



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 54, September 2015

<http://eaachapter18.org>

HEADLINES!

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Bring Your Money This Month For The October Dinner Meeting

We will be having the October Dinner Meeting next month at Clifford's 10418 W Forest Home Ave. in Hales Corners, WI. Bar opens at 6:00pm. Dinner at 7:00pm. \$25 per person. More details on page 5.

Stratux- ADS-B for Cheapskates

By Jeff Point

Those of you who were at the August chapter meeting heard me give a brief talk about a little gizmo called the Stratux. Some of you may have even heard about this little marvel on various internet forums. For those who still don't know about it, I wrote this short piece to give you some background about it, as well as my own experience building and flying with one of them. I won't go into much detail about the actual construction of the device; Tom Charpentier of EAA HQ wrote an excellent article on the topic, which you can read here...

[http://www.eaa.org/en/aaa/aviation-communities-and-interests/homebuilt-aircraft-and-homebuilt-aircraft-kits/resources-for-while-youre-building/building-articles/instruments-and-avionics/live-weather-and-traffic-for-less-than-\\$120](http://www.eaa.org/en/aaa/aviation-communities-and-interests/homebuilt-aircraft-and-homebuilt-aircraft-kits/resources-for-while-youre-building/building-articles/instruments-and-avionics/live-weather-and-traffic-for-less-than-$120)

The parts list mentioned on the EAA site includes a battery pack, but this is not necessary if you have the ability to power it via a USB port. I have such a port hardwired into my panel, but you can buy an inexpensive USB power port that plugs into a cigarette lighter, which most production airplanes have on the panel. Many of you probably already have such an adapter for charging your cell phones, so you can save a few bucks there. Minus the battery pack, the cost of parts is under \$100.

I've attached a couple of screen grabs from my device, running Foreflight 7.2 on an iPad mini 3



Continued on page 4





PRESIDENT'S CORNER— ERIC WHYTE

Hello! Welcome to the September Fly-Paper! This is really turning out to be a really good month in the Chapter. Last weekend we had our Fall Picnic and for once it didn't rain, snow, sleet or hail! In fact, you would have been hard pressed to have had the weather any better. The event was so successful that the troops down in Burlington are planning to have another one on October 3rd, so if you missed this one you might want to head down for the next one.

Another event also happened this past weekend - the National Air Races out in Reno. I am really sorry I missed it. I don't know the financial numbers, but it was definitely one of the more successful events they have ever had. A great week of racing and no serious accidents. Watching the Unlimited race was interesting...one of our AirVenture Cup Racers took over as race pilot for the Modified P-51 Strega, so that was fun to cheer him on.

I missed the September Young Eagles, (which we moved to Capitol Drive) because one of our members, Andy Jaskie, invited me to Texas to attend his graduation from

USAF Pilot Training. I was honored to attend. We flew down on Thursday and drove from San Antonio to Del Rio, Texas. It was an interesting weekend. One of our long time AirVenture Cup pilots and a good friend of both Andy and I flew his Ryan PT-22 down for the ceremony. The Wing Commander gave permission to land the Ryan at Laughlin, AFB. On Friday morning, we attended the graduation ceremony and then went out to the flight line for pictures and the ceremonial presentation of the pilots wings. I like the fact that they have the graduation in the auditorium but then do the wings ceremony out on



the ramp among the airplanes.

There is a military tradition that I hadn't heard of before that is breaking the first pair of wings. I didn't feel bad, Dick Keyt, who is an Air Force Veteran, hadn't heard of it either. Anyway the tradition is called "Breaking Of the Wings".

The Breaking of the Wings

Since man started flying, he has taken to the air a certain amount of risk. To counter that risk, a tradition was established years

ago when the Army Air Corps first started

"I didn't feel bad, Dick Keyt who is an Air Force Veteran, hadn't heard of it either"





PRESIDENT'S CORNER— ERIC WHYTE

CONTINUED

issuing pilot wings to their young aviators. This tradition is called "BREAKING OF THE WINGS."

luck in the next life. The only time the wings can be rejoined is at the funeral.

