



# FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 53, March 2014

<http://eaachapter18.org>

## HEADLINES!

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### Come on out to the March meeting!

The weather forecast is predicting above zero temperatures. Hear about all the latest goings on in the chapter. Our program this month will be Bill Zierdt, He will be talking about the Franklin engine.



### EAA, FAA Reach Agreement on AirVenture ATC Costs

Nine-year deal brings stability, eliminates possibility of another '2013 surprise'

March 21, 2014 - EAA and the Federal Aviation Administration have signed two agreements - a Settlement Agreement and a nine-year Reimbursable Agreement - that provide EAA with assurance of air traffic control services on a consistent basis through 2022 for the EAA AirVenture Oshkosh® convention. This ends the uncertainty that began with the FAA's sudden assessment of ATC fees for the 2013 event and the potential that air traffic support might not be provided this year or in the future unless such fees were paid.

After EAA was forced to sign a one-year ATC agreement under protest in 2013, the organization filed a petition with the U.S. Seventh District Court of Appeals, arguing that the FAA has no legal right to charge for ATC services without clear Congressional authorization. That petition was still on the court docket with an uncertain outcome when agreement was reached. EAA was facing the same uncertainty for the 2014 event that air traffic services potentially might not be provided if the matter remained unsettled in the courts, as the FAA's plan was to continue to charge for AirVenture ATC services in the future.

"Our ultimate goal was to bring certainty and stability for AirVenture, for EAA and our fellow members," said Jack J. Pelton, EAA's chairman of the board. "Every possible option, from contract and volunteer controllers to canceling AirVenture entirely, was considered. EAA thoroughly explored the contract controller option and concluded that it was not available for 2014 or for the foreseeable future. There was also no assurance that, had EAA prevailed in its court case, the FAA would have agreed to provide ATC services at any price. No alternative solution was found that would permit AirVenture to continue in its present form. The stability of the organization on behalf of its membership mandated this difficult decision."

FAA will provide air traffic control and other personnel for AirVenture as in past years, with EAA covering the cost of travel, accommodations, backfill overtime, and other miscellaneous expenses. At the same time, the FAA agrees that if EAA does find a better solution to provide a high standard of ATC services at Oshkosh, EAA may move to that option with full FAA support.

EAA received support from other GA organizations and expressed its particular gratitude to International Council of Air Shows (ICAS) and Helicopter Association International (HAI) for the amicus curiae briefs that they filed in support of EAA's court petition. There also was bipartisan backing in Congress including direct contacts from the House and Senate demanding that FAA explain and justify the new fees.

"We had an excellent legal argument within our court petition that no doubt moved the FAA to discuss a long-term solution," said Pelton. "We maintain that the FAA does not have the authority to assess fees for ATC services, but the absence of a permanent political solution left EAA and all participants and exhibitors vulnerable to FAA non-participation in this year's event and potentially in succeeding years. On balance, we had to take this action in order to assure the continuation of AirVenture in the best interest of our members and their investment in EAA."

EAA is also providing additional information regarding the agreements, including a Questions and Answers page. In addition, EAA Chairman Jack Pelton will host a free webinar on the issue on Tuesday, March 25 at noon CDT.





## PRESIDENT'S CORNER— ERIC WHYTE

Welcome to the March edition of the Flypaper! As I type this, I am dogging thunderstorms out over the Gulf of Mexico en route from South Florida to Las Vegas. It's a smooth ride at FL430 (43,000') and other than Jacksonville Center being overly talkative, this seemed like a good opportunity to pound out my monthly rant.

As we are nearing the end of this absolutely miserable winter, hopefully in the coming weeks things will improve and we can start to get back to flying, building/maintaining. I have to admit that there have been several days in the past few months where it was just too cold to go out and work on the RV. Speaking of which, we have been making steady progress at getting the airplane flyable, so I am hoping to get it down here by the April chapter meeting.

In addition to working on the RV, I have been helping Jeff Lange with his Sonerai project. Jeff built a Sonerai I, and has been steadily modifying it. This winter, he is building a new cowling to accommodate a newly installed Turbocharger. Yes, a turbocharged VW-powered airplane. It sounds angry running it on the ground, so I am looking forward to hearing it in flight. After feeding Jeff some "Milwaukee Oatmeal", I've convinced him to bring the airplane down for the August meeting.

