



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 53, October 2014

<http://eaachapter18.org>

HEADLINES!

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Chapter 18 October Dinner Meeting 2014

This month's meeting is being held at Clifford's on Forest Home Ave. If you show up at the CAP hanger at Timmerman Field you may end up very lonely.

We will be having a slideshow during dinner again this year. If you have some aviation pictures you would like to show, preferable from an event in 2014, bring them to Clifford's and I will put them up on the screen for everyone to enjoy. Put them on a flash drive or a CD/DVD and find me (Darrell Kufalk) before dinner starts.



Type Clubs to DOT: Expedite Third-Class Medical Review

October 23, 2014 - Today members of the Type Club Coalition (TCC), a group of type clubs and aviation safety organizations established to create and disseminate safety training information, sent a letter to Transportation Secretary Anthony Foxx and Office of Management and Budget (OMB) Director Shaun Donovan urging those organizations to expedite review of the FAA's notice of proposed rulemaking (NPRM) regarding third-class medical certification reform. Both organizations must review and approve the FAA's proposal before the NPRM contents can be opened to the public for comments.

In this letter, TCC states that "the current medical certification process is unnecessarily bureaucratic," noting that "many otherwise active pilots stop flying every year, not because they can't qualify for a medical certificate, but because the cost and effort of obtaining that certificate is too burdensome."

It also mentions that educating pilots about aeromedical factors and allowing them to make informed day-to-day decisions, with their personal physicians' input, will be "promoting and enhancing safety" compared to the FAA's current system, which relies on a snapshot of certain parameters of a pilot's health to certify flight fitness for a given period of time.

The TCC said that pilot education and self-certification have a strong and successful precedent in the sport pilot community, as well as in the glider, ultralight, and ballooning communities.

The letter is signed by 17 TCC members and urges officials to complete their review within 30 days of receipt. DOT and OMB received the NPRM in late July.

<https://www.eaa.org/en/ea/aviation-communities-and-interests/pilot-resources/type-club-coalition/type-club-coalition-members>





PRESIDENT'S CORNER— ERIC WHYTE

Welcome to the October 2014, edition of the World's Greatest EAA Chapter Newsletter. Since it is October it is the dinner meeting, so don't go to the usual meeting location, instead see you all at Clifford's. Which is a historic site in Chapter history. It was at Clifford's after a dinner meeting many, many (I can't say for sure exactly how many moons ago, because it happened before I was born..) But back then, the start of the infamous Chapter 18 Fokker Project started on a cocktail napkin at Clifford's. So everybody bring a pen we need to figure out how to get that thing done.

Recently I was hurtling through the upper reaches of the atmosphere, more than likely leaving "chem trails" behind to the "delight" of the nimrods that believe in that crap, when I read an article by a gentlemen named Ron Rapp. It is entitled "No Apologies" and I am going to include it this month because I would like everyone to read it.

In his article he makes a statement that I found very interesting, that there are more PhD's in the United States than their are Licensed Pilots. Wow. I wonder if we can qualify for a tax break being an endangered species. Being lucky enough to get paid to fly someone else's airplane, I have seen the very thing Mr Rapp talks about in his article. I have flown with countless pilots that gave up general aviation once they made it into the jet world. What a shame. The Asiana 777 Crashed at SFO in the summer of 2013, it was 100% due to having "systems operators" instead of aviators in the cockpit. I have seen it many times in my careers, guys that are excellent IFR pilots but can't shoot a visual approach to save themselves. Part of the problem is they either forgot what it was to fly for fun, or even worse never had the opportunity to learn.

I have also been guilty of being one of those pilots that kept looking forward to that next step, instead of truly savoring the ride. I regret that. Some of the best and most enjoyable flying I

have done in my career wasn't in the jet, but back when I was a CFI just getting started. I was having a ball, flying all the time and really enjoying it. Recently at our latest chapter Young Eagles



event, someone asked how long I had been flying kids. The answer made me feel a bit old, 22 years. I flew my first Young Eagles at Capitol Dive in August of 1992, shortly after getting my Private Pilot Certificate. That flight made me the First "Young Eagle" to come back as a Young Eagle Pilot. At the last event I flew my 500th. I am in awe of the guys that have flown more than 1000. Especially guys like Sid Cohen who has flown more than 1500 kids and he did them all one at a time in the same airplane, his beautiful Ercoupe. As a Young Eagle Volunteer, Pilot, and President of the Flying Circus known

