



EAA Chapter 838

Contact

Volume XXIV Issue 3
Newsletter Editor: Greg Markus

March 2013
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President's Corner

By
Eric Wolf



It's hard to believe that we have already started Young Eagles this season. Despite being ready to fly and a path cleared through the snow, the weather prevented us from flying the small turnout of Young Eagles. I hope that April brings warmer and more flyable weather. If you have access to an airplane and know how to fly, we could use you in April.

As you know, we have been looking for a new newsletter editor for several months to replace Greg, who has decided to step down. Phil Fountain has graciously volunteered to put together the articles and pictures into a newsletter. I'll be helping out with content – gathering member submitted articles and re-printable material. We will try this structure for a while to see how it works. I'm guessing that we will switch to this approach for the next Contact. I'd like to thank Greg for being editor for well over a year and for putting out a quality product the entire time.

I would also like to welcome Rick Goebel as programs director. Rick volunteered for the position and will organize the speakers for each meeting. This is a position that I've handled for the last couple of years and I'm happy that Rick stepped up to help out.

Let's Make our annual Pancake Breakfast a HUGE success this year.

Without a lot extra work and effort we can make this annual event even bigger and better. Sometimes trying to improve something that is already a success is a lot of hard work, but not this time. If we provide our customers with what they want we can increase our sales without increasing the work we need to do.

This year the breakfast is Saturday June 8th and Sunday June 9th. Young Eagles will be flying on Saturday and there will also be Discovery Flights available for the adults. The Museum as well as the Flight Simulator will also be available. Both days will be a fly in. Hopefully we will have some ultralights coming in. Those are always fun to look at. We will also have a Cirrus SR22 for people to look at.

Sunday will be a little different. We will still have the airplanes and Discovery flight along with the museum and simulator but we hope to also include a car show. I have already contacted 4 car clubs in hope of attracting them to our event. This show would include antique, classic and hot rods.

All guest pilots and drivers of the cars that attend will be given a free pancake breakfast.

So now you ask, how do we pull this off without a lot of work?

Well the only new thing is the incoming planes and the cars. I have the car side handled and I believe the airplane side will require minimum extra effort.

Now is the time to ask you to help just a little bit. The first thing is if you can park your airplane at the chapter building for those two days, that will insure we have some airplanes for the guest to look at.

Next, do you have a car for the car show? Does your friend or neighbor have one? Ask them to bring it. Bribe them with free breakfast.

Are you a member of another club or maybe a civic organization like Lions, Kiwanis, Knights of Columbus, Chamber of Commerce. You get the idea, spread the word at those meetings and events. Take some of our flyers and distribute them at those meetings. Don't forget those knitting clubs and things your spouse belongs to.

During the month of May, I would also like to do a facebook/twitter campaign. As of now I don't know how to do either but with your help I am sure it would be a huge help.

As the event comes closer we will be putting out some yard signs to help advertise. Hopefully you can see that just a small amount of effort on our part will go a long way toward maximizing our results for this fund raiser.

O, I almost forgot. Do you want to give me a hand? Help is always appreciated.

Nice Day in Racine:

by R.G. Blocks

A big hole appeared in what had otherwise been a sorry looking Racine sky. It was about 3PM when I walked outside. It smelled like spring. It's January in Wisconsin; this shouldn't be.

Freezing rain and snow went thru town about twenty- four hours ago. A mess. Marge, full of energy and feeling better after heart problems, said, "I'm going to shovel the drive and sidewalk." She did. Shortly thereafter it started to warm.

I found no ice on the ground and only a few tiny piles of snow along the drive. There was meager evidence of it having been shoveled. Winds were quiet yet a big cold air mass was pushing our way rapidly from the NW. Very high wispy mares tail clouds and smeared contrails provided clues for what was coming next.

I had little guilt that Marge had shoveled. I wanted to go flying and improve a skill of value beyond Wisconsin borders.

I called the FSS guy that sells weather, gave him my name and tail number, type of aircraft (Cessna 162) and said it would be VFR Racine local, departure in a half hour for about an hour flight. He first said, "Wisconsin, IFR low ceilings." I said, "Well I see a few scattered puffy things and contrails about a skillion miles up. Looks VFR to my tired old eyes." He chuckled and said yep, I'd agree, no ceiling at Racine but Kenosha is still calling for low ceilings as is Waukegan. Now I chuckled: forecast vs reality.

Have you ever gotten into one of those "Why are you coming in the door looking pleased when I've been wondering why you didn't call? Take your shoes off." That perhaps followed by, "We were worried sick and you're out there with lord knows who, probably not following your diet."

I'm now silently betting even money that the briefer was being overly defensive. He was reflecting on an IFR morning in Wisconsin whereas I'd asked about VFR lasting the next hour or two in the afternoon. Daylight ends at 4:59 PM for Sport Pilot flying: we need to focus.

Since he pointed out towns to our south I asked about Milwaukee and north noting that there don't seem to be any low clouds in that direction or even to the west. I suggested it was currently great VFR and asked how long it would last.

