



Racine EAA Chapter 838  
Monthly Newsletter  
December 2014 Volume XXVI Issue 7  
<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](mailto:newsletter@eaa838.org).

Please note that we have an article from Roger Blocks. He must have found time from shoveling snow in order to write it. He wishes everyone well, and hopes to write additional articles periodically. Dr Sean Dwyer has three articles in this issue. If you want to write something that others would enjoy, please send it to me. You will hear our president, Daryl Lueck. Julia Suchy wrote an article about the Choral Arts Society concert that was held in our museum in late October. There also is information about Monopoly, Explorer Post 218, Explorer Club 5218, and Young Eagles, and much more.

Dave Finstad has agreed to take over the membership chairman, to give me time to work on our monthly newsletter. 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](mailto:membership@eaa838.org).

## **President's Corner**

Well, it's been a while since we've had a newsletter. Thank You Ken Sack for picking this up again. I think it's an important communication vehicle for the Chapter. Yes, I know the website is there too, but the website doesn't get the membership articles!

Looks like the flying season is now behind us. Cold weather, winds and snow do not make for good flying. Now's a good time to call one of our CFI's and use the simulator.

Our Monopoly Night was a great success again this year. I know you've heard it before, but if you haven't been to the event, you should really try to make it. There's great food and drink, a silent auction and even Monopoly.

Our next social event is the Christmas Party on December 12<sup>th</sup>. Cost is \$20 per person and reservations are required. We use a caterer, so we need to get the counts to them by December 9<sup>th</sup>. Please email Eric Wolf at [n184ew@yahoo.com](mailto:n184ew@yahoo.com) with your intentions.

I would also like to thank Steve Jenkins for all his work as our Chapter Treasurer for the past 4 years. He has done an outstanding job as the Treasurer, but his work demands are pulling him away. That means we'll need someone to step into that role. Please contact me if you'd be willing to help us out, even if it's only on a temporary basis.

Thank you, and have a Happy Holiday Season.  
Daryl



## **Monopoly Night Fun and Games 2014**

The sixth annual Monopoly Night, EAA Chapter 838's 2014 Fall Fundraiser was a tremendous success, with nearly \$7,000 profit. Even though fewer people attended than last year, those that did attend had a great time. People laughed, cheered and applauded as another "guilty party" was hauled off to jail by Sheriff Alex Clement and Deputy Kinzie Kujawa, when they were not attempting to round up "Jail Bird" Chrissy Kujawa. Going to jail was only part of the fun the spirited crowd experienced.

Monopoly was a fast pace, "in your face" game capable of generating a very competitive spirit among adult players. Winning becomes important; really important. So much so that it can briefly turn husband against wife and friend against friend. The spirit of the game...and of the evening...turns kind-hearted, generous people into plotting, scheming investors bent on putting others out "on the street" and into bankruptcy. Something like the real world? No, but there are a few similarities.

When the evening had ended and the winners at each table were crowned, it left many others saying silently under their breaths "Just wait till next year. I can't wait to come back here and get even." Which would be a good thing for EAA Chapter 838 and guests because Monopoly Night is an annual event. Raising money to support Chapter 838 and its many important programs is what these fun evenings are all about. They are made possible thanks to the leadership of Ken Sack, Ms Monopoly Kim Lueck along with the hard work of volunteers Jerry Bovitz, Barb & Jim Hantschel, Dave DeGroot, Rebecca Przybulski, Jen Grueter, Roy Stuart and Cathy Wrycza.

Thanks, too, to our special supporters Kim and Daryl Lueck, Jerry Bovitz, Hilton Ritter, Roy Stewart and Associates, Garbo Motors, Chuck Heide, Jim and Barb Hantschel, Educators Credit Union, and Kohls Department Stores.

Our Monopoly Night events have been both socially and financially successful in the past and our 2015 event is already scheduled for October 10th. It, too, will feature delicious food, cocktails, a silent auction, a pleasant setting, good friends, a hospitable jail house, laughs and lots of fun. It's not too soon to mark your 2015 calendars so please do so and plan to join us next year.



## **Chapter 838 Young Eagles for 2014**

Well, we have just completed another safe and successful Young Eagles flying season for Chapter 838. Together, we provided flight experiences for 173 youth; many of these had such a great time that they came back several times over the summer! For the first time this year, we had our Explorers teaching the ground school, and that seemed to go very well. They have learned a lot not only about the content of the class, but we have watched them become more confident young adults, learning to speak in front of a group and increasing their ability to field questions from our eager Eagles.

Our core group of volunteer pilots remains intrepid, and thanks go out especially to Jim Hantschel who does not miss a rally unless the earth is collapsing. Jim would rather rent a plane than miss an opportunity to fly Young Eagles. Tom, Daryl, Ralph, Eric, Sean, Rick, Carl, Bob and Dean all made intermittent appearances as well, and those were greatly appreciated.

