



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 54, October 2015

<http://eaachapter18.org>

HEADLINES!

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October Dinner Meeting This Tuesday

If you go to the CAP hanger at Timmerman on Tuesday night, you will be a little lonely. This month we will be having the October Dinner Meeting at Clifford's 10418 W Forest Home Ave. in Hales Corners, WI. Bar opens at 6:00pm. Dinner at 7:00pm.



If you want to bring some pictures for the slide show, come early so I can have time to copy them into my laptop. If nobody brings any pictures, you will be stuck looking at my pictures all night.

Pilot's Bill of Rights 2: Where Does It Stand?

EAA, AOPA join to answer questions

September 30, 2015 - Last week's announcement by Sen. James Inhofe (R-OKlahoma), the author of the Pilot's Bill of Rights 2, about modifications to the bill's language have raised plenty of questions among EAA and AOPA members. <http://www.eaa.org/en/eea/eea-news-and-aviation-news/2015-news/09-25-2015-building-momentum-sen-inhofe-updates-progress-on-pilots-bill-of-rights-2>

We'll be up front with you: EAA and AOPA fully support Pilot's Bill of Rights 2 including these modifications. For more than 25 years, our two organizations have been pushing for aeromedical reform. Our most recent exemption request was made in 2012 and was much less expansive than the bill as it now stands, but it did not gain the traction needed for approval. We are further along the road to substantive aeromedical reform than at any time in history.

We've also been digging after answers on some of your most common questions, which include:

Why the changes in the bill's language?

Simply put, the original language of the Pilot's Bill of Rights 2 did not have enough support in the Senate, despite your thousands of contacts with your senators. It was not going to pass or move forward in its original form. Inhofe knows the workings of the Senate extremely well, so he looked for a way to get support to move meaningful reform forward. They went directly after the objections voiced by fellow senators, and in doing so built bipartisan support from 67 senators across the entire political spectrum.

What if I will only support the original language in the bill?

Again, we're going to be frank here. Accepting only the original Pilot's Bill of Rights 2 language would mean failure of the entire bill. We would end up with nothing, the same way previous efforts for meaningful aeromedical reform have ended.

Will this affect me if I still want to fly as a sport pilot?

No. This bill does not change any provision of the sport pilot rule. You may still fly light-sport eligible aircraft with at least a sport pilot certificate and a valid driver's license in lieu of a third-class medical certificate.





PRESIDENT'S CORNER— ERIC WHYTE

The leaves are falling the wind is crisp, sending a not so subtle reminder that the tundra is about to become frozen again and we will enter "building" season, when we seem to get more building done than flying. October also means the annual dinner meeting. I need to make a big thank you to Stephanie Schulko for once again organizing the dinner.

As many of you know, I recently changed jobs. I had an opportunity to work with Alan Klapmeier at his new company One Aviation. So instead of the Falcon I am flying the little Eclipse 550. I have to say the airplane really



surprised me. Like many of you I had seen the airplane at Oshkosh but never paid it too much attention because it was one of those that I figured I couldn't afford and I didn't think I would get a job flying one. Turns out it's actually a really amazing little airplane. It is small, roughly the size of a Twin Comanche, but flies like a much larger airplane. The handling qualities are really good. It is easily one of the nicest flying jets I have ever flown. I

will have to bring one to the June fly-in meeting next summer so you can see it up close. I am really shocked at the fuel burns, the other day I flew from Albuquerque to Duluth, which is right around 1000NM in 2 hours 50 min and use 166 gallons of gas. The Falcon would use 166 gallons getting out of the traffic pattern!



We have had a really good year so far with lots of Young Eagles flown, lots of progress made on projects, a great Oshkosh and a couple of first flights. Hopefully you will be joining us at the dinner meeting where we will celebrate the year's accomplishments. Maybe someone will even get inspired and draw out an airplane project on a Clifford's napkin. Something like a squadron of Fokkers.....

Well I'll bring a couple of pens and we'll see what we come up with.

Eric

"The Falcon would use 166 gallons getting out of the traffic pattern!"