His answer was positive. All VFR numbers, no TFRs and have a good flight.

The airplane started after days of very cold weather. I do plan to install a Tanis heater. It's a small price to pay for easy winter starts.

Warm up done, Racine Unicom (Art) said winds were calm, no traffic. I taxied out to RWY 04 and noted some geese in the pattern. I needed practice. New airplanes are a bit like young people. What does it take to make consistent performers, reliable?

Airborne by the taxiway (old 9/27) up she went from RWY 04. Pattern entry for RWY 04 so, called the corners. Full Carb Heat, verify rich mixture, feel the fuses. Flaps 10 degrees below 100 kts, 15 below 85 kts, full flaps below 70 kts, then 60kts at the fence, 55kts at the threshold, and 45kts at the numbers. It settles down at 37kts with a mite of trim. Smooth as glass. Hope someone was watching. Reviewed the checklist during taxi.

The next takeoff from RWY 04 was worked into a midfield left downwind pattern entry for RWY 14 followed by another full stop. Then takeoff from RWY 14 with a midfield left downwind pattern entry for RWY 22. Got the picture? Then it was RWY 32 and back to where we began on RWY 04. All directions: smoothly.

When winds are calm it means less than 6 knots. Each landing was done roughly as described for RWY 04. I did attempt a side-slip with full flaps and while not a full out 'high confidence I know this stuff slip' it felt nice enough and slowed a mite as wind speed kicked up on my last landing.

There were plenty of geese flying towards the pond at the south end of the airport. Daylight would end in the next half hour. Time to call it quits.

I had a diet coke with my old EAA pal George tonight and we discussed my day. He's been hands down best at landing airplanes with good expectations that all parts will be reusable. One must be good to land at his Polish Paradise.

George's summary of the day suggested that I invest in a good quality snow blower. He thought it unnecessary to provide an electric start since Marge was recovering so well. It pays to have friends capable of truly understanding women.

Written January 28, 2013 by Roger G Blocks for EAA 838 Contact.



‘Get Away’ : After Hiatus in C162 Skycatcher

by R.G. Blocks

It’s been a year on February 27th since Marge had her aortic valve replaced with a bovine valve. The recovery, while taking much longer than expected, blunted our ability to ‘get away and go flying’ until now. She’s on the road to recovery, not the recovery room. Cows: strong bones and good valves.

We bought a C162 with the thought of celebrating her return to good health. I’d been practicing in the little Light Sport machine under Light Sport pilot rules. No tempting fate with yet another airman’s medical. I’m still in one piece and prove it with a valid driver’s license. Pilot: strong bones good valves.

My impression of the C162 after three decades in a Cessna C172 Skyhawk, suggests a C162 behaves like a composite of C172 and 152. Stalls are abrupt and clean without spin tendency. Recovery is easy and quick.

Takeoffs are more rapid: even at gross it wants to be airborne by the second lamp (about 400 feet). Short ground roll means during cross wind takeoffs you’re not quite as apt to skid sideways. Climb-out is rapid. Commercial maneuvers are accomplished with a feel similar to a C172.

The major difference seems to be upon landing. It wants to float if you cross the threshold much faster than 55-60. It lands 40 knots clean and at 37 with full flaps. The Stoke (stick yoke) is phenomenal and absolutely natural. Push button electric trim takes getting accustomed to. The Johnson bar flaps were akin to others and no problem. Simply add 10 degrees flaps < 100Kts, 15 degrees < 85Kts and full at 75Kts and trim it home.

Prior to our first trip I’d been checked out by a CFI in the airplane then flown it 12.6 hours and made nineteen takeoffs and landings. I did the Racine cloverleaf on the last practice round (TO 04, L 14, TO 14, L 22, TO 22, L 32, TO 32, L04) and did a couple landings with slips versus flaps and slips with flaps. My first landing, per local judges used much of Racine’s RWY 04. Now, landing is fun and predictable.

We are now returned to Racine after a ten-day trip south during one of this year’s whopper winter storms and another is only hours away. I’ll provide a bit about the C162 as we proceed. We stopped at Aurora for lunch with folks from JA Aero (0.8 Hrs). Big airport, Control Tower and best of all, a RWY 15 almost aligned with a modest wind 7K from the south. We highly recommend JA at Aurora for rapid service and good cookies.

On the next leg we overflowed the site of the midnight August 10, 1887 train-wreck tragedy at Chatsworth, Illinois where a trestle, weakened by fire collapse under a passenger train. Eighty some lives were lost. Marge’s grandfather lay in a cornfield (see photo below) for three days and thereafter

walked with a limp. He was heading east to seek his fortune; instead, stayed in Illinois, became an engraver and made money. He and wooden train cars are gone: the cornfield remains.



Ours' was not a hurried flight. We were a day east of some very nasty weather. Thus, the plan was to get part way to our first planned destination, Nashville, TN and let it pass us.

