



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 53, January 2014

www.eachapter18.org

HEADLINES!

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New Chapter 18 Leadership Elected for 2014

Outgoing:

Chapter President, Jeff Point
 Vice President, Eric Whyte
 Treasurer, Ken Klima
 Board Member, Andy Jaskie
 Board Member, Tony Phillips
 Board Member, Sune Ericson*

*Sune will remain chairman of the coffee committee!

Incoming:

Chapter President, Eric Whyte
 Vice President, Fred Keip
 Treasurer, Glenn Botsford
 Board Member, Tim Meyer
 Board Member, Jeff Wisneski
 Board Member, Nick Heffron

Super Bowl Air Boss Wrangles Swarms of High-Dollar Fliers

By Alan Levin Jan 22, 2014 www.bloomberg.com

Shortly after the last confetti rains down at the National Football League's championship game, Wayne Boggs and his team will take the field in the annual Super Bowl of luxury private aviation.

New Jersey's Teterboro Airport, one of the nation's busiest for business aviation, will be jammed with about half the 1,200 private and charter planes coming in for the Feb. 2 game. Almost all will be looking to enter the world's most-delayed airspace that night and the next day.

Boggs's job at Teterboro will be to prevent the postgame gridlock that's sometimes ensnared corporate chiefs and celebrities used to being whisked around on a whim. In his third Super Bowl as the so-called air boss, Boggs has the last word on who gets out and when.

"It's air-traffic control on steroids," said Boggs, 67, of Tampa, Florida, who specializes in choreographing air shows.

There won't be as many flight operations around the big game as the New York area has during normal summer periods, even with the influx of private planes, according to a Federal Aviation Administration analysis obtained by Bloomberg News.

That makes Boggs's task about logistics on the ground. One stalled plane can block dozens of others from reaching the runways, slowing departures to a crawl.

Then there's this year's wild card for aircraft operators as well as for the two teams in the first Super Bowl played outdoors in northern climes – the weather.

Ground Control

Boggs won't replace the FAA employees at Teterboro's tower, who will be working at full capacity. His team of 11 will be responsible for wrangling aircraft on the tarmac and some taxiways, which during the game will resemble the MetLife Stadium parking lot less than 2 miles (3 kilometers) away, he said in an interview.

He'll set up a shadow control facility from an unused tower at the airport. Team members, most of them former air-traffic controllers like Boggs, will be stationed at each of the five airport locations that service the planes. Another will be roving in an airport vehicle. Those in the tower will keep tabs on which planes can depart first, radioing taxi instructions on a frequency temporarily assigned to them.

Boggs said he won't allow a plane to move at Teterboro until all passengers are aboard and it's

been fueled. Clearance to taxi will be first-come, first-served. That prevents pilots from trying to outrun others to the runways and gives the tower's controllers an orderly flow, he said.

Teterboro's airport is taking reservations for as many as 600 aircraft to park there. They will include models built by General Dynamics Corp. (GD)'s Gulfstream, Bombardier Inc. (BDRBF) and Dassault Aviation SA (AM)'s Falcon.

"You have a tremendous amount of heavy iron attending," Boggs said, using industry jargon for the largest business jets.



Wayne Boggs, 2008 Arctic Thunder air boss, keeps a keen eye skyward during an air show performance.



Continued on page 3



PRESIDENT'S CORNER— ERIC WHYTE

Happy New Year! And welcome to the January edition of the Flypaper. Since the November meeting or so I've been trying to get the song "I've been working on the Railroad" out of my head, mainly due to the Railroading I got in getting elected, again, to be President of this Chapter. Of course as I feared my work schedule is getting in the way, and I will be missing the January meeting, so you will be in Fred Keip's capable hands for the meeting. Since Fred has more experience as Chapter 18 President than anyone, I think we should be ok.

January also marks the anniversary of EAA's first official meeting, held January 26, 1953. Recently I got a couple of pictures of that first meeting, taken by Leo Kohn EAA #4, who was EAA's first Official photographer, who incidentally passed away last week at the age of 89.