HEADLINES! CONTINUED



Continued from page 1

Isn't the requirement to have had a medical certificate within the past 10 years only a move to a 10-year renewal of a medical?

No. If you are a private pilot and have a valid medical certificate (regular or special issuance) within 10 years from the date when the bill is signed into law, you may never have to visit an AME again. You will simply have to take an online medical education course every two years, and visit your personal physician once every four years and note that visit in your logbook. No requirement will exist to report the outcome of the visit to the FAA.

Even though I have held a special issuance within the past 10 years, I understand that I may have to get another if I have been diagnosed with certain conditions. What conditions are those?

Those conditions are described in the FARs and are limited to an established medical history of the following:

Cardiovascular: myocardial infarction (heart attack); coronary heart disease that has been treated by open heart surgery; cardiac valve replacement; and heart replacement.

Neurological: epilepsy; a transient loss of control of the nervous system; and disturbances of consciousness without satisfactory medical explanation of the cause.

Psychological: personality disorder that is severe enough to have repeatedly manifested itself by overt acts; manifested or may reasonably be expected to manifest delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of psychosis; severe bipolar disorder; and substance dependence within the previous 2 years as defined in FAR 67.307(4).

What is this online aeromedical course and who will administer it?

The online aeromedical course, taken once every two years, would be a requirement to keep your flying privileges. It would be free of charge to all pilots, whether or not they are AOPA or EAA members. We believe education is more effective than regulation, and this is the best way to get the important health information to everyone. It would also include information on how over-the-counter medications can affect our fitness for flying. The course will be run and maintained through the GA community's communications channels, such as AOPA's Air Safety Institute. The FAA would only approve the content of the online course. If we as a flying community fail to show that we can be responsible for educating ourselves, more regulation will be put upon us.

I feel fine. Why do I have to go to a doctor every four years to prove it?

We're pleased that you feel fine, but even if you weren't a pilot, avoiding the doctor's office isn't the way to assure that you're in good health. Most people see their personal physician for a physical every year or two regardless. This legislation eliminates the cost, paperwork, and extra hassle of regularly seeing a different doctor just to fly. It also eliminates many of the burdens placed on private pilots just because they're pilots.

Will this help me if I need a special issuance?

Yes! One of the biggest problems with the current special issuance process is that it's a continual renewal, with all the cost, paperwork, and hassle associated with it each time. Under the bill's language, you receive the third-class medical special issuance once and you're good to go, with only future visits to your personal physician at least every 48 months. In addition, the bill requires the FAA to streamline its special issuance process, so even that one time might not be as much of a burden in the future.

I've heard that the FAA denies most special issuance medical requests, so I'm reluctant to even try.

Whoever told you this is wrong. The FAA issues medical certificates to the vast majority — more than 98 percent, in fact — of people who complete the medical certification process. That includes those who are seeking a special issuance medical. And, under the Pilot's Bill of Rights 2, you will only need to complete the special issuance process once.

Doesn't this just help old pilots? What about new private pilots who can't get a third-class medical?

Inhofe heard clearly from fellow senators that in order to support the bill, they needed one initial medical approval by the FAA to ensure that a new pilot was in sufficiently good health to fly. That's a one-time approval, compared to the biennial medical exam — sometimes more if certain conditions are involved — that is now required. That's a pretty substantial step forward for everyone.

Will I be able to get insurance if I fly under the rules set out in the Pilot's Bill of Rights 2?

Insurance companies have not yet addressed how they will handle medical reforms and are unlikely to do so until medical reform becomes law. Our 10 years of experience with the sport pilot regulations and other pilots flying sport pilot eligible aircraft without a medical certificate showed little or no impact on insurance availability or rates. Since each company uses slightly different language regarding medical requirements, the best thing to do is to contact your insurance broker or company and ask how they will handle anticipated reforms. History indicates that compliance with the applicable regulations is typically all that is required by insurance companies, and the new regulations would not require an additional medical certificate for many pilots in the future.

So, where do we go next? What's the timeline?