Our Young Eagles flying season begins again in March, weather permitting, and we would love to see more and more pilots join us for this unique and fulfilling experience. It is the chance to provide a young person with an introduction to flight, a good excuse to spend Saturday morning flying and something you will never forget.

Tracy Miller  
Young Eagles Coordinator  
EAA Chapter 838



## **Aviation Explorer Club Post 5218**

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

We had 5 graduates from The 2014 class who graduated Wednesday 10/22/2014

The speaker and presenter of our awards was Chris Cikel, an Explorer Post 218 grad, as well an Embry Riddle Florida graduate, as well as an Embry Riddle flight instructor. Currently he is first officer for Express Jet Airlines out of Chicago flying routes for various major carriers. He started this last job this summer. Before that he lived in Florida doing flight instructing at Embry Riddle.





## **Aviation Explorer Post 218**

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

2014 was a great year for our Explorers. They started teaching portions of the ground school at Young Eagles. Three of them were accepted and graduated from the Young Aviators program this summer.

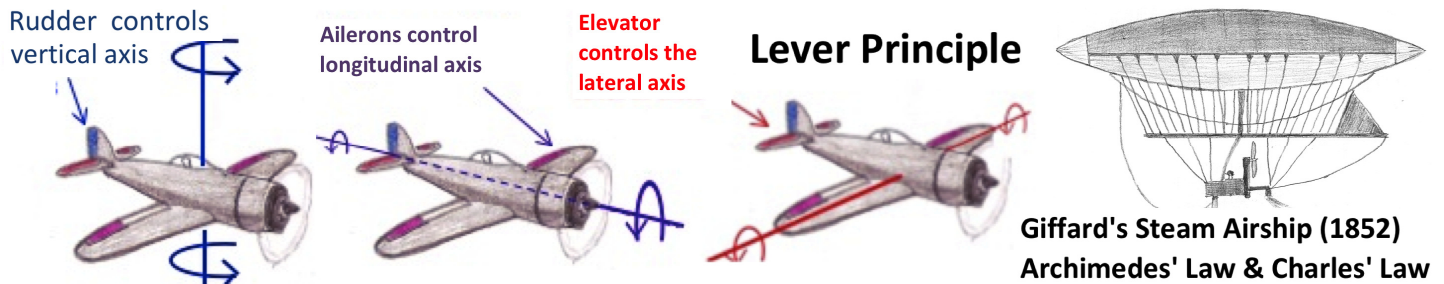
At AirVenture, our post had 16 Explorers and 3 advisors at the Aviation Explorer Base. They spent 8 days in Oshkosh volunteering every day in many areas, including Home Built Aircraft Parking, Flight Line Operations in the North 40, managing the ropes across the P1 taxi way, driving scooters for Flight Line Safety, as well as a day in camp working in the kitchen for the rest of the Explorers. This year there were over 200 Explorers, advisors, and staff at the Explorer Base. Campers from the Explorer Base volunteered over 500 hours at AirVenture this year.

This first picture was taken at AirVenture. The second picture is from the pancake breakfast at East Troy where our Explorers helped park airplanes. It is a great orientation for AirVenture.



While the *Young Eagles* program has the goal of welcoming young people into the world of flight, other youth programs in EAA 838 have a broader goal. They use aviation to help get young people ready for life in the Digital Age, an era when 80% of people will be hired from the neck up. That means they - future astronauts, plumbers, and journalists alike - will have to be able to think in terms of STEM (Science, Technology, Engineering, and Math). Unfortunately, too many people think of these as four independent fields. Future journalists may even believe that STEM is not relevant for their jobs. They are wrong. Plumbers know better, as the first rule of plumbing is that "stuff" flows downhill due to gravity, which is one of the four forces of flight.

I recall hearing an engineering student say, "I hate science. I just want to be an engineer and do useful stuff." (He was trying to put me - a science student at the time - down) The problem with his attitude is that the four elements of STEM need each other. Without science, engineering is either memorization or guesswork, and therefore unlikely to be innovative. Innovative examples enhance learning, and Scotland's Falkirk Wheel qualifies. It uses two ancient laws of physics that are also important for aviation.



Kids in EAA 838's youth programs hear about the Principle of the Lever ( $Moment = Force \times Arm$ ) and Archimedes' Law (*Any object, wholly or partially immersed in a fluid, is buoyed up by a force equal to the weight of the fluid displaced by the object*), both developed by Archimedes (287 BC - 212 BC). The Lever Principle is key to understanding aircraft weight & balance and how an aircraft's control surfaces work. Archimedes' Law (with help from Chemistry's Gas Laws) explains how balloons and dirigibles get lift. The same laws enabled engineers to eliminate 11 of 17 locks in a canal system that connects the east and west coasts of Scotland. Together, Archimedes' Law and the Principle of the Lever allow enormous weights to be moved with a small expenditure of energy.

