



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 57, November 2018

<http://18.eaachapter.org>

HEADLINES!

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Only 238 Days to Oshkosh!



Upgrades, Expansion for AirVenture Homebuilts Area



More homebuilt aircraft parking, a new Homebuilts in Review interview area, and a better sense of community are among the changes coming to the Homebuilts area for EAA AirVenture Oshkosh 2019. The major site improvements, approved by the EAA board of directors earlier this month, will encourage more people to visit the Homebuilts area on the grounds and engage further with the fastest-growing area of recreational aviation.

One immediately noticeable change will be the shift of the North Exhibit Area exhibitors into a new central location that was formerly occupied by the International Federal Pavilion. That building, which dates from the 1970s, was removed this fall as it had reached the end of its lifecycle. Look for the government agencies from the former Federal Pavilion inside Exhibit Hangar D in 2019.

“We sought to build up the AirVenture Homebuilts area as an up-to-date destination with inviting features,” said Rick Larsen, EAA’s vice president of communities and member programs. “Placing the exhibitors in a highly visible, central location will create a campus plaza feel for the Homebuilts area, with workshops, forums, exhibitors, and more within easy access. It also allows us to add parking for even more homebuilt aircraft, which are coming to Oshkosh in increasing numbers each year.”

An upgraded Homebuilts in Review interview area is being developed between Homebuilders Headquarters and the Aeroplane Workshop buildings. That area will allow featured homebuilts to be displayed in an area where the builders, owners, and pilots of these notable aircraft can be interviewed. This will mirror the highly popular programs in the Warbirds and Vintage areas.

HEADLINES



Upgrades, Expansion for AirVenture Homebuilts Area

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One other significant change is moving the *AirVenture Today* building to make Eide Road a straight north-south thoroughfare from Boeing Plaza into the Homebuilts area, and north to warbirds. That line-of-sight access will add to the attraction of the Homebuilts area as a destination for all AirVenture attendees. The *AirVenture Today* facility will be moved to a location along Waukau Avenue, just east of Press Headquarters. Longtime AirVenture attendees may recall that the building served as convention headquarters until 1995, when the current headquarters in Exhibit Hangar A was built.

“Creating another north-south thoroughfare will also not only bring more people into the Homebuilts area, it will relieve pressure on other north-south routes on the grounds,” Larsen said. “We were going to rename it Jeff Point Blvd. but, at the last minute, we decided that was a really bad idea.” “We see this as a major step forward in visibility and possibilities for all of the homebuilt activities and exhibitors that are part of Oshkosh each year.”

PRESIDENT'S LETTER



Greetings From The President



Welcome to the November Flypaper! After taking a month off from the regular meeting schedule, we are back at it for one last formal meeting in 2018. Many of you made it to our banquet last month, and I want to thank Dave and Cathy for taking care of the arrangements as well as Thad and Bridget for taking over the door prize duties. A good time was had by all, and we got to give out a couple of First Flight plaques to deserving chapter members Jim Hatzenbeller and Jeff Romuald.

November means elections, both in politics and at Chapter 18. We won't get into the former in these pages, but the latter is important to us. Being an even-numbered year, the vice-president and secretary are up for election, as are three at-large board positions. Fortunately for everyone,

Tim and Jim have both agreed to continue on in their respective offices, although the nomination process is still open and will be up until the elections. Will there be an election night upset? You'll need to come next Tuesday to find out.

As an added incentive to come to the meeting, we are going to put on a good program. Several people from the EAA Chapters office will be coming down from HQ to talk to us about what is going on with EAA and the Chapters program. As the oldest chapter in all of EAA we certainly have some experience with the operations of a local chapter, not to mention strong opinions about how the organization should be run! Be sure to come on Tuesday to hear what is going on and get a chance to ask questions.

Speaking of EAA, many of you probably saw the announcement from HQ last week about proposed changes to the VFR arrival procedures used during the convention. The "fly to Fisk, rock your wings" procedure has been in place since the 70s, and is familiar to anyone who has ever flown into the convention. While it has served EAA well for all these years, events of the last few years have shown that the procedure as it exists today has outlived its usefulness. This year in particular, a perfect storm of weather, EAA and ATC decisions and just bad luck exposed the system as being inadequate. EAA and FAA took note and have been engaged in vigorous discussions since the show. The result of those discussions were publicized last week. Everything from a longer arrival stream starting at another checkpoint, to higher weather minimums for VFR arrivals, to a designated alternate airport at Fond du Lac, to rescheduling mass arrivals is on the table, and much more.