One of the things that we as the elected board of directors have decided to do is make a change. Starting in February, we will no longer be printing and mailing any copies of the newsletter. Jeff Point has been kind enough to print off a few copies, and then mail them to a few members that asked to receive printed copies. Well after discussing it at length the board decided that we are no longer going to provide printed copies of the newsletter, it is an expense, and a hassle



that we have decided the time has passed. If Carl Schultz could get an emailed copy at 90 something when we first made the change to the electronic option pretty much anyone can do that. Even my 92 year old grandmother gets her email on her ipad. If you are one of the members that absolutely has to have a printed copy, please ask one of your fellow chapter members to print it and forward it to you.

As reported at the November meeting I bought an RV-6, it is more or less a well-built airplane, at least it will be when we get done fixing things. During the condition inspection, we found a build error in the tail which we are rebuilding. I have options. I have an extra RV-6 tail kit we can finish and install and also an RV-7 tail kit that I can finish and use. We are investigating the pros and cons of each. So much for a flying airplane, well technically it flew, and now I have a project. I am sure



we will have further updates in this column as the year goes on. Who knows, I might even make a chapter meeting in person and be able to give a progress report! Until then, keep the air-speed up!

"I've been trying to get the song 'I've been working on the Railroad' out of my head"



HEADLINES! CONTINUED



Continued from page 1

Airplane Choreographer

Just as his lookalike younger brother, Wade Boggs, hit the toughest pitchers during his Hall of Fame baseball career with the Boston Red Sox, New York Yankees and Tampa Bay Rays, Wayne Boggs's skills are distinctive enough to have inspired a reality-TV miniseries called "Air Boss." It's scheduled to debut in June on affiliates of Discovery International, according to the show's website.

One occupational hazard is that "high-dollar people," as the air boss calls them, can get impatient if they have to wait.

After the 2008 Super Bowl, held at the University of Phoenix Stadium in Glendale, Arizona, private and charter planes trying to leave the following day were delayed at least six hours.

A storm blew across the Phoenix region on the Monday after the game and limited departures, Arthur Rosen, who was chairman of the Scottsdale Airport's advisory commission, said in an interview.

2008 Meltdown

Compounding the delays were that some plane owners and operators reserved departure slots and then failed to leave on time, Rosen said.

Robert Kraft, owner of the losing New England Patriots, was stuck in the backup and called officials in an attempt to reach the airport manager, according to Rosen.

The gridlock didn't just ensnare the losing team. A plane carrying quarterback Eli Manning of the victorious New York Giants and his older brother, Peyton Manning, who will lead the Denver Broncos against the Seattle Seahawks in this year's game, also was stuck, Rosen said.

"That can be a challenge," Boggs said, "keeping them as happy as we can until they are able to get out."

After last year's Super Bowl, a former football player Boggs declined to identify became irate after the air boss made him wait in a departure queue at New Orleans's Lakefront Airport.

"The reason he couldn't go was all his people weren't there," he said.

Keeping Happy

Such confrontations have been rare, Boggs said. Most often he eases anger by acting as a referee and providing information if delays occur, he said. When tensions persist, he dispatches a member of his staff to mollify passengers.

Boggs's work after last year's Super Bowl prevented a recurrence of the much-worse delays seen in New Orleans after the men's college basketball championship game in 2012, when Boggs wasn't on duty, Louis Capo, executive director of the Non-Flood Protection Asset Management Authority, which manages Lakefront Airport, said in an interview.

The FAA, local airport authorities in New York and New Jersey, and aviation businesses have spent months preparing for what's the biggest annual event for business-jet travelers, according to Argus International Inc., a Cincinnati-based aviation research firm.

Reservations Required

Mindful of previous traffic jams, the FAA has required private and charter planes flying to airports near MetLife Stadium to obtain a reservation and a parking space.

The cost of chartering a plane to the Super Bowl varies by distance traveled, aircraft size and other factors. Hiring a plane capable of flying non-stop from Los Angeles to Teterboro, and staying four days, would cost \$65,000, said Andrew Ladouceur, vice president of charter sales and client services at Meridian Teterboro, one of the five bases for private aircraft at the airport. Airports are laying in extra fuel and deicing fluid, making special parking arrangements for vans and limousines and calling on hundreds of volunteers to assist visitors.

