



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 53, November 2014

<http://eaachapter18.org>

HEADLINES!

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Chapter 18 2014 Elections

Don't miss the meeting this month or you may be voted into an open position. There are 4 At-Large Board positions open this year along with Vice President and Secretary. Jim Hatzembeller has agreed to run for secretary again. And most importantly, although not an elected position, we are looking for someone to take over as the Coffee Chairman. Consider volunteering for one of these seats to help out the chapter.

FAA finalizes Additional Pilot Program

Enhanced safety the goal for experimental aircraft testing

By Dan Namowitz <http://www.aopa.org>

Builder pilots who are ready to flight test an experimental amateur-built or experimental light sport aircraft constructed from a commercially produced kit can now use a qualified additional pilot under new guidelines released by the FAA.

The FAA's Additional Pilot Program for Phase 1 Flight Test permits a builder/owner to use a qualified additional pilot during Phase 1 operations, when "the aircraft undergoes flight testing to ensure the proper operations of aircraft systems and to develop the aircraft's flight envelope."

The program, which is optional, is a measure to mitigate the risks associated with accidents that have occurred on Phase 1 flights, in which operating limitations have limited the number on board to required crewmembers, usually one pilot. After completion, the aircraft enters Phase 2, "where it will normally reside for the remainder of its operational life," explains the program's newly issued advisory circular.

http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1025667

The program provides guidelines for establishing minimum qualifications of the additional pilot, applying one set of qualifications during the aircraft's initial tests and when the builder/pilot is performing specified flight-test maneuvers, and a less stringent set of qualifications (designating the additional pilot as an observer pilot) for subsequent flights.

Another requirement of the program is for the aircraft that is to be flight tested to be on an FAA list of amateur-built aircraft kits; have full-functioning dual controls; have an engine recommended, supported, or provided by the kit manufacturer; and have preflight testing of systems complete.

With the program, the FAA addressed a National Transportation Safety Board safety recommendation from 2012 that urged the agency revise its orders and guidance "to clarify those circumstances in which a second qualified pilot could be authorized to assist" in flight testing experimental amateur-built and experimental light sport aircraft..

"Today's reality of the ever-increasing complexity and capability of the modern kit aircraft is that Phase I flight testing tests not only the capability of the aircraft, but also the pilot," notes the advisory circular.





PRESIDENT'S CORNER— ERIC WHYTE

Welcome to the November edition of the Flypaper. It is the start of another cold

miserable winter. Those nine months or so when I question my sanity for living up on the Frozen Tundra, today started with driving to work in snow flurries. The only good thing about this Polar Vortex is the airplane loves it. Just like piston airplanes, the jet performs even better when it is cold. Today climbing out we were indicating 280 knots in the climb and that was giving us a mile a minute vertical speed (5300 fpm). I won't lie, performance like that is fun. As I peck this months column out on the iPad I feel like a contestant on the TV show, "The Amazing Race." I started in Milwaukee and then went to Chicago. We are flying to Rifle, CO now and will visit Grand Junction, Denver, Houston and San Antonio before finally ending up in Austin, TX tonight. I just looked at my schedule and it looks like I will be home a whopping 5 days this month. It is auto show season which is our company's main line of business so we have been keeping the Falcon busy.

Sadly I am going to miss this months Chapter meeting, but I'm already elected and not up for re-railroading for another year. We do have several

positions open so please consider getting more involved in the chapter. It's not that much work and we even manage to have some fun along the way.



We are also looking for the most important member in the chapter. We need a new coffee chairman, so hopefully someone steps forward and keeps the collective caffeine level in check.

This is also the last Flypaper before the December "meeting." For those of you new to the group, in December, the 4th Tuesday puts us smack dab in the middle of the holiday rush, so we don't have a regular meeting. Instead we get together for dinner on the second Tuesday. That looks like December 9th this year. We have been holding this outing at El Fuego on 10th and Layton Ave. Come join us for food, drink and airplane talk with fellow chapter members. It's a great time and a great way to end the year. As I look back at 2014 as a chapter, it's been a great year. We've had two first flights, flew a ton of Young Eagles, had a good time at Oshkosh...overall I'd say we can't complain. Let's hope 2015 is even better!

Eric

"that was giving us a mile a minute vertical speed (5300 fpm)"



HEADLINES! CONTINUED



Continued from page 1

EAA Seeks Path Forward on Stadium Overflights

From <http://www.eaa.org>

November 20, 2014 - This week, EAA representatives met with FAA officials to explore possibilities to continue popular stadium overflights in experimental category aircraft, including those prior to NFL games, NASCAR races, and other major public events.

Sean Elliott, EAA's vice president of advocacy and safety, and EAA board member Jack Harrington – who was also representing the EAA Warbirds of America – were joined by John Cudahy, president of the International Council of Air Shows (ICAS), for discussions with top officials at the FAA's AFS-800 General Aviation and Commercial Division. The meeting focused on the increasing popularity of individual and formation flights by experimental aircraft, both in the amateur-built and exhibition categories, for pregame overflights. Those activities became more numerous after federal budget sequestration grounded military overflights in 2013.

