



Cleanup Day at the Chapter

14 people were present on Saturday 4/26: (9 members, and 5 from Post 218). Phil Fountain was there earlier during the week and cut down the box elder tree in the patio. This should reduce the bugs inside the chapter in the summer and fall.



A lot was done, but there still are items that need to be done. If you have a spare moment, please go through the list and complete it. Let Ken Sack know when something has been done. After the list of things to be done, you will see what we accomplished last Saturday. It is your chapter. If we don't get volunteers to clean up the building, we will have to hire someone to do it, and that is money that we do not have.

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On Saturday, Dorothy Sack, Ken Sack, Roy Stuart, Roy Davis, Jerry Baker, Jerry Bovitz, Carl Bumpurs, Jim Hantschel, Sean Dwyer, and Explorers Nick Fisher, his girlfriend, , Tony Rodriguez, Ashley Rodriguez, and her friend. Dorothy Sack was in charge of the clean-up. She had a list of items that needed to be done, and as people arrived, they picked what they wanted to do.





President's Corner



Daryl Lueck,
EAA Chapter 838 President

Well we made into May. The weather is turning and we can head back outside. Young Eagles is off to a good start. The May event had 3 planes flying and approximately 16 Young Eagles flying.

Thank you to Ken and Dorothy Sack for coordinating the Building Clean Up in April. Phil Fountain had cut down the Box Elder

tree earlier in the month (Thank You Phil!) so we shouldn't have the bug problem inside and outside the building. We had a good turnout for the Spring Cleaning, but there are still some things to get done. Ken has a list of items in the building, so if you have some time, please come out and help out when you can.

Meeting turn out still is running low. As a group we've discussed what the issues are? Why aren't more people coming out for the monthly meetings? If it's just that people are too busy, we understand that, but if there's something that's holding you back that we need to address, please let me know. My email address is: cozypilot@hotmail.com. Is there a conflict with the day of the week? Is the time an issue? Want more hands on meeting events? Let me know.

Blue Skies,

Daryl

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Movie Night

Taking the Summer Off

See You All in Sept.



Supported Programs

Aviation Explorer Club Post 5218 (AEC)

Our "next step" program is intended to cultivate the initial spark and keep interest alive until they are able to join our Aviation Explorer Post at age 14. The AEC program we offer is designed for youth ages 11-13. Our club is coed, chartered with the Boy Scouts of America, and sponsored by EAA Chapter 838.

We should begin our 2014 schedule in May. If you are interested in joining us, please contact us at post218@eaa838.org

SC Johnson Volunteer Service

The SC Johnson Fund, Inc. awards \$250 to not-for-profits for 40 hours of volunteer service by employees and retirees of SC Johnson and JohnsonDiversey Inc.

The 40 hours of volunteer service must also take place within the current fiscal year.

If any EAA Chapter 838 member meets these criteria, please request an application and submit it to the Chapter Board for signature. Please join Bill Wolff and Sean Dwyer in completing this form for 2014. If you have submitted an application for another organization, you can also submit one for EAA 838 if you volunteer 40 hours for 838.

You can obtain an application by emailing johnsonfund@easymatch.com

What needs to be done at the Chapter

- 1. Clean blinds** – the blinds upstairs lounge need to be done.
- 2. Woodwork and mopboards polished** - This needs to be done. There are a couple of bottles of Formbys Lemon Oil Treatment and a box of rags in the storeroom between the two bathrooms. The mopboards in the entry way have been completed.
- 3. Loft** - The counters with the computers and printers need to be organized/thrown out.
- 4. Classroom** – mopboards, whiteboard, and chairs needs to be cleaned
- 5. Weeds** out side removed or sprayed - Needs to be done. There is a large container of spray weed killer in the room between the bathrooms.

- 6. Field** picked up of debris Needs to be done
- 7. Branches** by the patio - Most branches in a pile, but more needs to be done.
- 8. Shop** – To be done by the Jerry and the Monday night crew
- 9. Library** – To be done by Eddy Huffman, and perhaps Phil Fountain
- 10. Museum** – To be done by the chapter after all the vehicles are removed.

New Member

We just received a new member. William "Oz" Miller he is retired and has an email address of suenwmiller@wi.rr.com.

He is not a pilot, but likes to build and fly model aircraft, and joined 838 for social and "just like airplanes". He is a "good mechanic and machinist".

He joined on Monday, so he may have been at the Monday night builders session. If he did not, Jerry, please reach out to him and ask him to participate. He said that his pc is being fixed, but his phone is 989-3600.

Please add him to the email blast, and to the next newsletter.

Steve, I took the application, but left the check in the treasurers box.

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“Education is our Mission”

By Seán G. Dwyer

I have not seen the mission statement for EAA Chapter 838 of Racine for many years, but I still remember Quinn Rench making the statement “Education is our mission” at a meeting about 25 years ago. It surprised me at the time, because I thought the mission of an EAA chapter would be providing a place to build airplanes or some such. Of course, it would have to be more than just a place, it should also include advisors and shared experiences.