At Meridian, reservations for plane parking during the Super Bowl filled up before Christmas, Betsy Wines, the company's vice president of customer service and human resources, said in an interview.

'More Planes'

Carlyle Group LP (CG)'s Landmark Aviation is bringing in more than 20 employees from bases around the U.S. to supplement its staff of 120 at Teterboro, Mario Diaz, the facility's manager, said in an interview. It expects to handle at least 150 planes, Diaz said.

Both facilities are hosting a viewing party for the pilots and crew who must tend to aircraft during the game.

Interest is also brisk for private flights at Newark Liberty International Airport, which can handle the private planes too big for Teterboro, such as Boeing Co.'s BBJ line including 737s and the double-decker 747-8 modified for private use.

The concrete tarmac at the northern tip of Newark will hold planes worth more than \$1 billion on game day.

"We're going to have more planes during the Super Bowl than we've ever had before," said Eric Richardson, general manager at BBA Aviation Plc (BBA)'s Signature Flight Support at Newark.

'Dead Crawl'

Super Bowl attendees more into making appearances than staying until the game's end must use Newark as well. While FAA security rules ban flights at Teterboro from 4 p.m. the day of the game until an hour after the contest ends, Newark is just outside the FAA's no-flight ring around the stadium and has no restrictions.

The crush at Teterboro won't begin until the FAA lifts its flight restrictions at about midnight after the game, Boggs said.

He expects a rush from midnight until about 5 a.m. on Feb. 3, with traffic picking up again around 7 a.m. "We don't quit or take a break until we end around 3 p.m. Monday," he said.

There's only one thing Boggs is dreading: the weather. There may be little he can do if freezing rain, snow or high winds reduce flight capacity or temporarily shut an airport.

A winter storm like the one that hit New York and New Jersey Jan. 21 "will throw everything into a dead crawl," he said.

"In that case, you'd want everyone to take a vacation and go into Manhattan to see a show," he said.

To contact the reporter on this story: Alan Levin in Washington at alevin24@bloomberg.net

"Air Boss"

A new miniseries on Discovery International in June 2014.

More info and show trailer... <http://www.airboss.tv/Home.html>





CALENDAR OF EVENTS

EAA Chapter 18 Meeting

Tuesday January 28th 7:30 pm at the Timmerman Airport CAP Hanger 9393 W. Appleton Ave. Milwaukee, WI 53225

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.

Your annual Chapter 18 membership dues of \$10 are due this month. Cash or checks made out to "Chapter 18" are accepted.

January						
S	M	T	W	T	F	S
			1	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	31	

February						
S	M	T	W	T	F	S
						1
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	



Howard DGA-15P
 Photo by 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 Ken Klima at the next meeting. (Annual Dues are \$10, plus \$5 for name plate)

