructing a flight log involves learning how to use a plotter, a device that measures distances and flight courses on an aeronautical chart.

The class progressed, and occasionally a student had difficulty in aligning the plotter to get the right answer. This is common for anyone who is new to navigation, so I took time to help those students who requested some guidance. I explained the assignment to each class and asked if there were any other questions. No one had any, so the classes ended, and my teaching assignments were complete for the day.

One of our Young Aviators students was Joey. He's a quiet yet attentive young man who seemed to be uncomfortable asking questions. However I was to find out later that day that his shyness conceals a terrific desire to succeed. Thursday evening after supper my cell phone rang, and it was Joey calling me for help with the homework assignment. Calling me on the phone exhibited both courage and ingenuity on Joey's part. First of all, I didn't give out my phone number to the students. I found out later that Joey asked one of the other adults for my number. Secondly, it took a lot of courage and dedication to call a virtual stranger and ask for help. I was most impressed.

However, it was now time for me to show some ingenuity. You see, teaching the use of a plotter is like teaching the use of any tool. It's best done in person so the Student can see the proper procedure. Just picture trying to teach someone how to use a hand-saw over the phone!

Joey was understandably nervous on the phone, but he was determined to learn. I started from the beginning and together we got him to the point where he asked in an

excited voice "is the answer 135 degrees?" I said that the answer is 134 degrees and that he couldn't have gotten that close without doing it right. I was just as happy as he was over his success!

Friday evening we held a reception and graduation ceremony for the students. Family and friends were also invited. I found Joey standing with his mother and older sister. I went up to them, introduced myself and shook Joey's hand. I told him and his family how impressed I was that he took the initiative to do what he did. His mother was understandably proud and Joey gave me a shy smile and thanked me again for the help. In the course of our conversation I learned that Joey will be starting high school this fall. I was even more impressed to learn that it was a middle school student who showed this desire! I told him that since he already had my number, to call once in a while and let me know how's he's doing.

Regardless of what Joey chooses to do as a career, I know he'll succeed.

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## Winter Flying - continued

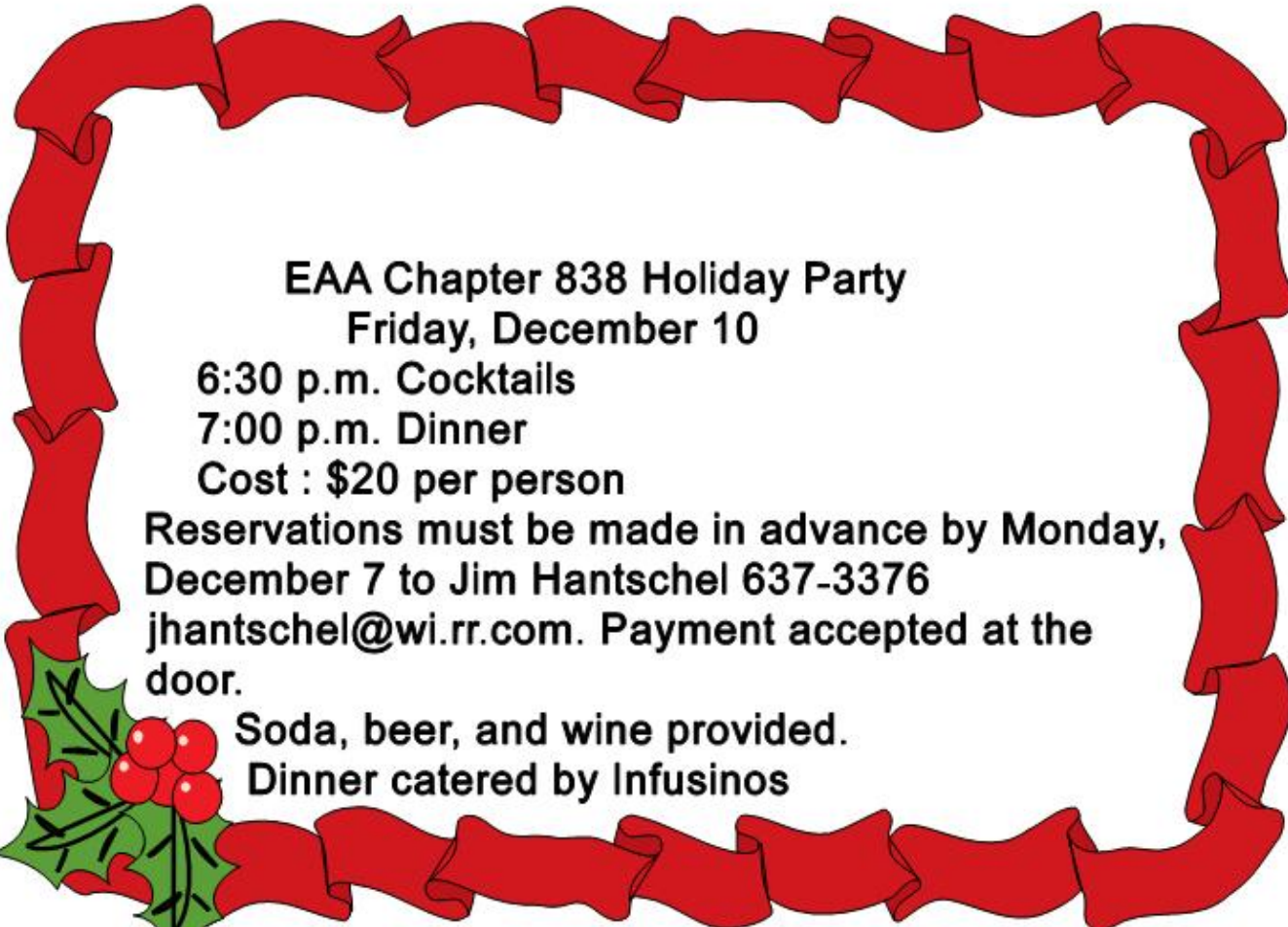
If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."

