



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 61, February 2021

@EAA_chapter18

<http://www.eaa18.org>

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RAY AVIATION SCHOLAR

Private Pilot !!



Matthew Romuald again with my final update on my flight training thanks to the Ray Aviation Scholarship. As of February 2nd I have joined the ranks of Private Pilot!

Leading up to the day of my check ride was very frustrating. Originally, my check ride was scheduled for January 11th, then January 14th, then the 22nd, then February 1st, and then finally the 2nd of February. I knew the weather in winter can be bad, but this was a whole new level of bad weather and frustration. Despite all of this, the weather on February 2nd ended up being quite good. There was an overcast layer far above the elevation that I was flying at and a scattered layer slightly above our flying altitude. The winds that day started slow and calm and then slowly picked up around the time I was ending my check ride.

My examiner was Tom Boyer from New Holstein. If you know Tom Boyer then I'm sure you know how easy he is to talk to. I had heard good things about him before my check ride and my instructor, Tom Stingl, suggested him to me. In the end I really think that Mr. Boyer made my check ride feel far less intimidating and nerve racking than I expected.

As many of you know, preparation can make or break a check ride. My preparation was thorough, and the fact that I rescheduled five times due to weather somewhat helped me with this. I was given the task of scheduling a cross country to Sturgeon Bay (KSUE). I did this cross country plan 4 times with the departure airfield as Waukesha and one with the departure airfield of New Holstein. I believe I've somewhat mastered that particular cross country plan. I also prepared by tabbing out my FAR/AIM with sticky notes. On the days that I wasn't busy with school I read areas of the FAR/AIM that I wasn't familiar with or still had questions about. In addition to these things I received my first weather briefings alone which took some getting used to, but in the end I understood most of all the information that was hurled my way by the weather briefers.

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Only 152 Days to Oshkosh!



RAY AVIATION SCHOLAR

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Private Pilot

 Cont

On the day of my check ride, January 22, I was nervous. I arrived at the airport at about eight o'clock. Once I arrived I unpacked my things and laid out my documents in preparation for my oral exam. I was definitely more nervous for my oral portion of my check ride than I was for the practical (flying) portion. I spent about half an hour reviewing my documentation and the aircraft logs in order to certify that all of my paperwork was in order. While I was reviewing my cross country one last time, Tom Boyer arrived.

The oral portion of my check ride was a tough examination as well as a learning experience. I produced all of my paperwork and documentation swiftly and efficiently. At one point Tom said "I am going to ask you a question which I already know you will answer incorrectly." As a student pilot on the day of their checkride, is most definitely not something that you want to hear your examiner say. His question related to knowing when to rotate the aircraft on takeoff roll, which I promptly replied to by saying you rotate at Vr which was correct in my mind. Tom replied with a lesson in takeoff rolls and knowing when to abandon a take off according to distances. In the end my oral examination went very well.

However, as we checked the flight conditions after successful completion of the oral exam, the winds had picked up, gusting to 18 knots. Not favorable conditions for a check ride. It was so tempting to try to continue, but I made the decision to call off the practical part of the check ride. I was issued a Letter of Discontinuance that allowed me to finish the check ride at a later date due to the weather.

After another false start on February 1st, canceled due to weather yet again, we finally had a date that looked good on February 2nd. This was 4 days after my 18th birthday. The flight portion of my checkride went well. I was instructed to deviate from my cross country route to the Hartford airport (KHXF) which I got on course for and efficiently navigated to without the help of an iPad. On our way to Hartford we performed our maneuvers. I was confident and comfortable with the maneuvers for the Private Pilot check ride. I did not forget any clearing turns. With our maneuvers complete and the Hartford airport in sight, Tom asked me how I would know what runway to use and how I would enter the traffic pattern. Once my maneuvers were complete, we started back to Waukesha with the hard part done, or so I thought.

En route to KUES I picked up ATIS quickly and made my radio calls correctly. I entered the pattern with right traffic for runway 28. I was to perform a short field landing. I unfortunately did not perform my short field landing within the certification standards, I came up just 100 feet short of my landing point. After this I was not in a good headspace. After I had cleared the runway I took a couple of deep breaths and elected to continue so that I did not have to perform both a short field and a soft field landing during my retest. During my taxi back to the start of runway 28 I collected myself with more deep breaths. I performed a soft field takeoff to standards and after what felt like the longest lap of the pattern of my life I did a great soft field landing.

After my check ride flight was over, I had training to do. I spoke with both my instructor Tom Stingl and my examiner Tom Boyer and we decided to have a lesson on short field landings after a lunch break. Once my lesson with my instructor was over I was ready to retake my check ride and finally obtain my private pilots license. When I arrived at the plane with my examiner the winds were higher and favoring runway 36. During my lesson with Tom we practiced on runway 28 with only one or two landings on runway 36. I had a tough decision to make, take runway 36 where I was less confident but didn't have a strong crosswind, or deal with the crosswind and land on runway 28 which I was more comfortable with. After some deliberation I decided to use runway 28. I performed a short field takeoff and started my last lap of the pattern as a student pilot. After a morning of nervousness I was now more nervous than ever, however that didn't stop me from satisfying the short field landing standards. I had done it!

