



What Memorial Day is All About

Piggyback Hero

This article by Ralph Kinney Bennett was published in the Fall 2003 newsletter of the National World War II Memorial Society

Tomorrow morning they'll lay the remains of Glenn Rojohn to rest in the Peace Lutheran Cemetery in the little town of Greenock, Pa., just southeast of Pittsburgh. He was 81, and had been in the air conditioning and plumbing business in nearby McKeesport. If you had seen him on the street he would probably have looked to you like so many other graying, bespectacled old World War II veterans whose names appear so often now on obituary pages.

But like so many of them, though he seldom talked about it, he could have told you one hell of a story. He won the Distinguished Flying Cross and the Purple Heart all in one fell swoop in the skies over Germany on December 31, 1944.

Fell swoop indeed.

Capt. Glenn Rojohn, of the 8th Air Force's 100th Bomb Group, was flying his B-17G Flying Fortress bomber on a raid over Hamburg. His formation had braved heavy flak to drop their bombs, then turned 180 degrees to head out over the North Sea.

They had finally turned northwest, headed back to England, when they were jumped by German fighters at 22,000 feet. The Messerschmitt Me-109s pressed their attack so closely that Capt. Rojohn could see the faces of the German pilots.

He and other pilots fought to remain in formation so they could use each other's guns to defend the group. Rojohn saw a B-17 ahead of him burst into flames and slide sickeningly toward the earth. He gunned his ship forward to fill in the gap.

He felt a huge impact. The big bomber shuddered, felt suddenly very heavy and began losing altitude. Rojohn grasped almost immediately that he had collided with another plane. A B-17 below him, piloted by Lt. William G. McNab, had slammed the top of its fuselage into the bottom of Rojohn's. The top turret gun of McNab's plane was now locked in the belly of Rojohn's plane and the ball turret in the belly of Rojohn's had smashed through the top of McNab's. The two bombers were almost perfectly aligned - the tail of the lower plane was slightly to the left of Rojohn's tailpiece. They were stuck together, as a crewman later recalled, "like mating dragon flies."

No one will ever know exactly how it happened. Perhaps both pilots had moved instinctively to fill the same gap in formation. Perhaps McNab's plane had hit an air pocket.

Three of the engines on the bottom plane were still running, as were all four of Rojohn's. The fourth engine on the lower bomber was on fire and the flames were spreading to the rest of the aircraft. The two were losing altitude quickly. Rojohn tried several times to gun his engines and break free of the other plane. The two were inextricably locked together.

Fearing a fire, Rojohn cuts his engines and rang the bailout bell. If his crew had any chance of parachuting, he had to keep the plane under control somehow.

The ball turret, hanging below the belly of the B-17, was considered by many to be a death trap - the worst station on the bomber. In this case, both ball turrets figured in a swift and terrible drama of life and death.

Staff Sgt. Edward L. Woodall, Jr., in the ball turret of the lower bomber, had felt the impact of the collision above him and saw shards of metal drop past him. Worse, he realized both electrical and hydraulic power was gone.

Remembering escape drills, he grabbed the handcrank, released the clutch and cranked the turret and its guns until they were straight down, then turned and climbed out the back of the turret up into the fuselage.

Once inside the plane's belly Woodall saw a chilling sight, the ball turret of the other bomber protruding through the top of the fuselage. In that turret, hopelessly trapped, was Staff Sgt. Joseph Russo. Several crewmembers on Rojohn's plane tried frantically to crank Russo's turret around so he could escape. But, jammed into the fuselage of the lower plane, the turret would not budge.

Aware of his plight, but possibly unaware that his voice was going out over the intercom of his plane, Sgt. Russo began reciting his Hail Marys.

Up in the cockpit, Capt. Rojohn and his co-pilot, 2nd Lt. William G. Leek, Jr., had propped their feet against the instrument panel so they could pull back on their controls with all their strength, trying to prevent their plane from going into a spinning dive that would prevent the crew from jumping out.

Capt. Rojohn motioned left and the two managed to wheel the grotesque, collision-born hy-



Continued

brid of a plane back toward the German coast. Leek felt like he was intruding on Sgt. Russo as his prayers crackled over the radio, so he pulled off his flying helmet with its earphones.