The challenge was to overcome an elevation difference of 79 feet between two canals. Boats enter either an upper or a lower tub. The doors are closed behind them and the two tubs plus all the water in them are exchanged by rotating the wheel.

Fig. 7 shows a boat entering the lower tub, while the upper tub is already loaded and closed. Each tub holds 300 tons of water when empty of boats. When the door closes behind a boat, the contents of the tub will still weigh 300 tons. This is because the floating boat displaces its own weight in water, per Archimedes' Law.

Add two more boats, or 20 people, and the weight in the tub will not change. More water will be displaced to reflect the increased weight that is floating per Archimedes Law. Meanwhile, the contents of the other tub will weigh 300 tons, regardless of whether or not there are any boats in it.

Fig. 8 shows the wheel in motion. The tubs are geared so that the top of each tub always faces upwards. Because the two tubs weigh the same, moving the combined 600 tons requires relatively little energy in accordance with the Lever Principle. The balanced system is rotated by a small motor generating only 22.5 KW, and completes one exchange in 15 minutes. For reference, the electric motor in a Toyota Prius produces 33 KW.

Without engineering, science would be just a hobby. Without science, engineering would be guesswork. While science shows the way, engineering makes it useful, and technology is the output when they are combined. Where does math come in? Math is the language whereby scientists, engineers, and technologists communicate. Bottom line, the four elements of STEM are an interdependent continuum. Students need to appreciate that, even journalism majors.

(If you want to read more on this subject, you can go to: <http://sites.google.com/site/seangdwyer/>)

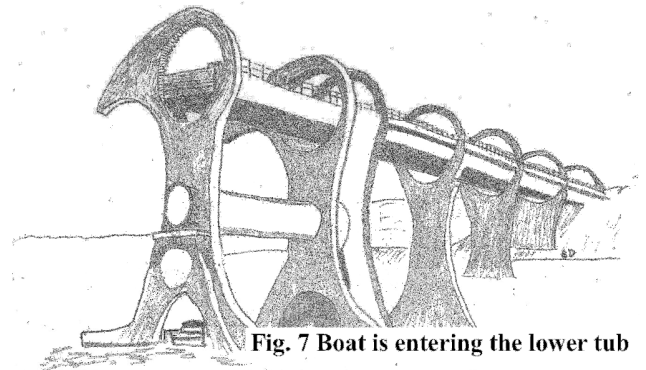


Fig. 7 Boat is entering the lower tub

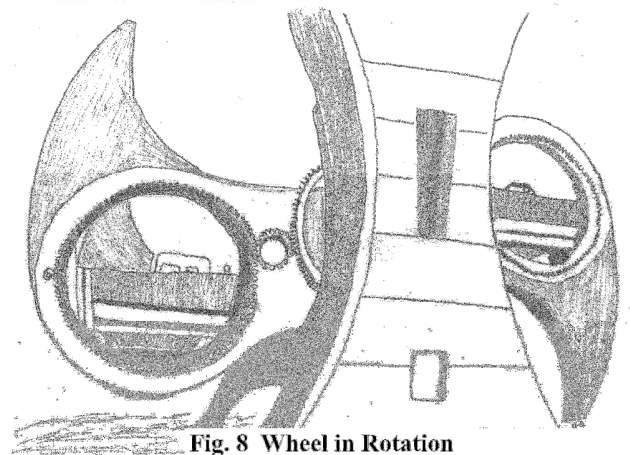
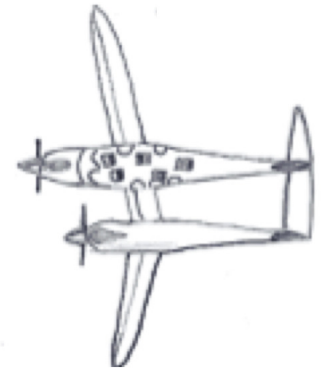


Fig. 8 Wheel in Rotation

# Aerial Archaeology Over Ireland

by Seán G. Dwyer

Our recent trip to Ireland included two quests – one genealogical (Geraldine) and the other archaeological (me) – plus an experience that reminded me of when Burt Rutan flew the *Boomerang* to Oshkosh in 1996. I recall Burt saying in one of his “Tent Talks” that general aviation had about ten years left to get its act together before virtual reality made GA obsolete. I saw proof of this when showing Geraldine Bronze Age “fairy forts” from the air last month.



**Burt Rutan's Boomerang**

Renting a plane from the Kerry Flying Club was no longer an option, as the club went belly up along with the economy. It is likely that \$7.40 per gallon for 100 LL Avgas was also a factor in the demise of general aviation in County Kerry. Virtual reality would have to suffice.

Virtual reality uses the technology of the Digital Age to replicate what you would see, feel, and hear in real life. A 3D flight simulator is a good example. Another is the ability to zoom in on an object anywhere on Earth from a satellite, and that is how I was able to show Geraldine aerial views of the many fairy forts near where she grew up.

