



EAA Chapter 838

Contact

Volume XXIII Issue 9
Newsletter Editor: Greg Markus

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President's Corner

By
Eric Wolf

We have a busy couple of months coming up. As most of you are well aware of already, the EAA Ford Trimotor had a cancellation in their schedule and we asked if they could come to Racine Sept 20-23 for the last tour stop. This involves a lot of planning work from me and Steve Myers, who agreed to help with media and promotion again this year. You may remember that the Trimotor visited last year during Memorial Day weekend. Unfortunately for the EAA and us, the weather was terrible that weekend and we lost a large chunk of the prime flying time. For the flights that we did have, the ground crew volunteers had a great time. I am pleased to see several people volunteer who are not among the "regulars". For those who didn't volunteer, please stop by sometime to say hello and get a close look at the airplane.

We also have our annual Monopoly Night fundraiser coming up on October 13. This is our main fund raiser and it depends on our membership to make it successful. I've said it many times before, but every person I have talked to who played in previous years absolutely loved the night. It is worth it to come just to see me run around in a cheesy police uniform.

If you haven't noticed, our website recently underwent a revamp. It is under new ownership and maintenance with Tracy Miller and Timm Edginton. It has a new, refreshing look and more content will be added as needed. Take a look at www.eaa838.org.

Sometime over the next several weeks, we will have our parking lot repaired in the troubled areas as well as have the cracks filled and the lot restriped. It's one of those things that isn't cheap, but needs to be done to avoid even more costly repairs in the future.

Finally, if you read this before the September chapter meeting, we will have a special guest. Pete Buffington, author of *Squawk 7700*, will tell us about his wild experience in the regional airline industry. I read the book and I was amazed at what Pete went through and what many other professional pilots experience working their way up through the industry.

Solo Cross Country Memories Come Flooding Back

By Trevor Janz, EAA 656941

EAA Manager of Chapters and Eagle Flights

August 21, 2012 - On August 11, I had the opportunity to fly down to Chapter 838 in Racine, Wisconsin, with Brian O'Lena (manager of EAA Young Eagles and youth pathways) for its Young Eagles rally.

Landing at Racine brought back many fond memories of my first solo cross country, when I flew from Racine to Janesville to Rockford and back to Racine. I hadn't been back to Racine in a very long time and I was looking forward to meeting the members of Chapter 838. I was also excited to see their facility because I had heard so many great things about their building, hangar, and aviation museum.

As we taxied up to the building, I was impressed with its modern look, complete with beautiful landscaping. The brick patio with large trees and a couple of grills overlooking the ramp was very inviting. As we approached, we were greeted by Eric Wolf, chapter president, who was standing by his newly finished RV-8A. The amazing paint job made it look fast just sitting there on the ramp.

Once inside, the smell of freshly brewed coffee and tasty Danish kringle-a dessert that Racine is famous for-made us feel right at home.

Brian O'Lena had been a Chapter 838 member for many years and was happy to give me a quick tour of the facility. The chapter has a small museum with some vintage aircraft and some hands-on displays for kids. It also has a complete workshop that members can use for their aircraft building/restoration projects. The chapter has dedicated one night a week as "building night" to help members with their current aircraft building projects.

Chapter 838 hosts the local Aviation Explorer Post. There were several Aviation Explorers wearing orange vests who were volunteering with ground operations. They had a computer flight simulator set up for the Young Eagles to try their hand at flying. This is an excellent way to attract younger folks to your chapter. In fact, I found out that most of the Aviation Explorers are also members of the chapter.

I brought with me Eagle Flights registration forms and information, and I'm sure glad I did. I met a man named Rich Doering, who was there with his son for a Young Eagles flight. After his son came back from the flight, Rich mentioned that he had always thought about taking flying lessons. Without letting another minute pass, Tracy Miller, Chapter 838's Young Eagles coordinator, quickly filled out the Eagle Flights registration form. Before long, Jim Hantschel and Rich were on their way to Jim's Cessna 172 for an Eagle Flight. (It just so happened to be Rich's birthday-what a great gift!) They ended up giving three Eagle Flights that day.