FAA headquarters officials had expressed concern that stadium overflights by experimental category aircraft does not comply with current regulations and some operating limitations. The FAA reinforced these concerns with its Flight



Standards District Offices (FSDOs) and asked FSDO inspectors to ensure pilots of experimental aircraft are aware of the regulatory implications of flights over most stadium events. Some pilots who recently performed stadium overflights have also received FAA letters of investigation regarding the rules in question.

"These flights are popular with the public and offer great visibility for aviation," Elliott said. "We also acknowledge FAA's position that the regulations do not accommodate such activities in experimental category aircraft. We believe there is a solution, through the exemption process, for those formation teams who truly train and operate in a professional manner. We appreciate the FAA's willingness to explore these options."

Elliott reminded pilots and experimental category aircraft owners that extreme prudence must be used if they are invited to participate in such overflights, so as to not commit a violation. At the very minimum, Elliott urges owners and operators to contact their local FSDO well in advance for proper guidance.

"ICAS and EAA agree that safety is absolutely the top priority," Cudahy said. "It seems clear there is a path to preserving these popular public displays while maintaining the highest safety standards."





CALENDAR OF EVENTS

EAA Chapter 18 Meeting

Tuesday November 25th at the Timmerman Airport CAP Hanger 9393 W. Appleton Ave. Milwaukee

Monthly meetings are always the 4th Tuesday of the month at 7:30 PM at the Timmerman CAP hangar (except October and December). Guests are always welcome to join us.

No Chapter Meeting in December Everyone is invited to join the December Chapter 18 Board Meeting held at El Fuego, 909 W. Layton Ave, Tuesday December 9th.

November						
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2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

December						
S	M	T	W	T	F	S
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			



Yakovlev YAK-55M
Jonathan Apfelbaum, EAA Lifetime 222561
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JOIN CHAPTER 18 TODAY! Still considered the “best deal in aviation” by Chapter 18 former president Jeff Point. Fill out the info below and give it to our membership coordinator Glenn Botsford at the next meeting. (Annual Dues are \$10, plus \$5 for name plate)

Name: _____

Address: _____

Phone: _____

Email: _____

CALENDAR OF EVENTS CONTINUED



Tom Reholz Memorial Chili Fly-In Saturday, December 6th

11:00am - 2:00pm

Cottage Grove, Wisconsin Blackhawk Airfield 87Y

EAA Chapter 93 will provide the chili, fixings and drinks for free. Donations are welcome in memory of Tom Reholz. Attendees can participate in judging the chili and an award will be given to the winning chef.

Contact: Rob Tweed Phone: 608-213-8271 rt96rj@gmail.com

Chapter 18 Apparel



Chapter 18 Apparel is on sale now. T-Shirts, Hats, Coffee Mugs, and much, much more. Order anytime and no minimums. Each purchase will help to support the chapter.

www.cafepress.com/EAAChapter18

EAA SportAir Workshops Schedule January 24-25, 2015: Oshkosh, WI

Cost (member/non-member) - \$349/\$389*. Learn more about these courses:

What's Involved cost is \$25

http://www.eaa.org/aaa/event/SportAir_Workshops_-_What's_Involved?id=5E8C0D0684C34A5FAB107E6C3AB1AAE4

Composite Construction

http://www.eaa.org/aaa/event/SportAir_Workshops_-_Composite_Construction?id=58C3F2D2402248EBB87AD7E53D61C5CE

Fabric Covering

http://www.eaa.org/aaa/event/SportAir_Workshops_-_Fabric_Covering?id=0CF67A6784E14959A14626858FB26531

Gas Welding

http://www.eaa.org/aaa/event/SportAir_Workshops_-_Gas_Welding?id=6733A6B298FD4AB78BD5E478F70288EE

Sheet Metal Basics

http://www.eaa.org/aaa/event/SportAir_Workshops_-_Sheet_Metal_Basics?id=F742C18AD67A49FA8E5398E4134918A4

Electrical Systems, Wiring and Avionics

http://www.eaa.org/aaa/event/SportAir_Workshops_-_Electrical_Systems,_Wiring_and_Avionics?id=38D899E6584C4F38B4D19579C0E69D09

Fundamentals of Aircraft Construction

http://www.eaa.org/aaa/event/SportAir_Workshops_-_Fundamentals_of_Aircraft_Construction?id=D880850A2FA2416FBE092439E036AC91



CHAPTER 18 MEETING MINUTES SECRETARY JIM HATZENBELLER

Chapter 18 Minutes from the October “2014” Dinner Meeting

The October dinner meeting was held at Clifford’s in Hales corners. Happy hour was from 6:00 until 7:00 at which time all were seated and dinner was served. A video and slide show of members’ projects and Chapter 18 Young Eagle events was shown in background and was well presented by Darrell Kufalk. At 8:20 the meeting was opened by President Eric Whyte.

Announcements: At this time, Eric extended thanks to Stephanie and Dennis Schulko for their efforts in organizing the dinner meeting. Thanks were also extended to the wait staff and bartenders for their service. Thanks were given to Joe Ptaszek for his efforts with the door prizes.