Rojohn, immediately grasping that crew could not exit from the bottom of his plane, ordered his top turret gunner and his radio operator, Tech Sgts. Orville Elkin and Edward G. Neuhaus, to make their way to the back of the fuselage and out the waist door behind the left wing.

Then he got his navigator, 2nd Lt. Robert Washington, and his bombardier, Sgt. James Shirley to follow them. As Rojohn and Leek somehow held the plane steady, these four men, as well as waist gunner Sgt. Roy Little and tail gunner Staff Sgt. Francis Chase were able to bail out.

Now the plane locked below them was aflame. Fire poured over Rojohn's left wing. He could feel the heat from the plane below and hear the sound of .50 caliber machinegun ammunition "cooking off" in the flames. Capt. Rojohn ordered Lieut. Leek to bail out. Leek knew that without him helping keep the controls back, the plane would drop in a flaming spiral and the centrifugal force would prevent Rojohn from bailing. He refused the order.

Meanwhile, German soldiers and civilians on the ground that afternoon looked up in wonder. Some of them thought they were seeing a new Allied secret weapon - a strange eight-engined double bomber. But anti-aircraft gunners on the North Sea coastal island of Wangerooge had seen the collision. A German battery captain wrote in his logbook at 2:47 p.m.: "Two fortresses collided in a formation in the NE. The planes flew hooked together and flew 20 miles south. The two planes were unable to fight anymore. The crash could be awaited so I stopped the firing at these two planes."

Suspended in his parachute in the cold December sky, Bob Washington watched with deadly fascination as the mated bombers, trailing black smoke, fell to earth about three miles away, their downward trip ending in an ugly boiling blossom of fire.

In the cockpit Rojohn and Leek held grimly to the controls trying to ride a falling rock. Leek tersely recalled, "The ground came up faster and faster. Praying was allowed. We gave it one last effort and slammed into the ground."

The McNab plane on the bottom exploded, vaulting the other B-17 upward and forward. It hit the ground and slid along until its left wing slammed through a wooden building and the smoldering mass of aluminum came to a stop.

Rojohn and Leek were still seated in their cockpit. The nose of the plane was relatively intact,

but everything from the B-17's massive wings back was destroyed. They looked at each other incredulously. Neither was badly injured.

Movies have nothing on reality. Still perhaps in shock, Leek crawled out through a huge hole behind the cockpit, felt for the familiar pack in his uniform pocket and pulled out a cigarette. He placed it in his mouth and was about to light it. Then he noticed a young German soldier pointing a rifle at him. The soldier looked scared and annoyed. He grabbed the cigarette out of Leek's mouth and pointed down to the gasoline pouring out over the wing from a ruptured fuel tank.

Two of the six men who parachuted from Rojohn's plane did not survive the jump. But the other four and, amazingly, four men from the other bomber, including ball turret gunner Woodall, survived. All were taken prisoner. Several of them were interrogated at length by the Germans until they were satisfied that what had crashed was not a new American secret weapon.

Rojohn, typically, didn't talk much about his Distinguished Flying Cross. Of Leek, he said, "In all fairness to my co-pilot, he's the reason I'm alive today."

Like so many veterans, Rojohn got back to life un sentimentally after the war, marrying and raising a son and daughter. For many years, though, he tried to link back up with Leek, going through government records to try to track him down. It took him 40 years, but in 1986, he found the number of Leek's mother, in Washington State.

Yes, her son Bill was visiting from California. Would Rojohn like to speak with him? Two old men on a phone line, trying to pick up some familiar timbre of youth in each other's voice. One can imagine that first conversation between the two men who had shared that wild ride in the cockpit of a B-17.

A year later, the two were re-united at a reunion of the 100th Bomb Group in Long Beach, Calif. Bill Leek died the following year.

Glenn Rojohn was the last survivor of the remarkable piggyback flight. He was like thousands upon thousands of men -- soda jerks and lumberjacks, teachers and dentists, students and lawyers and service station attendants and store clerks and farm boys -- who in the prime of their lives went to war in World War II. They sometimes did incredible things, endured awful things, and for the most part most of them pretty much kept it to themselves and just faded



Racine EAA Chapter 838

Contact

Meetings

Third Thursday's 7:00 pm

Social 6:30 pm

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back into the fabric of civilian life.

