



Racine EAA Chapter 838
Monthly Newsletter
April 2015 Volume XXVII Issue 4
<http://eaa838.org/>

Meetings Third Thursday's 7:00 pm
Social at 6:30 pm

Welcome to **your** EAA Chapter 838 monthly newsletter. I will need your assistance with articles. Please email anything that you would like me to include in a future newsletter to me at newsletter@eaa838.org. This month, I want to start a little trivia quiz. If you have an old picture which many members might know something about, send it to me, and offer a trivia question.

Dave Finstad has taken over the membership chairman. Do not forget to send in your membership renewal unless you have recently renewed. If you have questions about when your membership expires, please email Dave at membership@eaa838.org.

President's Corner

Flying season will soon be upon us. March 14th will be the start of our Young Eagles season. We have several groups already signed up so we'll be looking for pilots and help with the program. I sure hope the weather will cooperate.

For most of us, March is the return to flying after a winter hiatus. I always take a couple of days and really go over the plane. I pull every cover and do a 'mini' annual. It gets me back into the rhythm of flying.

We'll again be having our Pancake Breakfast this year. Bob Helland has again volunteered to run the event. More to come on dates and timing.

We have also been asked to support the Racine Fireworks on the Fourth of July with the "Parade of Planes". Last year we had 4 airplanes that did the single file flight over the lakefront prior to the fireworks beginning. I think I speak for all that it was a ball doing the flights! Let's see if we can at least double our number of planes this year. You've got plenty of warning!

Blue Skies,
Daryl



Monopoly Night Fun and Games 2015

The seventh annual Monopoly Night, EAA Chapter 838's 2015 Fall Fundraiser will be held on Saturday October 10th. Mark this on your calendar so you do not commit yourself to something else. We hope that you can join us this year.

See you then.



Chapter 838 Young Eagles for 2015

Remember that we have our Young Eagle Rally's the second Saturday each month from March through November. This is a great time for you to inform any relatives, neighbors, or friends that are between the ages of 8 and 17 about Young Eagles.

April 11th is our next session of the EAA Chapter 838 2015 Young Eagles season.

Future sessions are:

May 9th, June 13th, July 11th, August 8th, September 12th, October 10th, and finally November 14th.



Aviation Explorer Club Post 5218

This is part of our youth education, and is for co-ed middle school students.

We will be sending out invitations for the 2015 class in spring. If we do not get a sufficient number of young adults, we may not have anything planned this year.

Once again, if you know someone ages 11 to 13, please inform them about the program, and let Ken Sack know.



Aviation Explorer Post 218

This is another part of our youth education, and is for co-ed high school students.

On March 12th, the post went to Milwaukee for a tour of Air Cargo Carriers in Milwaukee.

They had an awesome election at their next meeting. Our new officers are as follows.

President - Crystal Furgason John –
Vice President – John Olson,
Historian – Ashley Rodriguez

Also at that meeting they registered for the Explorer Base at Oshkosh. 11 Explorers and 4 advisors will be attending from Post 218. Chapter members Katie Clark, Adele Helmle, Ken Sack, and Jerry Baker will be on staff once again this year.

Their next meeting will be on April 9th, when they go to Milwaukee for a tour at the Milwaukee Airport tower.

Special EAA Work Weekends

Tragedy has hit the Aviation Explorer Base over the winter. Mold was found under the trailer at the Explorer Base at EAA Oshkosh making the trailer unusable. The plan is to rent a trailer this year which will give the Explorer Bas more time to determine a long range goal for the future. The Explorer Base is completing paperwork to become a 501 (c3) non profit organization so they can raise funds, and donors will be able to take tax deductions from their donations.

EAA is being very helpful to the Explorer Base. They will provide a semi trailer for temporary storage of equipment. The Explorer Base plans to have three work weekends to facilitate the use of the rented trailer.

On June 13-14, the Explorer Base staff and volunteers will package up everything currently in the trailer and move these items to the temporary storage in the semi-trailer to be located on the Explorer Base grounds.

