



## Tangible Rewards

### This Years Young Aviators Program

By Seán Dwyer

A thank-you letter from one of the students in the recent week-long Young Aviators camp included the following paragraph:

“I’ve learned so many things from so many different people this week, from college preparation to weather, and all of them will be of great benefit to me in my near future. One of the most enjoyable tasks we completed was in the shop – building the wing section. It offered a great learning experience for how accurate you must be while building an aircraft and also the tools, skills, and time that are required.

Another pleasant aspect from the shop is that



Jerry, Max, Nick and Ralph discussing the plans, wing component is on the right.

it requires you to get up and think creatively and three dimensionally.”

16 year old Max Cruz from Horlick High-school also thanked his flight instructor, Larry Stys, but it was clear that the Fabrication Shop had a major impact on him. A lot of people mistakenly assume that the Young Aviators program is only about flying, although the students did log five hours in the left seat of a C-172 and another five hours in a simulator during the week.

However, they also put in 10 hours of classes on various sciences, five hours with an assortment of guest speakers, and ten hours in the Fabrication Shop. The latter was run by

Jerry Bovitz, with support from Ralph Skorupa and Tom Hall. Bottom line, aviation was only the appetizer in Young Aviators. STEM was the main course.

We can speculate on why Max’s letter focused on the Fabrication Shop portion of the program. Was it the tangibility of what he constructed with his own hands, an airplane part that will undoubtedly sit on his desk or shelf for years to come, or was cutting, bending, shaping, and riveting aluminum simply “his thing”.

Undoubtedly, for some students other aspects of the program made the biggest impact. With their ages ranging from 14 to 18, some started the week too young to take driving lessons, and ended the week doing take-offs and landings. That may not be as tangible as something you can put on a shelf, but – believe me – it changed them. One student had his grandfather – a long time pilot – in the back seat during one flight late in the week, and another had her father (“Quiet Dad – I am trying to land”) in the back seat. That is



Ben Sellers with his Grandfather in the back seat.

the stuff of which memories are made for both old and young.

The Young Aviators program is just one of four youth programs operating out of EAA 838’s chapter house, and all four overlapped during the week. The Aviation Explorer Club (ages 11-13) met on Wednesday night to discuss flight planning. Aviation Explorer Post 218 (ages 14-21) helped at the YA graduation ceremony on Friday and at Young Eagles (ages 8-17) on Saturday. These programs are now feeding students from one to the other, and word-of-mouth from our student alumni is undoubtedly our best recruiting method. Onward and upwards!

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YA 2012 student Ester (center) encouraged classmates to participate in YA 2013 Emily (left) and Annie (right). Ester is now a member of Aviation Explorer Post 218.



YA students Matt, Max, Nick, Emma, and Sara working in the Fabrication Shop.



## My Third Young Aviators Event

By Mike Palazzola

Somehow we did again, the program went smooth as silk. Twelve more Young Aviators were launched into the future. With logbooks that show over 5 hours of flight, and 5 more hours of SIM's. With diplomas and scholarships in arm. Scholarships that paid for 83% of this year's Young Aviators program. But more importantly scholarships that tell future colleges that these students are worthy of application, admittance and additional scholarships. Scholarships that are key to getting into future jobs and universities. Taking the Young Aviators program looks good on their next application.



Tony Fumo's after his first flight.

I can't understand why don't the larger populations of Milwaukee, and Waukesha, do a similar program? It wouldn't take one dime or one student from our Racine's based program, if local pilots from Waukesha offered a similar program. I can only come to the conclusion, that Racine is blessed with a magical combination of pilots, volunteers, donors and airport facilities that year after year make the first week in August a perfect time for young aviators.



Emma Anderson not very excited after her first flight.

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### Sean's Question

Question: The term "knots" means "nautical miles per hour". Why is it spelled "knots" and not "nauts"? **Answer on last page.**

Getting a scholarship and completing the YA programs looks even better to the people that review your resume. Not just for college soon, but for future job interviews after that.

Any flying school could do this. Any EAA chapter can do this. While Chapter 838 has provided us with the perfect facility to stage this event. And we are additionally blessed with many talented and generous people, that put their talents to work here. It's more about volunteerism and hard work, then local resources.