as Chapter 18, I am proud of the effort we as a chapter have done this year. A huge thanks to Stephanie and Dennis Schulko for organizing it and the ground crew, Gert and his Mud Hens that make the ramp flow safely and smoothly each month. This year we hit a number of milestones and I think they are all equally important. First we had a record number of pilots complete their 10 for '14 goal. Every year EAA sets a goal of having every volunteer pilot fly 10 kids. They recognize that effort with a pin. This year we have more pilots wearing those 10 for pins than ever before. That is cool. We have several other milestones as well, Jeff Point flew his 50th Young Eagle in the Spruce Moose, Mike Felske and Laurie Kushner both flew their 100th Young Eagles this year. If you haven't flown a Young Eagle yet, it is never to late to start. It is a rewarding experience, a chance to give back and have a lot of fun. If you aren't a pilot, we could still use your help, we always need ground support. As Stephanie can verify dealing with pilots at the airport can be a bit like herding cats. But at the end of the day it is a lot of fun. We have one more opportunity to fly this year, November 1st we will be out at Waukesha.

"I am in awe of the guys that have flown more than 1000"



PRESIDENT’S CORNER CONT.— ERIC WHYTE



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So to all that participated in the Chapter events this year, thank you. You guys and girls are what makes this thing not only possible but fun. The October dinner meeting is traditionally where we recognize the collective achievements as a chapter. This year we will be presenting a couple more first flight plaques for that impressive achievement.

So back to Mr Rapp's article. He makes several points that are in my opinion spot on. I am including it for your reading pleasure below. Enjoy it. See you at the dinner meeting.

Eric

“He makes several points that are in my opinion spot on”

No apologies By Ron Rapp

Did you know there are more PhDs in the United States than there are pilots? It’s true. Few individuals with a doctorate are apologetic or shy about their achievement. On the contrary, many of them go so far as to attach this educational status to their very identity, adding it to their name, email signature, business cards, and more. It’s a big deal and they’re all too happy to let people know about it.

Since earning a pilot certificate places one in even more rarefied heights, it always surprises me to hear an aviator speak in apologetic terms about their flying. Typically it happens when they’re with others whom they perceive to be of higher achievement — an airline or military pilot, for example. They’ll say “oh, my plane’s just an old 152”. Or “I only have a sport pilot certificate”. I hate to see that. Whether the subject is their aircraft, training, or experience, there’s no cause for apologies. Quite the opposite. Don’t be fooled by the number of ratings on a pilot’s certificate, or assume they’re a better aviator because their logbook has more hours than yours. The worst physician in the world still managed to earn a Doctor of Medicine degree.



Brent Owens (aka Fixed Wing Buddha) recently wrote about this:

Let me go on record. If you are

flying, no matter what kind of airplane, you should hold your head high. You are among a tiny population of people and you have nothing to be ashamed of. In fact, it is ludicrous to think otherwise. In a sea of grounded mortals, we have a very special skill that lets us command the air. It doesn’t get much cooler than that, and it doesn’t matter what kind of aerial conveyance you choose.

In fact, I’d take it a step further. The “higher” a pilot goes in the food chain, the less actual flying they’re likely to do. I bet a low-time rag-wing tail-wheel pilot could land my Gulfstream a lot better than the average jet pilot could land that tail-dragger. But for some reason we create this pecking order which is dictated by the size, cost, and speed of the aircraft we fly.

It’s human nature to equate bigger with better — the advertising industry is based on it — but it’s completely illogical. In fact, as the years go by I find my affinity for smaller, simpler, less expensive planes only grows. The Cub, the Citabria, the RV-3. These airplanes provide a more visceral connection between man, machine, and nature. They’re simpler and less expensive to buy, own, and maintain. And they’re not used for practical purposes so much as just enjoying the art of flying. A stick and a throttle. That’s it.

There was a story — I can’t seem to find it now — about an instructor bumping around the pattern with a student in the summer heat in a modest Cessna. He looks up, sees a turboprop flying thousands of feet above, and muses about how lucky those guys have it to be in smooth, fast, air conditioned comfort. The guys in the turboprop notice a 747 flying overhead, up in the stratosphere, and can’t think about much beyond moving up to a “real airplane” that flies a lot faster than 250 knots. Oh, to have lavatories, flight attendants, and travel the world! The bored 747 pilot, on the other hand, looks waaaay down at an airport below, sees a little Cessna flying around the pattern and says to his co-pilot, “Boy that guy’s lucky — I can’t wait to retire and get back to some REAL flying!”

Larger airplanes are just that: larger. Sitting in pressurized comfort at

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CALENDAR OF EVENTS

EAA Chapter 18 Meeting

Tuesday October 28th 6:30 pm at Clifford's Supper Club 10418 W. Forest Home Ave.
Milwaukee, WI 53130 Bar opens at 6:30 Dinner at 7:30

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.

