



EAA Chapter 838

Contact

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Newsletter Editor: Greg Markus

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President's Corner

By
Eric Wolf



I was pleased to see another good turnout at the holiday party this year. I would like to thank Jim & Barb Hantschel for arranging the caterer and helping with last minute setup. Big thanks to Phil Fountain for setting up all the tables, chairs, etc. and arranging the beverages. This year was a team effort rather than Jim & Barb doing all the work; next year I'd like to see more involvement to make it even easier on everyone.

The year 2012 was a great year for our chapter. We managed to raise more money this year than I have seen in my tenure, which goes a long way in offsetting rising costs. Every dollar that we can leave in our Foundation Fund is a small investment in our future as an organization.

Speaking of investing in our future, we invested in a new roof for our building. Of course the bulk of the money came from the generous folks at SC Johnson, but nearly \$5,000 came from our membership. This was my personal goal and I'm very happy that it was met. When we were reviewing options for dealing with our roof problems, the board decided that one way or another, we needed a roof that would last several decades rather than several years. The roof that was installed is expected to be good for a minimum of 30 years and possibly 40.

The roof project could not have been as successful as it was without Scott Sellers. Scott managed the chapter's portion of the project from the initial quoting process through completion of work. Although we hired a consultant to handle the official quotes and manage the project work and contracts, Scott represented the chapter and made sure that we were getting a quality product for the price that was quoted. For this reason, Scott earned the 2012 President's Award.

Don't forget that we are still looking for a new editor to replace Greg. The newsletter is an important part of our chapter and I would hate to see it go away because nobody is willing to do it out of our 120 members.

Fellow EAA / AOPA and Batten Field folks:

We have lost a fine, gentle fellow. Henry Sollman was an original member of AOPA, a member of EAA 838 for a time, and was a legendary flight instructor with some 17,000 hours. Henry loved music and photography. He was a natural organizer and founded a number of flight schools, instructed Superman and showed me more than a thing or two.

Henry passed away Saturday eve at 10:30 PM from congestive heart failure . The funeral will be at Purtath-Strand, Tuesday, December 18th. Visitation will be from 4Pm until 6PM per his son Richard.

Please let all of Henry's many friends know of his passing. He shall be missed. We'll learn more from the newspapers.

Respectfully, Roger G Blocks

Henry Sollman: Pilot and Gentleman by R.G. Blocks

Lunch at the Chancery overlooking the harbor is good anytime. Lunch with Henry Sollman is great every time. This was our substitute treat for missing Henry's 90th birthday party to be held at EAA Chapter 838 this October. Henry was a charter member of AOPA (circa 1979) putting him in good company. Henry taught Christopher Reeve, known as both Superman and E.A.A.'s former Young Eagle Chairman, how to fly. Henry logged about 17,000 hours and is author of the McGraw-Hill book, "Mastering Instrument Flying", 3rd Edition, copyright 1999. He is a good looking, soft spoken, former music teacher with a bent for aero-education.

Once, a number of years ago, I called Henry and asked if he'd like to go flying. His response was, "We're not going anywhere, are we?" Then, above the practice area he allowed me to display my modest flying ability. I did the commercial maneuvers and as we ended with the airplane near stall at the end of a chandelle he asked, "May I try?" and proceeded to repeat the same maneuvers at airspeeds between the bottom of the white arc and zero airspeed. I admitted never having seen such rapid maneuver completion at such slow speeds. His comment, "Students pay dearly for training, I don't believe in waste." We talked about how times change while we dined. Henry's friend had just filled the tank of a sedan for more than \$75. Henry had a 1929 Ford while a student at Northwestern University back in the thirties. Then a car cost \$75 and a fill-up was \$1. He'd load the car with frat brothers and drive to Chicago's Edgewater Beach Hotel and dance to the Wayne King Orchestra. Henry was learning slow dancing there one night when movie star John Barrymore cut-in. I learned to slow dance with Marge on that same floor. I also saw stars; but I digress.

Henry started flight schools in Lincoln Park, NJ; Danberry, CT; and White Plains, NY. Seven instructors and twenty aircraft were the latter's complement. Child actress, UN Representative, and Ambassador Shirley Temple's daughter, Linda Susan Agar was one of Henry's students. Henry flew Mrs. George C. Scott and her dogs from Long Island to a vet in Bangor, Maine. The bonus was a load of lobsters on the return trip.

His first Civil Air patrol mission was to look for escaped German prisoners who were interned as truck farm laborers in Michigan. He flew his 1936 Rearwin Sportster, with a 90HP LaBlond engine that he'd purchased from B. Vern Rutherford for \$2500. His first music teaching assignments were in New Buffalo and Niles, Michigan. US Army Medical Corps service would interrupt teaching and flying; but, flight would thereafter be a life long mission.

Back home, Henry sat down briefly at the piano and entertained us a little. His musical ability led to his first career at age sixteen working with a sixty-piece band. One of his hero's, Charles Lindberg, provided an original inclination to fly. Others suggested he could fly himself to musical gigs. An ambition to be the next John Phillip Sousa became intertwined with flight. Music, flying, and teaching would provide lifelong joy.

Henry won Flight Instructor of the Year in New York and honored as a charter member of AOPA. He was a good friend of my mother-in-law and known by many to be a fine photographer. He has never suggested that a cape would improve my flying but I know that the big block S on Superman's chest really stands for Sollman. Henry flies real good. Happy 90th birthday Henry. It's all an adventure.



Written by Roger G Blocks, September 24, 2008 while thinking about a fine luncheon with Henry Sollman, Pilot and Retired Flight Instructor here seated with my personal flight critic, Marge.