He has been working like mad on the airplane to get it ready for the Mojave Experimental Fly-in next month. I am really hoping to get out there for it. The Mojave group has really done a great job of planning this event. There are a lot of really cool homebuilts that are going to be in attendance. The goal of the fly-in is to promote innovation in aviation, and there is nothing in aviation more innovative than the homebuilt world, especially out in Mojave. Even though Burt has moved to Idaho, the area continues to be a hotbed of aviation. It is interesting and concerning to see a group of homebuilders putting on an event like this. Interesting because they are recognizing an aspect of homebuilt aircraft that is totally ignored at Oshkosh. Concerning because, while EAA is still working hard to recover from the Hightower disaster, we still have a long way to go toward mending fences with the homebuilders. One of the really cool things about flying for a living is I get to meet EAA members from all over and one thing I keep hearing are com-

plaints about EAA ignoring homebuilts, "All they want is people building kits, keeping them stock, and then parking them at Oshkosh." Sadly, while it isn't true, that perception has some weight to it. We are lucky in that our chapter is active. We have a ton of experience, knowledge and talent in this group in nearly all skills required to build an airplane. We also have a bunch of flying airplanes which keep activities going all year long. Stephanie just emailed me the other day that the chapter flew more than 450 Young Eagles last year.



So what is the answer? Well, years ago, they used to have an award for Outstanding New Design, which was presented at Oshkosh (it was called Oshkosh back then, before anyone thought of this AirVenture name). Sadly, it went away because of fears of liability...someone could take it as an endorsement...at least that is the argument. To me, that is a shame, simply because designing and building

a new design is something that we as homebuilders should embrace, encourage and recognize. When I started volunteering at Oshkosh, we had a row that was reserved for "New Designs", an entire row of them, year after year. Now, if we get one or two it is noteworthy, and most of those recently have been parked in the exhibit area, in front of the kit manufacturer that developed it. Maybe a new award needs to be developed that recognizes the accomplishment of building an original design. If we can't get Headquarters to do it, maybe we should consider doing it the old fashioned way and do it ourselves. Maybe I'll start a committee. If you don't want to be on it, see me at the meeting. We'll see how many of you actually read this....

Anyway, we just made landfall in southern Mississippi, with 90 knot headwinds up here we have 3hrs 45 min to go. Hope to see you all at the March meeting. We have an interesting speaker talking about the history of the Franklin Engine. Bill has been with us before talking about the history of helicopters and autogyros and both were excellent, so I am really looking forward to this one.

Fly safe!  
Eric

*“designing and building a new design is something that we as homebuilders should embrace”*



## HEADLINES! CONTINUED



Continued from page 1

### EAAers Send 28,000 Messages to Congress

March 20, 2014 - Since last week's activation of EAA's Rally Congress website, more than 9,200 EAA members have sent nearly 28,000 messages to their elected representatives urging their support of House Bill HR3708 and Senate Bill S2103 - the General Aviation Protection Act.

Co-sponsorship of the House bill has grown from 52 to 64 members, while the Senate version has two co-sponsors. This bipartisan legislation is considered crucial to widening the pool of recreational pilots who can enjoy flying their small aircraft without the expense and regulatory burden of third-class medical certification. And EAA's Rally Congress website makes it easy to contact your elected officials to urge their support.

"The tremendous response from the EAA membership sends a clear message," said Sean Elliott, EAA vice president of advocacy and safety. "Aeromedical reform has long been a top priority for GA and the participation in this campaign reinforces how important it is to EAA members. EAA is working hard to effect meaningful change and will not stop until we do."

The proposed legislation would allow pilots to use a valid state driver's license in place of the traditional medical certificate if the flights are:

Not for compensation

Conducted in VFR operations only, at or below 14,000 feet MSL

No faster than 250 knots

In aircraft with no more than six seats and no more than 6,000 pounds gross takeoff weight.

If you haven't done so already, please take a few moments and Rally Congress to support the General Aviation Protection Act!

Click here. It only takes a minute to do.

<http://govt.eaa.org/14781/support-general-aviation-pilot-protection-act/>

Update: As of Sunday March 23rd, over 31,852 letters have been sent.