The first time I flew a Cessna in Ireland I was amazed at what can be seen from the air that is undistinguishable on the ground. Having been occupied continuously since the Bronze Age, and over-run by invaders and neighbors repeatedly over the centuries, there are many ruined castles and pre-historic fortifications hidden by bushes and trees. Fairy Forts are rings of either stone walls or black thorn bushes that look like a clump of bushes from ground level. From the air however, you can see the rings very clearly. Some of the bigger forts are three concentric rings. Interestingly, farmers who owned the land would not disrupt the rings for fear of provoking the wrath of “the little people”. The nearby picture shows an untouched fairy fort in the middle of a ploughed field.

To find this particular fort, enter “Fenit, Ireland” into Google Maps, Apple Maps, or any of the programs that provide satellite views of Earth’s surface. Four fields east of the village of Fenit is the one with the fairy fort in the picture. Zoom out and look at the surrounding fields and you can find other forts. Finn McCool, the father of Osín and the leader of the Fianna occupied the area around Fenit about 3,000 years ago. In the Gaelic language, Fenit is spelled *Fian Áit*, which means either ‘Finn’s place’ or the ‘place of the Fianna’. Although trivialized along with Leprechauns, fairies, and other mythological people, Finn and the Fianna were major figures in Irish history.



Golf enthusiasts can look one or two fields north of the village of Fenit to find an inlet called Barrow Harbor. On the north side of the mouth of the harbor is one of the most spectacular beach side golf links in Ireland, the Tralee Golf Club, which claims to have been ‘created by God, but designed by Arnold Palmer’. Enter “Ballybunion, Ireland” in the mapping application to find another famous Co. Kerry golf links. The Ballybunion Golf Club is along the beach at the south end of the village. Ireland has more world-class golf courses per square mile than anywhere else on Earth.

Back to the Rutan *Boomerang*. Burt is reported to consider it his greatest accomplishment in general aviation. Not only does the second engine offer the safety of redundancy, its unique asymmetric design avoids the control problems experienced when a conventional twin-engine aircraft loses one engine. As can be seen in the figure, the wings of the Boomerang are different lengths and are at different angles from the fuselage. Even the tail plane is asymmetric. The 1996 instrument panel in the original *Boomerang* was a Mac 5300C Powerbook, which has since been replaced with an iPad and modern electronics. 1996 is practically ancient(!)

Was Burt Rutan right about virtual reality’s threat to General Aviation? The truth is that GA is not the only part of aviation that is being challenged by it. You just have to think about a missile being fired at a target outside Baghdad, from an unmanned drone being controlled remotely by a “pilot” in the USA. He or she taxied the drone onto the runway, took off, navigated to the target, obliterated it, and then flew the drone back to its base. How many pilots do you think the Air Force will need ten years from now? Is it possible that video games are not be the waste of time that many parents and teachers consider them to be?

# Valentia Island & Ancient Navigators

Valentia Island, one of the most westerly points of Ireland, is where the first transatlantic cable came ashore in 1866. It got its Spanish sounding name the old way. Parts of the Spanish Armada (1588 AD) were shipwrecked along the west coast of Ireland, and the dark eyes and hair of the progeny of the survivors earned them the name the “black Irish”. To quote the poet Thomas Kinsella:

We all are what we are, and that  
Is mongrel pure. What nation's not  
Where any soldier hung his hat  
And seized a lover where she sat?

“The Gaelic for Sullivan is *Siúil Amháin*, which means one eye”, I contributed to the conversation at the Valentia Island Heritage Center. Geraldine’s ancestors had worked in the Cable Station, and she was investigating her great-great-great-grandfather Timothy O’Sullivan who married Eliza O’Sullivan Beare. Presumably, her Sullivans came from Beare Island in nearby Bantry Bay. “Perhaps a little inbreeding?” I wondered, but kept my mouth shut.

“A one-eyed Irish chieftain did marry the Witch of Beare”, said the archivist. She provided some more details, and I did not to press my luck with any smart-ass comments. I went over to a display about mariner’s astrolabes. This tool has long been part of my *Young Aviators* navigation presentation.

The 1st thing to come to mind when an Irish person sees an astrolabe (Fig. 1) is how much it resembles a Celtic cross (Fig. 2). Its shape is not simply decorative. When dangled from above, the fat part at the bottom of an astrolabe’s cross orients it vertically, thereby ensuring that the arms point at the horizon. With the sighting bar pointed at the North Star, its angle to the cross arm directly indicates latitude.

What does the circle on a Celtic cross represent? Is it a halo, or a merger of an earlier Sun God with the newly arrived Christian religion? Kids in Ireland believe both. Significantly, the circle and the cross are always depicted as separate components, and the nub at the center might represent something other than the head of Christ. How about a nut and bolt around which the circle rotated in pre-Christian versions of the Celtic cross? Pre-Christian???