Even with all the progress, there's still work to do. Few things move forward quickly in Congress. Inhofe would love to get more senators on board as co-sponsors — so, if your senator is on the list of those still not signed on, continue to contact them. Inhofe is also working to get the bill to the Senate floor. If approved there, it would move to the House, where nearly 150 representatives are co-signers of the original parallel Pilot's Bill of Rights 2. We are seeking every potential avenue for progress in both houses of Congress.

Predicting the pace of legislation is a fool's game, but we'll say it again: This needed reform is further along now than ever before and we are working daily to get this done as soon as possible. It has support of GA groups, aeromedical groups, and several large airline pilot groups. Everybody would love it to move faster, but discouragement and doubt do not help. Let's push this across the finish line!



CALENDAR OF EVENTS

EAA Chapter 18 Meeting

Tuesday September 22 at the Timmerman Airport CAP Hanger 9393 W. Appleton Ave. Milwaukee Meeting starts at 7:30 p.m.

Monthly meetings are usually 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.

Chapter 18 October Dinner Meeting

Tuesday Oct 27th at Clifford's. Drinks starting at 6:00 pm. Dinner served at 7:00 pm. 7995 S Patricia Ct. Franklin, WI 53132.

One Last Young Eagles event for the season

Saturday, November 7 · 12:00 PM - 3:00 PM at Waukesha

| November 2015 | | | | | | |
|---------------|----|----|----|----|----|----|
| 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 | | | | | |

| October 2015 | | | | | | |
|--------------|----|----|----|----|----|----|
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| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |



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: _____



CHAPTER 18 MEETING MINUTES-SECRETARY JIM HATZENBELLER
CHAPTER BOARD MINUTES-SECRETARY JIM HATZENBELLER

Chapter 18 Minutes from the September "2015" Meeting

September meeting was called to order by President Eric Whyte at 7:35 PM at the CAP Hangar at Timmerman Field.

Announcements: Thank you to Spring City Aviation for hosting the Chapter fall picnic held at Burlington airport on September 20th. Spring City will host another fly-in on October 3rd. The Northwoods 100 air race will take place at Waupaca on September 26th.

Guests were asked to introduce themselves and 1 person did so.

Building & Flying Reports: Tim Meyer reported that he is working on right side inner door panel for his Team Tango Foxtrot IV. Andreas Kerwel reported that he has the wings installed on his RV-10. He is now conducting taxi testing at Waukesha airport. He is also beginning the paperwork for airworthiness inspection. It was reported that Joe Corragio has done first engine start on his Long EZ. It was reported that the large crimping tool is missing. Please notify the tool librarian if you have this tool. Fred Keip reported on flying to Brodhead. Jeff Point 7 Glenn Botsford reported on inspecting Andreas RV-10 project. Andreas tip to builders is to avoid taking inspectors to a Mexican restaurant before an inspection. Jim Rodrian reported on taking his second trip to Denver in his Defiant. He also flew to Rapid City and fly-ins to Merrill and Oconto. It was reported that Chris Esselstyn has made the first flight in his HP-18 glider. He needs to complete 10 hours of flight testing as a glider before he can use his auxiliary turbine power. On first flight, there was an issue with the tow rope not releasing and so it had to be broken during flight, which turned out to be a non event. Mike Felske reported on landing on 8 different lakes. Mark Matelski reported on flying in his recently purchased Piper Pacer.

Young Eagles: There will be a Young Eagle event at Capitol Dr. on October 10th starting at 12:00. The final event for the season will take place on November 7th at Waukesha.

Flight Advisors: No Report.

Tech Advisors: Jeff Point recommends that you paint your engine mounts white.

New Business: The Treasurer's report was approved as published in the newsletter. The minutes from the previous Chapter meeting approved as published in the newsletter. The annual October dinner meeting will be held again this year at Clifford's in Hales Corners. It was decided at the Board meeting to resume the Sunshine club. This will be co-coordinated by Glenn Botsford and Jim Hatzenbeller. Stephanie Schulko has volunteered to do the cards. It was suggested that the position of Sergeant at Arms be restarted. A volunteer is needed.