### EAA Invites WWI Aircraft to AirVenture Oshkosh

Original aircraft, replicas, reproductions all welcome to participate

A call is going out to all World War I-era aircraft, aircraft replicas, and reproductions to join in commemorating the centennial of World War I aviation technology at the annual EAA AirVenture Oshkosh 2014, July 28-August 3 at Wittman Regional Airport in Oshkosh, Wisconsin.

WWI airplane owners and operators are encouraged to join other aircraft from private collections for activities throughout the week at Oshkosh. The aircraft will be showcased in various areas throughout the grounds, as AirVenture attendees discover more about the technology of military flight just a decade after the Wright brothers' first powered flight at Kitty Hawk.

"The World War I period was the first significant era of aviation where flight innovation advanced at a frenzied pace," said Bill Fischer, executive director of EAA Warbirds of America, which is helping to organize the centennial commemoration. "It also marked the first time military strategy included aerial tactics and how to defend them. It is a fascinating period of flight that has been maintained by dedicated aviators around the world and will be fully explored at Oshkosh this year."

Owners and operators of World War I-era aircraft, replicas and reproductions are encouraged to pre-register their aircraft by contacting Fischer at the Warbirds of America office at 920-426-4874 or via e-mail. Pre-registration will assist with the additional logistics needed to welcome and display these aircraft.

Additional information on activities will be announced as it is finalized.







# CALENDAR OF EVENTS

## EAA Chapter 18 Meeting

Tuesday March 25th 7:30 pm at the Timmerman Airport CAP Hanger 9393 W. Appleton Ave. Milwaukee, WI 53225

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 May 10th  
 Saturday June 14th  
 Saturday Aug 16th

Capitol  
 Timmerman  
 Capitol

Saturday Sep 13th  
 Saturday Oct 11th  
 Saturday Nov 1st

Timmerman  
 Capitol  
 Waukesha

March						
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					

April						
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



### Sun 'N Fun International Fly-In and Expo Tuesday April 1st - Sunday April 6th

This year marks the 40th Sun 'n Fun International Fly-In and Expo at Lakeland, Florida, which runs April 1-6 at Lakeland Linder Regional Airport. Sun 'n Fun is the traditional opening of the flying season, and EAAers will be there in force.

EAA members who want to purchase Sun 'n Fun admission in advance can do so on the Sun 'n Fun website and receive the discounted member rate. When purchasing your admission, use the promotional code EAA543. <http://www.sun-n-fun.org/>



### S.J. Wittman Birthday Fly-in Breakfast Saturday, April 12, 2014 7:30 AM - 11:00 AM

EAA Chapter 252 is holding its annual Wittman Birthday Celebration.

Pancake Breakfast with sausage, scrambled eggs, milk, juice, coffee, and all you can eat pancakes.

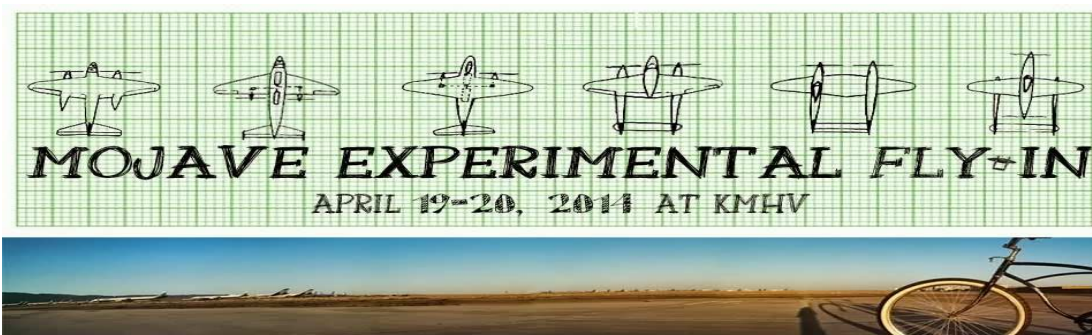
The Wittman Tailwind will be the focus.