And yet Racine, Wisconsin is one of the few places that has a week long summer flying program. This year we received phone calls and applications from California and Tennessee and even Mexico. Much of our funding is locally-based (Racine County), so the majority of our scholarships go to local students.



Grant Pitts also after his first flight.



# President's Corner



Eric Wolf, EAA Chapter 838 President

It's hard to believe that summer is already winding down, which means that our annual Monopoly night fund raiser is approaching fast. If you haven't already done something, now is the time to think how you can help out. The event is planned by the talented Monopoly committee, but its success ultimately depends on you.

So what needs to be done you ask? Here are a few options:

1. Sign up to be a player - either individual, couple, or buy a table of 6 and invite your friends.
2. Get a corporate sponsorship - ask companies that you are associated with to help out.
3. Donate a silent auction item - gift baskets, Packer/Brewer tickets, framed pictures, services, gift certificates from local businesses are all fair game.
4. Volunteer for the night.

I have yet to hear about someone that didn't have fun at past Monopoly nights. Given all the familiar faces that I see year after year I would say that we have a lot of "repeat business". This allows for the growth that we have seen every year since the beginning. **It's more than a fund raiser – it is an event that is fun for everyone in the chapter including the outlying chapters of Waukegan, Kenosha, and Milwaukee.**

Last month I wrote about the homebuilding movement that changed the industry and continues to grow. I wondered if Paul Poberezny envisioned all of this 60 years ago when he started EAA. As it turns out, Paul passed away a few weeks later on August 22 at the age of 91.

I had the pleasure of meeting Paul and getting a tour of the Founder's Wing, complete with a ridiculous number of awards and a list of aircraft that he flew, well beyond the number that I have ever heard of. Although he generally claims that the beginning of EAA was "just another

flying club", I think he had some inkling of the potential to be much more. Whether they know it or not, everyone involved in aviation has been affected by EAA, homebuilding, and Paul Poberezny.

Over the next few months you may notice a few improvements to our building. We already had the classroom, entrance, and observation area repainted. The two furnaces above the classroom and observation area will be replaced with high efficiency units. The furnaces required numerous repairs over the last winter and it is time to get higher performing units. The front gate will be replaced with a sliding system that should work much better than our current troublesome pivoting gate. Lastly, landscaping improvements aimed at improving the look and reducing maintenance will be implemented. Due to timing and the other projects, the landscaping may not happen until next year.

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By Kristin Niemiec

Experimental Aircraft Association (EAA) Chapter 838 of Racine is once again hosting a night of friends, fun and Monopoly! This year's Monopoly Night will be held on

**Saturday, October 12, 2013.**

The evening begins with beverages, appetizers and then a fast-start game of Monopoly. But that's not all! We have a silent auction and prizes for the top Monopoly players!

This event is the Chapter's largest fund raiser. The proceeds from this event support the Chapter's aviation education programs as well as the Southeast Wisconsin Aviation Museum.

Please plan on joining us for some old fashion board game fun! Get your tickets early and save. Advance tickets are \$45 per person and \$80 for a couple before October 1st. After October 1st tickets are \$50 per person or \$90 for a couple. For tickets or for more information contact Kristin Niemiec at 262-637-2226



# Supported Programs

Meetings  
Third Thursday's 7:00 pm  
Social 6:30 pm  
September 2013  
Volume XXIV Issue 9  
www.Eaa838.Org

## Explorer Post 218

By Ken Sack

The Aviation Explorer Base in Oshkosh completed its 21st year. Attendance matched last year's high numbers. 16 posts from 11 different states attended. There were 175 Explorers, advisers, and staff in camp. We volunteered at many different areas, including Homebuilt airplane parking, Flight Line Safety at the 3 intersections of the active taxiway, Flight Line Safety riding scooters where visitors watched the air shows, Flight Line Operations for Factory Built airplane parking, Assisting the National Park Service Wright Flyer simulators, and Timeless Voices.

