



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 58, April 2019

<http://18.eaachapter.org>

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HEADLINES!

Aviation Safety Affects Us All



Only 90 Days to Oshkosh!



After the tragic 737 MAX accidents in Indonesia and Ethiopia, aviation safety is under intense political and public scrutiny. To us, these incidents may seem unrelated to our kind of flying. After all, GA and specifically experimental amateur-built (E-AB) flying has enjoyed an impressive 57 percent reduction in fatal accidents over the past decade. So, it might seem that we're all heading in the right direction and have little to fear from the negative attention being paid to these recent airline accidents. Unfortunately, that's not the case.

The processes used by the FAA to oversee the certification of aircraft rely heavily on delegation as opposed to agency staff directly doing the work. The FAA provides oversight but, in many instances, the actual certification reviews and approvals are conducted by industry experts who have been authorized to do so. We in general aviation rely heavily on this sort of delegation too. Designated airworthiness and engineering representatives approve our new aircraft, equipment, repairs and alterations. Most of the time it is a designee that inspects a recently completed homebuilt and issues its airworthiness certificate, not to mention our airman and medical certificates. In fact, EAA has helped develop new categories of designees specifically intended to meet the needs of vintage and amateur-built aircraft owners, builders, and restorers. EAA partnered with FAA more 25 years ago in establishing the Specialty Aircraft Examiner program for designees conducting airman certification in Experimental and Limited category warbird aircraft

But the FAA's designee programs, policies, and oversight are under heavy criticism and scrutiny, often by people with significant power and authority but not necessarily a lot of direct expertise. Today, significant political, media, and even international pressure is being brought to bear on the FAA's historic and largely successful reliance on designees. Simply put, this is not just a problem for large aircraft manufacturers or airlines, it is a genuine threat to our way of life in general aviation too.

HEADLINES



Aviation Safety Affects Us All cont.



EAA has been spearheading advocacy efforts to improve the way we certify light aircraft, expand the scope of the light sport aircraft category we helped pioneer, and broaden the privileges enjoyed by some amateur-built aircraft through an initiative known as the Modernization of Special Airworthiness Certificates (MOSAIC). We have also been working to introduce legislation that would afford liability protection to designees similar to the personal protections afforded to FAA personnel who perform the same functions. But these and other initiatives are being compromised by the negative attention being paid to FAA's delegation processes. MOSAIC, as envisioned, relies heavily on additional delegation of FAA's authority as does the entire LSA certification process. Seeking additional authority and privileges as well as liability protection for designees in this political environment is seriously challenged now and for the foreseeable future. EAA will continue to aggressively work these and other relevant issues, but it is clear that political pressure and the diversion of FAA resources will take a toll on our ability to advance these initiatives.

At EAA we recognize the inextricable connection between safety and our ability to advocate on behalf of our members. If we're not perceived by regulators, politicians, and the public as being safe, we can't successfully argue for new privileges and opportunities. We need to remember that we live in an aviation system and not simply the subcategory of general aviation. Our ability to advocate for new privileges can turn on a dime with just one or two high profile accidents.

Aviation safety affects all of us. EAA will never stop working to create new opportunities to grow and enhance personal aviation. But it is incumbent upon each and every one of us to ensure that we are flying as responsibly and safely as possible, not only for our own good, but for future of personal and recreational aviation as a whole. The next generation of pilots, aircraft owners, homebuilders, and restorers are counting on us.

PRESIDENT'S LETTER



Greetings From The President

Welcome to the April Flypaper! It certainly has been a strange one, with the weather moving between winter and summer several times and back again, often in the course of the same week. Heck, I'm sitting here looking at the forecast for tomorrow (Saturday) and thinking that I just might be able to get the Breezy out for the first time this year. Meanwhile I think all the way back to Monday when I was out shoveling snow and thinking to myself, "gee, I hope this all melts soon because the grass needs cutting."