EAA Young Eagles Event

Hosted by EAA Chapter 252 and the Wittman Regional Airport

Wittman Airport Terminal, Oshkosh

Contact: Dennis Moehn Phone: 920-810-1046 <http://www.252.eaachapter.org/>



### Mojave Experimental Fly-in Saturday April 19 - Sunday April 20th, 2014

Mojave Air & Space Port (KMHV) Mojave California

Fly-in 10-2pm Saturday 19th Dinner 6pm Saturday 19th Fly-out 7-10am Sunday 20th

Concept:

A gathering of the leading Experimenters currently involved in GA. The event opens Saturday with a mid-day fly-in from 10 to 2. There will be a dinner starting at 6 with awards and speaker Paul Dye. Then early morning on Sunday we gather at the airport for the departure of the show aircraft.

Record Setting:

The NAA will be onsite the week of the event for experimenters to set records. Please contact the NAA to submit a sanction request if you are interested in setting a record.

Awards Dinner:

At the awards dinner on Saturday night four awards will be presented for best mods in the preceding 12 months. The awards will be best design, best build, best test, and the most prestigious best experimenter. During the dinner there will be a live band "Shame and Glory", and Paul Dye will be presenting on applying the lessons he learned on the Space Shuttle program to flight testing experimental aircraft.

<http://www.mojaveflyin.com/>



## CHAPTER 18 MEETING MINUTES SECRETARY JIM HATZENBELLER

**Chapter 18 Minutes from the February "2014" Meeting**

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

Announcements: Tickets were still available for Hops & Props.

Young Eagles: It was announced that we have over 400 Young Eagle credits and are now accepting nominees for Air Academy.

Building & Flying Reports: Glenn Botsford reported that he is working on the SB issued by Van's regarding the horizontal stabilizer on certain models of the Van's RV series of aircraft Tim Meyer displayed examples of his working with fiberglass in preparation for the fiberglass work on his Team Tango. Jeff Point reported on working on the aileron hinges for his Breezy. Jim Davis is working on the Garmin G3X panel on his RV 7A. Dave Hoefgren reported that he and Louie have the tail feathers mounted on his RV-10. The wings are painted and ready to install. Also working on the door panels, oxygen system and firewall forward wiring. Jesse Bentley reported that his RV-8 is completed and is awaiting tech inspection by one of our tech counselors. Jeff Point volunteered to do the deed if Jesse could supply doughnuts. Jesse naively responded that he could furnish more doughnuts than Jeff could handle. Andreas Keiweil reported that he has designed and built the engine mount and exhaust system for the Chevy engine going in his RV-10 project. Chris Esselstyn reports that he has the wings painted for his HP-18J glider. The panel is done and he is working on the wiring. Jeff Wisneski reported that he has the tail, flaps and ailerons completed for his Sonex Waiex project. He is now working on the wings. Mark Matelski reported that he is working on developing a solution to the spar/aileron problems on his Hatz Classic project. Tom Stranak reports that he is working on wiring for his RV-7. Bill Stilley reports that he is working on firewall forward on his Kitfox for the 2nd time. This time it was to install the big bore engine kit on his project. Jason Krietler reported that he had his RV-10 painted. Eric Whyte reported that he has his newly purchased RV-6 at Waupaca where it is undergoing a condition inspection. Mike Woods reported on flying the EAA GlaStar on skis. Fred Keip reported that he has some parts for sale for an Air Bike. Contact Fred for more information.

Young Eagles: It was reported that Young Eagles events are scheduled for the 2nd Saturday of May, June, September and October, and Saturday, August 16th. Pilots and ground crew are needed. Lunch will be provided. Tentative locations for May, August and October are Capitol Dr. Airport. June and September will be held at Timmerman Field.

New Business: The Chapter spring picnic will be held at Capitol Dr. airport on June 29th and the fall picnic will be hosted by Fred Keip on Sept. 14th at Burlington.

It was suggested that we should look for a new volunteer to assume duties as the tool librarian.

A petition was circulated to have Eric Whyte nominated to an EAA board position.

Break was taken and was then followed by the monthly program, which was presented by retired Air Force Lt. Colonel Brian Adams. He is now a Fedex international pilot and gave a talk on both KC-135 tanker experiences and also his Fedex flying.

Tech Counselors: No report

Flight Advisors: No Report.

The Minutes from the November 2013 meeting were approved as published in the newsletter. The treasurer's report was approved as published. There was no meeting in December as is our tradition. There was no meeting in January do to the severe cold weather.

Meeting was adjourned at 9:15pm.