Of the 10 Explorer Base Chairmen, 3 are current EAA Chapter 838 members, and 3 are current or previous Explorer Post 218 members. Carl and Adele Helmle started the Explorer Base 21 years ago with Explorer Post 218 and a few other posts. It has grown enormously since then.

## AirVenture Oshkosh

By: Ryan Mevis

Adventure at its finest, the freedom to explore, and about as up close and personal to aviation as it gets: Yes, Oshkosh's famous Air Venture 2013 is what I'm talking about. The week of July 27th through August 3rd our post members along with several other posts from Southern California to North Carolina took the opportunity to volunteer on the flight line, watch the magnificent air shows, and find as many (free) things as possible! Something new this year during the week was that around 3 or 4 o'clock, we were able to attend short lessons or classes on certain important challenging topics. Volunteers that were or are still professionals spoke about topics such as aircraft maintenance, radio communications, aircraft identification and their aviation careers. Each taught their topic in their own unique way but thoroughly. One example is a lesson, I found that was



very helpful and also fun, was the radio communications lesson. We each made our own tail numbers and acted as though we were airplanes speaking back and forth with our instructor, who was our control tower, as we taxied, took off, and landed. As funny as we looked and sounded with our new lingo, everyone took that skill away with them. Also on the last Friday night, Disney's movie "Planes" made its big debut on Oshkosh's Fly-in Theatre screen. It's just another way that aviation reaches out to kids and even young adults.



For some in our post it was the very first time, for others this was another to add to the list of memories, new friendships, new ping pong or 'Axis and Allies' rivals, and new fun, exhilarating experiences that AirVenture brings. So all who are thinking about planning on an aviation career, whether it be military or civilian, or if your interest in aviation

has just sparked, remember one thing about aviation: All the paths lead to AirVenture Oshkosh! Thank you everyone and hope to see you next year!

The 2013 Explorer Post 218 vs. EAA Chapter 838 mini golf tournament was held Wednesday August 15th at Mulligans on Douglas Avenue. There were 19 people who attended, with only 3 chapter members. Of the 3 chapter members, 2 were Post advisers, Ken Sack and Marla Smith, in addition to Eddy Huffman as the other chapter member present to represent the chapter.

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## Mini Golf Outing: Explorer Post vis Chapter 838

Last year we had about 6 chapter members present, and the chapter one by a stroke. This year the Chapter won again, but we need more chapter representation in 2014 to make it a true competition. For \$5, everyone got to play 18 holes of golf, as well as pizza and soda provided by the Explorer Post Committee. So put Thursday, August 21 on your 2014 calendar. This is the chapter's normal meeting night, but we skip that in August, since we have the chapter picnic after our August Young Eagle Rally.



Service Center and saw how Cessna Citation jets are serviced. There were 7 jets in the hangar. The Club members were able to sit in the cockpit of one of the jets. The attached picture shows them.

## Remaining Schedule

- 10. Sept. 11 – 6:00 PM  
(Transportation by parents – drive to south ramp of Batten field off Golf Rd. for tour of maint. facilities and various aircraft in hangars)
- 11. Sept. 13 - Modine-Benstead Observatory Time to be determined
- 12. Sept. 25 - 6:00 PM - Awards presentation and picnic
  - Speaker - Carolee Barnett - American Air Lines
  - Awards - Katie Clark and BSA representative, Brian O'Lena EAA
  - Picnic by Ken Sack, Kristian Niemiec and parents (time as needed)

## Aviation Explorer Club

On Wednesday 8/7, Jerry Baker, Eddy Huffman, and Sean Dwyer helped the Club members plan a cross country trip from Racine to Burlington, and back to Racine. They learned about headings, time, altitude, and fuel burn.

To  
On Saturday, 8/24, Jerry Baker held a mini ground school to plan the cross country trip to those that could not attend the previous training. Then Sean Dwyer and George Snamiske flew 7 Club members on their cross country trip.

On Wednesday 8/28, six Aviation Explorer Club members and their parents went to the Milwaukee Citation



## HALO

The outside grounds of EAA Chapter 838 will be used for a fund-raiser on November 8th-9th. Racine's Homeless Center, HALO will be sponsoring a "Sleep Out for HALO" from Friday night at 6:30pm until 7:00 am Saturday morning.

