



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 61, October 2021

@EAA_chapter18

<http://www.eaa18.org>

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Only 273 Days to Oshkosh!



HAPPY HALLOWEEN

Spooky Aviation Stories



Weird Message on the Data Screen

A pilot reports getting this strange message on his data screen, instead of the normal approach coordinates during a landing. “The coordinates on the screen were nothing like what was written on our charts. I read the display and instead of map coordinates and approach info, there was a cryptic message built in that read something like DONTT YOUUU WISHH YOOUU KNEWW WHATT THISS MEANS and I showed it to the captain. We both had no idea what we were looking at, so I reloaded the approach. All of the normal data for the runway appeared and I couldn't duplicate what we saw earlier.”

The Ghosts of Flight 401

Eastern Airlines Flight 401 plunged into the Everglades in 1972. The tragedy claimed 101 lives, including those of Captain Robert 'Bob' Loft and Flight Engineer Donald 'Don' Repo. The rear of the aircraft was relatively undamaged, and many parts of 401's airframe were salvaged and reused. In the aircraft where the parts of 401 were used - especially in the Galley's of other aircraft - crew who knew Loft and Repo claimed to have seen the ghosts, heard their voices, or otherwise “felt” their presences in the cabin.

HAPPY HALLOWEEN



Haunted

Continued from page 1

The Eerie Voice

A “career pilot” in the US says that, the creepiest thing that has ever happened to him “was back when I was an instructor in Florida and I was giving one of my students his first ever actual IMC flights in an SR20. It was nighttime and we were coming back from shooting an approach into Orlando Executive Airport when over the emergency/guard frequency of 121.5 we heard someone eerily say 'hello' again and again. I tried to talk to the voice but got no response. Turns out that it was a girl who had stolen a plane from a local flight school she was training at and wasn't allowed to be flying it, and she ended up crashing and killing herself that night.”

The Moaning Dead Man

Mark McDonald had a particularly creepy experience. “I flew a dead body in a body bag by myself at night in a Chieftain (PA31-350). Dead guy groaned and jerked pretty hard about 10 minutes into the flight. Had it strapped down, so I don't know how much it would have moved if not restrained. I just kinda muttered under my breath and looked over my shoulder for the rest of the 25 min flight. Pretty sure it was just gasses inside the corpse, brought out by the pressure change from ground to 3000 feet up, but it sure was freaky...”

The Unexplained Gray Orb

A pilot's son relates this spooky tale that his father had told him. “He was flying a Turbo Trush, and was just beginning his approach. The tower called him and said that they had a strange radar echo by the end of the runway, and asked him if he could check it out. As he approached, he sees a grey sphere just hanging there, a few hundred meters off the ground. No markings, no visible features, no activity on the ground below it. He moved closer to see it better, when it suddenly takes off straight up. He tries to give chase. The Turbo Thrush is a nimble aircraft, and with little fuel and no payload, it will climb fast, really fast, but he couldn't match it's rate of climb. He was completely sure it wasn't a balloon (he's done a lot of balloon hunting at air shows), it was too big, the movement wasn't like a balloon (it went against the wind), and it climbed way too fast.

The Mysterious Missing Wind

A flight trainer reports this bizarre story of disappearing wind, on what was a blustery day. “I'm on final approach on my last run of the day, with full flaps doing the ABSOLUTE minimum speed for approach in a Cessna, not taking into consideration that the air is super turbulent. For those who don't know, when it's bumpy you should be going a little faster on approach than usual. Anyways I'm quite close to the ground, maybe 300-400 feet and I can HEAR the wind blowing over the sound of the engine. Suddenly, no wind. Just gone, vanished! I had just lost 15-20kts of almost direct headwind on final approach with absolutely no airspeed to spare. The controls became totally useless, like a limp computer joystick. Thankfully I had my hand on the throttle like my instructor taught me and for whatever instinctual reason (good instructor probably), I gently pushed the throttle all the way and slightly lowered the nose, and must have landed safely, but it was all a blur, and I really do not remember taking the actions that I did.”