Rather than rehash it all here, I encourage everyone to read up on it for yourself. The information is all available on the EAA website. I imagine that we'll have a discussion about it at the meeting, and perhaps our guests will have some insight into what is going on. You'll have to show up to find out!

Until Tuesday, keep your airspeed up on final and land on the green dot!

HEADLINES



AirVenture Arrival Procedure Changes Recommended to FAA



A number of significant changes to the EAA AirVenture Oshkosh arrival procedures are being recommended by EAA to the FAA to create better staging and safety margins for incoming aircraft to Oshkosh. These recommendations are based on the annual review of air traffic operations and from feedback by pilots using the 2018 procedures.

“The weather situation on the weekend prior to AirVenture’s opening day last year revealed several areas where air traffic procedures could be improved,” said Sean Elliott, EAA’s vice president of advocacy and safety. “We included pilot feedback in the working group review we created this fall, with the group’s recommendations going to the FAA this month as the agency has final determination on air traffic procedures for AirVenture.”

The review working group included those with expertise in GA safety, homebuilt aircraft safety, air traffic control, and mass arrival processes. The group contained many members of EAA’s Safety Committee and various councils. It met weekly over the past several months to review current operations and opportunities for improvement.

The draft recommendations, which were briefed to EAA’s board of directors last week, encompass three areas to be addressed: procedure changes recommended to FAA, process improvements and education by EAA to pilots, and EAA and FAA working together to find innovative air traffic control methods for AirVenture.

“In 2018, weather systems during the three days prior to AirVenture’s opening day kept many pilots from making their final inbound flights to Oshkosh until the weather cleared on Sunday afternoon, July 22,” Elliott noted. “That brought a huge wave of inbound flights to Oshkosh in a short six-hour period that afternoon. While the controllers and ground personnel did yeomen’s work to park 3,000 aircraft within a six-hour period, there are ways to do it better.

“Added to that, water-saturated ground areas at Oshkosh after landing made arrivals more complex, as did mass arrival groups and a large number of aircraft that had extended holds. All of those factors were considered in the draft recommendations to FAA.”

HEADLINES



AirVenture Arrival Procedure Changes Recommended to FAA

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Among the recommendations are:

Arrival Procedures (FAA Operations)

Creating a new arrival gate (VFR waypoint, GPS and visually identified) that is further out than Fisk in order to facilitate consistent spacing prior to arrival at Fisk.

- A new depicted (GPS defined waypoints) VFR Fisk arrival overlay that is for marginal VFR weather (1,000- to 1,500-foot ceilings) operations. Aircraft that will be allowed to use this procedure must be ADS-B Out equipped.
- A raised minimum ceiling for all other aircraft operations on the Fisk arrival to 1,500 feet AGL.
- A procedure to address temporary airport closures and provide a “bail out” track that enables an orderly transition from the final inbound leg to KOSH to KFLD. Aircraft arriving KFLD along the defined route will either land at KFLD or be directed back to the initial for KOSH depending on airport closure status.
- –The FAA should create a revised policy for mass arrivals that restricts the arrival day/time to the planned time only with limited ability to shift due to weather. If the arrival slot is unsuitable due to weather at the designated time (mass arrival group is airborne) of the slot, then the mass arrival group should split up and arrive via the normal NOTAM procedure.

EAA Process Improvements

- Expand aircraft parking to the south and improve parking management strategies to maximize use of the space. By 2020, EAA will achieve a “no aircraft turned away” condition for general aviation camping parking, weather and ground water saturation concurring, and explore means (e.g., a potential reservation system or other incentives) to shift arrivals to days with lower volume.
- An extensive educational campaign to highlight arrival informational tools, weather planning and preparedness, and best practices during arrival operations. Distribution will include a potential online training course (with incentives), *Chapter Video Magazine*, online webinars, EAA magazines, EFBs like ForeFlight, and other web resources. Member incentives for participation in training/education will be developed.
- A text messaging arrival update tool for ATC that will be available to attendees.
- Work with the FAA to create an overhead break protocol that enables ATC to determine if overhead operations can be authorized at any given time.
- Encourage military aircraft to favor arrivals during air show waived airspace times.

Joint FAA/EAA Actions

- Progressively integrate new technologies (GPS, ADS-B, TIS-B, etc.) into the AirVenture arrival procedures and aircraft identification as a multi-year, phased initiative to enhance safety and increase capacity.
- Education and incentive opportunities that may earn portions of WINGS credits.

“The input of pilots who flew the Oshkosh arrival in 2018 played a major role in these recommendations,” Elliott said. “We personally contacted nearly all of the pilots who sent input directly to us to better understand what they experienced and where the procedure could be improved.”