You will begin seeing posters or letters about this, and are all welcome to participate. Youth 12 and older will be targeted along with chaperones. They will be given a box, a t-shirt a snack and a journal to document the experience of sleeping out overnight in a secure environment. They are asking each participant to obtain \$200 in pledges, and they are hoping for 200 youth and chaperones. Ken Sack will be there to lock the gate in the evening. The Racine Police department plans to have three police officers on site as well throughout the night. Dave Mann has approved of the event, and HALO will get insurance for the event covering Batten Field and EAA Chapter 838. You can either camp out overnight or be a virtual participant at home. Either way you will be asked to get pledges for HALO. Keep watching for more information. Contact Dorothy Sack, Committee Chair at 262-5549714 if you would like to be a sponsor of the event.

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## Paradigm Paralysis

By Seán G. Dwyer

My role in the Young Aviators program was to introduce kids to sciences upon which aviation depends. At the end of each class I gave the students an assignment. That night they had to teach somebody, a sibling, a parent, whoever, something that they had learned that day. This is the best way to learn anything, and right now I am trying to learn why dirigibles are being ignored. Think about it, minimal energy to get lift, can carry big loads, do not need a runway, can loiter, etc. Could the problem be due to paradigm paralysis?

A paradigm is a rule, and paradigm paralysis is where people follow a rule, often without even knowing it, not to mention challenging it. Sometimes the paralysis persists because of the way a product evolved. The bicycle saddle is a good example. It is called a 'saddle' and not a 'seat' because bicycles replaced horses. But there is no horse, so why challenge the male anatomy so cruelly? Another reason for long-lived paradigm paralysis is that the event that burned the rule into our minds was so horrific that it becomes an unchallengeable 'given'. Take the Hindenburg for instance.

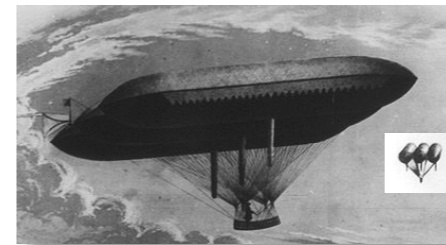
I know what you are thinking. You hear that quavering voice of the radio reporter ("Oh the humanities . . .") as he narrated the horrible scene of the blazing dirigible, the largest aircraft in history, smashing into the ground. Aircraft crashes are rarely filmed as they occur, and that widely distributed film with the accompanying dialogue ended the golden age of dirigibles on May 6, 1937.

But did you know that 61 of the 97 people on board Hindenburg survived? 13 of the fatalities were passengers, and they are the only passenger fatalities in the history of commercial dirigibles. Wow. Zeppelins were the 1st revenue generating airliners, and also the 1st trans-Atlantic airliners. Hindenburg's sister ship, Graf Zeppelin was 29 feet shorter and flew 1,053,391 miles, in its nine years. It carried over 34,000 passengers in 590 flights without a single passenger injury. On one around-the-world flight it flew from Friedrichshaven to Tokyo, then Tokyo to Los Angeles, Los Angeles to Lakehurst NJ, and finally Lakehurst to Friedrichshaven.

Here is another point to consider: Hindenburg was originally designed to get its lift from the inert gas helium, not hydrogen. However, the only source of helium was the USA and we refused to allow it to be exported to Germany. Helium, unlike hydrogen, is nonflammable. Dirigibles will never be fast, but the energy to get them aloft and - more importantly - keep them in the air is minimal. We have plenty of helium. So what is stopping us today from having helium filled dirigibles replace railways and large cargo haulers? Paradigm paralysis? Why have dirigibles almost been erased from memory?

Here is an example of that near erasure. You probably know that the first trans-Atlantic

flight was made by Alcock and Brown in a Vickers Vimy bomber. They left St. Johns, Newfoundland on June 14, 1919 and landed in a bog near Galway, Ireland just under 16 hours later. They were not hurt in the landing, although the airplane was damaged. While that clearly was a remarkable flight for its time, were you aware that a British Zeppelin, the R-34 flew from Scotland to New York just two weeks later (July 2-6)? Furthermore, R-34 departed New York on July 10 for the return flight, arriving in the UK after a flight of 75 hours and 3 minutes. Which was more impressive? The Vickers Vimy that crashed on landing or R-34 which made a round trip?