“Andy had asked if I would break wings with him and I was honored to do so”



Andy had asked if I would break wings with him and I was honored to do so. I will attach a couple pictures from the ceremony.

This month's program is Jeff Lange back for an encore performance. Jeff built a Sonerai and has been steadily modifying it over the years. He is going to share his research on how he made his little VW powered Sonerai cruise at 180 knots at 3000.' It should be an interesting talk.

At every UPT graduation, the Air Force issues the pilots their pair of wings. As tradition has it, the pilot should never wear that first pair of wings. To bring good luck, the pilot should break the wing into two parts. The pilot should keep one half, the other half should be given to the pilot's best friend or relative or mentor. To preserve good luck, the halves should never be brought together while the pilot is alive. After death the two halves are once again united with the pilot for good

A quick reminder, don't forget to pay for tickets for the dinner meeting.

Eric



HEADLINES! CONTINUED



Continued from page 1

While it was designed for Foreflight, Stratux has been ported to any number of other mapping programs like WingX. For details on using other devices, and for just general discussion about the device, I recommend checking out the Reddit forum at <https://www.reddit.com/r/stratux/>. Note- you do not need to be a Reddit subscriber to read their forums, but you will need to sign up in order to post questions.

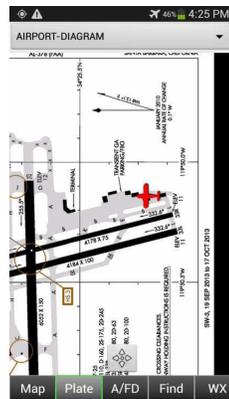
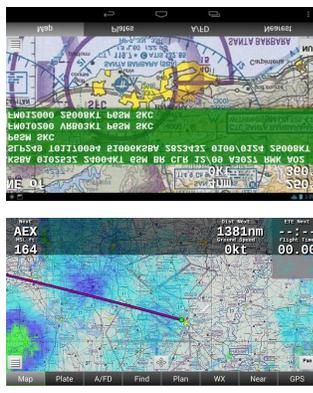
I am not able to get any ADS-B signal on the ground, either at my house or at East Troy airport. This is not unusual and owners of store-bought ADS-B products report similar reception. In flight, I was able to pick up the towers by pattern altitude. Cruising in the 3500-4500 foot range in southern Wisconsin, I was picking up between four and seven towers at all times. I could receive all the ADS-B weather products, including radar and text weather. I was also receiving traffic reports, but this is somewhat deceiving, because unless you are equipped with ADS-B out in your airplane, you will not see all traffic. ADS-B traffic is a whole 'nuther topic for another time.

The team that is working on Stratux continues to develop and refine the product. This is not a commercial product, but a program that a lone person (a pilot and computer programmer with too much time on his hands) came up with. He posted his new program online for anyone to use for free, and other programmer/pilot types got ahold of it and started making improvements. All of these smart folks are doing this for nothing and freely sharing their work with others. The spirit behind such open-source software is very much the same as the spirit that makes EAA the organization it is, a spirit of volunteerism and helping others to enjoy a common interest.

In any event, if there is enough interest, we may put together a group buy for the hardware to build a bunch of these gizmos for chapter members. We will discuss this at the September chapter meeting, so be sure to be there.

Editor's note:

If you want to get even cheaper and don't want to spend the \$100 a year for ForeFlight and big \$\$\$ on an iPad, there is a free app that runs on any Android device called Avare (pronounced "AvAir"). <http://apps4av.com/avare-overview/> No, it doesn't do all the real fancy stuff that ForeFlight does but it's completely free. It also will run on significantly lower cost tablets like the Samsung Galaxy or the Nexus 7. This ADSB receiver, Stratux, is said to work with this app too. I have not tested this myself but I may in the near future.