HELP WANTED

It has been my pleasure for the past year to serve the Chapter as the Newsletter Editor. Unfortunately at this time I need to resign the position of Chapter Newsletter Editor. I have really enjoyed being able to provide the Chapter News to everyone, unfortunately I don't feel that I am doing the job to the best of my abilities at this time. My job has moved hours around on me and my time availability to put the newsletter out in a reasonable time frame has been compromised.

Also, being that I am unable to attend most chapter events, I am unable to report these events without relying heavily on your input.

I will be more than willing to assist the new volunteer in setting up and getting started in the position and in giving any pointers that I can.

Thank you to everyone who has contributed to the newsletter and please keep on giving your input.

Please contact Eric Wolf or Greg Markus if you are interested in accepting the position of Newsletter Editor for the chapter.

I will continue to perform the role of Newsletter Editor until a replacement can be found.

Thank you!

Greg Markus

Post 218 was invited to Kenosha to see the Grumman FM-2 Wildcat that was raised from Lake Michigan a couple of weeks ago. The Wildcat crashed while practicing carrier landings in December of 1944. The attached picture shows the group with the airplane in a Kenosha hangar.

Afterwards, we went to the Kenosha Amphibian Inc hangar at the Kenosha airport. Chuck Greenhill is the owner, Tim McCarter is the President and his son Ben works there. They have quite the collection to see. We were able to see two P-51s, the Lou IV, and the Geraldine along with a Grumman Duck. We were also able to see the Grumman Goose he is restoring to the original plans.

If you know a high school student interested in joining the Explorer Post, they should contact Steve Kujawa at 262-637-1048 or email post218@eaa838.org





Pilot's Tip of the Week

Using A Checklist For Preflight

Bob Martens:

"How would a true airman approach the preflight, and what tips would you give us for making sure that our preflight is as professional as it can be?"

Wally Moran:

"Well, two things can happen on a preflight. Either you can be distracted and miss items. Or you can miss items because you're under pressure to get going because it's getting dark or the weather's going bad or your passengers are giving you a hard time about getting going.

So the first thing you need to remember is always use your checklist. That'll help eliminate the distracted items. You can't make up time on a preflight. You need to take the time it takes. Let me give you an example, Bob, of how a checklist saved me from a very serious mistake one day.

Many years ago, I owned a Cessna 195, and at that time I was based at a little airport in the mountains of California... it was a little short airport with nothing but rocks and trees on both ends of the runways. Certainly there was no chance for a safe landing if you had an engine problem right after takeoff.

I arrived early one day, just to exercise the airplane, and go for a little scenic flight, practice my landings. That aircraft had the three standard fuel drains, two fuel tanks and a fuel sump. During my preflight, I drained the right wing sump. I drained the fuel sump at the engine. But I forgot to drain the left wing tank. Now I'd owned this airplane for several years and I had never gotten one drop of water out of that airplane. I drained it religiously, never had a problem.

I got in the airplane, fastened my seatbelt, then I pulled out my checklist, my pre-flight checklist, that is. A little bit late, but at least I pulled it out. I went through it and I realized I'd forgotten to drain the left tank. By now I'm in the airplane, the doors closed, the seatbelt's on. I've never gotten any water before. Why should I go through the trouble of doing this? But fortunately I decided, hey I'm in no hurry. Why not just follow good discipline and good practice and do it?

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I got out of the airplane. I got my fuel drainer. I drained a cupful of fuel. I looked at it and discovered it was all water. I drained another cupful, all water. By now I was getting goose bumps. I drained 17 cups of water out of that tank."

Bob Martens:

"Wow."

Wally Moran:

"That engine probably would have run just about long enough to get me out over those trees and rocks. And then it would have begun to swallow that water and I would have been a statistic in the NTSB files. I think there're two factors that saved me from that accident, Bob. And of course, discipline is the bottom line. But factor number one: I did use a checklist. Even though I didn't use it perhaps quite as I should have, I did use the checklist. That reminded me that I'd made the mistake.

Secondly, I wasn't under any time pressure, fortunately, that day. So that made it easy for me to do the right thing. I think not using the checklist or being in a big hurry trying to make up time, I might have done that differently. And it might not have turned out so nice."

This tip is provided courtesy of Pilotworkshop.com
Please enjoy more of these useful tips by going to:
www.pilotworkshop.com. You can also follow them on Facebook.

EAA Chapter 838 Board of Directors

President	Eric Wolf	262-989-9653
Vice President	Daryl Lueck	414-333-4228
Secretary	Tracy Miller	847-420-5098
Treasurer	Steve Jenkins	262-681-2491
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	Phil Fountain	262-639-9892
	Jim Hantschel	262-637-3376
	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
gamarkus@inbox.com

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)

Upcoming Meeting Dates

DECEMBER NO MEETING

Holiday Party December 7th Reserve your seat today email

Eric Wolf — n184ew@yahoo.com

January 17th - Happy Hour @ 6:30pm Meeting starts @ 7:00 pm
February 21st - Happy Hour @ 6:30pm Meeting starts @ 7:00 pm
March 21st - Happy Hour @ 6:30pm Meeting starts @ 7:00 pm
April 18th - Happy Hour @ 6:30pm Meeting starts @ 7:00 pm

Upcoming Speakers

January presenter will be Col. Dan Yenchesky of the 128th Air National Guard

February presenter will be Phil Fountain - flying a Gulfstream

March—OPEN

April presenter will be Dean Zakos & Steve Rehwinkel—Flying Ethics