The weather certainly cooperated last Saturday for the annual Project Patrol. We had a good turnout of a couple of dozen members who, after a hearty breakfast, visited several member's projects- including Craig Henry's RV-8 fastback, Chris Hawley's custom Hummel Bird and Fred Keip's soon-to-be-flying Wag-a-Bond. We were supposed to see Al Merschdorf's Fly Baby but Al had another commitment that day. Nobody knows where Al was, but I couldn't help but notice that Saturday was the day of the Bernie Sanders rally in Madison. Did Al blow us off to go "feel the Bern?" I guess we'll find out on Tuesday.

Speaking of project reports, I'm happy to report that my latest homebuilding project got off the ground on April 9th. You know the old saw about airworthiness inspections- "when the weight of the paperwork = the weight of the airplane, it is ready to fly." House building is kind of like that, except you need the airworthiness inspection before you ever start construction. It is not unlike what I imagine (and have heard/ read) about aircraft building in other countries, and really makes me appreciate the E-AB rules that we have in the good ol' US of A. In any event we now have a big hole in the ground and the beginnings of a large cement pond, which will eventually have a house on top of it.

The flying season is right around the corner and will kick off Saturday May 4 with the spring picnic at Dave Hoefgen's hangar at Palmyra. The party starts at 11AM so get your wings shined up and come out and join your fellow chapter members. Our first Young Eagles event of the summer season is the following Saturday May 11 at Waukesha. Can summer be far behind?

Until then, keep your airspeed up and your paperwork in order.

YOUNG EAGLES



EAA Chapter 18 Young Eagles – 2019

Free Airplane Rides for Kids ages 8 to 17

Parent/guardian permission required.

May 11 – 10 am to 1 pm

Waukesha County Airport – 2525 Aviation Drive – Waukesha

June 1 – 10 am to 1 pm

Capitol Drive Airport – 21500 Gumina Road – Pewaukee

August 24 – 10 am to 1 pm

East Troy Municipal Airport – 2083 County Road L – East Troy

November 2 – 10 am to 1 pm

Waukesha County Airport – 2525 Aviation Drive – Waukesha



For more information: www.18.eeachapter.org
Email: Chap18YE@wi.rr.com – (414) 732-6782
Facebook: EAA Chapter 18 Young Eagles
www.youneagles.org

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SPRING PICNIC



CHAPTER 18

KENTUCKY DERBY PICNIC

4 MAY | **11** O'CLOCK
2019

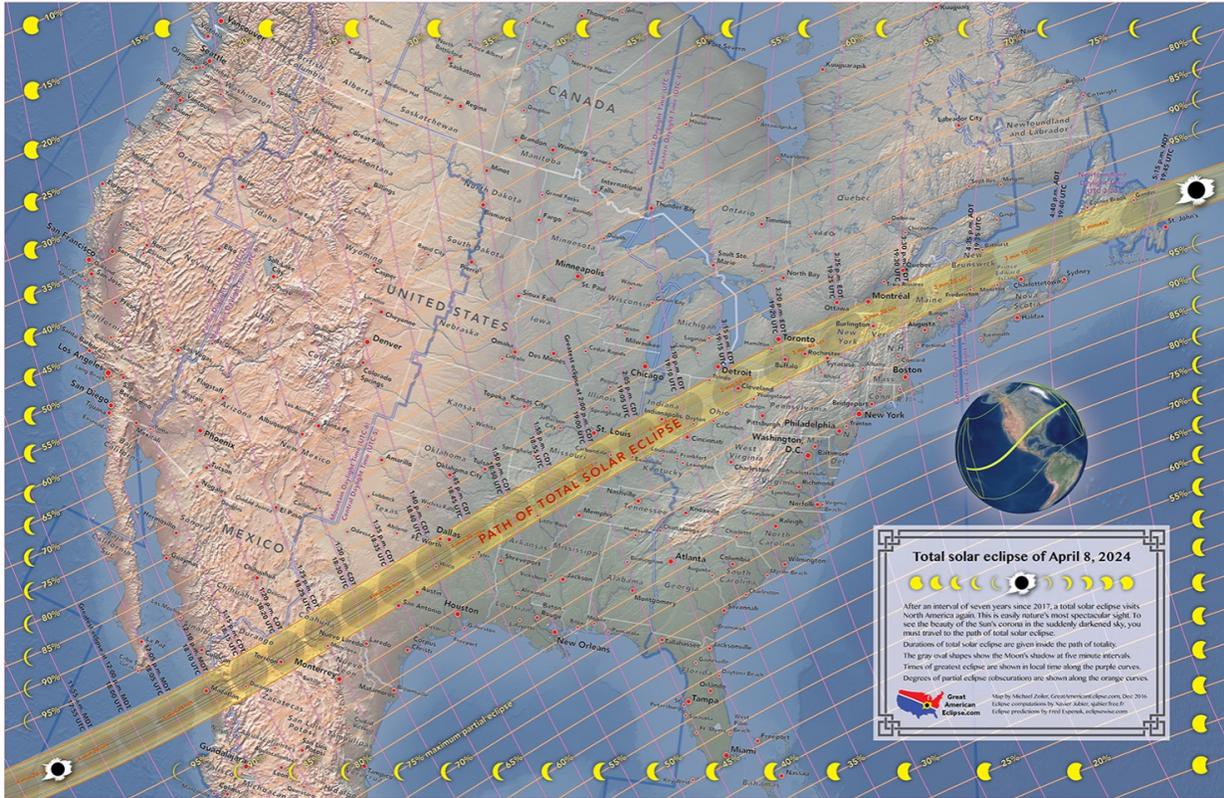
WEAR YOUR DERBY HAT!