It was great seeing the kids and adults excited about flying, and programs like Young Eagles, and now Eagle Flights, help make these special moments possible. More than an introductory flight, these two volunteer-driven programs create a connection between the flying community and the general public, reaching out to those who may aspire to fly and building a lasting relationship with members of the local community.

Article courtesy of EAA



Eagle Flight with Rich Doering and Pilot Jim Hantschel



Brian O'Lena with Young Eagle Damon and mom Kelly



Brian O'Lena and Chapter 838 president Eric Wolf



EAA Chapter 838 Monopoly Night

October 13, 2012, 5:30 pm - 10 pm

Cocktails 5:30 pm

Dinner at 6:15 pm

Batten International Airport

3333 N. Green Bay Rd. Racine, Wisconsin



*Dinner hosted by Ms. Monopoly
followed by competitive Monopoly play
Silent auction items and cash bar
available throughout the evening*

Tickets: Ken 262-554-9714

Cathy 414-550-5392

Single \$50- in advance - \$45

Couples \$90 in advance - \$80

Party of four \$120





October 13 will be here sooner than we think. Last year our silent auction/gift basket brought in over \$2500. I would like to ask again that the members of Chapter 838 create and donate baskets and or silent auction items. Let your imagination create a unique basket. Or donate gift certificates and new items which I will use to create baskets. If you have any questions, please call me or send me an email.

Barb Hantschel
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Texting While Taxiing

The pilot who submitted the first report in this issue of *CALLBACK* has the honor of being the inspiration for this month's theme. The reporter's concept of equating electronic tablet usage during taxi to phone texting while driving, led to a search for similar events in the ASRS Database. A surprising number of such incidents, often resulting in taxiway or runway incursions, were found. Granted, taxiways are not as crowded as roads and highways, but "texting" on a laptop, tablet, FMC, or ACARS while taxiing can still lead to embarrassing and potentially dangerous consequences.

An Embarrassing Lesson

Taxiing and flying an airplane will always involve some degree of multi-tasking, but this C172 pilot learned an embarrassing lesson when the "heads-down" usage of an electronic tablet conflicted with the "heads-up" requirements of safe taxiing.

■ *We were cleared by Ground to taxi on the outer ramp area to Taxiway Bravo to Runway 22 and hold short. It's a "no-brainer" taxi route and there were no other aircraft taxiing out. I was with another pilot and was showing him the information I had available on my iPad with ForeFlight. I was showing how I had the enroute charts for our trip and then went to the checklists, also on the iPad. I was definitely multi-tasking as I taxied and demonstrated the software. I was aware of the runway area approaching but missed the hold short line until Ground said, "[Callsign], stop. Stop!"*

I would never dream of texting on my phone while driving, but wasn't this sort of the same thing? There was no traffic for the runway, but it was still an embarrassing lesson learned.

Texting While Tired

Several factors led this B737 Flight Crew to miss a taxiway turn on the last flight of a long duty day. The First Officer's report includes a "texting while taxiing" factor that involved inputting data in the FMS.

short of Echo 11.... The intersections are not in numerical order. Still, that's no excuse and by the time we recognized the mistake, we had taxied past Echo 11. The Captain immediately stopped the aircraft and notified Ground Control. He also apologized to them. They were very understanding and told us to continue taxiing on Echo to Runway 18C.... It was fairly congested and we missed the Echo 11 sign. I was heads-down as I finished inputting weight and balance in the FMS. It was a fairly high-workload situation at the end of a four-leg, twelve hour day. In the future, we both need to be much more vigilant; not only in reading airport diagrams, but in staying heads-up, slowing down, and realizing that we are prone to mistakes at the end of a long day.

