



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 52, January 2013

www.eaachapter18.org

HEADLINES!

INSIDE THIS ISSUE:

Latest Headlines	1
President's Corner	2
President's Corner Cont'd	3
Lambeau Flyby	4
Lambeau Flyby Cont'd	5
Calendar of Events	
Chapter Meeting Minutes	6
Chapter Board Meeting Minutes / Classifieds	7
Treasurer Report	8
Contacts	9



- **January Meeting Program** - Come out to hear what a few dignitaries from HQ have to say about the future of EAA. Jeff Point has promised alluded to an interesting program.
- **Leadership Changes at Chapter 18** - Jeff Point is still our president but there are many other changes on the board. Eric Whyte is our new VP and we have three new At-Large board members Don Patterson, Bryan Blazek and Jerry Roeder. Also, I myself, Darrell Kufalk, have taken over as Newsletter Editor. Because I like how former editor Tony Phillips' did the layout, don't expect too many changes. But the big news is that the most important position has been filled. Please say thanks to Sune Ericson for taking over as Coffee Committee Chairman!
- **Dues Are Due** - 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
- **Pay Jeff For Your Meal(s) from El-Fuego** - If you attended the December board meeting and ate too much food, don't forget to bring your share of the bill for Jeff. I'm sure he doesn't want to wait until July to get all his money back again this year.



Former Young Eagle Hits 500 Milestone On September 2, 1995, 8-year-old Bradley Bormuth of Morganton, North Carolina, went on a Young Eagles flight with his dad, Al, in his Cessna 210. Eight years later - on his 16th birthday - Bradley soloed. The following year, he passed his checkride and started giving Young Eagles flights. Fast-forward to last Saturday, January 5, 2013: Bradley, EAA 423388 / Vintage Aircraft Association 718400, took youngster Jeremiah Ford up in the family Cessna 172, marking his 500th Young Eagles flight. He truly has come full circle. www.eaa.org



PRESIDENT'S CORNER- JEFF POINT



President's Rant– January 2013

Welcome to the January Flypaper! It seems like just yesterday that we were wrapping up the chapter year with our Christmas party, looking forward to the holidays and a well deserved break from chapter business. Well, time marches on and here we are at the start of another exciting and fun-filled year for Chapter 18. I hope Santa was good to all of you and brought you all sorts of aviation goodies. I had hoped for a set of wing spars in my stocking but they apparently do not fit down

my chimney. Either that or I haven't been a very good boy this year.

The new year brings us some new faces in the leadership team of your chapter. I'd like to welcome newly elected board members Bryan Blazek, Jerry Roeder and Don Patterson and thank each of them for volunteering for this important duty. New (old) vice president Eric Whyte is also making his triumphant return to the board after an absence of several years, and like a bad penny, he just keeps showing up! At the same time, we all need to thank the outgoing board members Joe Ptaszek, Darrell Kufalk and Tom Stranak, and especially VP Fred Keip, who has been part of the chapter leadership on and off since the 70's and has held most every position there is to hold. In addition to the elected positions, there are a couple of very important jobs that are changing hands this year, and are worthy of note. Starting with the most important- the coffee committee chairman. Joe P. has served about 4 1/2 years of his supposed one year term in this position, and is finally hanging it up. Sune Ericson has volunteered to step up and take over coffee duties, and the transition training will be taking place at the January meeting. Once he has been trained, he must brew three pots in order to be qualified (since the coffee pot is a nosewheel model, the pots need not be completely emptied each time) as a coffee maker. Thanks to Sune for stepping up. Also, this Flypaper marks the first issue with new editor Darrell Kufalk at the helm. Despite stepping down from the board, Darrell has volunteered to take over this important duty from Tony, whose new job with the airlines has taken him away from the chapter more than he would like. I'm sure that Darrell will have a few things to say for himself elsewhere in these pages, but thanks also to him for stepping up.