HOSTED AT DAVID HOEFGEN'S HANGAR
PALMYRA, WI - 88C

MINT JULEP • BOURBON PULLED PORK
• KENTUCKY HOT BROWN SLIDERS •

PLEASE BRING A SIDE OR DESSERT TO PASS

SAVE THE DATE



Total Eclipse of the Sun

Totality first touches Mexico, enters the United States at Texas, cuts a diagonal to Maine, and visits the maritime provinces of Canada.

See it in 1812 Days.

SAFETY



General Aviation
Joint Steering Committee
Safety Enhancement Topic



FAA
Aviation Safety

Startle Response

Fatal general aviation accidents often result from inappropriate responses to unexpected events. Humans are subject to a “startle response” when they are faced with unexpected emergency situations and may delay action or initiate inappropriate action in response to the emergency. Training and preparation can reduce startle response time and promote more effective and timely responses to emergencies.

Don't Get Caught By Surprise

Loss of aircraft control is a common factor in accidents that would have been survivable if control had been maintained throughout the emergency. In some cases, pilot skill and knowledge have not been sufficiently developed to prepare for the emergency, but in others it would seem that an initial inappropriate reaction began a chain of events that led to disaster.

Some examples of unexpected events during flight that could crop up and cause an emergency (or an accident if it is not managed properly) include:

- Partial/full loss of power on takeoff
- Landing gear extension/retraction failure
- Bird strike
- Cabin door opening
- Control problem/failure

Train and plan for emergencies. In many cases, pilots don't review and practice how they will handle unexpected events and abnormal or emergency situations, except during flight reviews or other recurrent training.

Chair Flying

Unexpected events — especially those occurring close to the ground — require rapid, appropriate action. Your chances of a safe outcome are greatly improved if your response to an unexpected event is planned out ahead of time. Review “what if” scenarios in your head and practice what you would immediately do should a certain event take you by surprise. Better yet, after visualizing the onset of a problem, say out loud what you will do and then reach out and touch the control or instrument you just mentioned. Mental drills like this in a non-stressful environment (like your favorite chair at home!) will help you develop a



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SAFETY



pre-planned course of action and test your mastery of your abnormal and emergency checklists. Of course, for added realism, you can also try these same exercises while sitting in your airplane. And if you're ready to test out your new and/or revised procedures, consider getting together with a CFI and practice them on a training flight. If you sign up for the WINGS pilot proficiency program, you can even have those hours count towards a phase of WINGS.

Simulate to Stimulate

Flight simulation is another great tool for planning and preparing yourself to handle unexpected events. Today's flight training devices for general aviation offer a tremendous range of possibilities. With the assistance of a qualified instructor, you can experience an engine failure after takeoff, or practice your reaction to a primary or multi-function flight display failure. Your instructor can also give you practice with electrical failures, control-system failures, and more.