Then, around the first week of July, the old trailer will be disposed of, and the new trailer will be put at the same place. Currently, EAA will dispose of the trailer, but they plan to keep the undercarriage for other uses. This would make a huge tram, or maybe multiple trams. Maybe Jerry Bovitz and the Monday night crew could give them some suggestions.

On July 11-12, the Explorer Base staff and volunteers will move the equipment into the rented trailer for use for AirVenture.

On either the last weekend of AirVenture, July 29-30 or the next weekend Aug 5-6, the Explorer Base staff and volunteers will move the equipment from the rented trailer to either an EAA semi trailer or to pallets which will be shrink wrapped and moved inside of some EAA building on the grounds for use next year.

We will need as volunteers as possible. Unfortunately, the June 13-14 work weekend is the same weekend as the 838 pancake breakfast. They can use as many volunteers as possible that weekend, or the other two weekends. Please let Ken Sack or Jerry Baker know if you can help the Explorer Base out.

Trivia Quiz

How many people do you know from this picture? It was taken in Oshkosh after the Carauba flew there at the start of AirVenture that year. Our Explorers did a little crowd control when it was towed to its parking place in Airshow Center. What year did this happen? Email me at newsletter@eaa838.org with your answers.



By the way, I saw this picture in the 2014 Sportys Foundation Annual Report. Sportys has been a sponsor for the Explorer Base for its entire history.

Are Girls Interested in Shop?



by Seán G Dwyer

Applications for the 2015 week of *Young Aviators* are due soon. Although the program is from August 10 -14, the applications must be in our hands no later than May 10, 2015. That will give us time to schedule interviews with parents and students, and select the successful 12 candidates while there is still time for people to plan the rest of their summer. For details on how to apply, go to www.young-aviators.com and click on “Apply”.

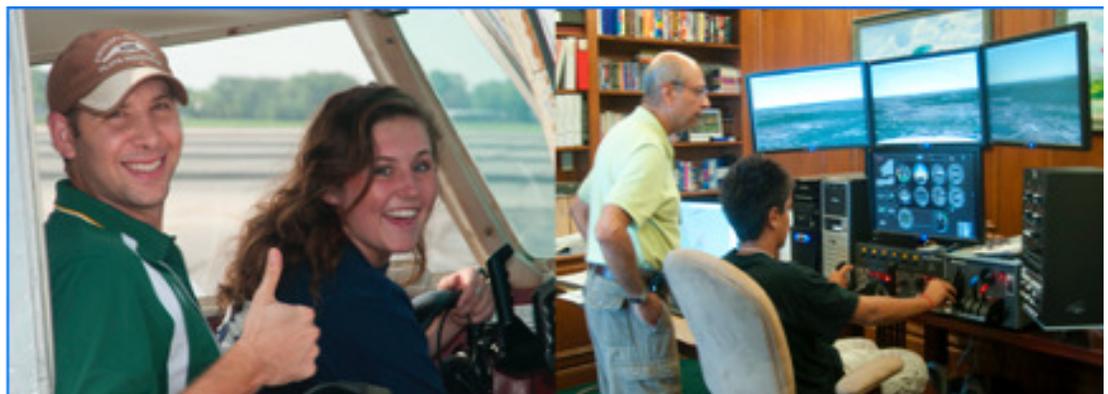
2015 will be the eighth year in which the *Young Aviators* program provides a week-long exciting and instructive program for boys and girls age 14-18. It takes place in the facility of EAA Chapter 838 on Batten Airport in Racine, WI, and in the nearby sky of course. Each day in the week includes flights where the student logs flight time in the pilot’s seat alongside a Certified Flight Instructor (CFI) in the right seat. There is also an hour on an FAA certified Flight Simulator with another CFI, 2-3 hours in the classroom, and 2 hours in the Fabrication Hangar. It is the latter that triggered the title of this article.

In the Fabrication Hangar students start with a flat sheet of aluminum and learn to cut, shape, bend, and rivet it into a functional part of an airplane wing. In the early days we called the class “Shop” and were concerned that the title would not appeal to girls. Our concerns were misplaced. Once it became clear that building an airplane requires care and precision on par with knee surgery, it became a challenge that appealed to all of the students. They get a real sense of achievement from producing a tangible part of an airplane, so calling the class ‘Fabrication Hangar’ rather than ‘Shop’ is not simply a marketing ploy.