I had hoped for a set of wing spars in my stocking but they apparently do not fit down my chimney

When your board meets for the first time in January, one of the first things that we do is iron out a program schedule for the year. Each board member is responsible for one program per year, and as I do at least once a year, I am putting out the call for program ideas. The chapter has



Continued on page 3

PRESIDENT'S CORNER- JEFF POINT *CONT'D*

a history of producing good, interesting programs that our members enjoy, and this success does not come easy, it requires a considerable amount of work by the board. Your board is always looking for help and good ideas for chapter programs, so if you know someone who would make a good speaker, or if you have a project that you are working on, take a few photos and put on a slide show for your chapter.

frankly at this time last year, I could not have made that statement with a straight face

In January and February last year, we had a couple of visits from some of the top players in EAA management, including Homebuilders Community Manager Chad Jensen and VP Jeff Skiles, and both gave talks about the goings on at HQ and took some tough questions about the changes that were taking place. As you may recall, these meetings took on a little bit of an adversarial tone, owing to the changes that were taking place at the time. Well, a lot has changed in the last year, and there is much reason to be optimistic about the future of EAA. I do not throw that statement out glibly; frankly at this time last year, I could not have made that statement with a straight face. At the time there was much to fear about the direction of our organization and it's future. This all came to a head at the convention last year, and in the months that followed, the EAA board took a long hard look at where we were going, and decided, quite correctly I may add, that it was time for a change. Rod Hightower is out, and for the mean time, board member Jack Pelton is in as interim president. While much remains to be seen, the early indications are that this is a very positive step for the organization. I think the EAA board deserves no small amount of credit in recognizing that they had made a mistake and hired the wrong person for the job. I do not hold against them the fact that they made a mistake. We all make mistakes, and in management, if you do not make any mistakes, then you are not making any decisions. The true measure of leadership is how you respond to your own mistakes, and by this measure we should all be proud of our board. There is much work to be done but the early indicators are encouraging. So, in a sort of groundhog day moment, I have invited Chad Jensen back to the chapter for the January meeting, and he will be giving a PIREP on the new leadership and how things are going at HQ. His schedule is something of a wild card, but there is a decent chance that interim president Jack Pelton will accompany Chad to the meeting, so we can really get it straight from the horse's mouth. I think we will all find the mood to be a bit more congenial than it was last year!

That is all for this month. Hope to see you all on Tuesday, and until then keep your air-speed and your spirits up.





LAMBEAU FIELD FLYOVER LT.COLONEL CHARLIE MERKEL

The following article was written by Lt. Colonel Charlie Merkel of the 115th Fighter Wing based at Truax Field in Madison. This article describes the military flyover for the Packer game on opening day.

Here's the short answer – we flew overhead at 460 knots (about 530 miles per hour), 800' over the stadium. Afterwards it's a 15 minute flight back to Madison. We had some gas to burn after the flyby so we did some additional training maneuvers for a while in one of our working areas north of the Dells before landing.



For those that want the long answer, here's how the whole thing worked. There is an event coordinator at Lambeau who manages all this stuff. She gave us a time to be overhead which was 11:58:45. That was the planned end time of the National Anthem. The anthem takes about 80 seconds depending on the performer, so their end of the bargain is to start the anthem right on time to make the timing work.

We took off at about 11:20 and flew up to Green Bay. Our flight callsign was Animal 1, 2, 3, and 4. I was Animal 2. We had a pilot in the stadium with a radio (callsign Bif). He had gone up the night before and was up on the scoreboard somewhere so

we could get radio reception. His job was to give us any last minute updates and also to get our clocks sync'd up with the scoreboard clock. So we checked in with Bif at about 11:40. He gave us the scoreboard time and we adjusted our clocks in the airplanes to match (they were about 10 seconds off). He said everything was as planned.