Danville, KDNV is a must stop for war-bird lovers. Fortunately, winds 15K G 20 out of the SSW were down their RWY 21 when we arrived after a 1.2 Hrs hop to admire their flying recreations, take fuel and do a bathroom stop.

Danville's Award Winning Midwest Aero folks were restoring P51's (left below) right down to their replication of alloy temper markings within the structure. They had just received a WWII Messerschmitt bf 109 from a bog in Russia (rightmost below) and would start that as a next project.

These folks are great hosts. It's an EAA friendly stop. Try it. We enjoyed the quality of workmanship. They have a great website: midwestaero.com. Aluminum airplanes: strong bodies that generally last.



Our next stop would be Terre Haute Hulmann, a principle airport in the region. It was only a half hour hop; but we needed to be out of the sky by sunset. Winds about the same thus the Tower sent us down RWY 23. No challenging landings this day. All were 8-10's per judge Marge. This was a relaxed place: the airport drove us to lodging and they put our airplane in a locked heated hangar.

At each stop I've introduced line support people to C162 fuel tab locations and appraised our fuel consumption. It favored the pilot's side. Was it vent location, crossover pipe elevation, wind or trim? It would be a nagging question with perhaps all four variables contributing to the bias.

Day two, we found a gaggle of corporate pilots looking at the airplane. Their observations were a positive constant. Cute with better navigation equipment than any of them had flown. Then they withdrew to their Lear, Gulfstream and Citations jets. Ours would be a midmorning start.



To the left you see our 'in flight' view. The left display looks like an F15 with synthetic vision. The right screen shows engine detail and a moving map. Between them is circuitry, comm-radio and Mode C. No round dials.

Our thought was to cross the Ohio River, add fuel, and find out whether Kentucky Lake Dam Park M34 or Barkley Lake St Park Airport, 1M9 was superior for lunch. Our choice for fuel and information was Sturgis Municipal Airport,

KY, KTWT a 1.4 hour leg including deviations to see New Harmony, IN (a spiritual art colony) and a coal mining – rail car loading operation. Sturgis recommendation: Patties Place about 6 miles from Kentucky Lake Park a Valentines Day meal with



pickup and delivery part of the service. Great congregation of antiques, barbeque, breads and pies!

The last leg of our flight would be to fly across Land Between the Lakes, then skirt the southwest corner of the MOA's and restricted areas of Ft Campbell Kentucky. No sense irritating those who guard Ft Knox. Then, we had a challenging approach to landing at John Tune Airport, Nashville, TN. Winds were 8G20 at 270 degrees. The ride had been incredibly smooth from Racine to Nashville. It was after the turn to final on RWY 20 that found swirling gusts made all of those practice landings pale compared to this reality. Let's call it fortuitous that it was a splendid outcome. All parts are reusable.

Parking at John Tune found us sitting in a row of very expensive corporate jets. We were the outlier when size was considered. Again, pilots and line crew had not seen one of these C162 machines and said nice words about the electronics and I thought I heard some fellow wondering aloud about our getting caught in a rainstorm and finding our aircraft body had shrunk.

We've travelled 497 Nautical Miles (NM) or 572 Statute Miles (SM) in 5.1 flying hours. Average speed was 97.1 NM/Hr or 112.2 SM/Hr. Fuel consumption was 26.7 Gallons total or 5.2 Gal per Hour or 21.4 Gallons per Statute Mile (for those comparing it with an auto). The ride was smooth other than approach to landing at Nashville. The airplane is more efficient than our Skyhawk and many SUVs.

Our intent is to visit my first boss at Alcoa. We have not seen each other for forty-eight years. Also, we shall revisit the Hermitage, home of Andrew Jackson. The site of the 1864 Franklin Battlefield, a private Confederate Cemetery and Infirmary and Nashville music stores will also get our attention.

Written by Roger G Blocks, for EAA Chapter 838 of Racine, Inc's Contact. More on this trip later.

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A Note from the Editor

This will be my last newsletter that I will be editing for the chapter, for awhile anyway.

I would like to thank everyone for your help and contribution to the content. A special thanks goes out to Roger Blocks for all of his contributions to this newsletter .

The newsletter is meant to be an extension of the chapter and without continuous input from the members about their projects and activities it can become one sided . So please keep your contributions coming.

Thank you!

Greg Markus
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Calendar of Events

Board Meeting every second Thursday @ 7:00pm
Chapter Meeting: every third Thursday @ 7:00pm
Happy Hour starts @ 6:30pm
Explorer Post 218 Meeting: second and fourth Thursday @ 7:00 pm
Young Eagles: second Saturday @ 9:00am (March –November)

Upcoming Meeting Dates

April 18th - Happy Hour @ 6:30pm Meeting starts @ 7:00 pm
May 16th - Happy Hour @ 6:30pm Meeting starts @ 7:00 pm
June 20th- Happy Hour @ 6:30pm Meeting starts @ 7:00 pm

Upcoming Speakers

April presenter will be Brandt Madsen - Pilot Bill of Rights
May presenters will be Dean Zakos & Steve Rehwinkel - Flying Ethics