RAY AVIATION SCHOLAR



Ray Aviation Scholar



An update from Owen Robinson:

I am currently in my sixth week of flight training. I am currently enrolled at Spring City Aviation, and my instructor is Tom Stingl. Tom happens to be the instructor of the previous recipient of the Ray Scholarship from the previous year, and I am very fortunate to share the instructor with him. During the past few lessons, I have been learning the fundamentals of flight, as well as preparing me for traffic patterns and eventually on landing the aircraft. So far I have covered both power off and power on stalls, steep turns, takeoffs, and radio communications. Throughout this training I have found that I am skilled in my radio communications, I am able to maintain confidence as well as accuracy. As I look back on my past couple lessons, I have found that I had a hard time with stalling, especially because it felt unnatural, the feeling of being stalled out on purpose at the time seemed pointless and more of a torture method, than it actually being helpful. But as I began to get closer to the landing phase of my training, I found that it is very beneficial, especially because I am able to recognize when I am close to that stall point. The biggest disappointment is when I am driving to the airfield and I know the weather is not cooperating enough to fly, but this allows me to be more grateful and focused on the next lessons, knowing that I won't always be able to fly. In early May I was lucky enough to go on a flight with another EAA chapter 18 member, Glenn Botsford. He took me up in his RV-7 for a quick flight, and earned my Eagle Flight. My instructor, Tom, allows for me to maximize my learning, especially because I feel that he trusts me and allows me to take the plane more and more, involving me in the runup, taxi, giving me control over takeoffs, and setting up for landings. A lot has happened in the past weeks with starting flight training, earning this scholarship, and doing my discovery flight. It has been a lot but I am enjoying every minute of it, and I can't wait for the summer so that I can fly more often and be more involved in the chapter.

OCTOBER MEETING



October Meeting

Tuesday, October 26

Board Meeting at 6:30 p.m.

Regular Meeting at 7:30 p.m.

CAP Hangar

Timmerman Airport

9305 West Appleton Ave

Milwaukee

CHAPTER DUES



Chapter Dues

Membership in Chapter 18 is based on a calendar year. As such, dues for 2022 are due now. Dues amount are set by the Board of Directors currently \$10.00 per year. You can pay for multiple years.

There are a number of ways to pay.

1. You can pay in person at a regular chapter meeting or event:

Next chapter meeting: Oct 26, 2021 at the CAP Hangar at Timmerman Airport.

2. Send a check, payee "EAA Chapter 18" via Snail Mail (USPS) to :

Glenn Botsford
6184 S Illinois Ave
Cudahy, WI 53110

3. Pay by PayPal

- a. Go to [paypal.com](https://www.paypal.com)
- b. Log into your account
- c. Tab to "send & request " or "send" Button
- d. Send to "glennbotsford@gmail.com
- e. Enter Amount
- f. Add a note: (Dues, Donation, Banquet, Glenn's RV Fuel Fund, etc.)
- g. "What is the payment for?": Send to a friend. (called friends & family, no fee)
- h. Select account paid from. If you have a balance in your paypal account you can pay from there, or a credit card (fees may apply) or bank account attached to your paypal account.
- I. Review the transaction. If all is well, "OK"
- h. That's it. You're done.
- I: You will receive an email from PayPal that you have sent money, Glenn will receive an email from PayPal that he has received your money.

MEETING MINUTES — BOD



Board of Directors Meeting

The September Board meeting was called to order at 6:30 by Vice President Tim Meyer in the conference room at Waukesha Co. Airport. Glenn Botsford, Jim Hatzenbeller, Ken Ceranski, and Thaddeus Pinkoski were present.

Announcements: There were no announcements.

Old Business: No old business was discussed.

Young Eagles: It was reported that Stephanie Schulko would like to step down as coordinator of Young Eagles. She is willing to train a replacement.

New Business: After discussion, it was decided to poll the membership in regards to the October dinner meeting. The question was: should we plan for the October dinner meeting or plan to have a general Chapter meeting. The Board recommendation is for a general meeting. At this time, there are no suggestions as to names to be added to the memorial plaque. There are no suggestions for first flight plaques. At the present time, the Chapter has only one flight advisor. It was suggested that another person be added to the list.