Capt. Glenn Rojohn, AAF, died last Saturday after a long siege of illness. But he apparently faced that final battle with the same grim aplomb he displayed that remarkable day over Germany so long ago. Let us be thankful for such men.

A great story. I wonder how many more stories like this one are lost each day as members of the Greatest Generation pass on.

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President's Corner



Daryl Lueck,
EAA Chapter 838 President

Half the year is almost behind us, and it's usually the worse half weather-wise. We have several events coming up in the near future that will need your support to be successful.

Our planned June Pancake Breakfast was cancelled due to the lack of someone to manage it. That's a shame for several reasons.

It's a great event from the participant's perspective: Aircraft to look at and watch fly, the best pancakes in the state and a walk through our building looking at our static displays and getting a better understanding of everything the Chapter has to offer.

The second is the loss of revenue, approximately \$3000. That's one month's operating expenses! In the past years we (my predecessor's and I) have talked about the financial condition of the Chapter. We're like all organizations, in that we need money to run. No Money, no Chapter. Yes, our endowments have been doing very well, but that could end at any time. Without events like the Pancake Breakfast and Monopoly Night, we could not keep the doors open, or the lights on for long.

Volunteering makes all this happen. Please step up and volunteer for these events. I promise you won't be alone, but it starts with someone taking the lead.

The second event for the Chapter was mentioned at the May meeting. We have been asked to conduct an aircraft flyover before the 4th of July fireworks. Our plan is to fly between 6 and 7:00 on the fourth. Again, we need someone to organize this event. Please contact me if you're able to help out.

Blue Skies

Daryl

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Movie Night

Taking the Summer Off

See You All in Sept.



Supported Programs

Explorer Post 218

April 24th

Recently, a Bell 206 helicopter blade was donated to Chapter 838. Phil Fountain decided this could be a great learning opportunity for our Explorer Post and I thought so too. On April 24th he came in and gave a presentation about many things including the features of helicopter blades and how they work to lift, propel, and steer the aircraft. He also had another portion where he talked about some of his experience with aviation and the business world and told us through anecdotes about his life and how he's dealt with different experiences. One other thing that he presented on was tips on making presentations, and how to write, format, and ultimately present them. A big thanks to Phil who made this meeting possible. I know I, and those who went all learned a lot and had fun with this meeting.

Chrissy

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May 8th

This week we took a trip out to SkyDive Midwest. Unfortunately, we weren't there to go skydiving, but we did get a very nice tour and learned a lot about skydiving. We got to see the skydivers dive, learned how their parachutes worked, and got to go inside one of their planes and talk to the pilot. It was great to go see and it even got many of us thinking about skydiving as a hobby; although, some of us said that they'll just stick with flying planes rather than jumping out of them.

Jacob Koehler

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



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Seán's Corner

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ABC ABC an L and 3 Newtons - 10 Laws for Aviators

By Seán G. Dwyer

OK, I'll admit that it lacks the cachet of the 10 Commandments. There is no "I am the Lord thy God . . ." at the start to catch your attention, but I am looking for a way to enhance recall of the laws of physics and chemistry that relate to flying. My goal is to use aviation to make science more memorable for the Young Aviators Class of 2014. If they can remember the laws, they can use them. The 12 students have been selected and the 10 key laws include 7 in Physics and 3 in the field of chemistry.

Before I get to the 10 laws, I would like to provide a quick update of the Young Aviator program. This is the first year where the students will include some kids who have been through all four of the formal youth programs here in EAA 838's chapter house. Those youth programs include Young Eagles (ages 8-17), the Aviation Explorer Club (11-13) which evolved from the Young Aviation Enthusiasts, Aviation Explorer Troop 218 (14-21), and Young Aviators (age 14-18). The four programs are now a source of members for each other, thereby adding to the sustainability of each. Help that the older kids provide to the younger ones will be resume building when they apply to college or seek employment.

The 5 girls and 7 boys selected for the YA class of 2014 include students from 4 different high schools in Racine (Park, Case, Prairie, and Real School). Although Young Aviators has alumni in both schools, we need to up our game in St. Cat's and Lutheran.

Back to the 10 laws, I was looking for an easily remembered acronym like CAVU ("Clear all quadrants, visibility unlimited") or SNAFU ("Situation normal, all fouled up"). The best I could come up with was: "ABC ABC an L and 3 Newtons".