Elections will take place at the November meeting. The positions of President, Treasurer and 3 board members are open. Nominations are now being accepted. Tim Meyer was nominated for President and he accepted. Glenn Botsford has indicated that he would like to continue as Treasurer. Don Patterson has indicated that he would like to continue his board position for another term. It was reported that it is too late in the season to plan for a fall fly-out camping trip. Jeff Point reported that his homebuilt ADS-B unit is still in the experimental stage.

Break was taken and due to technical difficulties, there was no program.

Meeting was adjourned at 8:45pm.

Respectfully submitted,

Jim Hatzenbeller (Secretary)

Board Meeting Minutes for September, "2015"

The September Board meeting was called to order at 6:35 by President Eric Whyte at the CAP hangar at Timmerman Field. Jim Hatzenbeller, Tim Meyer, Glenn Botsford, Dave Hoefgen, Louie Krueger, Jeff Wisneski and Don Patterson were present

Announcements: Vice president Bill Stillely is in the hospital and is recovering from a recent surgery. Minutes from the previous meeting were accepted as published in the newsletter. The treasurers report was accepted as presented.

Old Business: There was no old business to conduct.

Young Eagles: The schedule for Chapter Young Eagle events has been established. Dates and locations are posted in the Chapter newsletter, on the Chapter website and also on Facebook. The next event will take place at Capitol Dr. on October 10th.

New Business: A suggestion was put forward to resurrect the Sunshine Club. After short discussion this was approved. It will provide a Chapter member with a fruit basket or flowers as the situation dictates. Glenn will set up accounts with a local flower shop and fruit market. A suggestion was made to re-establish the position of Sergeant at Arms. A volunteer is needed for this position and this person does not need to be a board member.

Elections will take place at the November meeting and nominations will be open at the September Chapter meeting. The positions of President, Treasurer and 3 board members will expire this year. A question was asked if there is any interest in a fall fly-out/camp out. It was decided that it is too late in the season to organize this type of event. There will be another fly-in at Burlington airport on October 3rd. It was reported that there are 104 members in Chapter 18 at the present time.

Meeting adjourned at 7:10.

Respectfully submitted,

Jim Hatzenbeller (Secretary).

CLASSIFIEDS ADDS



MEMBER CLASSIFIEDS

FOR SALE, RENT or LOAN

- 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

- 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

ACROSPORT II \$29,500

Completed 1987 / Serial #106 / Oshkosh Award Winner 1991

Status: Currently Flying / Time will accumulate until sold

Conditional: 12/14 / TT: 805 / SMOH: 1132

Lycoming O-320-E2A / Sensenich Metal Prop / Rear Canopy (Removable)

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Trans & ELT check 11/14' / ELT Battery 11/14' / New Bungees 12/14' / Overhaul/Tested Bendix Mags 4/15'