In 1872 Egyptologists broke into a chamber in the Pyramid of Khufu, which had been sealed about 3,000 BC. They found a broken tool, the purpose of which was not understood until 1957, when Crichton E. M. Miller (*The Golden Thread of Time*) related it to the Celtic cross. While the weighted circle orients vertically, the cross arms can be rotated to show the angle between a distant object and the horizon (Fig. 3). What was its purpose? It appeared to be an engineering tool to measure the elevation of parts of a structure. However, it could also measure the angle to a star, the Sun at noon, and other related navigation functions.

The Celtic cross is the symbol most often associated with Brendan the Navigator, who some believe went to America about 500 years before Leif Erickson, and almost a 1,000 years before Columbus. Could Brendan have sailed to America? Tim Severin (*The Brendan Voyage*) proved that he could. But how could St. Brendan, a man born just a few miles from my hometown of Tralee in Ireland, have learned about an Egyptian navigation tool? This is where the story gets more interesting.

Just south of Tralee is the grave of Scota, the daughter of an Egyptian Pharaoh. Two ancient texts, *Lebor Gabála* and *Scotichronicon* tell about Scota's arrival in Bronze Age Ireland. Her descendants conquered Scotland, giving Scotland its name. In the book, *Kingdom of the Ark*, Egyptologist Lorraine Evans tracked Scota from Egypt to the Dingle Peninsula, where she was killed in a battle with the Tuatha de Danann. Evans identified Scota as Meritaten, the oldest daughter of Pharaoh Akhenaten and his primary wife Nefertiti, and a half sister of Tutankhamun, whose mother was a lesser wife, Kiya.

Why would an Egyptian princess come to Ireland? Perhaps she had to flee Egypt. Akhenaten was a monotheist and had abolished many old gods of Egypt, including Amun, Osiris, Horus, Isis, Ra, etc. By making the sun disc Aten the only approved god, he displaced many priests and supporters of the other gods. Akhenaten abandoned the capital city Thebes (Luxor), and built a new capital, Amarna, halfway between Thebes and Memphis. Tutankhamun succeeded his father, but his name was changed to Tutankhamun before he died violently at age 19. Amun was restored and Amarna and most references to Akhenaten’s family were erased. Although many in academic circles find the Irish connection hard to believe, in an excavation at Tara’s Mound of Hostages west of Dublin in 1955 Prof. Seán O’Riordan of Trinity College discovered a body adorned with faience jewelry that was identical in manufacture and design to that found on Tutankhamun.

For more, go to <http://sites.google.com/site/seangdwyer/>

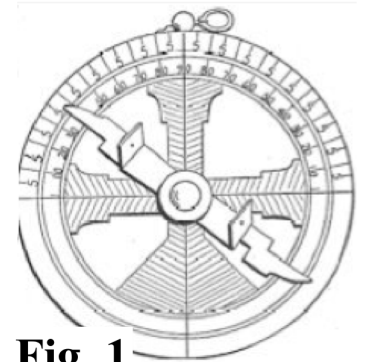


Fig. 1

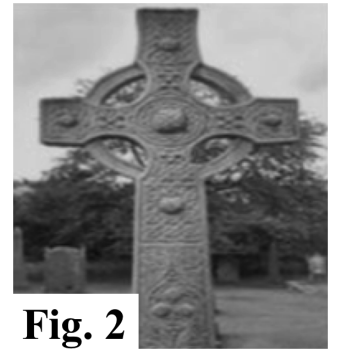
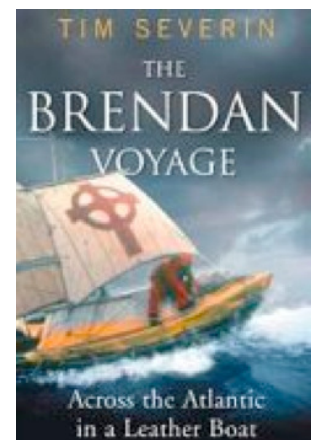


Fig. 2



Fig. 3

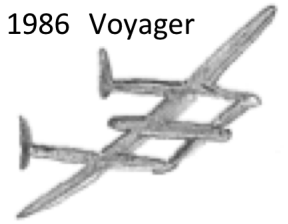




# Brothers in Aviation History

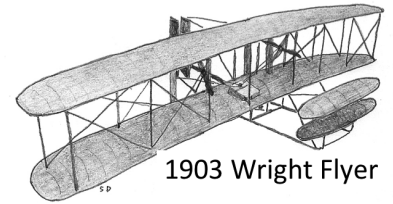
by Seán G. Dwyer

1986 Voyager



What is it about brothers that so many aviation breakthroughs can be attributed to siblings? You have Burt & Dick (Rutan), Orville and Wilbur (Wright), Joseph and Etienne (Montgolfier), and Hezarfen and Lagari (Celebi). All deserve fame for achieving an aviation “first”, including the design of a unique aircraft and successful first flight.