1863 Aereon

A book, *The Deltoid Pumpkin Seed* by John McPhee, got me interested in this subject. It described an effort to build an "Aereon", a combination airplane and dirigible in the 1960's. They got as far as a successful 'proof of principle' prototype that demonstrated that the planned shape would work, but never made a version large enough to benefit from helium. This shape looked like a delta wing from above and a pumpkin seed from the side, i.e. pointed at both ends. They envisioned it having propellers at the back which would push it through the air, while most of the lift was to come from helium filled bags in the interior.

Here is another surprise: Inspiration for the 1960's Aereon was another Aereon from 1863(!)

Solomon Andrews' (1806-72) first Aereon had three long hydrogen filled tubes. He made enough controlled flights around New York that we can be sure that it flew. But why did history ignore it? Especially since he did not have an engine. While a spherical balloon would climb vertically when ballast is dumped, a flat balloon canted at one end (think angle of attack) would move forward. This angle was controlled by shifting weight in the basket. Andrews described his method of propulsion as "gravitation" and varied buoyancy by dumping either gas or ballast. He would fly forward in a series of up and down glides similar to tacking in a sail boat. Now if that is not clear to you, don't feel alone. It is not clear to me either, but it will be, and I will tell you more when that happens.



1966 Aereon Concept

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## Accidents

Every flight is different ... but GA accidents follow well-worn patterns. Whether heedless, hapless, or simply clueless, pilots keep falling into the same traps that have snared others before them. It happens every year all across the country. The following accidents are from ASI's database and happened between 05/30/2012 to 05/30/2013 for aircraft weighing 12,500 pounds or less.

### Takeoff

Taking off might seem like the easiest part of flying -- but GA takeoff accidents average about one every other day. Whether uphill, downwind, overweight, or underskilled, about one-sixth of these mistakes prove fatal.

### Landing

Bad landings are the most common type of GA accident with an average of eight per week. Some are due to poor judgment, but many reflect a lack of basic stick-and-rudder airmanship.

### Fuel Management

Improper fuel management causes far too many GA accidents -- nearly two per week on average. Whether the result of fuel exhaustion, starvation, or contamination, these mishaps are easily preventable.

### VFR-into-IMC Accidents

Attempting VFR flight in instrument meteorologic conditions is one of the most consistently lethal mistakes in all of aviation. Since 2002, more than 86% of all fixed-wing VFR-into-IMC accidents have been fatal, a higher proportion than for mid-air collisions, wire strikes, or pilot incapacitation. Mountains aren't always involved. VFR-into-IMC accidents happen in places as flat as Florida, Wisconsin, and Kansas.

### Stall/Spin Accidents

The skidding turn from base to final may be the classic set-up, but unintended stalls also cause accidents during takeoffs, landings, and go-arounds, simulated engine failures, and buzzing attempts. At low altitude, there may not be room to recover from even a coordinated wings-level stall, and with perfect technique spin recovery can still require at least a thousand feet. Almost two airplanes a week are lost when their pilots unexpectedly exceed the critical angle of attack, and more than 40% of these crashes are fatal.

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## Joseph T. Nall Report

Slightly fewer accidents despite a modest increase in flight time reduced the accident rate for non-commercial fixed-wing flights from 6.60 per 100,000 hours in 2009 to 6.30 in 2010, a decrease of almost 5 percent. The non-commercial helicopter accident rate dropped nearly 30 percent thanks to a 22 percent reduction in the number of accidents and a 7 percent increase in flight time. Both their total rate of 5.29 accidents per 100,000 hours and their fatal rate of 1.07 fell below the comparable fixed-wing rates for the first time. Accident rates on commercial flights, both rotorcraft and fixed-wing, remained almost unchanged. However, the safety record of amateur-built and experimental light sport aircraft improved dramatically, with one-third fewer fatal accidents and 20 fewer accidents of all kinds than the year before.