On May 8th a bus delivered 13 kids from East Troy H.S. for a round-robin by Phil Fountain (flight simulator), Eddy Huffmann (hangar and fabrication shop tour), and Seán Dwyer (physics of flight in the classroom). In 2013 we had presented three classes in their school in East Troy.

I submit that EAA 838 plays a role that transcends aviation in making Racine a better place to live. People get to spread their wings both literally and figuratively, and it is not just pilots and wannabees.



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As time went by, I realized that the home builders were just one of several communities within Chapter 838, and education very definitely has a role. Four scheduled youth programs exist, along with ad hoc programs involving school field trips to the Chapter or presentations by chapter members in schools. Young Eagles for ages 8-18, Aviation Explorer Club for ages 11-13, Aviation Explorer Post 218 (ages 14-21), and Young Aviators (ages 14-18) all have scheduled meetings and events in the chapter house.



Cockpit Concepts

Aviation Safety Connection
Go to: <http://aviation.org>
Cockpit Concepts: April 20, 2014

Vigilance

In one of NASA's Flight Cognition Laboratory's Hot Topics¹, reference is made to a Chief of USMC Aviation Safety's comment: "Fly Smart, Stay Half-Scared, and Always Have a Way Out." Not bad as a slogan, simple and focused. Plus, it has merit as a personal strategy to remain vigilant and stay in control. Here's one person's assessment:

Fly Smart.

Pilot decision making. Most importantly, know what it is that you want to accomplish. Set your immediate objectives and act accordingly. Be in control; don't allow circumstances to determine outcomes. Be diligent and true to yourself—embrace the knowledge of others but think independently. Do not rush as few decisions require an instant response: "Fly the airplane, but pause—hesitate—before taking an action that may be inappropriate. Decide on actions that will allow you to maintain control . . . [and] never allow perceptions and sensations to dictate your actions without corroborating evidence."²

Stay Half-Scared.

Avoid complacency. Be involved and maintain that positive level of stress/anxiety that effective performance requires. Maintain awareness and not simply wait for events to take over.³ It takes courage to perform decisively. As Mark Twain wrote, "Courage is the mastery of fear, not the absence of fear." Know the aircraft's limits, the flight's limits and, above all, your own limits. Keep tabs on them all and act accordingly. The "scared" reference may turn off some, but it does grab attention that "maintain awareness and stay alert" doesn't quite pull off.

Always Have a Way Out.

Pilot judgment. Determining and evaluating options. Making choices. Finding potential alternative actions requires effort—dig for them, and develop compatible in-flight risk management strategies. Being able to determine a way out for the various scenarios encountered requires a high degree of situational awareness, and playing "What If?" can be helpful to this end. In one of our online articles, an airline captain is quoted as saying, "When I'm rolling out I want to have at least one option left," i.e., always having a way out.

As the referenced author, Dr. Key Dismukes, notes: Pilot error is symptom not an explanation. Individually, let's attack the cause through personal preparation and vigilance.

1"Human Error or System Error: Are We Committed to Managing It?" by Key Dismukes, Ph.D. Go to:

http://human-factors.arc.nasa.gov/flightcognition/Publications/Aviation_HF_Conf_31Mar09.pdf

2"He Who Hesitates Is Saved," a long-forgotten paper by me, International Symposium of Aviation Psychology, 1993.

3"Controlling Pilot Stress," Cockpit Concepts, April 5, 2012.

Personal commitments have made it difficult for me to maintain the schedule that had been established. For this reason, I am now committing one issue per month each, at least for the time being. Please keep in mind, I am always looking for topics of interest to explore, and your suggestions are always welcome. My thanks for your support over many years,

Bob

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NATIONAL TRANSPORTATION SAFETY BOARD NEWS RELEASE

An independent federal agency

May 6, 2014

WASHINGTON – The National Transportation Safety Board (NTSB) today issued nine recommendations addressing the need to provide more comprehensive preflight weather information to pilots. The recommendations were issued to both the Federal Aviation Administration (FAA) and the National Weather Service (NWS), who are jointly responsible for providing such information to pilots. Timely, detailed weather information is critical for enabling airmen to properly balance risks and make sound decisions when determining to fly.

The recommendations are based on NTSB accident investigations involving aircraft encountering weather conditions, such as adverse surface wind, dense fog, icing, turbulence, and low-level wind shear. Currently, although information on these conditions may exist, it is not always provided to pilots through NWS products during preflight weather forecasts.

“What’s difficult to understand is why weather advisories from the National Weather Service to the general public, at times, provide more comprehensive information about weather conditions than the advisories they provide to pilots experiencing the same conditions,” said NTSB Board Member Earl Weener. “Why pilots would receive less information makes no sense, and increases the risk of flying in severe weather conditions. That is why this issue is on the NTSB’s Most Wanted List.”

Additionally, although the NWS routinely advises pilots of turbulence and weather patterns associated with mountain wave activity (MWA), which can cause unique and adverse flying conditions, there are currently no requirements for the NWS to issue advisories specific to MWA. The NTSB believes notification of the potential for and the existence of MWA allows pilots to prepare for these atmospheric disturbances.