A/FD	
Location ID	SBA
Facility Name	SANTA BARBARA MUNI
Fuel Types	100LLA
UNICOM	122.950
CTAF	119.700
TWR/P	119.7
GND/P	121.7
ATIS	132.65
CD/P	132.9
Remark	APCH/DEP SVC PRVDD BY LOS ANGELES ARTCC ON FREQS 119.05/269.5 (SANTA BARBARA RCAG) WHEN APCH CTL CLSD.
Remark#	MTI RFLTR 2 (NTD)



CALENDAR OF EVENTS

EAA Chapter 18 Meeting

Tuesday September 22 at the Timmerman Airport CAP Hanger 9393 W. Appleton Ave. Milwaukee Meeting starts at 7:30 p.m.

Monthly meetings are usually 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.

Chapter 18 October Dinner Meeting

Tuesday Oct 27th at Clifford's. Drinks starting at 6:00 pm. Dinner served at 7:00 pm. \$25.00 per person. Steph will collect money at Aug/Sept meetings and if anyone wants to mail a check: Stephanie Schulko

7995 S Patricia Ct. Franklin, WI 53132. Send an email to stef615@wi.rr.com so she knows to watch for the check.

September 2015						
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			

October 2015						
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



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



Chapter 18 Young Eagle dates for 2015

October 10 - Capitol - 12:00 p.m. to 3:00 p.m.

November 7 - Waukesha - 12:00 p.m. to 3:00 p.m.

From Jeff Point:

For anyone interested in learning how to do fabric covering with Stewart Systems, they are having a weekend training session (much like a Sportair workshop) in Minneapolis coming up October 9-11. Cost is \$375 for the 3 day class, similar to the cost of Sportair. I may be attending, still need to nail a few details down.

Restored Runway Classics

Using

Stewarts Systems

Workshop Expectations

What Participants can expect:

A hands-on practical application work shop

By the end of the work shop, students will have knowledge of the following:

- Tools required to cover airplanes
- Stewart Systems materials required to cover airplanes
- How to prepare steel
- How to prepare Aluminum
- How to prepare wood
- How to apply fabric to a structure
- How to rib stitch
- How to seal and protect fabric
- How to apply finish tapes both straight and curve
- How to apply paint to the structure

Items needed for a Successful Workshop

- A room large enough to accommodate all participants at tables (usually 2-3 per table) At least 60 degrees warm
- Frames to use for covering and painting (outside of USA provided by host) Approximately 2ft by 3ft with at least 1 radius to cover around
- Water to wash up with
- Covering tools: scissors, Pinking shears, lacing needles, Hobby irons, regular household irons, heavy duty paper towels, anti chafe tape, 1-inch natural bristle brushes, small paper cups, and small paper plates. (Some items can be shared by 2 or more participants)(Supplied by host)
- We need enough fabric, Eko Clean, Eko Fill, Eko Poly, rib lace and

- 2-inch finish tape to cover and paint both sides of each frame. (supplied by Restored Runway Classics)
- Participants will need to wear work clothes as this is a hands on workshop
- HVLP paint gun (supplied by host or RRC depending on circumstances) Participants may bring their own
- Each student will need to have their own charcoal filter respirator when spaying paint
- Bring note pad, and pencils

About the Instructor—Mark Williams

- Pilots license (over 30 yrs)
- Aircraft mechanics license
- Builder of home built airplane (featured in Kitplanes magazine)
- Has owned several different aircraft
- Restored 6 aircraft (used Stewart Systems on 5 of them)
- Owens Restored Runway Classics,—restoring classic planes



Sept 25th - Sept 27th 2015

A little-known canard fly-in held in the great Commonwealth of Kentucky. It's known simply as Rough River. The airport identifier is 2I3 (Two India Three) and the airport is located at Falls of Rough, Kentucky. The runways are 2-20, 3200 feet. You don't have to fly a canard to come out for some fun! More Info <http://www.roughriver.org>

Rough River Canard Fly-In





CHAPTER 18 MEETING MINUTES-SECRETARY JIM HATZENBELLER
CHAPTER BOARD MINUTES-SECRETARY JIM HATZENBELLER

Chapter 18 Minutes from the August "2015" Meeting

The August meeting was called to order by President Eric Whyte at 7:30 PM at the CAP Hangar at Timmerman Field.