PROGRAMS



Chapter Dinner
Tuesday, December 11
6:00 p.m. Drinks — 7:00 p.m. Dinner
El Fuego

**** No December Meeting ****



SAFETY



General Aviation
Joint Steering Committee
Safety Enhancement Topic



FAA
Aviation Safety

Controlled Flight Into Terrain

Technological advances in situational awareness have dramatically reduced the number of General Aviation Controlled Flight Into Terrain (CFIT) accidents over the past 20 years. Nevertheless, CFIT accidents continue to occur and at least half of them are fatal. This fact sheet will help acquaint readers with the precursors of CFIT accidents and highlight some technological and safety risk management solutions.

What is CFIT?

CFIT is defined as an unintentional collision with terrain (the ground, a mountain, a body of water, or an obstacle) while an aircraft is under positive control. Most often, the pilot or crew is unaware of the looming disaster until it is too late. CFIT most commonly occurs in the approach or landing phase of flight.

Accidents where the aircraft is out of control at the point of impact are **not** known as CFIT. Rather, they are considered uncontrolled flight into terrain. Similarly, incidents resulting from deliberate acts, such as terrorism or suicide by the pilot, are also not considered to be CFIT.

In a typical year, there are about 40 CFIT accidents, about half of which are fatal.

Why Does it Happen?

Pop Quiz: CFIT accidents occur primarily at night. True or False? Surprisingly, the answer is false. It's logical to think that CFIT accidents usually involve inexperienced pilots in dark night and/or instrument meteorological conditions. In reality though, more than 75 percent of CFIT accidents in a

typical year occur in daylight and more than half of those are in visual conditions. Although pilots involved in most CFIT accidents are not instrument-rated, more than 30-percent hold an instrument rating.

As far as CFIT accident precursors, continued Visual Flight Rules (VFR) into Instrument Meteorological Conditions (IMC) is the deadliest, proving fatal in most cases. The General Aviation Joint Steering Committee (GAJSC) did a study on a group of 41 CFIT accidents. Eleven, or 25-percent of these accidents were preceded by continued VFR into IMC and *all* of them were fatal. Six of those pilots were instrument-rated, five were not.

Another big factor in CFIT accidents is wire strikes. You might think most wire strikes are confined to agricultural flying, but more than half do not involve this type of operation. Accident data



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SAFETY



also shows that wire strikes often occur below 200 feet above ground level. If you've got to fly low, give yourself some room. A little extra altitude – even 500 feet – will keep you above 90-percent of the wires.

Other top causes of CFIT are IFR procedural mistakes (e.g., flight below minimum enroute altitude, descent below MDA) and unrealistic aircraft performance expectations (e.g., high density altitude, tailwinds on approach). To avoid these pitfalls, make sure you're in compliance with all aspects of the clearances you accept and the procedures you fly. Equally important is to thoroughly research the environment you plan to operate in, especially at high altitudes and/or with short or obstructed runways.

How Can I Avoid CFIT?

Safety Risk Management (SRM) is a vital part of warding off a possible CFIT accident. It involves knowing what you're getting into and understanding what capabilities and resources you have that will ensure a flight is completed safely. This starts at preflight. Make use of a Flight Risk Assessment Tool (FRAT) and the PAVE acronym (**P**ilot, **A**ircraft, **E**nvironment, and **E**xternal Pressures) to help you build a personalized risk assessment before a flight.

During flight, you also need to stay vigilant to any changing conditions, like deteriorating weather, fuel status, and the onset of fatigue. Be ready and willing to adjust your plans. Don't let Plan Continuation Bias (aka Get-there-itis) lure you into making a poor decision. Having a Plan B at the ready can make a route change much easier to rationalize and accept.

There are a host of technological programs, applications, and devices that can aid pilots in situational awareness and risk assessment (e.g., moving maps with terrain overlays). In fact, pilots have access to more information than ever before and that has already contributed to a 20-year

reduction in CFIT accidents. But all that information comes in many different forms so pilots must be thoroughly familiar with and proficient in device operation and information interpretation.

Technology can also lead to unwanted distractions so remember to always Fly the Aircraft First!

Tips and Best Practices

Keep your skills sharp between flights by flying simulators or flight training devices. Many feature realistic graphics so you can get a look at



unfamiliar destination environments. And you can practice instrument procedures before you have to fly them for real. But remember, simulation is not adequate preparation for flights to unfamiliar and/or challenging environments. Therefore you should also make it part of your plan to get regular proficiency training with a flight instructor. Of course we recommend FAA **WINGS** Pilot Proficiency Training, but no matter what program or instructor you choose, try to include scenario-based training.