Respectfully submitted, Jim Hatzenbeller (Secretary)



CHAPTER BOARD MINUTES-SECRETARY JIM HATZENBELLER  
CLASSIFIES ADDS



**Board Meeting Minutes for February, "2014"**

The February Board meeting was called to order at 6:45 by President Eric Whyte at the CAP hangar at Timmerman Field. Jim Hatzenbeller, Fred Keip, Glenn Botsford, Nick Heffron, Don Patterson, Jeff Wisneski, Bryon Blazek, Chris Esselstyn, and Tim Meyer were present. The minutes and treasurers report from the January meeting were approved. There were no committee reports.

It was reported that Young Eagles events are scheduled for the 2nd Saturday of May, June, September and October, and Saturday, August 16th. Pilots and ground crew are needed. Lunch will be provided. Tentative locations for May, August and October are Capitol Dr. Airport. June and September will be held at Timmerman Field.

It was reported that we have in excess of 400 Young Eagle credits. It was suggested that these be applied to a Scholarship to Air Academy for tentative applicants.

Programs for upcoming Chapter meetings were discussed and a tentative schedule has been set. The March program will be presented by Bill Zierdt, who does a program on the Franklin engine.

A petition was circulated for Eric Whyte to be on the ballot for becoming a member on the EAA board of Directors.

Glenn Botsford posed a question regarding the retention period of old bank statements and assorted paperwork. It was decided to dispose of all closed account paperwork.

The spring chapter picnic will be held on June 29th at Capitol Dr. Airport. The fall picnic will be held on September 14th at Burlington and hosted by Fred Keip.

Jim Hatzenbeller has volunteered to head up the committee to work in conjunction with the 99's to paint a compass rose at Timmerman Field. Date to be determined as weather permits.

It was suggested that a volunteer should take over the Chapter tool library. It was also questioned if we should have a new volunteer to assume duties of the Chapter website.

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](mailto: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](mailto: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](mailto: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](mailto:fredkeip@aol.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](mailto: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](mailto:Glasair2@aol.com)

To submit items here, send an email to Darrell Kufalk [kufalk@wi.rr.com](mailto:kufalk@wi.rr.com)



**TREASURER REPORT-TREASURER GLENN BOTSFORD  
YOUNG EAGLE NEWS - STEPH SCHULKO**

February-14	Checking	Savings	Total
<b>Beginning Bal. 2/1/14</b>	<b>\$414.37</b>	<b>\$1,007.71</b>	<b>\$1,422.08</b>
<b>Income</b>			
Dues	\$460.00		
<b>Total Income</b>	<b>\$460.00</b>	<b>\$0.00</b>	
<b>Expenses</b>			
Coffee Exp	\$66.70		
Corp Filing Fee	\$10.00		
<b>Total expenses</b>	<b>\$76.70</b>	<b>\$0.00</b>	
<b>Ending Balance 2/28/14</b>	<b>\$797.67</b>	<b>\$1,007.71</b>	<b>\$1,805.38</b>

Anyone who knows a child interested in attending the Air Academy and applying for Chapter 18 credits should contact Steph Schulko by April 30<sup>th</sup>. Chapter 18 has \$450.00 credits from 2013.

**EAA Young Eagle Air Academy**  
 Ages 12-13  
 Session 1: June 23 – 27, 2014  
 Session 2: June 29 – July 3, 2014  
*Fee: \$755.00*

**EAA Basic Air Academy**  
 Ages 14-15  
 Session 1: July 7 - 12, 2014  
 Session 2: July 14 - 19, 2014  
*Fee: \$1,005.00*

**EAA Advanced Air Academy**  
 Ages 16-18  
 Session 1: July 22 - 30, 2014  
 Session 2: August 1 - 9, 2014  
*Fee: \$1,260.00*

**EAA Advanced Air Academy / SportAir**  
 Ages 16-19  
 Session: August 11 - 17, 2014  
*Fee: \$1,125.00*

**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](http://www.cafepress.com/EAAChapter18)



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## CHAPTER 18 CONTACTS

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Paul McAllister (262) 695-7624	Glenn Botsford (414) 732-8384		

### **FLIGHT ADVISORS**

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For more information about EAA Chapter 18, email [info@eaachapter18.org](mailto: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](mailto:kufalk@wi.rr.com)