Our plan was to run in from north to south and be overhead in full afterburner. As well as making us go fast, the burners make lots of noise which is what you want for a flyby. To keep from going too fast or even supersonic we use full speed brakes and only light the burners 3 miles from the stadium. We planned for 360 knots on the run in which is 6 miles per minute. We can set up the system in the airplane to tell us if we are early or late based on our desired time overhead. To make it all work, we take our assigned time and add 10 seconds, so we are a bit late the whole way in. Then at 3 to 4 miles from the stadium, we all light the afterburners. The jet accelerates pretty fast even with the speed brakes out and we make up the 10 seconds to be right on time.

As it worked out yesterday, we pushed inbound to the stadium on time from about 10 miles to the North, in an easy descent from 3000' with the boards out. Bif gave us a frantic call that the anthem had started 7 seconds late. We slowed down to about 300 knots but there wasn't much we could do at that point. Then Bif held the mic on his radio open so that we could hear the anthem play over our headset as we flew in, which is pretty cool. We could tell we would be a touch early. At 4 miles, Animal 1 called "3..2..1..burners" and we all lit the burners. The key there is to get the burners lit at the same time so no one gets left behind or jumps out in front. (continued on next page)

LAMBEAU FIELD FLYOVER - CONTINUED

LT.COLONEL CHARLIE MERKEL



The timing worked and we accelerated from 300 to 460 in the last couple miles. The only guy who could see the stadium was the lead, as the rest of us were working hard to stay in position. The jet is pretty touchy as it accelerates, so to stay in position we all stare at the lead jet and nothing else. I knew we were overhead when I could here our own jet noise come through the radio. We clipped off the last verse of the anthem. We watched our tapes afterward and we were overhead at 11:58:43. Two seconds early.

There are a lot of different techniques for the flyby. I think on the flyby I led a year after the write-up we hit about 560 knots at 500'. If we didn't do the afterburner thing we would be able to be on time to the second with no problem, but the acceleration when we go to afterburner is a bit unpredictable. Right now the technique is to use 15sec late vs 10, and that keeps us from being early.

Hope that all makes sense!!

CALENDER OF EVENTS

*Monthly meetings are always 4th Tuesday of the month at 7:30 PM at the Timmerman CAP hangar.

Jan 22, 2013 January Chapter Meeting

Jeff Point - EAA Headquarter News and Visiting Dignitaries

Jan 26, 2013 Celebration of Flight, Travels with Time Machines, Re-living Aviation History

Oshkosh, WI, USA

Feb 2, 2013 Groundhog Chili Ski Fly-in

Brodhead, WI, USA

March 9th 2013 Hops 'N Props Beer Tasting

EAA AirVenture Museum, Oshkosh <http://www.eaa.org/hops&props/>

JOIN CHAPTER 18 TODAY!- Still considered the "best deal in aviation" by Chapter 18 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: _____



CHAPTER MINUTES - SECRETARY JIM HATZENBELLER

Chapter 18 Minutes from the November "2012" Meeting

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

Announcements: The December Board/dinner meeting will be held at El Fuego on Dec.11th and is open to all. Board member Sune Ericson has volunteered to make coffee for the next year. Thanks were extended to Joe Ptaszek for his many years of service making the coffee.

It was decided to take a year off from purchasing EAA calendars as a Chapter. Mike Woods updated his presentation on having the Chapter host the EAA Ford Tri-motor in 2013. More information to follow at a future meeting. A show of hands was requested to see the Chapter interest and many hands were raised. Mike will get more details from EAA HQ. It was reported that Ron Scott is doing well after his incident in Ol' Ironsides. It was reported that 2013 marks the 60th anniversary of EAA.

At this time, nominations for Vice President, Secretary, and 4 board positions were closed. As there were no opposed positions, all nominees were voted in by acclamation, seconded and passed. Vice President is Eric Whyte, Jim Hatzenbeller remains as secretary, Chris Esselstyn retains his board position. New board members are, Bryan Blazek, Don Patterson and Jerry Roeder.

Young Eagles: No report.