Flight simulation software on your home computer or personal electronic device can also help you practice handling a variety of malfunctions and failures. Some of these programs will let you set up random failures during a flight and let you experience them as you would in real-world flying.

One of the biggest benefits of such practice is the ability to experience both sudden and subtle failures, become familiar with their early indications, and practice overcoming the natural human tendency toward denial ("this can't be happening to me") and rationalization ("it's probably just a gauge problem").

The Right Stuff

As any test pilot could tell you, the discipline of planning for both positive and adverse outcomes is one of the most essential elements in the mysterious mix that makes up the "right stuff" to be a pilot. For a good pilot, that right stuff includes solid training, regular practice, and the discipline to strive for proficiency and perfection on every flight. It includes understanding your aircraft's systems — how they work, how they fail, and how those failures could affect other systems or controls.

The right stuff also includes mastery of single pilot crew resource management (CRM). A pilot with good CRM skills is one who has strong situational awareness of the aircraft and its flight path, and also the range of resources (e.g., air traffic control) that can assist. Finally, the right stuff includes planning which can make all the difference when encountering an unexpected event.

Resources

- ◆ *FAA Safety Briefing*, "When the Best Made Plans Go Awry," Nov/Dec 2010
<http://1.usa.gov/2p2VV2O>
- ◆ *FAA Safety Briefing*, "Between a Rock and Hard Spot—Handling a Partial-Power Takeoff," Nov/Dec 2010
<http://1.usa.gov/2p2UIYY>
- ◆ *FAA Safety Briefing*, "When the Lights Go Out—What You Should Know About Aircraft Electrical Systems," Nov/Dec 2010
<http://1.usa.gov/2opLsNB>
- ◆ *FAA Risk Management Handbook*, chapter 5: ADM; and chapter 6: Single Pilot Resource Management
<http://go.usa.gov/x9gnj>





CHAPTER 18 CHAPTER MEETING MINUTES
SECRETARY JIM HATZENBELLER

Chapter 18 March Chapter Meeting Minutes

The March meeting was called to order by President Jeff Point at 7:30 PM at the CAP Hangar at Timmerman Field.

Announcements: Guest were asked to introduce themselves and 3 people did so. The spring picnic will be hosted again by Dave Hoefgen at his hangar at Palmyra. Date is May 11th and Dave is planning a Kentucky Derby theme for the picnic.

We were informed that 290 Chapters applied for funds the Ray Scholarship Fund and 90 received approval. It was determined that Chapter 18 did not have enough points to qualify for a scholarship fund at this time.

The date for Project Patrol is April 13th. Meet at 8:00 for breakfast at Blue Bay Restaurant in Mukwonago. Then proceed to Air Troy Estates and later Burlington.

It was announced that Paul Comte needs assistance moving an airplane project from Mitchell Field to Colgate.

It was announced that the UL-1 Chapter at Capitol Drive airport would like to do a pancake breakfast when we have a Young Eagle event at that airport. They would also like to form a flying club. Details can be found on the groups website.

All present were reminded that it is time to pay your membership dues for 2019.

Young Eagles: The calendar of events has been completed. Dates can be found on the Chapter website and in future newsletters.

Building Reports: Tim Meyer reported that he has the rudder taped in place on his Team Tango Foxtrot IV. He is now marking lines for bulkheads. Ron Wojnar reported that he is helping install an engine on a 172. Fred Keip reported that he has the wings painted and mounted on his Wag-A-Bond. Al Merschdorf reported that the wings on his Ultra Pup are aluminum extrusions and that he is making up fitting for the wings. Jeff Wisneski reported that he has completed fabrication of the engine mount bushings for his Waix project. He is now working on the fuel system. Jeff Point reported that he is replacing the hoses on his RV7 and that both planes are down for their annual condition inspection.

Flying Reports: Jeff Romuald reported on doing flight testing and working on the angle of attack in his recently completed RV7. Jim Rodrian reported flying his Defiant to Rochelle for lunch. On his return flight he stopped at Burlington and seen another Defiant there. Chris Owens reported on installing skis on his NX7, but it was too late in the season to use them.