In 1986 Burt and Dick Rutan cooperated in the design of *Voyager*, the first manned airplane to fly unrefueled around the Earth. Dick, along with Jenna Yeager, piloted the airplane on its 9-day journey. Burt went on to design many other breakthrough aircraft, including *SpaceShipOne*, *Proteus*, and *Boomerang*.



1903 Wright Flyer

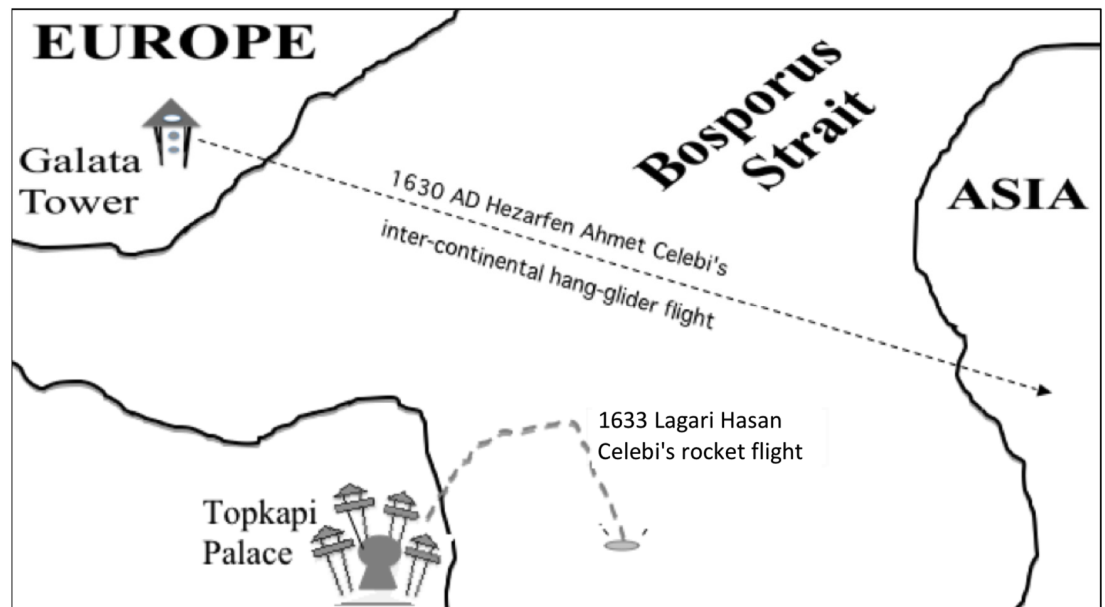
In 1903 Orville and Wilbur Wright took off, flew, and landed the first heavier than air, powered airplane, although they were preceded by three years by the flight of the first Zeppelin. The latter was inspired by another dirigible, the airship of Henri Giffard which flew in 1852.

Credit for the first successful manned aircraft usually goes to Joseph and Etienne Montgolfier, who designed a hot air balloon in 1783. However, the words “first successful” need to be qualified to include “reproducible” in their case. Furthermore, they were chicken and did not pilot the first free flight of the *Montgolfiere*. They actually petitioned King Louis XVI of France for the “loan” of two condemned criminals for the flight. This enraged one of their collaborators, Pilatre de Roziere, and he insisted on making the first flight himself, along with the Marquis d’Arlandes. The need for the above mentioned qualification was the two flights made by Hezarfen Celebi and his brother Lagari Celebi 150 years earlier.



1783 Montgolfier

In 1630 Hezarfen Ahmet Celebi was reported to make the first successful intercontinental flight when he flew a hang glider from the Galata Tower in Constantinople on the European side of the Bosphorus to the Asian side. Three years later, his brother Lagari Hasan Celebi made the first survivable manned rocket flight, and descended into the waters of the Bosphorus “on the wings of eagles”.



Presumably, the latter refers to either a parachute or some kind of folding hang glider or wing suit. Significantly, neither brother appears to have repeated their flights. Both were banished from Constantinople soon after, probably for a reason related to religion. Muslim scientists were supposed to direct their efforts in support of Allah or the clerics. Don’t feel too smug however, as this was the era when Galileo was placed under house arrest for the sin of insisting that the Earth rotated around the Sun. Science was suspect all over.

If you want to read more on any of the above go to <http://sites.google.com/site/seangdwyer/>

## **A Lesson Learned: perhaps**

*by R.G. Blocks*

Today I learned about excessive wind-gusts on landing. I've not had this sort of fun in the last couple of decades.