Both flight and simulator time are logged and signed off by CFIs, so they can count towards a flying license if the student decides to pursue one. However, you should know that the *Young Aviators* program is as relevant to future journalists, teachers, or doctors as it is to future astronauts. Aviation is just the appetizer. The main course is STEM (Science, Technology, Engineering, and Math). Aviation crosses so many fields of science and engineering that it is a great way to promote STEM.

In the classroom students are exposed to upstream physics, chemistry, math, meteorology, and astronomy, as well as their downstream applications in getting an airplane safely off the ground and navigated to a



desired location. Guidelines for instructors are more “What makes the airplane fly” and less “This is how you fly”. Nevertheless, some students who are still too young to take driving lessons on Monday, end the week doing takeoffs and landings. Think of what that does for their self confidence and interest in STEM.

Special efforts are made to make the classes and flight experiences overlap each other. Guest speakers have included a VP from the Lockheed Skunk Works, a University Chancellor, airline captains, and others who “have been there, and done that.” *Young Aviators* is a great program, so spread the word.

End of the LSA (Light Sport Aircraft) in the USA? REALLY? by Al Downs

If you believe that then you never gave LSA any serious thought.

Do you know what qualifies for a LSA? It is any aircraft with a MTOW of 1320 pounds. There are also some restrictions on speed and a couple of minor restrictions. Some have exemptions for extra things like floats.

There is a long list of Certified aircraft that fit this category such as J3 Cub, Taylorcraft Luscombe, Ercoupe, Aeronca Chief and Champ and many many more. 132 at my last count plus a good number of Sea Planes. Many home built also fall into this class of aircraft.

Yes, a brand new LSA can be very expensive, just like any new aircraft. The more toys you want the more it will cost. Have you priced a new Cessna 172 lately?

Every pilot entered aviation for their own reasons. That includes hang gliding, ultralights, single engine and beyond. The vast majority of pilots do not own an airplanes and those that do with some exceptions don't seem to fly very often. I won't waste time discussing the pros and cons of the many brands and types of aircraft.

Rather I will focus on the pros and cons of the Light Sport Certification.

I recently spent 5 days promoting aviation at the Journal Sentinel Sport Show in Milwaukee. I talked to a couple of hundred people over the course of the 5 day show. Many of the people told me stories of their aviation dream. We already know many drop out of training for a variety of reasons. Many cited cost as a major reason. I also spoke to about 30 people that said they were interested and looked into it in the past but they just could not afford or justify the cost. Two of these people told me they were quoted \$10,000 to \$12,000 to complete a Private Pilot course. I suspect if we convert the cost quoted to others into today's dollars they would be comparable. Their dream of being a pilot came alive again when I told them Sport Pilot would cost about \$4,000.

If the medical reform goes through, why should anyone want to do Sport Pilot? Well it really works for everyone no matter how far they think they want to go in aviation. All of the training carries forward to be used toward higher ratings. Should they decide to change their course both their time and expense are kept to a minimum? Very few pilots trying to get around the medical are flying Sport.

Unless you absolutely need to fly at night or in the clouds you probably don't need Private Pilot. If speed is what you need then you will find the 100 hp Rotax will speed you along as fast or faster than most 172's and burn much less fuel doing it. If you are a Private Pilot and have the medical currently required, you can use all the same privileges of a Private Pilot as long as your Light Sport Plane is properly equipped.

So why don't flight schools embrace Sport Pilot? Talking to them they will tell you “why would we teach someone to fly for \$4,000 for a Sport Pilot when we can get \$10,000 for a private.” They seem to think they are leaving \$6,000 on the table. The truth is they chase possible students away with the big price tag and loose the chance to get someone started and then helping them progress to the level they need. Just like buying a house most don't start with a 4,000 ft. house with all the amenities. We start with the small ranch or bungalow and move up when we know what we really want and can afford.

We know that space inside our airplanes is sometimes a little tight. The Taylorcraft, J3 Cub and the like are examples but what about modern Light Sport Aircraft?