Name: _____

Address: _____

Phone: _____

Email: _____

CALENDAR OF EVENTS CONTINUED



- **EAA 1331 Fly In / Drive In Breakfast** Sunday, January 26, 2014 7:00am - 12:00pm
 Wautoma Municipal Airport, Wautoma, WI
 Pancakes, Eggs, Sausage, Milk, Coffee & FUN!
<http://www.eaa1331.org>
 Contact: Paul Paris Phone: 9202952525
- **Chili Ski Fly-in** Saturday, February 1, 2014 10:00am - 1:30pm
 EAA Chapter 431, Brodhead, WI, USA
 The annual EAA Chapter 431 Chili Ski Fly-In at the Brodhead Airport. Fly in or drive in and enjoy some homemade chili, then relax and warm up next to the campfire while watching some ski plane flying.
<http://www.eaa431.org>
 Contact: Benjamin Johnson Phone: 608-214-9595
- **EAA Skiplane Fly-In** Saturday, February 8, 2014 10:00 a.m. - 1:00 p.m.
 Pioneer Airport, Oshkosh, WI, USA
 The annual EAA Skiplane Fly-In has been moved from its traditional January date to Saturday, February 8, at EAA's Pioneer Airport in Oshkosh, to increase the likelihood of sufficient snow to host flying activities. If weather or snow conditions do not permit aircraft arrivals at Pioneer Airport on February 8, other activities will continue as planned, including complimentary chili and cake served beginning at 10:30 a.m. Click the link for more information.
http://www.eaa.org/news/2013/2013-12-03_eaas-skiplane-fly-in-moved-to-february8.asp
 Contact: Olivia Rasmus Phone: 920-426-6599
- **Veto Chili Challenge** Saturday, February 15, 2014 1:00 - 3:00
 Palmyra Municipal Airport, Palmyra, WI, USA
 Chili cook off. All are welcome. Whether you bring in a pot of your best chili recipe, or just come to sample what's there. Then vote for your favorite. (Cheap) prizes for the top three vote getters. (Hey, we're an EAA chapter. Not the federal government.)
 If flying in, check ahead for runway conditions. Airport Mgr: Don Agen, 262-495-4342
<http://1177.eaachapter.org>
 Contact: Michael Dean Phone: 262-279-3270
- **EAA's 2014 Hops & Props** Saturday, March 8, 2014 7:00 p.m. - 10:00 p.m.
 EAA AirVenture Museum, Oshkosh, WI
 \$75 Hops & Props Ticket
 \$125 VIP Dining Experience--Catered by Becket's Restaurant
 EAA AirVenture Museum in Oshkosh, Wisconsin, cordially invites you to Hops & Props, a fine food and beverage-tasting event. Sample over 250 different extraordinary beverages provided by micro-breweries and distributors from across the world. Learn about the brewing process and history, and become a discerning beverage taster. Hops & Props offers you an opportunity to meet master brewers and understand the distinguishing characteristics of Ales, Lagers, and hybrid or mixed styles of beers. Wheat beers, fruit beers, stouts, English Bitter, Porter, Meads ... discover the differences and your preferences.
 Great music from several live bands, food, coffee and sweets all add to this exciting event!
<http://www.eaa.org/hops&props>
 Contact: Kelly Zanders Phone: (920) 426-6281



MORE NEWS

CHAPTER 18 MEETING MINUTES SECRETARY JIM HATZENBELLER

An email sent to Jeff Point

Hi Jeff,

Hope that you are doing well. I was trying to find a way to get this information out to EAA chapter 18 but the Web page has been down so I am not sure how to make that happen. If you can either help me out in getting this message out or give me a heading on how best to do it, I sure would appreciate it.

Thanks,

Jack

Our oldest son, Aaron, has been a physician for about a year and this fall became an aviation medical examiner.

Each year he is required to see a minimum number of airmen to maintain his status as an AME so I thought I would pass the word along to everyone in the chapter and ask those in the chapter to pass along the word to others who may live in the Fort Atkinson WI area where Aaron has his practice. He needs to get a few more medicals done before the close of March to secure his ongoing certification as an AME. Aaron grew up around airplanes, loves flying, and completely understands pilots. That is why I encouraged him to become an AME because I knew that he would be one of the good ones who would fight to help pilots keep their medical. He has been doing exactly that. If you need to complete a medical or know someone who does in the Fort Atkinson area, please pass along Aaron's contact information.

His contact information can be found here [Aaron Beck Family Practice and AME](#).

John A. Beck, Ph.D.
W155 N11637 Sunnyview Ave.
Germantown, WI 53022

Reminder:

If you attended the December board meeting/Mexican Dinner at El Fuego last month, don't forget to reimburse the host if you have not done so already. He needs the money for more airplane parts.

Chapter 18 Minutes from the November "2012" Meeting

The November meeting opened at 7:30. Guests were asked to introduce themselves and three people did so.

Announcements: The December Board/dinner meeting will be held at El Fuego on Dec.10th and is open to all. It was announced that Jack Pelton has agreed to stay on as EAA Chairman of the Board through 2016 as a volunteer without pay. It was announced that the last Saturday of the month, "coffee talk" will take place at the Waukesha FBO from 8:00am until 10:00am. All are invited. It was announced that Wings over Waukesha is looking for an EAA Chapter to help to provide some input on experimental, home built aircraft at its annual show.