The irony was that on my last bi-annual flight review the examiner, as we were travelling downwind, said words to the effect, " You are about to experience a series of engine out conditions. First, you have no other failed equipment. Where, and on what runway are you going to put this airplane down? " My response was the middle of the white aiming point marking on runway 22. Within seconds the engine was considerably quiet. I landed in the middle of the white marking on RWY 22.

The examiner suggested that I should have delayed flap extensions until landing was assured but was not overly critical. He simply wanted to insure that I would make it to the runway should something further unforeseen occur (deer in the way, waterfowl in the flight path, another airplane, etc). These were all excellent observations and I have kept them in mind.

We then took off and this time was told the flaps would not work. He was a man of his word. So, I turned base, and started a forward slip, at a moment I thought was optimal and landed in the middle of the white aiming point marking on RWY 22.

The examiner suggested that I could have delayed beginning my slip a shade longer; but seemed pleased. We went back up into the pattern, and this time he said, " Things are going to pot, no engine, no trim, no flaps and lousy position. We were a little further back on the downwind, perhaps mid-field when the game started. I actually dropped the nose and went for speed not the normal raised nose and optimum glide. He spoke in a loud disapproving voice that my execution was wrong. My response was, " Winds changed professor" and flew a hot – tight pattern and put the airplane down on the white aiming point marking on RWY 22.

He looked at me disapprovingly and said, " You are the first examinee this year to do exactly what you said you'd do. But, I didn't like your last method." I'll admit my move was unorthodox; but, it's a Light Sport aircraft and I didn't want to be manhandled by developing winds above trees. I wanted down. Nearer the earth the wind would be, or so I hoped, less ferocious. I was right. Bad boy. Lucky boy.

Today, when briefed on the way to the airport winds were single-digit. At the terminal within about 15 minutes of takeoff, winds were about ten knots. No gusts. Flow was out of 270 and temperature 50F. We flew locally and encountered mild chop at 1000 to 1500 AGL (2700 to 3200 MSL) for the first quarter hour. Then, we climbed to about 2000 AGL (3700 MSL) for a better view of the beautiful lakes and only the very beginning of fall colors.

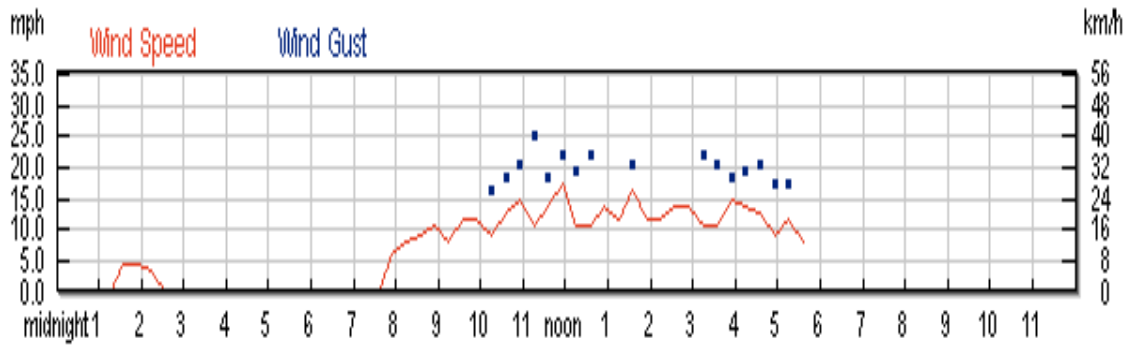


We were just south of Crystal Lake and 40D, Three Lakes Municipal (above photo) when we'd had enough fun. Time to return to base KEGV, Eagle River. Descending to pattern altitude we encountered modestly choppy conditions. The ASOS was broadcasting winds 10 gusting 26 out of 270. Turn to final and descent was normal, however we had a bit of abnormal float as we descended, power-idle to within wing length of RWY 31. Airspeed dropped to mid thirty knots and my expectation of a full stall landing was a severe disappointment.

Instead of a smooth touchdown we were pulled (lifted) upward then dropped like so much trash going into the garbage can. The Cessna landing gear, always an excellent spring, compressed and propelled us back up: airborne. Then we were tossed into the garbage can again. More of this would not make me happy. I throttled up and climbed back into the pattern.

Our second pass resulted in a smooth landing. We had bent only my vanishing pride. No trousers were soiled. It was a lesson regarding vigilance.

Weatherunderground verified graphically that it was a momentary, but nasty period. The gust component (dark dots in graph below) is more than twice steady wind-speed (the red line below). Hence we had elements for a stall-fall-fly-stall-fall-fly condition encountered. Unlucky me.



Airplanes fall when they stall. We are comforted by the fact that most of the time we stall mere inches above the runway. In this case we stalled (with full flaps and power at idle) a bit too high. Heck we were doing fine. Probably, we were in a gust and the wind dropped off 15-16 knots (back to 10 knots from the 26 of the gust). The bottom fell out. We touched down briefly. I call it a bounce. Compared to normal it was like a slam-dunk.