Some of the common aircraft at most airports are also made for the thinner pilots of yesteryear.

Width of the cockpit are compared below. You may be surprised.

Cessna 150	38”	Cessna 152/172	40”
Grumman AA5	41”	Cherokee PA28-140	42”
Mooney	43.5	Cessna 182, PA25 and Bonanza	42”
Cessna 206 & 210	47”		
Flight Design CTLS Light Sport	49”		

While Light Sport may not be for you, I think using the Cessna Skycatcher as the only model to judge Light Sport airplanes and the Light Sport Certification is unfair and closed minded. I for one would rather take a 3 or 4 hour trip in my modern Light Sport with moving GPS, traffic warning, dual Dynons, auto pilot, XM radio and weather and ballistic parachute than a cramped 70's or 80's Cessna 172.

Not one airplane fits all and not one certification does either. Keep an open mind toward all types of aircraft and certifications and maybe we can help grow General Aviation. If you would like to see a LSA on Batten Field stop over to my hangar and I would be happy to show you the Flight Design CTLS. If the weather is good we can take a ride if you like.

We also have a Comco Ikarus C42 Light Sport we use as a basic trainer. Not as fancy as the Flight design but a very good trainer that is fun to fly and inexpensive to operate.

It's Spring!

Do you know where your airplane is?

3/31/2015 by Scott Sherer

While John Malan is teasing us with weather forecasts approximating Spring, I can testify that Spring is truly here. If you haven't seen your airplane since last Fall, the time to exercise your airplane visitation rights is now.

First, try and remember what airport your plane is hangared at. If you can't, you're in trouble and I can't help you. If you can remember your airport but not your hangar number, again you're in trouble and I can't help you. If you can remember neither give me a call and I'll buy you a drink at your favorite pub. If that doesn't jog your memory then you're going to need a second drink for medicinal purposes. I can supply both drinks, if necessary.

However, assuming that you know the airport that your plane is hangared at, you remember the hangar number, have a hangar key or lock combination and remember how to get there then this Saturday is the day for you. Get in your car and head over there when the birds start chirping, get that hangar door open and renew your love affair with your airplane. While you're at it, vacuum out the airplane, clean the windows and let's do some other things that are important, too. In fact, here's the Spring wake-up checklist for your airplane:

1. Oil the lock on the hangar door.
2. Consider greasing your hangar door rails or tracks, too.
3. Clean the aircraft windows.
4. Vacuum the aircraft interior.
5. Check your tire pressure and pump up your tires if necessary.
6. If you have an aircraft tug, check it's tire pressure and check to see if it still works. Perform any maintenance that is necessary in the Spring, especially if it doesn't work.
7. Weather permitting, remove your aircraft from your hangar and away from the door.
8. With either a broom or leaf blower (I prefer the latter), clean your hangar floor. Dust and dirt ultimately will wind up in aircraft carpet and your vacuum system if you don't vacuum your plane regularly. Instruments needing overhaul cost a lot more than vacuuming your airplane!
9. In you own a Seneca or Navaho don't forget to take off your winter hotplate for the season.
10. Check your oil. Do you have any? Does it need changing? Make sure you get your oil up to 180-plus degrees Fahrenheit to boil off any condensed water in your oil. You can't do this idling, you have to be airborne to accomplish this. Also, don't forget to remove your oil cooler winterization plates!

11. Make sure you thoroughly drain your gasoline. Shake the wings first to move any condensed water down to the drain. Make sure you check all of the drains (my airplane has ten).
12. Thoroughly and I mean thoroughly preflight your plane. If you generally take short cuts because you're the owner and the only flyer, don't take a short cut today. Check those ailerons and elevator. Check the bolts on the horizontal stabilizer by wiggling the tips and feeling for looseness. If there is, don't fly till you have your A&P check those bolts. There are only four that hold the whole stabilizer on; don't take chances.
13. Check that battery. Check the fluid levels; if they're low only fill your battery with distilled water (if it's the kind of battery that takes water). If in doubt, check the battery manual or ask your A&P.
14. Follow the checklist for engine start and don't skip any checks. Your airplane hasn't been used perhaps all winter and you need to be extra careful.
15. If everything checks out, go fly and have fun. Be wary of airplane problems and pilot problems. Chances are that you haven't flown since the last time your airplane flew and you may have issues, too.