Just in case that is not immediately clear, it stands for the following: Archimedes', Boyle's, and Charles' Laws, followed by Avogadro's Law, Bernoulli Principle, and Coanda Effect, to be topped off with the Lever Principle and Newton's three laws. Say it quickly now, ABC ABC an L and 3 Newtons. They are the key laws of science for all forms of aviation.

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Air Force facing shortage of researchers due to retirements

By Barrie Barber, Dayton Daily News

Dayton, Ohio - The number of scientists and engineers retiring at the Air Force's top science research agency has doubled in the past five years, and defense experts say the trend could lead to a shortage because a growing number of highly trained workers are eligible to leave.

The Air Force Research Laboratory, headquartered at Wright-Patterson in Ohio, has a workforce with about half the employees age 50 or older. This year, 20% of the agency's scientists and engineers were eligible for retirement. By 2018, that figure will reach 33%.

The Air Force reportedly also has lost nearly 30% of its top senior scientists the past two years.

Former Lockheed Martin Corp. Chairman Norman R. Augustine said he expects a future shortage of engineers and scientists, which could impact national security. For decades, the United States has relied on superior technology to maintain an edge against adversaries.

"I do think it puts us at risk, and one of the greatest dangers is, it takes a long time (to find replacements)," said Augustine, a co-chairman of a National Academy of Sciences committee in 2012 that reviewed the status of the science, technology, engineering and math, or STEM, workforce in the Department of Defense and U.S. defense industry.

"You don't just turn the spigot on and say we'll have more engineers."

A 2010 National Academy of Sciences study projected a shortage of scientists and engineers between 2015 and 2020, said George K. Muellner, a former Boeing Co. executive who was a co-chairman of the review.

Budget instability caused last year by sequestration - from civilian furloughs to grounded jets - could hurt Air Force recruitment of civilian scientists and engineers, the retired Air Force lieutenant general said.

"To be frank, if they're not able to start providing some stability to the folks they hire, they're not going to compete well at all," said Muellner, a past president of the American Association

of Astronautics and Aeronautics.

The status of the Defense Department science and engineering workforce has attracted the attention of Congress. As part of the fiscal year 2014 National Defense Authorization Act, lawmakers required the Pentagon to report on STEM workforce needs by last March.

The Defense Department missed the deadline but says a report will be released. In a Senate hearing last week, U.S. Sen. Rob Portman (R-Ohio) pressed the Pentagon to release the data so Congress can assess the issue.

"We want them to define the problem and then tell us how they recruit, how they retain and then what tools they need," Portman said.

The military and defense and national security contractors face the challenge of competing for a limited number of graduate school students. Many students in U.S. graduate schools are foreign citizens not eligible for security clearances.

"Now you've cut the pool of graduate students in half that we're eligible to go after, and of the half that's left, we're competing with industries that are more lucrative," said Scott Coale, a retired colonel and former vice commander of the Air Force Research Lab.

To work on a classified project at a Department of Defense lab, a scientist or engineer must be a U.S. citizen with a security clearance, said Pamela Swann, the research lab's deputy director of personnel.

In limited circumstances, the research lab may employ foreign-born scientists or engineers who have a green card, or permanent U.S. residency but who do not work on classified projects, she said.

The 2010 study that reviewed the Air Force's STEM needs noted "reason for concern as to whether the supply of scientists and engineers who can obtain a security clearance will be adequate to meet the future needs of the Air Force."

The report said that while science and engineering degrees awarded increased 8% between 2000 and 2005, the number of those degrees awarded to U.S. citizens and permanent residents fell 5.5%. It also said women and minorities were a growing segment of potential recruits. It urged the Air Force to take a "proactive role" to address shortfalls in math and science skills among middle and high school students.



Augustine said U.S. high school students fare poorly in international science and math tests and often have not shown the kind of interest in STEM careers their counterparts in other countries have demonstrated.

“That’s the real problem,” he said.

Throughout the Air Force, 21% of scientists and 17% of engineers who are eligible retire every year. Forty-four percent of scientists and 40% of engineers are older than age 50, and the Air Force expects the retirement of 250 scientists and engineers every year until 2019.