Located Waukegan, IL (414) 467-1330

Gary Hay ghay1958@yahoo.com





YOUNG EAGLES REPORT - STEPHANIE SCHULKO TREASURER REPORT-TREASURER GLENN BOTSFORD

| First | Last | 3/28/2015 | 4/16/2015 | 5/9/2015 | 6/6/2015 | 7/11/2015 | 7/19/2015 | 8/15/2015 | misc | 9/12/2015 | 10/10/2015 | 11/7/2015 | Total 2015 | Pre 2015 | Total YE Flown |
|----------|--------------|-----------|-----------|----------|----------|-----------|-----------|-----------|------|-----------|------------|-----------|------------|----------|----------------|
| Alex | Adduci | | | | | | | | | | | | 0 | 49 | 49 |
| Dave | Alberti | | | | | | | | | | | | 0 | 32 | 32 |
| Jon | Bales | | | | | | | 3 | | 2 | | | 5 | 183 | 188 |
| Eric | Beets | | | | | | | | | | | | 0 | 6 | 6 |
| Jesse | Bentley | | | | | | | 3 | | | | | 3 | 5 | 8 |
| Bob | Bittner | | | | | | | 1 | | | | | 1 | 11 | 12 |
| Adam | Blazek | | | | | | | | | | | | 0 | 46 | 46 |
| Bryan | Blazek | | | | | | | 2 | | 2 | | | 4 | 111 | 115 |
| Glenn | Botsford | | | | | | | | | 2 | | | 2 | 59 | 61 |
| Tom | Charpentier | | | | | | | 3 | | | | | 3 | 16 | 19 |
| Joe | Coraggio | | | | | 3 | | | | | | | 3 | 68 | 71 |
| Scott | Dawley | | | | | | | | | | | | 0 | 2 | 2 |
| Mike | Felske | | | | | | | | | | | | 0 | 104 | 104 |
| Phil | Graybar | | 15 | | | | | | | | | | 15 | 172 | 187 |
| Theo | Green | | | | | | | | | | | | 0 | 44 | 44 |
| Jim | Hatzenbeller | | | | | | | | | | | | 0 | 14 | 14 |
| Craig | Henry | | | | | 6 | | | | | | | 6 | 33 | 39 |
| Patricia | Horn | | | | | | | | | | | | 0 | 2 | 2 |
| Donald | Hyra | | | | | | | | | 6 | | | 6 | 12 | 24 |
| Andy | Jaskie | | | | | | | | | | | | 0 | 28 | 28 |
| Scott | Jones | | | | | | | | | | | | 0 | 66 | 66 |
| Fritz | Jorgenson | | | | | | | | | | | | 0 | 806 | 806 |
| Ken | Klima | | | | | | | 1 | | | | | 1 | 31 | 32 |
| Ken | Kulesha | | | | | | | | | | | | 0 | 29 | 29 |
| Mike | Lambert | | | | | | | 3 | | | | | 3 | 0 | 3 |
| Mark | Matelski | | | | | | | | | | | | 0 | 21 | 21 |
| Tim | Meyer | | | | | | | | | | | | 0 | 34 | 34 |
| Jeff | Point | | | | | | | 3 | | 4 | | | 7 | 53 | 60 |
| Laurie | Probst | | 12 | | | | | 3 | | | | | 15 | 129 | 144 |
| Jim | Rodrian | | 11 | | | | | | | | | | 11 | 29 | 40 |
| Jerry | Roeder | | | | | | | | | | | | 0 | 16 | 16 |
| Judy | Roeder | | | | | | | | | | | | 0 | 1 | 1 |
| Tom | Schuyler | | | | | | | 3 | | | | | 3 | 219 | 222 |
| Eric | Whyte | 11 | | | | 6 | | | | | | | 17 | 512 | 529 |
| Mike | Woods | | | | | | | | | | | | 0 | 693 | 693 |
| Race | | | | | | | 52 | | | | | | 52 | | |
| Totals | | 11 | 38 | 0 | 0 | 0 | 67 | 25 | 0 | 16 | 0 | 0 | 157 | 3836 | 3747 |

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/EAChapter18

| September-15 | Checking | Savings | Total | Paid Membership |
|--------------------------|-------------------|-------------------|-------------------|-----------------|
| Beginning Balance | \$1,545.74 | \$1,009.17 | \$2,554.91 | 106 |
| Income | | | | |
| Interest | | \$0.25 | | |
| Dues | \$50.00 | | | |
| Banquet | \$675.00 | | | |
| Donations | \$15.00 | | | |
| Name Badges | \$5.00 | | | |
| Coffee | \$14.00 | | | |
| Total Income | \$759.00 | \$0.25 | | |
| Expenses | | | | |
| Name Badges | \$18.52 | | | |
| Sunshine Club | \$84.48 | | | |
| Postage | \$9.80 | | | |
| Total expenses | \$112.80 | \$0.00 | | |
| Ending Balance | \$2,191.94 | \$1,009.42 | \$3,201.36 | |



CHAPTER 18 CONTACTS

OFFICERS

| | | | |
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| President | Eric Whyte | 414-764-3854 | ewhyte@wi.rr.com |
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| Jeff Point (414) 915-9173 | 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