New Business: The minutes from the February, 2019 meeting were accepted as published. The treasurer's report was approved as published.

Break was taken and then followed by the evening program. The program was a presentation on Basic Med and was conducted by Glenn Botsford.

Meeting was adjourned at 9:30pm



CHAPTER 18 BOARD MEETING MINUTES
SECRETARY JIM HATZENBELLER

Chapter 18 March Board Meeting Minutes



The March Board meeting was called to order at 6:45 by President Jeff Point at the CAP hangar at Timmerman Field. Jim Hatzenbeller, Tim Meyer, Glenn Botsford, Fred Keip, Jeff Wisneski and Bill Stilley were present.

Old Business: The calendar for upcoming programs at Chapter meetings was updated. The date for Project Patrol is April 13th. Meet at 8:00 for breakfast at Blue Bay Restaurant in Mukwonago. Then proceed to Air Troy Estates and later Burlington.

The spring picnic will be hosted again by Dave Hoefgen at his hangar at Palmyra. Date is May 11th and Dave is planning a Kentucky Derby theme for the picnic.

New Business: Jeff Point informed us that the CAP would like to replace the present white board with large screen TV. After discussion, it was decided to help the CAP by paying for a portion of this project.

Discussion took place regarding the Ray Scholarship Fund. We were informed that 290 Chapters applied for funds and 90 received approval. It was determined that Chapter 18 did not have enough points to qualify for a scholarship fund at this time.

It was decided to forgo the April Board meeting unless a need arises. Jeff Point announced, for the record, that the Los Angeles Dodgers are the best team in Major League Baseball.

Minutes from the February, 2019, Chapter meeting were approved as published. The Treasurer's report was approved as published in the newsletter.

Meeting adjourned at 7:15.



CALENDAR OF EVENTS

Tuesday, April 23 – EAA Chapter 18 Meeting

7:30 P.M., Civil Air Patrol Hangar
 Timmerman Airport
 9305 West Appleton Ave, Milwaukee

Wednesday, April 24 – FAAST Seminar

Peaks to Pavements Applying Lessons from the Backcountry
 7:00 P.M., Civil Air Patrol Hangar
 Timmerman Airport
 9305 West Appleton Ave, Milwaukee

Saturday, May 4 – Kentucky Derby Picnic

11:00
 David Hoefgen’s Hangar – 88C
 Palmyra, WI.

Saturday, May 11 – Chapter 18 Young Eagles

10 a.m. to 1:00 p.m,
 Waukesha County Airport
 2525 Aviation Drive, Waukesha

Tuesday, May 28 – EAA Chapter 18 Meeting

7:30 P.M., Civil Air Patrol Hangar
 Timmerman Airport
 9305 West Appleton Ave, Milwaukee

Monday, July 22 – EAA Airventure

Oshkosh, WI

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



2019 MAY						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
28	29	30	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



TREASURER REPORT-TREASURER GLENN BOTSFORD

February 2019	<u>Checking</u>	<u>Savings</u>	<u>Total</u>	<u>Paid Membership</u>
Beginning Balance	\$537.23	\$962.69	\$1,499.92	40
Income				
Dues	\$160.00			
Donations	\$15.00			
Name Badges	\$10.00			
Coffee	\$4.00			
Total Income	\$189.00	\$0.00		
Expenses				
Awards and Plaques	\$125.56			
Statement Fee	\$3.00			
Total Expenses	\$128.56	\$0.00		
Ending Balance	\$597.67	\$962.69	\$1,560.36	

March 2019	<u>Checking</u>	<u>Savings</u>	<u>Total</u>	<u>Paid Membership</u>
Beginning Balance	\$597.67	\$962.69	\$1,560.36	58
Income				
Dues	\$150.00			
Name Badges	\$10.00			
Decals and Patches	\$4.00			
Interest	\$0.00	\$0.24		
Total Income	\$164.00	\$0.24		
Expenses				
Name Badges	\$23.69			
Chapter Dues, Insurance	\$384.00			
Total Expenses	\$407.69	\$0.00		
Ending Balance	\$353.98	\$962.93	\$1,316.91	



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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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