Within the Air Force Research Lab, the agency reported 311 scientists and engineers retired between fiscal years 2009 and 2013. In fiscal year 2009, 35 scientists and engineers retired at the research lab, and that number more than doubled to 76 in 2013, agency figures show. Retirements reached a peak of 96 in fiscal year 2012. The agency anticipates 400 more will opt for that path from this year through 2018.

Cockpit Concepts

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

Safety Culture Assessment

A. Background

The formal development of aviation safety management systems can, in large part, be traced back to James Reason’s research and analysis of workplace accidents and his forceful conclusion that the leadership, attitudes and policies within an organization create a climate that is either supports a safe operating environment or becomes a negative factor that may be contribute to an accident should one accident occur.

A dramatic example of an “organizational accident” was the crash of Air Ontario’s Flight 1363 in Dryden Ontario Canada. The Fokker F-28 1000 regional jet prepared for takeoff in the early afternoon. The weather was worse than forecasted with the snow becoming heavy and wet as it mixed with freezing rain. Pressing on, the captain made the decision to takeoff without deic-

ing the airplane. The Fokker struggled after becoming airborne due to wet snow and ice on the wings and, unable to fly, crashed less than a mile from the runway. Twenty-four people perished, including the cockpit crew.

At first glance, the cause of the accident seems obvious: the captain’s flawed decision to takeoff with wing contamination. However, to its credit, the Canadian government initiated a thorough examination of this accident with the Commission of Inquiry viewing this accident in an organizational context by “adopting a system-analysis approach with emphasis on an examination of human performance.” At the end of the inquiry the commissioner concluded, “**this accident did not just happen by chance—it was allowed to happen.**”

The inquiry’s many causal factors and 191 recommendations are too numerous to summarize here. However, a video clip presentation of this accident can be found on Aviation.Org. Log on, select the Media Center tab and then the link to SMS: History and Progress | Reason Model | Organization Factors | Dryden Accident.

On viewing this presentation or reading other accident references, many varied management issues become apparent. Air Ontario was the merger of two airlines with differing management styles. Conflicts between the two pilot groups led to a strike the year before, and flight crew dissatisfaction lingered. The newly acquired F-28 aircraft were placed in service without adequate planning. Flight department staffing was incomplete, flight procedures and manuals inconsistent, dispatcher certification was inadequate and deferred maintenance and lack of spares inventory all were notable deficiencies. In other words, the management culture (“the way we do business here”) permitted many active and latent weaknesses to exist.

B. Assessment

The Dryden accident may be an extreme example, but there are weaknesses at all levels of every organization. Our job is to uncover the latent deficiencies and correct the active ones. It is an ongoing process in a changing, dynamic environment where the operational and financial realities tend to clash with lofty objectives. How can we gain a measure of where our organization stands?

Some years ago Dr. Reason presented a simple checklist of 20 questions to assess “institutional resilience.” By answering ‘Yes,’ ‘?’ (maybe/unknown) or ‘No’ and totaling the result we obtain a safety culture score. Transport Canada has posted this questionnaire to its website as TP 13844—Score Your Safety Culture (<http://www.tc.gc.ca/eng/civilaviation/publications/tp13844-menu-275.htm>). Ever the pragmatist, Dr. Reason categorized the highest scores of 16-20 as “So healthy as to be barely credible.” There is no absolute perfection.



There are many references to safety culture in the literature. Perhaps this simple TP 13844 checklist is a good place to start in the process of self-evaluation.

Bob

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FAA Safety Team

The following is directed toward larger aircraft but may be useful to all pilots interested in using EFB during flight.

New Guidelines for Certification, Airworthiness, and Operational Use of Electronic Flight Bags

This joint Flight Standards Service (AFS) and Aircraft Certification Service (AIR) advisory circular (AC 120-76C) contains guidance on the operational use of Electronic Flight Bags (EFBs). It is intended for all operators conducting flight operations under Title 14 of the Code of Federal Regulations (14 CFR) part 121, 125, 135, or 91 subpart F (part 91F) and part 91 subpart K (part 91K) who want to replace required paper information or utilize other select functions of an EFB. This AC sets forth an acceptable means, but not the only means, to obtain FAA authorization for the operational use of EFBs. Part 91 operators can find additional EFB information in the current edition of AC 91-78, Use of Class 1 or Class 2 Electronic Flight Bag (EFB). For guidance on the installation of EFB components, refer to the current edition of AC 20-173, Installation of Electronic Flight Bag Components. To learn more about it click on the link: http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_120-76C.pdf

Beware The Frankenplane!