The NTSB also identified the need for improved situation awareness and communication between the center weather service units (CWSUs) and the Aviation Weather Centers. Appreciating the challenges involved in issuing critical weather advisories in a timely manner, the NTSB recognizes the importance of proper coordination and communication between the various NWS components. Therefore, the NTSB is also recommending a protocol be established to enhance communication among meteorologists to ensure mutual situation awareness of

critical aviation weather data among meteorologists.

“Safety will be enhanced for airmen and their passengers when pilots are given a complete weather report including all of the most current weather information,” Weener said.

To view the NTSB’s recommendations to the FAA and the NWS, click on the following links:

<http://www.nts.gov/doclib/reletters/2014/A-14-013-016.pdf> and

<http://www.nts.gov/doclib/reletters/2014/A-14-017-021.pdf>

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EASA Proposes Stronger Flight Data Recorder Requirements

[Avionics Today May 6, 2014] European aviation safety officials have proposed stronger requirements for aircraft flight data recorders as the search for the missing Malaysia Airlines flight MH370 Boeing 777-200 continues.

Under a new proposal, the European Aviation Safety Agency (EASA) will require the transmission time of Underwater Locating Devices (ULDs) fitted on flight recorders to be 90 days, instead of the current 30. EASA is also proposing the minimum recording duration of cockpit voice recorders installed on new aircraft to be increased to 20 hours from the current requirement of two hours.

The agency is also proposing that large aircraft be equipped with a new type of ULD featuring a longer locating range than the ULDs on current flight recorders. According to an opinion published by the agency, the proposal would mandate “that obsolete recording technologies” are no longer used on aircraft operated for commercial air transport after January 1, 2019.

The requirement extending the transmitting time for ULDs fitted to flight recorders would be mandated after January 1, 2020.

“The tragic flight of Malaysia Airlines MH370 demonstrates that safety can never be taken for granted. The proposed changes are expected to increase safety by facilitating the recovery of information by safety investigation authorities,” said Patrick Ky, executive director of EASA.



Racine EAA Chapter 838

NOTAMS

Meetings

Third Thursday's 7:00 pm

Social 6:30 pm

May 2014

Volume XXVI Issue 5

www.Eaa838.Org

The proposal is the strongest regulatory reaction yet by a civil aviation authority following the disappearance of the MH370 aircraft. Extending the battery life on ULDs to 90 days is a recommendation from the three-year investigation into the 2009 Air France crash, which also has full support from the International Civil Aviation Organization (ICAO).

EASA's proposed requirements for flight data recorder technology come following calls by aviation industry leaders such as International Air Transport Association (IATA) Director General Tony Tyler on the need for improved aircraft tracking technology. The proposal shows that regulators are taking the initiative to try and prevent similar incidents to MH370 from occurring in the future.

The agency has not yet stated when the proposed requirements could become mandated for aircraft registered in Europe.

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Racine EAA Chapter 838

The People

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

May 2014
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Welcome

New Chapter Members

William "OZ" Miller	May 2014
Ko Kryger	February 2014
Dan Mouw	February 2014
Oliver Kotcke	December 2013
Lawrence Stys	December 2013
Rebecca Schmitt	September 2013
Matthew Borgardt	September 2013
Robert Clarke	August 2013
Bill Myers	June 2013
Bill Schalk	June 2013
Michael Ratchford	May 2013
Merritt Adams	Feb 2013

EAA Chapter Distribution

Chapter 18	Milwaukee
Chapter 217	Kenosha
Chapter 414	Waukegan
Explorer Post 218	Racine
Steve Hedges	AOPA

Monthly Meetings

Boards Meetings	Second Thursdays	7:00 pm
Chapter Meetings	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
	Fourth Thursdays	7:00 pm
Young Eagles	Second Saturday	9:00 am
	(March - November)	

Upcoming Meetings & Speakers

May 15 th	Jeremy Knoll	Bush Cat Light Sport Aircraft
Jun 19 th	Steve Myers	SR-72 Blackbird
Jul 17 th	Carol Garratt	Round-the-World Flights for ALS
Aug		Chapter Picnic
Sep 18 th		
Oct 16 th		
Nov 20 th		
Dec		
Jan		
Feb		
Mar		
Apr		
May		

Officers

President	Daryl Lueck	414-333-4228
Vice President	-----	
Secretary	Tracy Miller	847-420-5098
Treasurer	Steve Jenkins	262-681-2491
Foundation	Steve Myers	262-681-2528

Directors

Jim Hantschel	262-637-3376
Phillip Fountain	M 414-803-5357
Ken Sack	262-554-9714
Roy Stuart	262-884-0371
Eddy Huffman	H 262-639-8301

Committee Chairpersons

Programs	Rick Goebel	M 262-886-4171
Monday Shop	Jerry Bovitz	262-639-8583
Librarian	Eddy Huffman	262-639-8301
Membership	Ken Sack	262-554-9714
Newsletter		
Publisher	Phil Fountain	M 414-803-5357
Young Eagles	Tracy Miller	847-420-5098
	Chapter Building	262-634-7575