Elections: The position of President, Treasurer and two Board members are up for elections this year. Thaddeus Pinkoski was nominated for President. Glenn Botsford was nominated for re-election as Treasurer. Board members, Ken Ceranski and Jeff Wisneski are up for election this year. Ken Ceranski will run again for a Board position.

Meeting adjourned at 7:05.

Respectfully submitted,

Jim Hatzenbeller (Secretary).

MEETING MINUTES — CHAPTER



Chapter Meeting

The September meeting was called to order by Vice President Tim Meyer at 7:25 PM in the conference room at Waukesha Co. Airport. The meeting opened with the evening program first.

Program: The program was a Wings seminar presented by FFAST team member Jurg Grossenbacher. The presentation was an overview into aviation accidents and incidents in Wisconsin in 2020 to present day in 2021.

Announcements: Guest were asked to introduce themselves and three people did so. Treasurer, Glenn Botsford announced that he is now accepting dues for the next year. Pay Glenn directly or by using PayPal.

Young Eagles: An event is scheduled for September 27th at Waukesha. This will be for pre-registered only. Need pilots and ground support. It was reported that Stephanie Schulko would like to step down as coordinator of Young Eagles. She is willing to train a replacement.

Building Reports: John Nate reports that he is working on the shear webs and outer section of the right wing for his Defiant. He is also working on hard points for the wing at tach fittings. In addition, he plans to have the aluminum spars bead blasted before he has them alodined.

Flying Reports: John Nate reported on flying with a friend in a Defiant. Ray Scholarship recipient, Owen Robinson reported that he is planning for his night flight and cross country flight. Jim Hatzenbeller reported on taking a one way flight in an L410 turboprop plane while on vacation in Czech Republic. It was a one way flight because his grand daughter had given him a certificate for a tandem parachute jump. The plane climbed to about 13,000 feet and then slowed for the jumpers. The free fall was about 125 mph and lasted for about one minute. At that time, the instructor deployed the parachute for the remainder of the jump. Total time was about 5 minutes.

New Business: Thaddeus Pinkoski will poll the membership in regards to the October dinner meeting. It was decided to not have a Chapter picnic this fall. There are no suggestions for first flight plaques. It was suggested that past member, Tom Cavanaugh be added to the memorial plaque. It was suggested that Chris Esselstyn be added as a Tech Counselor. It was announced that we will continue to meet at Waukesha until further notice.

Meeting was adjourned at 9:35pm.

Respectfully submitted,

Jim Hatzenbeller (Secretary)



CALENDAR OF EVENTS

Tuesday, October 26 – Chapter 18 October Meeting
 CAP Hangar
 Timmerman Airport
 Board Meeting 6:30 p.m.
 Regular Meeting 7:30 p.m.

Tuesday, April 05, 2022 – Sun n Fun
 Lakeland, Florida

Monday, July 25, 2022 – EAA AirVenture
 Oshkosh, WI

Monday, April 8, 2024 – Total Eclipse of the Sun
 Somewhere, where there are no clouds. Remember your
 Social Distancing Protocols.



NOVEMBER 2021						
SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7 End Daylight Savings	8	9	10	11 Veterans Day	12	13
14	15	16	17	18	19	20
21	22	23	24	25 Thanksgiving Day	26 Black Friday	27
28	29	30				



TREASURER REPORT-TREASURER GLENN BOTSFORD

September 2021	Checking	Savings	PayPal	Total	Paid Membership
Beginning Balance	\$1,110.51	\$763.61	\$51.68	\$1,925.80	119
Income					
Dues	\$50.00	\$0.00	\$30.00		
Name Badge	\$0.00	\$0.00	\$10.00		
Interest		\$0.02			
Total Income	\$50.00	\$0.02	\$40.00		
Expenses					
Name Badge	\$0.00	\$0.00	\$13.50		
Total Expenses	\$0.00	\$0.00	\$13.50		
Ending Balance	\$1,160.51	\$763.63	\$78.18	\$2,002.32	



Stay Safe



CHAPTER 18 CONTACTS

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For more information about EAA Chapter 18, email: info@eaa18.org

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