2014 Chapter 18 Young Eagles

All events from 10:00 a.m. to 1:00 p.m.

Saturday Nov 1st

Waukesha

(last on of the year)

October						
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	

November						
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						



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: _____

CALENDAR OF EVENTS CONTINUED HEADLINES! CONT.



Chapter 18 October Dinner Meeting at Clifford's Supper Club

10418 W Forest Home Ave, Hales Corners, WI

Tuesday October 28th, 6pm drinks 7pm food. The price this year is \$24.00 per person. Steph will be collecting money at chapter meetings, or send a check to:

Steph Schulko

7995 S Patricia Ct.

Franklin, WI 53132

If sending a check please email mzstef615@wi.rr.com, just to verify the check is not lost.

Thank you.

November Chapter 18 Young Eagles Capitol Drive Airport Saturday November 1st 10:00 AM - 1:00 PM

Free Flights for children 8-17!

Contact: Stephanie Schulko Phone: (414) 732-6782 chap18ye@wi.rr.com

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FL450 might seem like the end all/be all to those who fly more "modest" equipment, but I assure you it's more system management than actual hands-on-the-controls flying. It can take on an anti-septic quality.

And doing the same thing day after day after day? I've met more than a few burned-out jet pilots for whom flying is no longer a passion or joy. It has been reduced to a job, nothing more. It's sad, because they started out with that fire in their belly, that urge to hang out at the airport all day every day. And now? There's nothing they'd rather do than get away from it all. That's why I was extremely careful when I started flying professionally. It's easy to allow the enthusiasm for a shiny jet to lead a person down that unfortunate path.

You didn't ask for my advice, but I'm going to give it to you anyway. I see a lot of pilots who are always looking to the "next thing" rather than enjoying where they are right now. When they're in a single, they're totally focused to jumping into a retractable. Once they fly one, it's all about moving into a twin. If they're flying a recip, life seems like it will be "perfect" once they start flying the turboprop. Once they're flying that, they're already obsessed with a jet. It makes me sad, because their career will be over before they know it, and they're well on the path to missing the whole thing.

So no matter what you fly, and whether you do it recreationally or professionally, be proud of your steed, and most of all enjoy every minute in the air. The clock is ticking; every day brings us closer to our final flight. We may not know when that door will close, but rest assured it eventually will. What a shame it would be to reach the end of the road and realize we never savored the journey.

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 18 MEETING MINUTES SECRETARY JIM HATZENBELLER

Chapter 18 Minutes from the September "2014" Meeting

The September meeting was called to order by President Eric Whyte at 7:45 PM at the CAP Hangar at Timmerman Field.

Announcements: It was announced that The October dinner meeting will be held at Clifford's in Hales Corners again this year. Date is October 28th. Cost is \$24 per person payable in advance. Last date that payments will be accepted is October 14th. Chapter 11 is planning a fly-out Oct. 11-12 to Anoka County airport in Minnesota. Their plan is to tour the Air Guard Museum. Meet at Capitol Dr. Airport at 8:00. Contact Ken Reese at Capitol for more information. On Nov. 8th, the Northwoods Cross Country Air race will take place starting at 10:00 at Waupaca. Participants must pre-register.

Aaron Fiss announced that a private pilot ground school and instrument ground school is being started at Gran-Aire.

No guests were announced.

Young Eagles: A total of 36 kids were flown at Timmerman in September. The next event will be at Capitol Dr. on October 13th and the final event is scheduled for Waukesha on Nov. 1st.

Building & Flying Reports: Tim Meyer reported on working on fresh air NACA vents for his Team Tango Foxtrot IV. Eric Whyte reported that with help from Glenn Botsford and Phil Graybar, the new doors are installed on his hangar at Mitchell Field. Nick Heffron reported that he has flown 120 hours in his Sonex YX since March. Chris Esselstyn reported on flying out to Colorado and much bad weather on the way out. The return flight went much better and took only 4 hours. Glenn Botsford reported on flying to Poplar Grove. Jeff Point reported that Jesse Bentley's plane has made a few more flights. Jeff also reported on seeing a Bleriot at Brodhead. Scott Jones reported on flying Mike Baron out to pick up his Velocity that he just purchased.

Minutes from the August meeting were approved. The treasurer's report was approved.

New Business: It was reported that elections are coming up in November and nominations are now open. The positions open are for Vice President, Secretary and 4 board positions.

Joe Ptasek asked that if you have door prizes for the October meeting, you should bring them to the dinner meeting. First flight plaques will be presented to Dave Hoefgren and Jesse Bentley at the dinner meeting. Jim Quinn's name will be added to the Chapter Memorial plaque.