At this time, nominations for President, Treasurer, and 3 board positions were conducted. Eric Whyte was nominated for President. Fred Keip was nominated for Vice President and Jeff Wisneski, Tim Meyer and Nick Heffron were nominated for open board positions. As there were no opposed positions, all nominees were voted in by acclamation, seconded and passed.

Young Eagles: No report.

Flying and Building Reports: Eric Whyte reported that he has purchased a completed RV6 and is conducting a condition inspection. Ken Klima flew his RV to Ormond Beach, Florida. Jason Kredler is getting his RV-10 painted. Nick Heffron has passed the check ride for his Commercial license. Jeff Wisneski reported that he has purchased a Sonex YaieX kit and has started building already. Jim Kidd reported he is painting the top wing for his Skybolt. Glenn Botsford reported on flying Eric Whyte to Sparta to look at Eric's upcoming purchase of the RV-6. Tom Stranak reported that his RV fuselage has been moved to the airport. Fred Keip reported on installing new hydraulic brakes and wheel pants on his Sonerai. Fred also reported that the new wheel pants don't fit and they are currently for sale. Chris Esselstyn reported that his SP-18 glider is painted and systems are installed. It is now ready for the panel. Bill Stillely reported that he is working firewall forward on his Kitfox. Minutes from the previous meeting were accepted as published. The treasurer's report was accepted as published.

Break was taken and was then followed by an interesting presentation by Dave Hedgecock and Don Patterson on the use of the Chapters new bore scope.

Tech Counselors: No report

Flight Advisors: No Report.

Meeting was adjourned at 9:45pm.

Respectfully submitted, Jim Hatzenbeller (Secretary)

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

CHAPTER BOARD MINUTES-SECRETARY JIM HATZENBELLER
CLASSIFIES ADDS



Board Meeting Minutes for November, "2013"

The November Board meeting was called to order at 6:35 by President Jeff Point at the CAP hangar at Timmerman Field. Jim Hatzenbeller, Sune Ericson, Andy Jaskie, Eric Whyte, Ken Klima, Chris Esselstyn, Bryan Blazek, Jerry Roeder and Don Patterson were present. Minutes from the previous meeting were approved as published in the Chapter newsletter. The Treasurer's report was approved as published in the newsletter.

Announcements: It was announced that Tuesday Dec. 10th would be the annual Board/Christmas dinner meeting at El Fuego. All are invited. Elections will be held at the November chapter meeting. President, Treasurer, and 3 board positions are to be voted on tonight. Eric Whyte will run for President. There have been no nominations for the Treasurer and board positions. Sune Ericson has volunteered to make coffee for chapter meetings for another 1 year period.

Old Business: No old business was discussed.

Young Eagles: No report

New Business: The subject of reducing the board to 5 members instead of 7 was discussed with no decisions made. Sune, Andy and Bryan volunteered to be vote counters at the chapter meeting in the event that a contested election takes place.

A motion was made, seconded and approved to allocate \$200 to Joe Ptaszek for door prizes at the Oct, 14 dinner meeting.

A question for future discussion is the need to conduct a board meeting every month.

A motion was made seconded and carried to reimburse Sune for the purchase of the new chapter coffee maker.

Meeting adjourned at 7:25

Respectfully submitted,

Jim Hatzenbeller (Secretary).