## Center to Advance the Pilot Community

For the past 30 years, there has been a slow, steady decline in the number of pilots in the U.S. In 1980, there were 827,000 active, certificated pilots, and by 2011, that number had dropped to just 617,000, and it continues to fall. Dropout rates for student pilots are as high as 80 percent.

For the past three years, AOPA has made understanding this phenomenon and reversing the trend a top priority. We have delved into the reasons for the declining numbers and the student dropouts. What we've learned has been enlightening—and it has given us cause for hope.

We discovered that many thousands of people still want to fly. Children still look at airplanes with wonder. Adults still dream of taking the controls and rising above the earth. People of all ages still feel a connection to machine and sky.

We also discovered success stories of people who are making those dreams come true, of flight schools where students prosper, of flying clubs that are seeing record growth, and of pilot communities of all types that welcome aviation enthusiasts with open arms and support them on their own aviation journeys.

### Building on success

AOPA has a powerful voice in Washington, and we are doing everything we can to keep the rising cost and complexity of aviation under control. But it will take more than just government advocacy to reverse the decline in general aviation. That is why AOPA has created the Center to



# Racine EAA Chapter 838

# AOPA

Meetings

Third Thursday's 7:00 pm

Social 6:30 pm

September 2013

Volume XXIV Issue 9

[www.Eaa838.Org](http://www.Eaa838.Org)

Advance the Pilot Community as an entirely new program.

## What comes first?

The first major initiative of the Center to Advance the Pilot Community will be to support the development of a network of flying clubs. Extensive research has shown that flying clubs are a valuable part of the aviation landscape. Pilots involved with the most effective clubs find aviation more affordable and more accessible, and flying clubs create the type of supportive community that keeps pilots active and engaged. AOPA will work with flying clubs nationwide to provide the tools and resources clubs need to build on their own success and that of their members. As part of that effort, the Center will develop a flying club network to strengthen the bonds among pilots and clubs nationwide. Our goal is to link 1,000 clubs over the next five years.

The Center will also be continuing the work that AOPA began a couple of years ago with the Flight Training Student Retention Initiative. Our detailed research proved our worst fears—as many as 80 percent of student pilots drop out of training without earning a pilot certificate. If we could reduce the number of dropouts by as little as 10 percent, we could welcome thousands of new pilots into the aviation community each year.

Our initial work in this area is now translating into practical projects such as the Flight Training Excellence Awards, which recognize flight schools and CFIs that provide top-notch training experiences. In 2012, the first year of this project, we received more than 2,400 nominations from satisfied students and customers. By recognizing the best in the business, we hope to promote best practices. To help flight schools, instructors, and students create the kind of collaborative training environment that produces success, we are launching a collection of three Flight Training Field Guides. We will also be building on the success of the My Flight Training website, which gives students tools and information tailored to their training experience and recognizes their success at important milestones along the way.

In addition to looking at how we bring new people into aviation, we'll also be paying attention to how we keep people involved. Each year thousands of pilots drift away from flying. Our research is helping uncover the reasons why people stop flying and revealing ways we can help them continue to enjoy all the benefits of flying.

## A commitment to the future

But there is much more to do. The decline in the pilot population didn't happen overnight and reversing the downward trend requires a long-term commitment. The Center's first few

initiatives are just the beginning of what will become a much more robust and wide-reaching program that builds a community in which more people earn pilot certificates, pilots are more active, and the flying lifetime of pilots is extended.

AOPA has made the commitment to create the Center to Advance the Pilot Community. Through contributions to the AOPA Foundation, this effort will grow and be sustained in order to strengthen general aviation now and for future generations. Visit often to see the programs being developed, plans for the future, and how you can help.

## Adam Smith, Senior Vice President, the Center to Advance the Pilot Community

Adam Smith Born and raised in northern England, Adam obtained degrees in modern history and museology from the University of Leeds, England and the University of St. Andrews, Scotland.

Prior to relocating to the USA he managed the Scottish National Museum of Flight, located on a historic airfield near Edinburgh. While there, he learned to fly in a World War II Piper L-4.

Adam worked for the Experimental Aircraft Association in Oshkosh from 2001 until 2012 where he oversaw the operation of the EAA AirVenture Museum, aircraft operations, youth education programs, membership programs, Chapters and publications. He also organized the program of features and attractions at the annual AirVenture fly-in.