Finally, be sure to give yourself some breathing room. That means at least a mile from airspace and 2,000 feet vertically from terrain you're trying to avoid. And since weather is very dynamic, you may consider even greater clearance distances to avoid any unexpected IMC.

Resources

- ◆ Advisory Circular 61-134, GA CFIT Awareness
https://www.faa.gov/documentLibrary/media/Advisory_Circular/ac61-134.pdf
- ◆ CFIT Video —What More Can We Do?
<https://youtu.be/JBxg6hgbAr8>



CHAPTER BANQUET





CHAPTER 18 MEETING MINUTES-SECRETARY JIM HATZENBELLER

Chapter 18 October Meeting Minutes



The October dinner meeting was held at the Machine Shed Restaurant in Waukesha. Happy hour was from 6:00 until 6:30 at which time all were seated and dinner was served. A total of 68 guests were in attendance. A video and slide show of members' projects was shown in background and was well presented by Darrell Kufalk. At 7:15 the meeting was opened by President Jeff Point.

Thanks were extended to Dave & Kathy Hoefgen for their efforts in securing this location for the Dinner meeting.

Announcements: The memorial plaque had three names added this year. They are: Don Genzmer, Bob Lemaster, Gil Kaczmarek. A moment of silence was observed.

First Flight plaques for this year were presented to the following people:

Jeff Romuald for his RV-7 and Jim Hatzenbeller for his GlaStar. At least two first flight plaques have been awarded each year over the last 12 years.

A building report was given on the completion and birth of a baby boy to Craig & YaXin Henry.

Young Eagles: Stephanie and Dennis Schulko presented several Chapter members with certificates and pins in recognition of their service as ground support for Young Eagle events: Gert VanDerSanden, Joe VanDerSanden, Dennis Schulko, Stephanie Schulko, Jill Blazek, Mark McDonald, Diane McDonald, Dee Becker, Jonathon Solum, Sarah Whyte, Jan Rodrian, Carrie Brewer, Craig Henry, YaXin Henry, Siddharth Nadkarki, Marie Havaich, Noah Schwab, Elliot Felske, Jerry Roeder, Judy Roeder, Barry Bernstein, Dawn Pfeiffer, Rob Pfeiffer, Katu Pfeiffer, Angie Traut, Zdenka Hatzenbeller and Jim Hatzenbeller.

Recognition was extended to the following people for having flown over 10 Young Eagles this year: Bryan Blazek, Glenn Botsford, David Dunn, Mike Felske, Carl Gollnick, Craig Henry, Dave Hoefgen, Roger Kiefer, Ken Kulesha, Mark Matelski, Tim Meyer, Jeff Point, Laurie Probst, Jim Rodrian, Brian Roltgen, Eric Whyte and Mike Woods.

At this time, Thaddeus and Bridget Pinkoski read off the numbers of the winning tickets for door prizes. Those with matching winning ticket numbers came forward to select their prize until all prizes were gone.

Meeting was adjourned at 7:50pm.



CALENDAR OF EVENTS

Tuesday, November 27 – EAA Chapter 18 Meeting

7:30 P.M., Civil Air Patrol Hangar
 Timmerman Airport
 9305 West Appleton Ave, Milwaukee

Tuesday, December 4 – FFAST Seminar

Winter Weather Flying and Safety Considerations
 Coffee – 6:00 p.m. Seminar – 7:00 p.m.
 Spring City Aviation – Timmerman Airport
 9305 West Appleton Ave. Milwaukee

Thursday, December 6 – Skyscape Theater Royale

Mission Control: The Unsung Heroes of Apollo
 6:30 p.m. – 8:30 p.m.
 EAA Aviation Museum
 Oshkosh, WI

Saturday, December 8 – FFAST Seminar

Maneuvering Flight, and the high accident rate.
 9:00 a.m. – 11:00 a.m.
 Capitol Airport
 21500 Gumina Rd
 Pewaukee, WI

Tuesday, December 11 – EAA Chapter 18 Dinner Party

Drinks – 6:00 p.m. Dinner – 7:00 p.m.,
 El Fuego Restaurant
 909 W. Layton Ave, Milwaukee

Tuesday, April 2 – Sun n Fun International Fly-In

Sun n Fun Expo Campus, Lakeland FL

Monday, July 22 – EAA Airventure

Oshkosh, WI



2018 DECEMBER						
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