MEMBER CLASSIFIEDS

FOR SALE, RENT or LOAN

- I've got a few things for sale that builders and/or pilots might want:
 - 2 Tempest AA48108-2 oil filters \$15/ea or \$25 for both
 - 1 ATS Rivet Tool (204RV) \$80
 - 1 3.5hp oil-sump 135psi compressor w/60gal tank and additional 60gal tank \$600, * includes 1 large and 2 small filter/regulators, several hoses, and condensate drain system w/ball valves
 - 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
- Zenith CH200 about 35% finished. The plane is located in the Burlington area and the family wants to sell it. Betty Ashworth 847-502-3034
- For Sale: Marvel-Schebler MA3SPA carburetor. P/N 10-3237 for a Continental C-145. \$300. Fred Keip 262-835-7714 (after 6 PM) or [fredkeip@aol.com](mailto:redkeip@aol.com)

WANTED TO BUY, RENT or BORROW

- Laurie Probst is looking for some un-airworthy wing ribs for student demos. If you have anything laying around please let her know. kosalof@aol.com
- Nick Heffron is looking for a aerobatic parachute (like a Softie or a Strong) second-hand. Contact Nick at nheffronneuhold@gmail.com

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



TREASURER REPORT- TREASURER KEN KLIMA

November- December -2013	Checking	Savings	Total
Beginning Bal. 11/1/13	\$2,782.24	\$1,207.35	\$3,989.59
Receipts			
Dues	50		
Badges	5		
Eggs	38		
Coffee pot	45		
Interest		0.33	
Total Income	138	0.33	
Expenses			
Bore scope	-\$655.45		
Banquet	-\$1,079.87		
Prizes for 2014 banquet	-200		
New coffee pot	-115		
Badges	-9.61		
Chapter EAA fees 2014	-230		
Chapter insurance EAA 2014	-110		
USB drive (treasurer)	-9.49		
Total expenses	-\$2,409.42	0	
Ending Balance 12/31/13	\$510.82	\$1,207.68	\$1,718.50
Outstanding 1/3/14			
Newsletter 2012/13	-296.45		
Transfer	200	-200	
Net actual 1/3/14	\$414.37	\$1,007.68	\$1,422.05

A friendly reminder from the chapter Membership Chairman and Treasurer.

Please remember that dues are due in January and plan to bring a check or \$10.00 US cash ;)

Make checks out to: Chapter 18

If your dues are not paid by the end of February you will no longer be considered a voting member.

Also please remember that you are required to be a current member of EAA to be a member of Chapter 18.

Thank you,
Ken Klima

P.S. Thank you for allowing me to be your treasurer and Membership Chairman for the past 6 years. **Good Luck Glenn**

Note: Account balances listed below are included in the balance above.				
The following account information is only reported once per year.				
** Quantities below not audited in 2013				
Young Eagles Account	Date	Expense	Income	Bal.
Net carried forward	1/1/13			\$214.39
Expenses/income 2013		\$0.00	\$0.00	
		\$0.00	\$0.00	\$214.39
Patches Account	Date	Expense	Income	Bal.
Net carried forward*	1/1/2011			-\$76.00
Sales	2/28/11		\$4.00	
Sales	8/1/11		\$16.00	
**Approx 107 now on hand		0	\$20.00	-\$56.00
Decals	Date	Expense	Income	Bal.
Initial supply*	1/14/2010	-\$111.93		
Chapter sales thru 12/11	12/31/2010		\$72.00	
**Approx 64 remaining on hand		-\$111.93	\$72.00	-\$39.93
Banquet Account 2013	Date	Expense	Income	Bal.
Cash collected (54 @ 24.00)			\$1,296.00	
*Dinner cost w/ Bar tenders	10/22/13	-1379.87		
Door Prizes	2/1/11	-\$200.00		
		-\$1,579.87	\$1,296.00	-\$283.87
* Paid for 55 people, 1 no show				

EAA Chapter 18
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CHAPTER 18 CONTACTS

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At-Large Board	Bryan Blazek	262-347-9598	rv9abuilder21@gmail.com
At-Large Board	Jerry Roeder	414-899-7374	jroeder@wi.rr.com
At-Large Board	Tim Meyer	414-587-3581	tgmeyster@gmail.com
At-Large Board	Jeff Wisneski	414-732-4107	n4sieff@yahoo.com
At-Large Board	Nick Heffron	262-501-3117	nheffronneuhold@gmail.com

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Paul McAllister (262) 695-7624	Glenn Botsford (414) 732-8384		

FLIGHT ADVISORS

Ron Scott (262) 642-7423

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...
Darrell Kufalk @ kufalk@wi.rr.com