There are an infinite number of modification possibilities for which a person might apply for a Supplemental Type Certificate (STC) and independently, it is unlikely that any one approved STC would pose a threat to the airworthiness of an aircraft. It is when there are multiple STCs applied, however, that a "monster" can be born and the results of this can be disastrous. To read more about it check out "Beware the Frankenplane – The Hidden Dangers of Layering STCs" in the May/June, 2014 edition of FAA Safety Briefing. The magazine is available at: http://www.faa.gov/news/safety_briefing/

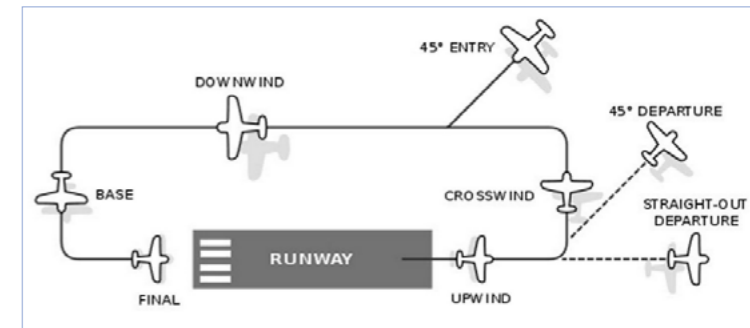
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Perfect the Pattern

By Pia Bergqvist / Published: Mar 13, 2012 - **Flying Magazine**

The traffic pattern around an airport keeps the flight paths of airplanes in the vicinity predictable. By following the same track, it is easier for pilots to see other airplanes approaching to land. But the safety and efficiency of the traffic flow is dependent on the pilots in the pattern. It can become quite frustrating to do pattern work around an airport with pilots who extend their downwind legs on each circuit, delaying each lap unnecessarily and increasing the risk for others as they're forced to fly further from the runway than necessary. Therefore, you should learn to fly and stick to flying a perfect pattern.

A good pattern begins as you approach the airport. Make sure you descend to the pattern altitude before you enter the downwind at a 45-degree angle. This keeps you at the same altitude as others in the pattern and makes it easier for them to see you. If you're flying a full pattern, try to track as close to the runway heading as possible after you take off unless noise abatement procedures prohibit a straight out departure. If there is a crosswind, crab into it to maintain a straight track.



You should keep the downwind leg close enough to the runway that you can easily make a no power landing. If you're in a high-wing, such as a Cessna, use the strut as a reference. Reference the runway about half way up the strut while you're flying parallel to it. If you're in a low wing, keep the runway near your wingtip. To maintain that distance from the runway, make adjustments for crosswinds by crabbing into the wind.

Power and flap settings will vary depending on the airplane you're in, but you should begin your descent when you're abeam the approach end of the runway, provided there is nobody else landing before you. Make the base turn when the runway is at a 45-degree angle as you look behind you. You shouldn't fly beyond the 45-degree point unless you have to extend the downwind leg to avoid other traffic in the pattern. If you're practicing no power approaches, you will need to turn toward the runway almost immediately after you reduce the power or you



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won't make it. If there is another airplane landing ahead of you, you can start your downwind to base turn once that airplane passes your wingtip on final to maintain adequate separation.

Be careful not to overshoot the base to final turn, but don't be tempted to increase the bank angle to catch the final leg since you're already low and slow. It's better to start the base to final turn early and maintain a shallow bank angle. And always add power instead of pulling back on the yoke if you get low to avoid an inadvertent stall. The amount of time you spend on base will vary greatly from day to day based on the wind conditions. On a windy day, you may not have time to level the wings.

Once you're on final, all you have to do is keep the airplane aligned with the centerline. With a crosswind, you can do this either by crabbing or side-slipping. After you touch down on the centerline and get off the runway at the first safe taxiway, you've completed the perfect pattern and made pilots around you happy too.

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The People

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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
Matththew 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

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 15 th		
Feb 19 th		
Mar 19 th		
Apr 16 th		
May 14 th		

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