Spring is here, fly, have fun, stay safe!



Welcome New Chapter Members

New in March 2015
Ralph Gentile

Monthly Meetings

Board Meetings: Second Wednesdays 7:00 pm
Chapter Meeting: Third Thursdays
Social 6:30 pm
Meeting 7:00 pm
Shop Night Every Monday 7:00 pm
Explorer Post 218 Second Thursdays 7:00 pm and Fourth Thursdays 7:00 pm
Young Eagles Second Saturday 9:00 am (March - November)

Upcoming Meetings & Speakers

Apr 16th The speaker will be Jim O'Connor who will do a presentation on Drones, their history since the 1700's and current issues with their increasing numbers in the sky.

May 21st The presenter will be Doug Tomas who will do a presentation on his great uncle's B-24 Bomber (Ready, Willing & Able) crew in WWII. I will forward his response to my request with attachments to you in a separate e-mail for your information. Looks very interesting. Doug is a lifetime EAA member and has done this presentation for other chapters.

PAST:

On Mar 19th Chris Forncrook of Flight For Life was supposed to do a presentation on the aircraft and operations of Flight For Life, our region's medevac provider, but he was sick. Wayne Peach was a very suitable replacement and told us some war stories about aircraft maintenance during AirVenture, where Wayne has volunteered for over 25 years. If you did not attend, you missed a great show.

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Newsletter Ken Sack 262-554-9714
Young Eagles Tracy Miller 847-420-5098

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From www.eaa.org: Editors Note: remember that AirVenture starts a week earlier than normal.

Burt Rutan Returning to Oshkosh in 2015

All Rutan designs and canard aircraft invited to Oshkosh for VariEze's 40th



Burt Rutan draws a crowd to a museum presentation during a past AirVenture Oshkosh appearance.
Photo credit: EAA

February 19, 2015 - Burt Rutan, the visionary aircraft designer whose innovations made history and changed the aviation world, will be back at EAA AirVenture Oshkosh in 2015 to commemorate the 40th anniversary of his iconic VariEze aircraft. Rutan's designs have been groundbreaking for more than 40 years, beginning with the VariViggen in the early 1970s through the concepts that became the SpaceShipOne and SpaceShipTwo vehicles that are launching the era of space tourism.

His use of canard wings and composite materials changed the look and efficiency of homebuilt aircraft, with more than 1,000 airplanes based on his designs now flying in the United States alone.

"There are few individuals in the history of aviation who can match Burt Rutan's imagination and accomplishments," said Jack Pelton, EAA chairman of the board. "His presentations are eagerly anticipated whenever he is in Oshkosh. Although he officially 'retired' several years ago, his innovative mind continues to push forward with new concepts and ideas that he'll share at EAA AirVenture in 2015."

Rutan is perhaps publicly known best for his SpaceShipOne design, which in 2004 won the \$10 million Ansari XPRIZE as the first successful private spacecraft. He also designed the Voyager, which in 1986 became the first aircraft to fly around the world nonstop on a single tank of fuel. That accomplishment earned him, along with pilots Dick Rutan and Jeana Yeager, the Presidential Citizen's Medal. Burt Rutan was also named to the National Aviation Hall of Fame in 1995 and EAA Homebuilders Hall of Fame in 1998.

His VariEze aircraft first flew in May 1975, with the prototype causing a sensation at that year's EAA Oshkosh fly-in. That canard design evolved into other Rutan aircraft innovations, such as the Long-EZ, that are still being built today. Rutan's multitude of interests has also led him into successfully exploring space flight and into electric flight.

In honor of the VariEze anniversary, EAA is inviting all Rutan and canard aircraft owners to come to Oshkosh and participate in the festivities. Rutan and canard aircraft owners who would like to participate in the celebration at Oshkosh are being asked to register in advance. The 63rd annual Experimental Aircraft Association fly-in convention will be held July 20-26 at Wittman Regional Airport in Oshkosh.