Flying and Building Reports: Jim Hatzenbeller reported on hanging the O-320 Lycoming on his GlaStar project, mounting the gear and moving it to a hangar at Mitchell Field. Fred Keip reported on an oil leak on his Sonerai II and will probably have to do a bottom end overhaul on the engine. Fred also reported on mounting the wings and struts on his Wag-A-Bond. Tom Stranak reports he is working on the panel, servos and antennas on his RV7. Jerry Roeder reports that he has completed one fuel tank on his RV9A and is working on the ailerons. Jim Rodrian reports on flying his Defiant over 250 hours in the last 2 years. Jack Beck reported on flying up to Manitowish Waters. Craig Henry reported on flying the late Erik Anderson's Comanche to Juneau for annual inspection. Jeff Point reported that he has taken his RV6 for his 1st flight in 18 months. He also did his Flight Review in the Icarus at East Troy. Brian Krebs was presented a First Flight plaque for his RV8.

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 Craig Henry on aerobatics and his experiences in his Pitts biplane.

Tech Counselors: No report

Flight Advisors: No Report.

Meeting was adjourned at 10:00pm.

Respectfully submitted, Jim Hatzenbeller (Secretary)

CHAPTER MINUTES -
SECRETARY JIM HATZENBELLER



Board Meeting Minutes for November, "2012"

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, Tom Stranak, Ken Klima, Chris Esselstyn, Darrell Kufalk, Fred Keip and Joe Ptaszek 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. 11th would be the annual Board/Christmas dinner meeting at El Fuego. All are invited. Elections will be held at the November chapter meeting. Vice President, Secretary, and 4 board positions are to be voted on tonight. Eric Whyte is running for Vice President, Jim Hatzenbeller is running for re-election as Secretary. Don Patterson, Bryan Blazek, and Jerry Roeder are running for board positions. Chris Esselstyn is running for re-election as a board member. Sune Ericson has volunteered to make coffee for Chapter meetings for a 1 year period. We thank Joe Ptaszek for his many years of loyal service for providing the coffee at Chapter meetings.

Old Business: No old business was discussed.

Young Eagles: No report

New Business: It was reported that a new editor is needed for the newsletter. Programs for Chapter meetings for 2013 were discussed. Jeff will take the program for January.

Mike Woods gave an updated presentation in regards to the Chapter hosting the EAA Ford Tri-motor in 2013. He stated that he would be willing to chair this committee. It will be discussed in more detail at a future meeting. It was decided to take a year off from Chapter sales of EAA calendars.

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:
 - 1 case, unopened, of Aeroshell 15W50 \$45
 - 1 case, unopened, of Aeroshell 100W+ \$40
 - 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

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
- Mike Felske is looking for 3-4 un-airworthy metal wing ribs. Contact him at: wings@wi.rr.com or 262-379-0251

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



TREASURER REPORT- TREASURER KEN KLIMA

November- December -2012		Checking	Savings	Total
Beginning Bal. 11/1/12		\$930.17	\$1,678.67	\$2,608.84
Receipts				
	Dues	\$50.00		
	Transfer	\$300.00	-\$300.00	
	Interest		\$0.41	
Total Income		\$350.00	-\$299.59	
Expenses				
	Banquet deposit	-\$300.00		
	Nametags	-\$17.47		
Total Expenses		-\$317.47	\$0.00	
Ending Balance 12/31/12		\$962.70	\$1,379.08	\$2,341.78
Outstanding Expenses		-\$405.00	\$0.00	
Net actual balance*		\$557.70	\$1,379.08	\$1,936.78

* Includes checks outstanding

Note: Account balances listed below are included in the balance above.

The following account information is only reported once per year.

**** Amounts not audited in 2012**

Young Eagles Account	Date	Expense	Income	Bal.
Net carried forward	1/1/11			\$232.52
Supplies, Murray	6/28/11	\$ (18.13)		
		-\$18.13	\$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 2012	Date	Expense	Income	Bal.
Cash collected (63 people)			\$1,386.00	
Dinner cost w/ Bar tenders	10/25/11	-1452.04		
Door Prizes	2/1/11	-\$200.00		
		-\$1,652.04	\$1,386.00	-\$266.04

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

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FLIGHT ADVISORS

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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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