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.

*Editor: Lycoming recommends raise rpm to 1800 for 20*

Please turn to page five

A decorative border made of a red ribbon, forming a rectangular frame around the text. The ribbon has a wavy, ruffled appearance.

**EAA Chapter 838 Holiday Party**  
**Friday, December 10**

**6:30 p.m. Cocktails**

**7:00 p.m. Dinner**

**Cost : \$20 per person**

**Reservations must be made in advance by Monday,  
December 7 to Jim Hantschel 637-3376  
jhantschel@wi.rr.com. Payment accepted at the  
door.**

A small illustration of holly leaves and red berries in the bottom-left corner of the text area.

**Soda, beer, and wine provided.**

**Dinner catered by Infusinos**

*sec just prior to shutdown to burn off lead deposits on the noses of spark plugs.*

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 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." This book is available free online at [www.lycoming.textron.com](http://www.lycoming.textron.com).

By **George Snamiske**

Sorry to inform you that I seldom fly in winter. I [will] write about the reasons that I seldom fly in winter and that might just be the same article.

Item # 1: Too freakin' cold to do a good preflight. (The water in the sump is frozen and won't drain properly but the sump valve will stick partly open so that you can't

stop the trickle.)

Item # 2: Too freakin' cold to put fuel in the tanks. That stuff is REALLY cold. Water freezes, fuel doesn't (unless it's really REALLY cold).

Item # 3: Too freakin' cold to climb into the airplane with all the cold weather gear on. I can't turn the key to start the thing with my mittens on.

Item # 4: Too freakin' cold in the event of an emergency to survive. The size of my cold weather bag just barely makes it through the door and the C-172 can't lift it AND me.

Do you see a theme here?

I'm not much of a winter person. I hibernate. Or drive south.



## December 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
	Monday Night Builders 7 pm		Museum Board	Post 218 Meeting 7 p.m.		
5	6	7	8	9	10	11
	Monday Night Builders 7 pm		NO Chapter Meeting		Holiday Party	
12	13	14	15	16	17	18
	Monday Night Builders 7 pm		Chapter Board 7 p.m.	Post 218 Meeting 7 p.m.		
19	20	21	22	23	24	25
	Masters of Mechanical Mysteries					
26	27	28	29	30	31	
	Aeronautical Apparatus Aficionados					



**EAA Chapter 838 Board of Directors**

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Young Eagles	Tom Schuyler	414-828-6779
Chapter Foundation	Steve Myers	681-2528
<b>CHAPTER BUILDING</b>		<b>634-7575</b>

**Chapter Meeting**

10 December 2010

at

Holiday Party

**Chapter 838 Events:**

Thursday	7 pm	10 Dec	Holiday Party
Wednesday	7 p.m.	15 Dec	Board Meeting

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