

PROP WASH



Sheboygan Falls, WI

February 2012



Chapter 766 Hops & Props Outing

To all members and your friends, if you are interested in going on Saturday March 3, 2012 6:30-10:00pm at the EAA AirVenture Museum, Oshkosh, WI. The chapter has decided to kick in for the 766 Chapter members \$30 per ticket each. The cost to you is \$25 each. If you have any friends that want to join us, the cost is \$55 for EAA member and \$60 for a non member each. I checked on a school bus that would leave the airport at 5:30 and return home at 11:00 which the chapter would kick in for. You need to have your payments to me or at the AHCW museum by Monday February 6, 2012 so I can set for a bus, if there is enough interest.

Gary Gritt (Vice President & Activities Director)
N4473 Van Treeck Trail
Sheboygan Falls, WI 53085
ggritt@charter.net
920-467-2572

Aviation Heritage Center

Volunteer Appreciation Night

This years event will be held on Thursday, February 16th from 5:00 pm - 6:00 pm. All Chapter members are invited to attend.

Chapter Holiday Party

EAA Chapter 766's Holiday party was held at the Villager Restaurant in Sheboygan Falls on January 21st.

Entertainment for the evening was provided by the Sheboygan Falls High School Pop/Jazz Choir. They did a really good job!

The food was great and plentiful.

Thanks to Seth for putting this all together!

Photos below by Luiz Cordeiro



Article Submitted by Leon Sigman, Flight Instructor at Lakeshore Aviation (MTW)

Leon instructs Private, Commercial, Instrument and Multi-engine pilots, plus Flight Instructor Candidates

Don't bother researching the dictionary, by my view of the word "experience" is what you read about and then it happens. Take for instance, the very unlikely total electrical failure when you're performing a for real ILS approach in serious IMC. For the uneducated, IMC means crappy conditions. Last Saturday, Fernando and I were scheduled to fly three instrument approaches. Conditions were ideal for training. Nasty weather was moving ever closer, rain was making smacking sounds against the hanger doors and cloud heights were lowering. The game plan was to "do" the GPS 17, the VOR 17, and the ILS all at Manitowoc.

Prior to engine start we were having our usual confab as to what is going to happen, what we might learn, and a few "what if" scenarios. The very dull subject of circuit breakers came up. There was no intention of exploring this hot topic, but thankfully while we were on the ground, we actually exercised isolating an electrical system..

On take-off roll every switch was on which included; landing light, rotating beacon, strobes, nav lights, and pitot heat. If there were a waffle iron on board that would have been on too. If you believe the pilot's operating handbook, the 60 amp alternator should provide sufficient juice and it did for awhile. GPS 17 and VOR 17 approaches made me feel I was the one of thee greatest instrument instructors. So now, here we are being vectored by Green Bay Approach on a base leg for the ILS 17. I'm seriously thinking about the sweet rolls and hot coffee as a reward for my skills when the controller starts our descent which translates to lesser RPM, which translates to less electric power, which further translates into a dramatic moment when every electric function came to a surprise stop. There's that moment when we say in silence and in a serious voice, "What the hell is going on?!!" Fernando, I'm sure thought this is one of my many nasty tricks. I yell at him to squawk 7600 on the transponder, but is a useless gesture since the transponder is not transpondering. Oh, one little bulb goes on (inside my head), and I observe the FIELD circuit breaker has popped. Rather than an immediate reset, we decided to allow the breaker to cool while descending a long two minutes. Everything is now turned to the off position, and with a gentle push, the breaker resets restoring our power and dignity. Green Bay was very forgiving, and seemed just as concerned as we were. They offered assistance, but to what end, I don't know.

It was my fault. No excuses. I simply unnecessarily used too many amps. You don't need position light, etc when you're compressed in fog. Electrical power is like a savings account. Use it only when necessary. If a breaker should pop, don't force it back in. Let it cool. If on the second attempt it pops again the LET IT ALONE!

