



EAA Chapter 838

Contact

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Newsletter Editor: Greg Markus

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President's Corner

By
Eric Wolf



I'm happy to say that we survived another Ford Trimotor tour stop. This year was a result of a late cancellation about 4 weeks prior. EAA called me and told me that because we were well organized last year they wanted to give us the opportunity to host again. They were aware of the bad weather that we had for much of that Memorial Day weekend. In the 5 seconds that I had to think about it, I said "sure, we can do that." A few hours afterward, I started to remember all the work associated with the tour stop and I started thinking to myself "what were you thinking?!"

I did my best to convince myself that all the sponsors would fall into place and we could operate out of our building this time. A wedding in our building would prevent us from operating out of our building for Thursday and Friday, but I felt that it was worth the hassle of moving everything over Saturday morning. As for the sponsors, EAA requests that chapters raise \$3,000 in cash and discounts. This may seem like a lot, but we were able to get almost \$3,700 last year, mostly in free fuel, free hotel rooms, hanger, and courtesy car. This year hardly anything seemed to fall in place. We got just under \$1,000 between free hanger and discounted hotel rooms. So who cares? EAA gives chapters \$5/passenger after the goal is met. More on this later. The following is a recap of each day of the event:



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Monday 9/17 - The Trimotor arrives earlier than expected. I didn't know that it was coming Monday until the day before. After some scrambling and several phone calls, volunteers were arranged to help find a home for it in the airport's hanger. The merchandise trailer arrives shortly afterwards.

Thursday 9/20 - Weather was decent. Media flight went as scheduled in the afternoon with a good showing including the Racine and Kenosha paper. As a result, we got a front page article in the Friday Racine paper with well written info and color photos. We had one flight shortly following the media flight. After this, we had no more activity except for one gentleman who came back Sunday to get his flight.

Friday 9/21 - Weather was threatening, but the morning was dry and VFR. We had two partial load flights before it died off completely. The rain started in the late morning and it appeared that it would continue through the afternoon. The Trimotor was put away in the airport's hanger for the day and the afternoon was called off completely.



Eric giving instructions to some volunteers

Saturday 9/22 - There was a bit of a scramble to move all of the gear from the terminal building to the chapter building. Also, the chapter building had to be cleaned up to reasonable levels after the wedding from the night before. After everything is in place, the passengers are slow to arrive. Weather is windy and bitterly cold. Two partial load flights are flown before activity goes to zero. The weather gradually became more pleasant and was becoming decent just as we had to shut down due to the presidential TFR. The Trimotor is put away in our museum using a combination of our garden tractor and muscle power. I stay around until 5:00 to allow people to stop by and see it. I had a steady stream of visitors who came by to have a look. Many of them came back Sunday for a ride.

Sunday 9/23 - Redemption for our bad luck. The day starts off relatively slow, but soon picked up into a steady stream of passengers. Ten flights for the day. Most of them are full or nearly full. The last flight was at the very end of the day and I was able to get some extra people on the flight. After the last flight, the Trimotor taxied in front of the museum. Despite the uphill grade, we were able to push the Trimotor into the museum using nothing but muscle power.



One group exiting the Tri-Motor and another group in the wings receiving the preflight instruction.

Monday 9/24 - The pilots take the airplane back to Oshkosh in the morning

After everything settled down a bit, I asked the EAA for the \$5/passenger despite not reaching the goal, citing all the unique challenges that we face. They responded by saying that because we were gracious enough to host the Trimotor on short notice, they would waive the minimum sponsorship goal.

Although getting some cash out of the deal is great (especially for us), the biggest positive was the fun that all of the volunteers had. I wish that the weather and the president would have been more cooperative,

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but I feel like we pulled off a positive event despite the challenges. Also, I'm very happy that several members volunteered that aren't among the "regulars". I really enjoyed meeting these members and I hope that they will be able to get involved with future meetings and events. Although I was regretting saying 'yes' to EAA initially, I am happy that I did after I saw the results.

Thanks to all the volunteers – everyone did a great job. I received a lot of compliments from the crew on our chapter building, the volunteers, and how well we were organized. I would also like to thank Dave Mann and the airport staff. They allowed us to operate out of the terminal building Thursday & Friday and hangered the Ford Monday-Friday. They were very accommodating and supportive of us and the crew.

For the October meeting, Tracy Miller and Timm Edginton will talk about their involvement in EAA Timeless Voices.

Photos by: Greg Markus

HELP WANTED

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

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

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

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

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

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

Thank you!

Greg Markus

Monopoly 2012 Fundraiser Night

By Ken Sack
Photos by Ken Sack

Monopoly 2012 Fund Raiser October 13th, 2012

For the fourth consecutive year, we had a very successful event. We had a profit of around \$7,000. We had 112 players and volunteers, which is a 20% increase over last year. We also had 9 sponsored tables, and 7 tables of players paying their way. If anyone would still like to donate to this event, please send in your check and annotate Monopoly Fund Raiser.