What's Going On? AirVenture Theme Days Help Plan Your Week



March 12, 2015 – There are hundreds of things going on every day at EAA AirVenture Oshkosh, but some activities deserve a special spotlight. Those are the ones that will be featured at this year's Theme Days at Oshkosh.

The theme days cover everything from innovation to homebuilding to history, and feature some of the most notable personalities in aviation along with unique aircraft. The lineup includes:

- Monday, July 20: Opening Day Celebration – The World's Greatest Aviation Celebration opens, with forums, air shows, and the famed Opening Night concert on Boeing Plaza.
- Tuesday, July 21: Rutan Legacy Day – Legendary designer Burt Rutan returns to Oshkosh, with all owners of Rutan-design aircraft invited to participate.
- Wednesday, July 22: Honoring Apollo 13 – Featuring astronauts Jim Lovell and Fred Haise, along with Mission Control's Gene Kranz and other members of the NASA flight team.
- Thursday, July 23: Gateway to Innovation – The latest and greatest in aircraft design, unmanned aerial systems, and more!
- Friday, July 24: Salute to Veterans – Honoring those who served and are serving, with a special Friday night concert on Boeing Plaza.
- Saturday, July 25: World War II Tribute – From the 75th anniversary of the Battle of Britain to the 70th anniversary of the end of the war, a look at the era through the eyes of aviation
- Sunday, July 26: Only on Sunday – See aircraft flying in one place that can only be seen at Oshkosh and on this day!

SportAir Workshops Return to AirVenture



March 24, 2015 - It's official: EAA will again offer three SportAir Workshops sessions during EAA AirVenture Oshkosh this summer. Electrical Systems & Avionics and the Van's RV Assembly courses will be held Sunday and Monday, July 19-20, and the RV course will be offered again Tuesday and Wednesday, July 21-22. Workshops run from 8 a.m. to 5 p.m. and will be held in Paul's Aeroplane Factory.

RV Assembly course students are taught the skills necessary to build the popular Van's RV series of kit aircraft. The main portion of the workshop is hands-on learning the techniques necessary to assemble the airplane.

Electrical Systems & Avionics involves antenna mounting, coax cable installation, wiring of radio systems, soldering and crimping components, alternator and electrical system requirements, installation of electrical systems, and more.

EAA SportAir Workshops are proudly sponsored by Aircraft Spruce & Specialty Company. [Sign up today!](#)

Massive B-52 to Land in Oshkosh

First on-the-ground display of massive Boeing bomber at AirVenture



The majestic B-52 Stratofortress bomber, the backbone of the U.S. Air Force bomber fleet, will dominate the main showcase ramp in Oshkosh this year. Photo credit: U.S. Air Force 307th Bomb Wing Public Affairs

March 26, 2015 - The Boeing B-52H Stratofortress bomber, which for more than 50 years has been the backbone of the U.S. Air Force bomber fleet, will be a prime attraction at this year's EAA AirVenture Oshkosh fly-in. It marks the first time a B-52 will be on ground display during the event, although similar aircraft have done fly-bys at Oshkosh on several occasions.

The aircraft from the U.S. Air Force Reserve's 93rd Bomb Squadron of the 307th Bomb Wing is based at Barksdale Air Force Base in Louisiana. It's scheduled to be on display at the showcase Boeing Plaza area throughout EAA AirVenture week.

The B-52 is marking its 60th anniversary of active military service this year, as it first flew in 1954 and entered military service in 1955. It has received regular upgrades to modernize its flight equipment and capabilities, with the B-52H models still active through its assignments at Air Force bases in Barksdale as well as Minot, North Dakota.

"EAA AirVenture creates unmatched opportunities for people to see aircraft in one place that you cannot see anywhere else in the world," said Rick Larsen, EAA's vice president of communities and member services, who coordinates AirVenture features and attractions. "It's only fitting that on the B-52's 60th anniversary of active military service that it comes to Oshkosh and, for the first time, will be on ground display for the world's aviation enthusiasts to see up-close."

For more information, including advance purchase for admission, camping, and parking, visit the AirVenture section of the EAA website.