If you're a pilot for a sufficient number of years,

you'll most likely encounter a broken alternator belt, a disruptive voltage regulator, or a failed diode. I can even lay claim to a cockpit fire over Lake Michigan. And don't disregard *gremlins*, the hell-raising creatures who cause all sorts of goofy things at the worst possible time. Up until Saturday, what happened on the ILS should only happen in story form and never for real. We should rename the process of learning to fly to; "what if..."



Did you know whenever you press the mike button you're using power? Like Gary Heuppner, keep it to a few words.

Leon



2012 Board of Directors

President:	Lee Kunze
Vice President:	Gary Gritt
Treasurer:	Dallas Behnke
Secretary:	Dallas Behnke
Membership:	Luiz Cordeiro
Young Eagles:	Charlie Fenton
Activities:	Gary Gritt
Programs:	Vacant
Newsletter/Web:	Jack Erdmann

Chapter Newsletter

By Jack Erdmann

The deadline for submission of items to the newsletter is the 25th of each month.

email: jherdmann@gmail.com
phone: 920-207-5173
address: N5633 Willow Rd
Plymouth, WI 53073

EAA 766
JANUARY 09,2012
BOD MINUTES

- 1...approval of December BOD minutes
not available
 - 2... Secretaries report BOD
no report
 - 3....treasurers report
complete report given to board members
motion by Dave Rudd second by Gary Gritt motion passed
 - 4....membership at 25 paid as of 1-9-2012
Luiz Cordeiro chairman
 - 5....Young Eagles program
Charlie Fenton chair/no report
 - 6...activities report
 - a...hops an props march 3rd at EAA Oshkosh museum
sponsored by eaa 55...looking for twenty people
to wet their whistle..motion for chapter to sponsor
members going by contributing \$30.00 per member
attending, up to \$600.00 bus ride will be paid by the
chapter...motion by Gritt second by Luiz Corderio
 - 7....tractors [college@rantoul](mailto:college@rantoul.afb) afb...scheduled for May of
2012 ..5 hours drive time 2.5 hours to fly
 - 8....no program report
 - 9....newsletter Jack Erdmann laser printer vs ink jet printer
ink jet wins out ..propwash prints 40 copies and rest go e-
mail ...
 - 10....old business ...donation to the AHC to cover the repair
.....of the freezer in the amount of \$595.60
 - 11....new business chapter holiday party on 21 of January 2012
at the Villager @6:00 pm thirty reservations at the
time of printing
 - 12....RC club pancake breakfast 4-22-2012 eggs and pancakes
made by the EAA766 using electric fryers
motion by Gritt seconded by Jack Erdmann (7:00 am start)
 - 13....motion to adjourn by Gritt second by Jack Erdmann
- Dallas F. Behnke
EAA766 Secretary

1967 PIPER CHEROKEE PA28-180

N4850L

s/n 28 - 4199



TOTAL TIME A@E 2230

Lyc 0360 - A4A TT 2230 STOH 1350

All cyl checked 78/80

Propeller O/H 12/21/2001

AVIONICS

GNC 250 XL GPS and COM

MK 12E T50 NAV/COM W/GS

KT76A T/P

AK 350 ENCODER

AIRFRAME

50 GAL FUEL

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3LMB

ELT

TMA 230 AUDIO PANEL

EGT 4 PROBE

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ROTATING BEACON

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INCLUDES A COMPLETE CHECK OUT IN a/c.

Calendar of Events

February 6, Monday	EAA 766 BOD's Meeting 7:00 pm
February 10, Friday	Movie Night - The Dawn Patrol 6:00 Doors Open 7:00 Movie Begins
February 11, Saturday	Valentines Dance 7:00 pm
February 16, Thursday	Volunteer Appreciation night 5:00 pm—6:00 pm
February 20, Monday	EAA Chapter 766 Meeting 6:00 Hangar Talk 7:00 Program