He recently joined AOPA as senior vice president of the Center to Advance the Pilot Community. The Center has been created to stop the slow, steady decline in the number of certificated pilots in the United States and seek ways to stimulate growth.

Adam currently owns a Cessna 180 and a clipped-wing J-3 Cub, and is building a replica of a World War I Sopwith Pup using original plans.

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## NTSB / FAA / NBAA / TSA

### FAA Safety Team

#### Runway Safety Flash Cards

How good is your knowledge of runway signage and markings? Refresh your memory now with FAA's newly released Runway Safety Flash Cards and Quick Quiz for mobile device users of <http://www.faa.gov/mobile/>. The new page features flippable runway signage and markings flash cards that change when you re-orient your mobile device. After you brush up on the flash cards, you can test your knowledge of runway indicators with a quick quiz.

#### Reminder: Comment Period Open Until Aug. 23 for New ACS documents

On July 24, 2013, the FAA published a Notice of Request for Comment in the Federal Register regarding the availability of additional draft Airman Certification Standards (ACS) documents. They include a first draft of the authorized instructor certificate documents, a second draft of the private pilot certificate and the instrument rating documents, as well as a set of frequently asked questions. These documents are designed to help improve the relevance, validity, and effectiveness of aeronautical training and testing materials and can be accessed at [www.regulations.gov/#!docketDetail;D=FAA-2013-0649](http://www.regulations.gov/#!docketDetail;D=FAA-2013-0649) or by referencing Docket No. FAA-2013-0649 at <http://www.regulations.gov/>. The comment period closes August 23, 2013.

#### FAA Forums Well Attended at AirVenture

Attendance for this year's FAA forums at AirVenture (July 29 – Aug 2) totaled 5,704, including 188 attendees at the event's seaplane base. Those who were not able to attend AirVenture had the option of viewing the forums as a webinar. Webinar attendance totaled 1,167 during the 35 scheduled sessions.

"Overall attendance at the forums was down slightly," says Great Lakes Region FAASTeam Assistant Manager Rich Mileham, "but we're encouraged by the strong numbers of online webinar participants, which averaged more than 33 viewers per session." Mileham also attributes the success to a more widespread use of quick response (QR) codes and shortened URL links to promote the schedule.

#### The 411 on ELTs

Do you know the difference between analog and digital ELTs? Even in the current digital world, not every emergency beacon has a GPS receiver. Learn about the different types of emergency beacons on page 19 of the current issue of FAA Safety Briefing, online at <http://1.usa.gov/SPANS>.

### NBAA

I have known Robert Jenny for a number of years through an organization, International Business Aviation Council (IBAC), that we both belong to as third party safety auditors for the corporate aviation community. Bob has given me permission to publish his very worth while readings from his bimonthly publication.

Phil Fountain

### Angle of Attack, Revisited

By Bob Jenney (rmj@aviation.org)

Over the years I have championed having Angle of Attack indicators in the cockpit with this critical flight information being directly available to the pilot. In fact, late last year a Cockpit Concepts titled Displaying Angle of Attack (AOA) recounted different accident scenarios and concluded, "Wouldn't incorporating AOA in our scans be highly desirable in challenging situations such as these?" Perhaps feeling a bit preachy, I then got "off the soapbox" on this issue.

Incorporating AOA remains a salient topic, however, as recent accidents following loss of control during non-precision approaches indicate. Nonetheless, it is heartening to note that AOA has been receiving increased attention in the aviation news and is gaining support where it counts, in the marketplace. The general aviation segment, in particular, is developing equipment options that point to improvements that may prove significant, rendering the soapbox unnecessary.



Our colleague and contributor Thomas P. Turner publishes FLYING LESSONS Weekly and frequently states that “loss of control in flight is the Number 1 cause of fatal general aviation crashes.” In his July 25 issue, Thomas reviewed recent progress in AOA cockpit instrumentation and notes, in particular, Ion Aircraft’s primary AOA instrument display. Let us hasten to note that Thomas does not endorse this or any other specific product, nor do I, but it is useful to view this development as an example of possible cockpit advancements. Thomas provides us with a link to an Ion Aircraft’s video,

<http://www.youtube.com/watch?v=2wlvpJLcf-A>

that describes AOA features. It is, admittedly, a promotional piece but does describe the general concepts in understandable terms.