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RAY AVIATION SCHOLAR



Private Pilot !!



I realize that as a pilot we never truly stop being students. In that spirit, my next immediate goal is to obtain my tailwheel endorsement with some of the Ray Aviation Scholarship funds that haven't been used yet. I have also been accepted to Fox Valley Technical College's aviation program. Because of this scholarship I will begin the program with Instrument Pilot Training and will be able to skip the entire first semester of their standard program. My ultimate goal is to make a career of this flying thing.

I am extremely appreciative for the Ray Aviation Scholarship opportunity. I would like to acknowledge the support of the entire EAA Chapter 18 community, especially the scholarship committee. I have great memories of Young Eagle flights with several chapter members. Without all of your help and support this dream of mine would not have been accomplished. I look forward to giving back to the Chapter 18 community at chapter events and hopefully as a Young Eagle pilot. I look forward to seeing everyone on Tuesday!

PRESIDENT'S MESSAGE



Greetings and welcome to the February Flypaper!

In case you missed it last month I want to start out right away with the big announcement- Chapter 18 will resume in-person meetings starting with the February 23 meeting which is in just a couple of days. Due to restrictions in Milwaukee we are moving our meetings (for the time being) to the Waukesha airport. We'll be in the conference room at the Waukesha terminal building at the usual time of 7:30PM. Our program will be a presentation by Ken Ceranski about his involvement in recovering a flying club airplane which made an off-airport landing. If you've never been involved in something like this, there is an awful lot that goes into making such a recovery, and this should be an interesting program.

For those who are unable to attend the meeting we will be live-streaming it so you can watch from home. I don't know how or if you'll be able to participate or speak up from home, since this is our first time doing this, so bear with us as we work through the inevitable technology issues. See details elsewhere in these pages.

It's been quite a while since we had face to face meetings, so I'm sure we all have a pile of building reports, flying stories, and other tall tales loosely grounded in reality. I've got a few of my own, and I can't wait to see everyone and hear all the stories.

Like many of you I'm still somewhat in shock over the cancellation of Oshkosh last summer, so I'm heartened by the initial communications coming from the head shed. They seem to be determined to have the event this year, even if it does involve some changes. I for one am looking forward to it. In other news, Sun & Fun is scheduled to go off in about six weeks, and that event should be a real bellwether for the rest of summer. I haven't been to SnF for almost a decade so I'm due for a visit. If I can just get the annual done on the Breezy before then...

Until Tuesday, keep your airspeed up on final and your hopes up for a better summer!

MEMBER UPDATE



Here is an update from Chris Esselstyn:



I have been mentoring a friend of mine with the building assistance of his Sonex Jet or SubSonex. The single seat jet project is a quick build kit and looked like a partially assembled aircraft when the kit was delivered. Steve Dee is a great soaring partner who I have been meeting and flying with out west in New Mexico and Utah for the past number of years. He resides in TN. and has flown for the USAF, FedEx and a number of commercial heavy carriers. Over the last 4 months we have been hard at work. The plane is nearing completion and is currently at the paint shop for the beautification process. Steve flew F16's and the paint job will mimic his old fighter when all is completed. Attached are a couple of photos while Fred Keip was giving the bird a once over prior to fuselage closure and paint.



FEBRUARY MEETING



February Meeting

Tuesday, February 23

Board Meeting at 6:30 p.m.

Regular Meeting at 7:30 p.m.

Waukesha Airport Terminal

2525 Aviation Drive

Waukesha



CALENDAR OF EVENTS



Tuesday, February 23 – Chapter 18 February Meeting

Waukesha Airport Terminal
 2525 Aviation Drive, Waukesha
 Board Meeting 6:30 p.m.
 Regular Meeting 7:30 p.m.

Tuesday, April 13, 2021— Sun n Fun

Lakeland, Florida

Monday, July 26, 2021 – EAA AirVenture

Oshkosh, WI

Monday, April 8, 2024 – Total Eclipse of the Sun

Somewhere, where there are no clouds. Remember your Social Distancing Protocols.

2021 MARCH						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
28	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	1	2	3



TREASURER REPORT-TREASURER GLENN BOTSFORD

January 2021	Checking	Savings	PayPal	Total	Paid Membership
Beginning Balance	\$1,428.51	\$763.57	\$283.08	\$2,475.16	108
Income					
Interest	\$0.00	\$0.00	\$0.00		
Total Income	\$0.00	\$0.00	\$0.00		
Expenses					
Total Expenses	\$0.00	\$0.00	\$0.00		
Ending Balance	\$1,428.51	\$763.57	\$283.08	\$2,475.16	



Stay Safe



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