Break was taken and then followed with a presentation by Chris Esselstyn on a soaring trip he took in Nevada last year. He also gave a progress report on his nearly complete HP-18J glider.

Tech Counselors: No report

Flight Advisors: No report.

Meeting was adjourned at 9:10 pm.

Respectfully submitted,

Jim Hatzenbeller (Secretary)

**CHAPTER BOARD MINUTES-SECRETARY JIM HATZENBELLER
CLASSIFIES ADDS**



Board Meeting Minutes for September, "2014"

The September Board meeting was called to order at 6:55 by President Eric Whyte at the CAP hangar at Timmerman Field., Glenn Botsford, Don Patterson, Jeff Wisneski, Jim Hatzenbeller, Jerry Roeder, and Tim Meyer were present. The minutes and treasurers report from the August meeting were approved. It was announced that the evenings program would be a progress report on Chris Esselstyne's sailplane project and a soaring trip he took last year. It was suggested that a floral arrangement be sent to the family of Chapter member Bill Stilley whose daughter passed away.

Young Eagles: No report.

Old business: No old business was discussed.

New Business: It was reported that elections are to take place in November and nominations are now open. Positions open are for Vice president, Secretary and 4 board positions.

It was reported that 2 first flight plaques will be awarded this year. One to Jesse Bentley and one to Dave Hoefgren.

It was reported that Joe Ptasek will again coordinate the handling of door prizes this year at the October dinner meeting.

Meeting adjourned at 7:20. Respectfully submitted, Jim Hatzenbeller (Secretary).

MEMBER CLASSIFIEDS

FOR SALE, RENT or LOAN

- 4 used Lycoming IO-360 cylinders with Hi compression pistons. 200 hours on new exhaust valves. Injectors not included. \$300.00 each. Don Patterson 414-708-5892 or dpatterson14@wi.rr.com
- I've got a few things for sale that builders and/or pilots might want:
 - 1 ATS Rivet Tool (204RV) \$80
 - 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
- 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

- Nick Heffron is looking for a aerobatic parachute (like a Softie or a Strong) second-hand. Contact Nick at nheffronneuhold@gmail.com
- 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
- I am in the need for a docking station for a Garmin GTN 650. I'd like to borrow or purchase one if any member has one. Andreas Kerwel andreas.kerwel@googlemail.com 414-343-9529.

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



TREASURER REPORT-TREASURER GLENN BOTSFORD YOUNG EAGLES - STEPHANIE SCHULKO

September-14	Checking	Savings	Total	Paid	Membership
Beginning Balance	\$1,158.77	\$1,008.17	\$2,166.94		
Income					91 Paid for 2014
Dues	\$10.00				
Banquet	\$672.00				
Name Badge	\$5.00				
Picnic Donations	\$79.00				
Total Income	\$766.00	\$0.00			
Expenses					
Picnic Supplies	\$111.50				
Name Badges	\$20.24				
Total expenses	\$131.74	\$0.00			
Ending Balance	\$1,793.03	\$1,008.17	\$2,801.20		

Young Eagles Ride Count for 2014

First	Last	5/10/2014	6/7/2014	6/14/2014	7/26/2014	8/16/2014	misc	9/12/2014	10/11/2014	11/2/2014	Total 2014	Pre 2014	Total YE Flown
Alex	Adduci								3		3	46	49
Dave	Alberti	3									3	29	32
Jon	Bales		2						3		5	178	183
Adam	Blazek	6									6	46	52
Bryan	Blazek			9							9	101	110
Glenn	Botsford	5	2	4		3		2			16	40	56
Joe	Coraggio										0	68	68
Mike	Felske	15		10		5		4	7		41	60	101
Phil	Graybar	12				6		5	3		26	141	167
Theo	Green	11				4					15	33	48
Jim	Hatzenbeller										0	14	14
Craig	Henry				10	2		6			18	15	33
Patricia	Horn	2									2	0	2
Andy	Jaskie										0	28	28
Scott	Jones										0	66	66
Fritz	Jorgenson										0	806	806
Ken	Klima	5		4							9	22	31
Ken	Kulesha								4		4	25	29
Mark	Matelski					5					5	16	21
Tim	Meyer							4			4	22	26
Jeff	Point	5						2	3		10	40	50
Laurie	Probst	5		4		4	16	6	1		36	89	125
Jerry	Roeder	4									4	12	16
Tom	Schuyler	4		5		3					12	174	186
Eric	Whyte	10	5	9	3	6	3	7	4		47	456	503
Mike	Woods										0	680	680
Race					113								
Totals		87	9	45	126	38	19	36	28		272	2465	2616



CHAPTER 18 CONTACTS

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