If this development is any indication, the incorporation of AOA in the cockpit is gaining acceptance. Hopefully, AOA indicators will be providing more and more pilots with basic flight information related to aircraft control and stall avoidance in the years ahead.

## CFIT: Nighttime Ops II

By Bob Jenney (rmj@aviation.org)

As noted, this topic is the subject of an NTSB Safety Alert and it deserves further examination. CFIT remains a perplexing concern under all flight conditions, and night flying tends to exacerbate many of its causal factors. In addition to sensory and visual illusions, increased cockpit workload, fatigue potential and mild hypoxia can increase risk.<sup>1</sup>

The CFIT/CFIT stories told in NTSB and ASRS database narratives are similar, and all point to the lack of adequate preparation. It’s not only lack of positional awareness; attentions become diverted because of concerns with weather, fuel, equipment, etc. Improved situational awareness requires increased diligence at night along with anticipation of potential hazards and conditions.

As an aside, a good friend operates an electro-plating shop. It’s a typical small business that requires craftsmanship under fairly difficult operating conditions. I say craftsmanship because the many variables that affect the end product require great attention to detail. Interestingly, when failures do occur they almost always result from inadequate preparation of the base metal before the final finish is applied. Although more complex perhaps, our tradecraft is similar in

that we must concentrate on tasks and conditions and adapt to the many changes that are encountered. In both enterprises, preparation is key.

Preparation. Visualize the flight ahead: the departure; the terrain and obstacles; the approach. Anticipate the letdown and maintain the proper descent profile—plan on fighting that “black hole” effect that leads to shallow approaches (and diminished obstacle clearances). What will the destination airport and its features look like? Mental rehearsal raises the in-flight comfort level; when things aren’t “right” pledge to act without delay.

Avoiding “controlled flight into terrain” remains one of aviation’s greatest challenges. The risks are real; prepare for them. Be on-guard and ever vigilant. Be in control. There are no shortcuts.

<sup>1</sup>A handy reference is <http://aeromedical.org/Articles>

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# Racine EAA Chapter 838

# The People

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

September 2013  
Volume XXIV Issue 9  
www.Eaa838.Org

## Welcome

### New Chapter Members

Bill Myers	June 2013
Bill Schalk	June 2013
Michael Ratchford	May 2013
Merritt Adams	Feb 2013
Michael Arts	Feb 2013

### EAA Chapter Distribution

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

## Sean's Answer

Speed was measured in the days of sailing ships by throwing over-board a log which was tied to a rope that had knots at regular intervals. They would count the number of knots that ran out in a fixed amount of time measured with a sand clock. A sand clock is like an egg timer. Want to guess where they recorded the speed? In the "log book".

## 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

Sep 19 <sup>th</sup>	EAA Videos
Oct 12 <sup>th</sup>	Chapter Event <u>Monopoly Night</u>
Oct 17 <sup>th</sup>	Rob Madson & Bill Coolbaugh <u>Helicopter Flying</u>
Nov 21 <sup>st</sup>	Eric Whyte <u>History of The AirVenture Cup Races</u>
Dec 6 <sup>th</sup>	<u>Christmas Party</u>
Jan 17 <sup>th</sup>	
Feb 21 <sup>st</sup>	
Mar 21 <sup>st</sup>	
Apr 17 <sup>th</sup>	
May 15 <sup>th</sup>	
Jun 19 <sup>th</sup>	
Jul 17 <sup>th</sup>	
Aug 14 <sup>th</sup>	
Sep 18 <sup>th</sup>	

## Officers

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
Foundation	Steve Myers	262-681-2528

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Jim Hantschel	262-637-3376
Phillip Fountain	M 414-803-5357
Ken Sack	262-554-9714
Roy Stuart	262-884-0371
Jim Senft	262-758-2189
Tony LoCurto	262-412-0019

## 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