Announcements: The Chapter fall picnic will be held at Burlington airport on September 20th. Start time is 11:00. Bring a dish or desert to pass if you so desire.

Guests were asked to introduce themselves and 8 people did so. Ron Finet's grandson Luke was present and he thanked the Chapter for the scholarship funds for Air Academy. He also showed a few of the things he built during his stay at Air Academy.

Building & Flying Reports: Jeff Badding reported that he has completed the wings on his RV-12 and is now working on flight controls. Jeff Wisneski reported the he is now working on the turtledeck for the fuselage on his Waiex project. Jeff Point displayed a homebuilt ADS-B receiver similar to a Stratus which he built for less than \$100. Preliminary tests show that it does indeed work. Tim Meyer reported that he is working on the door seals for his Team Tango Foxtrot IV. Jim Rodrian reported on flying his Defiant to Phillips, WI for a canoeing trip. Jeff Point reported on flying to the Minneapolis area for the AOPA fly in. About 100 planes there with a very good drive-in crowd. Mike Felske reported that he is again current in his sea plane rating. It was also reported that there was a group at Burlington airport building an RV-12. Mark Matelski reported that he has purchased a Piper Pacer so he can get current with tail wheel aircraft while he builds his Hatz Classic. Ken Klima reported that he flew to Iowa where the field was renamed in honor of Paul Johns.

Young Eagles: There will be a Young Eagle event at Timmerman Field on September 19th starting at 12:00. Other dates and locations are listed in the newsletter, on the Chapter website and also on Facebook.

Flight Advisors: No Report.

Tech Advisors: Jeff Point recommends that you paint your engine mounts white.

New Business: The Treasurer's report was approved as published in the newsletter. The annual October dinner meeting will be held again this year at Clifford's in Hales Corners. Eric Whyte reported that the Milwaukee Repertory Theater will be doing a program on John Denver from September 11th through November 8th. It's titled "Back Home Again: On the Road with John Denver".

<http://www.milwaukeeerep.com/On-Stage/2015-16-Season/Back-Home-Again-On-the-Road-with-John-Denver/>

Break was taken and followed by the August program which was an extended build report given by Jeff Point on his Breezy project.

Meeting was adjourned at 9:30pm.

Respectfully submitted,

Jim Hatzenbeller (Secretary)

Board Meeting Minutes for August, "2015"

The August Board meeting was called to order at 6:45 by Vice President Bill Stilley at the CAP hangar at Timmerman Field. Jim Hatzenbeller, Tim Meyer, Glenn Botsford, Jerry Roeder, Jeff Wisneski and Don Patterson were present.

Announcements: Two Chapter members have made first flight in their homebuilt aircraft. They are: Jim Kidd in his Skybolt and Chris Esselstyn in his HP-18 glider.

Old Business: The Chapter fall picnic will be held at Burlington airport on September 20th. Start time is 11:00. Bring a dish or desert to pass if you so desire.

Young Eagles: The schedule for Chapter Young Eagle events has been established. Dates and locations are posted in the Chapter newsletter, on the Chapter website and also on Facebook. The next event will take place at Timmerman Field on September 19th.

New Business: Glenn Botsford presented a list of members and former members who have not paid their dues. He has all those listed to determine if they want to continue membership and if so, this is their reminder to pay their dues.

The Chapter October dinner meeting will again be held at Clifford's in Hales Corners. The date is October 20th and cost is \$25 per person. If you plan to attend, please get your money in to Stephanie Schulko no later than October 13th.