Then a gust and up we go; the airplanes effective speed through the body of air was greater than 34 knots so we flew again. Of course that wonderful Cessna landing gear added a quotient of spring force to insure our 'airborne-ness'. Then, we flew and a mysterious hand slammed us down. I have not had this much fun in years. But, thought we best get out of here before breaking something other than pride.

On the next uplifting vector we went full throttle, re-entered the pattern and landed in a normal smooth manner. Nothing was damaged. All parts were reusable.

Was I complacent? Perhaps. Written by Roger G Blocks after a flight that ended in yet another lesson.

## *Music Made Us Free – Terezín 1944*

EAA Chapter 838, the Choral Arts Society of Southeastern Wisconsin, the Kenosha Chamber Choir, and the Festival Arts Orchestra proudly joined forces to commemorate the 70<sup>th</sup> anniversary of a historic performance of Verdi's *Requiem* by Jewish detainees in the Nazi camp at Terezín. *Music Made Us Free: Terezín – 1944*, was presented at the chapter on Saturday, October 25, 2014 to an audience of over 530.



A multi-media video composition by chapter member Karel Suchy contrasted and complemented the beauty of Verdi's *Requiem*. ([Watch Terezín: Video Score by Karel Suchy here.](#)) A pre-talk by Karel and Gregory Berg drew a standing-room-only crowd, and the post-concert reception was very well received. The featured soloists were Erin Sura, Brianne Sura, Edson Melendez, and Gregory Berg; all accomplished local artists.

Staging this performance in the Chapter 838 building captured the interest of local media and the public, and most likely contributed to the popularity of the event. The connection between aviation and freedom, both in reference to WWII and to the concept of freedom of movement today, made this a natural collaboration. The artistic and logistical success of this concert was greatly enhanced by the support from EAA chapter members, especially Carl and Andrea Bumpurs, Ken and Dorothy Sack, Tracy Miller, and others.





The concept for this concert came from events of World War II. Conductor Rafael Schachter taught Verdi's *Requiem* by rote to weary and hungry singers. Several performances took place at Terezín. One of the most notable was presented to a delegation from the Red Cross in the Nazi's attempt to portray conditions in the camp as being acceptable. The delegation departed having apparently believed the false display. Following this, Schachter and most of his musicians were transported to death camps where they were executed by the Nazis.

Verdi deeply admired Italian author Alessandro Manzoni, whose death inspired his *Requiem*. The work premiered on the first anniversary of Manzoni's passing, on May 22, 1874. Musically, this Requiem is emotionally powerful, much like Verdi's operas. His masterful vocal writing and use of instrumentation, counterpoint, and harmony make this composition a work of genius.



The Choral Arts Society of Southeastern Wisconsin is in its 28<sup>th</sup> season under the direction of James Schatzman. Over 65 singers comprise this auditioned volunteer community chorus, whose repertoire has included a wide variety of works. The organization provides exposure to and performance of diverse styles of choral music to benefit the singer and the community. ([www.choralartsonline.org](http://www.choralartsonline.org))

Julia Suchy, EAA member, and  
Administrator, Choral Arts Society of Southeastern Wisconsin  
800 Center St., Rm. 122, Racine, WI 53403 262-634-3250 [admin@choralartsonline.org](mailto:admin@choralartsonline.org)

## **Welcome New Chapter Members**

John Putra November 2014

Joseph Jardas November 2014

### **EAA Chapter Distribution**

Chapter 18 Milwaukee

Chapter 217 Kenosha

Chapter 414 Waukegan

Explorer Post 218 Racine

Steve Hedges AOPA

### **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**

Jan 15th To be Announced

Feb 19th Peter Bianco and Larry Stys of the local CAP unit. The topic will be Interception in Restricted Airspace – What to do and not to do. Peter and Larry have been involved in several practice intercepts with the CAP and USAF and will show and discuss what happens if you find yourself flying in restricted airspace. They will also talk about their work in the CAP unit.

Mar 19th

Apr 16th

May 14th

### **Officers**

President Daryl Lueck 414-333-4228

Vice President: Vacant

Secretary Tracy Miller 847-420-5098

Treasurer Steve Jenkins 262-681-2491

Foundation Steve Myers 262-681-2528

### **Committee Chairpersons**

Programs Rick Goebel M 262-886-4171

Monday Shop Jerry Bovitz 262-639-8583

Librarian Eddy Huffman 262-639-8301

Membership Dave Finstad 262-554-9714

Newsletter Ken Sack 262-554-9714

Young Eagles Tracy Miller 847-420-5098

### **Directors**

Jim Hantschel 262-637-3376

Ken Sack 262-554-9714

Roy Stuart 262-884-0371

Eddy Huffman H 262-639-8301

### **Chapter Messaging (262) 634-7575**

**Location: 3333 N. Green Bay Rd. Racine, WI 53404**