Texting in the Tower Distraction due to "texting" is not a problem that only affects pilots. This Tower Controller reported that the requirement to be "heads-down" entering flight plan and route information into a Flight Data system can detract from the job of keeping an eye on aircraft and other factors affecting air traffic. ■ *I instructed Air Carrier X to taxi from the terminal ramp to Runway 8 via Taxiways Foxtrot and Mike, and to hold short of Taxiway Juliet (for an aircraft that I knew would be exiting the runway). The pilot of Air Carrier X read back the instructions at the same time that Air Carrier Y was on final reporting birds. While I was typing in the Flight Data Input/Output (FDIO) system, attempting to amend a flight plan, I looked up and observed Aircraft X on Taxiway Foxtrot, on the West side of Runway 17R, facing West. The aircraft had obviously just crossed Runway 17R at Taxiway Foxtrot. I advised the aircraft that he had gone the wrong way; instructed the aircraft to turn around (holding short of the runway), then proceeded with traffic as normal. The*

■ *Ground Control told us to taxi north on Echo and hold*

Maybe there should be more awareness and less complacency on the part of pilots. Just because it's a low activity time doesn't mean that the same hazards of collision do not exist.... The same goes for Controllers. Also, amending just one flight plan requires "heads-down" time as does amending routes. This takes away (since we work Local/Ground/Flight Data combined a majority of the time, no matter what the traffic situation is) from the Controller's ability to spot those pesky "little things" like flocks of geese on final, jets crossing the runway, etc.... Combined positions are a very poor practice, requiring the Local Controller to take his eyes out of the air and away from the runways and aircraft, to perform required duties of two other positions at the same time.

Driver Goes Through a "Stop Sign"

The First Officer of an MD-80 series aircraft was "texting" to accommodate a runway change when the Captain "drove" past the hold short line and onto an active runway.

■ *We were told to taxi to Runway 12.... We had planned on a Runway 8L departure. After clearance was received from ground, we re-briefed a Runway 12 via Papa taxi. When we were both clear on the instructions, we started our taxi on Taxiway Papa. The Captain stated he had the taxi under control down Papa to Runway 12. I then diverted my attention inside the cockpit to change the box to match*

Runway 12 not 8L. I was "heads-down" when the Captain drove the aircraft onto Runway 12 at Intersection Sierra. Before I realized the situation, it was too late. We crossed the hold line and onto an active runway.

The Captain stated that a lack of proper signs in that area led to the mistake. I have been to that area of the airport and no one has ever made the mistake to veer off Taxiway Papa. That is why I was changing the box early to be more heads-up later in the taxi. Never losing track of your position is the best solution to this event.

Off Road Excursion

An extra pair of eyes on the taxiway might have helped this B767 Captain keep the aircraft "on the road."

■ *I was taxiing on the ramp area leading up to the taxiway and initiated a right turn to enter onto the taxiway. Halfway through the turn I felt a shudder and side load that did not seem normal. I stopped the airplane and asked the First Officer to contact Tower and Maintenance to tell them of our situation. Maintenance informed me that the right main gear was partially on the taxiway and partially on the grass. After realizing that we were stuck, I informed the passengers and Flight Attendants of the situation as well as Operations.*

The First Officer was "heads-down" inputting ACARS data and receiving the load close out when the incident occurred. Lesson learned: two "heads-up" are better than one.