The Treasurer's report was approved as published in the newsletter.

The August program will be an extended build report on Jeff Point's Breezy project.

There was no Board meeting in June.

Meeting adjourned at 7:10.

Respectfully submitted,

Jim Hatzenbeller (Secretary)

CLASSIFIEDS ADDS



MEMBER CLASSIFIEDS

FOR SALE, RENT or LOAN

- 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 crrands@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

- 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

ACROSPORT II \$29,500

Completed 1987 / Serial #106 / Oshkosh Award Winner 1991

Status: Currently Flying / Time will accumulate until sold

Conditional: 12/14 / TT: 805 / SMOH: 1132

Lycoming O-320-E2A / Sensenich Metal Prop / Rear Canopy (Removable)

KY97A COMM, Transponder w/encoder, PS 1200 Intercom / 5-Point Hooker Harness / Aileron Spades

SkyTec Starter / Quick Drain Oil Valve / Cleveland Brakes / Concorde Battery 5/13 / New Hoses & Spark Plugs

Trans & ELT check 11/14' / ELT Battery 11/14' / New Bungees 12/14' / Overhaul/ Tested Bendix Mags 4/15'

Located Waukegan, IL (414) 467-1330

Gary Hay ghay1958@yahoo.com





YOUNG EAGLES REPORT - STEPHANIE SCHULKO TREASURER REPORT-TREASURER GLENN BOTSFORD

First	Last	3/28/2015	4/16/2015	5/9/2015	6/6/2015	7/11/2015	7/19/2015	8/15/2015	misc	9/12/2015	10/10/2015	11/7/2015	Total 2015	Pre 2015	Total YE Flown
Alex	Adduci												0	49	49
Dave	Alberti												0	32	32
Jon	Bales							3		2			5	183	188
Eric	Beets												0	6	6
Jesse	Bentley							3					3	5	8
Bob	Bittner							1					1	11	12
Adam	Blazek												0	46	46
Bryan	Blazek							2		2			4	111	115
Glenn	Botsford									2			2	59	61
Tom	Charpentier							3					3	16	19
Joe	Coraggio						3						3	68	71
Scott	Dawley												0	2	2
Mike	Felske												0	104	104
Phil	Graybar		15										15	172	187
Theo	Green												0	44	44
Jim	Hatzenbeller												0	14	14
Craig	Henry						6						6	33	39
Patricia	Horn												0	2	2
Donald	Hyra									6			6	12	24
Andy	Jaskie												0	28	28
Scott	Jones												0	66	66
Fritz	Jorgenson												0	806	806
Ken	Klima							1					1	31	32
Ken	Kulesha												0	29	29
Mike	Lambert							3					3	0	3
Mark	Matelski												0	21	21
Tim	Meyer												0	34	34
Jeff	Point							3		4			7	53	60
Laurie	Probst		12					3					15	129	144
Jim	Rodrian		11										11	29	40
Jerry	Roeder												0	16	16
Judy	Roeder												0	1	1
Tom	Schuyler							3					3	219	222
Eric	Whyte	11					6						17	512	529
Mike	Woods												0	693	693
Race							52						52		
Totals		11	38	0	0	0	67	25	0	16	0	0	157	3836	3747

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

August-15	Checking	Savings	Total	Paid Membership
Beginning Balance	\$1,079.84	\$1,009.17	\$2,089.01	102
Income				
Dues	\$330.00			
Coffee	\$51.00			
Banquet	\$250.00			
Donation	\$10.00			
Total Income	\$641.00	\$0.00		
Expenses				
Tool	\$175.10			
Total expenses	\$175.10	\$0.00		
Ending Balance	\$1,545.74	\$1,009.17	\$2,554.91	



CHAPTER 18 CONTACTS

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FLIGHT ADVISORS

Ron Scott (262) 642-7423

For more information about EAA Chapter 18, email info@eachapter18.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