It was announced that there are 2 Flight plaques this year. One plaque was presented to Dave Hoefgren for his RV project. The next plaque was presented to Jesse Bentley for his RV.

It was reported that Chapter 18 flew a total of 272 so far this year with a final event to take place in November.

Young Eagles: It was reported that Chapter 18 has flown a total of 272 Young Eagles so far this year with a final event to take place on November 1st at Waukesha.

Several members were awarded certificates for Young Eagles flown. Glenn Botsford for 50 flights. Jeff Point for 50 flights. Laurie Probst for 100 flights. Eric Whyte for 500 flights. It was also reported that Mike Woods has flown 680 Young Eagles. Fritz Jorgensen was recognized for most flights given by a Chapter 18 member with a total of 806 flights. It was reported that Eric Whyte was the first Young Eagle passenger to get his Private Pilot certificate and then give a Young Eagle flight.

At this time, Joe Ptaszek read off the numbers of the winning tickets for door prizes. Thanks were again extended to Joe Ptaszek for all of his work in making the door prizes a big part of this dinner meeting.

Meeting was adjourned at 8:45pm.

Respectfully submitted, Jim Hatzenbeller (Secretary)

CHAPTER BOARD MINUTES-SECRETARY JIM HATZENBELLER
CLASSIFIES ADDS



No board meeting for October

MEMBER CLASSIFIEDS

FOR SALE, RENT or LOAN

- 4 used Lycoming IO-360 cylinders with Hi compression pistons. 200 hours on new exhaust valves. Injectors not included. \$300.00 each. Don Patterson 414-708-5892 or dpatterson14@wi.rr.com
- I've got a few things for sale that builders and/or pilots might want:
 - 1 ATS Rivet Tool (204RV) \$80
 - 1 Survival Products 4-man raft #1400-1/1500-1 \$800 Contact Andy Laures at alaures@hotmail.com
- Sonex Airframe Kit #1190 (Standard, Dual, VW) "Easy Build" Laser Cut Metals with Machined Angle Components and Pre-Assembled Main Wing Spars. Some work in progress. Complete Kit cost was over \$19,000, Asking \$18,000. Located at Air Troy Estates (East Troy). Carroll Rands 262-994-9009 or ccrands@yahoo.com
- For Sale: a SlickStart module, \$250 (new price in Aircraft Spruce is \$647) Fred Keip 262-835-7714 (after 6 PM) or fredkeip@aol.com
- For Sale: Vacuum pump, Rapco RA215CC, SN A2180. Bought brand new with a vacuum kit about twelve years ago and never used. Sealed and stored since purchase. Also, have the two hose fittings if needed. \$150 or make an offer. Contact Greg Allmann at gallmann@wi.rr.com or 262-391-0535
- For Sale: S.I.R.S. NV2A non-lighted Compass with mounting bracket. Paid Vans \$204.95. Sell for \$150. Glenn Botsford 414-764-5936 414-732-8384
- I had completed RV-6A tail and wing kits, and had started the fuselage kit, when I lost two brothers and a nephew in a Cirrus accident in 2001. I lost interest and the kits have been sitting untouched since then. The wing bottom skins were damaged in a move to Wisconsin from Texas. The fuselage frame was clecoed together but no skinning started. At this time, I would like to dispose of the kits and was wondering if you might know of someone interested in taking it over, or if a school might want to use it for parts. Ken Koehler Sussex, WI 262-372-4402 kenekoehler@gmail.com

WANTED TO BUY, RENT or BORROW

- Nick Heffron is looking for a aerobatic parachute (like a Softie or a Strong) second-hand. Contact Nick at nheffronneuhold@gmail.com
- Craig Henry is looking for a bending brake for RV ailerons. Those of you who are RV builders know exactly the part that I am talking about, and if anyone has one available, please contact Craig at 414-899-5980 or Glasair2@aol.com
- I am shopping for a Light Sport eligible aircraft located in the Wisconsin or nearby surrounding area—something we can use through the upcoming summer flying season. My wife and I are currently flying a Starduster Too, but issues with my 3rd class medical will require that I make the switch to Light Sport, at least for a while. We do presently have a Taylorcraft, but it needs some rebuilding and won't be ready to fly for at least a year. So, we are looking for a solid, airworthy Light Sport eligible airplane that doesn't need any or much work. Types we have been considering: Aeronca Chief, Taylorcraft, Luscombe, Ercoupe, Rans S6, Kit Fox 4, Zodiac 601 XL-B and others. They are cabin types and side by side. (We have two young grandchildren we would like to introduce to flying.) Randy Noak EAA #57117, Tech Counselor, A&P, IA, 541 Bowen St., Oshkosh, WI (920) 426-2763 classiair.novak@gmail.com
- I am in the need for a docking station for a Garmin GTN 650. I'd like to borrow or purchase one if any member has one. Andreas Kerwel andreas.kerwel@googlemail.com 414-343-9529.

To submit items here, send an email to Darrell Kufalk kufalk@wi.rr.com



CHAPTER 18 CONTACTS

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For more information about EAA Chapter 18, email info@eaachapter18.org

To submit articles, photos or other items for the newsletter as well as ideas, suggestions and corrections, contact...
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