ASRS Alerts Issued in July 2012

Subject of Alert No. of Alerts

Aircraft or Aircraft Equipment 3

Airport Facility or Procedure 8

ATC Equipment or Procedure 3

TOTAL 14July 2012 Report Intake

Air Carrier/Air Taxi Pilots 3918 General Aviation Pilots 1359 Controllers 868 Cabin 296

Mechanics 211

Dispatcher 118

Military/Other 19

TOTAL 6789

392

A Monthly Safety Bulletin from The NASA Aviation Safety Reporting System P.O. Box 189, Moffett Field, CA 94035-0189 http://asrs.arc.nasa.gov

FAA Safety Team |

Safer Skies Through Education

Updated AIM Information

Notice Number: NOTC4145

Recently a pilot informed us of changes to the Aeronautical Information Manual (AIM) concerning the use of lights and transponder while moving on the surface of an airport. This pilot learned from a Designated Pilot Examiner (DPE). Although it is your individual responsibility to stay aware of procedures in the AIM, we thought you would want to know about this particular safety initiative!

The AIM, which is available at http://www.faa.gov/air_traffic/publications/atpubs/aim/Index.htm, is updated in February and July of each year, and included in the last February change was an updated description of the “Operation Lights On” pilot safety program.

In section 4-3-23, Use of Aircraft Lights, paragraphs (c), (e), (f) and (g) describe the use of lights while on an airport. We invite you to go to the AIM and read each of these paragraphs. For example, paragraph (e) states,

Prior to commencing taxi, it is recommended to turn on navigation, position, anti--collision, and logo lights (if equipped). To signal intent to other pilots, consider turning on the taxi light when the aircraft is moving or intending to move on the ground, and turning it off when stopped or yielding to other ground traffic. Strobe lights should not be illuminated during taxi if they will adversely affect the vision of other pilots or ground personnel.

Furthermore, the use of your transponder while taxiing is recommended in paragraph 4-1-20. It says, in part,

Civil and military transponders should be turned to the “on” or normal altitude reporting position prior to moving on the airport surface to ensure the aircraft is visible to ATC surveillance systems.

We encourage you to keep abreast of the periodic changes to the AIM, and they make it easy by providing a change summary page for each change. We appreciate these items being brought to our attention so that we could share them with you.



Our fully restored 1929 Ford
Tri-Motor is coming to your area.

With only 9 seats—each with a window—passengers are given a rare glimpse of this unique flying machine that paved the way for air travel today. Flights cost \$80 for adults, \$40 for children (age 6-17) and free to children 5 and under when accompanied by a paying guardian.

FLY THE FORD

DESTINATION
RACINE, WI

AIRPORT
JOHN H BATTEN AIRPORT (RAC)

TOUR DATES
SEPTEMBER 20-23

Additional tour dates and information at www.FlytheFord.org



To book a flight call **1-877-952-5395**, or book online at www.FlytheFord.org

EAA Chapter 838 Board of Directors

President	Eric Wolf	262-989-9653
Vice President	Daryl Lueck	414-333-4228
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	Jim Senft	262-758-2189
	Tony LoCurto	262-412-0019



A Note from the Editor

I would like to thank everyone for their article donations and help to me in getting me Chapter meeting info. This is very critical to the creation of each months newsletter.

Greg Markus
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Committee Chairpersons & Trustees:

Programs

Hangar	Jerry Bovitz	639-8583
Librarian	Eddy Huffman	639-8301
Membership	Ken Sack	554-9714
Young Eagles	Tracy Miller	847-420-5098
Chapter Foundation	Steve Myers	681-2528
CHAPTER BUILDING		634-7575

Calendar of Events

Board Meeting every second Thursday @ 7:00pm

Chapter Meeting: every third Thursday @ 7:00pm

Happy Hour starts @ 6:30pm

Explorer Post 218 Meeting: second and fourth Thursday @ 7:00 pm

Young Eagles: second Saturday @ 9:00am (March –November)

Sept. 20-23—Ford Tri-Motor Event @ Chapter Club House

Oct. 13th—Monopoly Fundraiser

Upcoming Meeting Dates

September 20th Happy Hour at 6:30 Meeting at 7:00

October 18th Happy Hour at 6:30 Meeting at 7:00

November 15th Happy Hour at 6:30 Meeting at 7:00

Upcoming Speakers

September — Pete Buffington: Author of Squawk 7700