We would like to thank the following 8 people who sponsored tables: Jim & Barb Hantschel; Roy Stuart & Associates Inc.; Daryl & Kim Lueck (2 tables); Jerrys Aero Service (Jerry Bovitz); ShurClean, LLC (Hilton Ritter); Cathy Wrycza and Dean Steinbacher; Garbo Motors; and Chuck Heide.

For those that attended, I am sure that you will want to return. For those of you that did not, make sure that you do not miss the event in 2013. We are looking for additional members to volunteer, so let Ken Sack (kensack@yahoo.com) know if you are interested.

If you want to see more pictures, go to our Facebook page at <https://www.facebook.com/EAA838>
The 2012 Monopoly Committee.



Old Buzzard Roger Blocks and considerably Younger Buzzard Dave Degroot volunteered to manage money and adult beverages.



Our "Cop" Eric Wolf.



One of the food tables



Carhy Wrycza and Barb Hantschel with some of the Silent Auction items.



Our Jail with Eric taking Kim lueck to jail and she is jokingly covering her face in shame. (middle)



Sharon Keland, Kristin Niemiec, Carolyn Heifner and Bob Helland.



Tony LoCurto, Cathy Wrycza, and Jim Vass suffering in Jail. (right)

FAAST Blast – Week of Oct 15 – Oct 21, 2012

Biweekly FAA Safety Briefing News Update

NTSB Announces New Rules on Appeals Process for Pilots

The National Transportation Safety Board (NTSB) issued a set of new rules last Tuesday that address the review of aviation enforcement cases. The changes allow appeals to a federal district court, apply federal rules of evidence and civil procedure to NTSB proceedings, and allow parties to move to dismiss a complaint if the FAA fails to disclose its enforcement investigative report.

The NTSB, in addition to its accident investigation and safety advocacy work, serves as the "court of appeals" for airmen when they appeal FAA certificate actions.

The changes are included in a new final rule and an interim final rule. Although the interim final rule, prompted by the Pilot's Bill of Rights (P.L. 112-53), is effective immediately, the Board is requesting public comment concerning the changes. The 60-day comment period concludes on Dec. 17. More information on the interim final rule and the comment period can be found at go.usa.gov/YNbm.

FAA Creates Program Office to Aid With GA Unleaded Fuel Transition

The FAA has established the Fuels Program Office (AIR-20) to help meet the agency's goal of making an unleaded fuel available for the general aviation fleet. The FAA is working with the Environmental Protection Agency (EPA) and key stakeholders to replace 100 octane low-lead (100LL) fuel by 2018. The office, headed by Peter White, was created based upon recommendations from the Unleaded Avgas Transition Aviation Rulemaking Committee (UAT ARC) report. Establishment of this office is a key step towards providing the infrastructure necessary to transition the U.S. fleet of GA aircraft to unleaded fuel. It will oversee the consistent application of regulations and policy in fuels certification projects, and will centralize expertise for fuels certification programs.

Real Learning Through Flight Simulation

The dawn of flight training awakened more than pilots, instructors, and airplanes. It also brought to light a need for ground trainers that would enable the safe and effective practice of certain procedures. Industry has responded, and aviation ground trainers have evolved significantly over the years, along with their aerial counterparts. Read more in the September/October 2012 issue of the FAA Safety Briefing magazine online at <http://1.usa.gov/FAA ASB>.

EAA Chapter 838 Board of Directors

President	Eric Wolf	262-989-9653
Vice President	Daryl Lueck	414-333-4228
Secretary	Tracy Miller	847-420-5098
Treasurer	Steve Jenkins	262-681-2491
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	Jim Hantschel	262-637-3376
	Jim Senft	262-758-2189
	Tony LoCurto	262-412-0019



A Note from the Editor

I would like to thank everyone for their article donations and help to me in getting me Chapter meeting info. This is very critical to the creation of each months newsletter.

Greg Markus
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Committee Chairpersons & Trustees:

Programs		
Hangar	Jerry Bovitz	639-8583
Librarian	Eddy Huffman	639-8301
Membership	Ken Sack	554-9714
Young Eagles	Tracy Miller	847-420-5098
Chapter Foundation	Steve Myers	681-2528
CHAPTER BUILDING		634-7575

Calendar of Events

Board Meeting every second Thursday @ 7:00pm
Chapter Meeting: every third Thursday @ 7:00pm
Happy Hour starts @ 6:30pm
Explorer Post 218 Meeting: second and fourth Thursday @ 7:00 pm
Young Eagles: second Saturday @ 9:00am (March –November)
Sept. 20-23—Ford Tri-Motor Event @ Chapter Club House
Oct. 13th—Monopoly Fundraiser

Upcoming Meeting Dates

November 15th Happy Hour at 6:30 Meeting at 7:00

DECEMBER NO MEETING

**Holiday Party December 7th Reserve your seat today email
Eric Wolf — n184ew@yahoo.com**

Upcoming Speakers

To be announced