



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 53, August 2014

<http://eaachapter18.org>

HEADLINES!

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One Week Wonder Makes First Flight



At approximately 11:07 a.m. Tuesday, August 5, 2014, the airplane thousands of EAA members had a hand in building last week during the One Week Wonder project at EAA AirVenture Oshkosh 2014 flew for the first time.

With EAA's Jeff Skiles at the controls, the Zenith CH 750 Cruiser N140WW departed Wittman Regional Airport's Runway 9, quickly ascended to about 1,800 feet, did one circuit around the pattern, landed at 11:19 a.m., and taxied to EAA's Weeks Hangar on the north side of the runway.

"The flight was great," Skiles said. "The Zenith Cruiser has a lot of performance, and lifts off very fast. Like a rocket ship, really." It was Skiles first maiden flight of a new aircraft, and on Monday he was thoroughly checked out in another Cruiser as well as a 750 STOL.

"I am very fortunate to have the honor of making this first flight today," he added. Although the instruments are not calibrated, Skiles figures he reached a speed of about 85 mph during the flight.

Charlie Becker, EAA community director and homebuilt community manager, who led the program from uncrating to first flight, was finally able to exhale. "To be honest, it's a huge sigh of relief for me," he said. "I didn't really see it as done until it flew. Sure we got the airworthiness certificate and taxied it at AirVenture on Sunday, but until it flies, it's not an airplane."

The logbook located at the One Week Wonder workshop last week shows an incredible 2,500-plus people had a hand in building this airplane. Many people who pulled a rivet also signed their names on the airframe.

"I want to thank each and every one of the participants," Becker said. "You gave the crew a lot of energy to make it happen. It's an incredibly rewarding feeling."

Becker notes that the project's purpose was to show that building your own airplane is an attainable goal. You can do this!

"This airplane has touched a lot of lives and will continue to touch lives by showing it can be done."

Sebastien Heintz, Zenith president, spent most of his time during the convention in the One Week Wonder workshop and decided to stay in Oshkosh a little longer to witness the occasion.

"It came out very nicely, didn't it?" he said. "The focus of the week was to get it done, but this is a very nice airplane." Heintz spent most of Monday working with Skiles on transition training.

Skiles added that he was pleased to take advantage of the EAA Flight Advisor program. "I did some transition training with Zenith, and that was very valuable, but this morning it was very helpful for the EAA Flight Advisor to sort of walk me through things and let me know what to expect."

"It was built in a week, and it is a basic airplane, but it also has a state of the art engine (Rotax 912 iS) and a touch-screen Dynon panel," Heintz added. "Nobody builds a plane alone. There are resources out there like EAA, and everyone's goal is to make building an airplane more common."

About 2,500 visitors also voted on what paint scheme would grace the new airplane and the runaway winner was the blue on white, garnering a little over half the votes.





PRESIDENT'S CORNER— ERIC WHYTE

August, that means one thing, we are the farthest from the next Oshkosh as we get all year. That's sort of depressing, but thankfully it's still summer, lots of good flying to go and we have our monthly Oshkosh withdrawal support group meeting also known as a chapter meeting to help get us through. We have a great program this month, Jeff Lange, will be coming down and talking about his highly modified Sonerai I powered by a highly modified and turbocharged VW conversion. If you haven't met him Jeff is an interesting character and his Sonerai project won the award for Best Design at the Mojave Experimental fly-in last April. His program will talk about the long list of changes he had to make to the airplane to get everything under the tiny Sonerai cowl. It should be an interesting talk about a very interesting little airplane.



Hopefully everyone is doing ok with their post-Oshkosh withdrawal, while the Thunderbirds and the State Fair crowd they attracted were a distraction from an otherwise excellent Oshkosh. I was amazed at the stampede that occurred after the Thunderchickens flew on Saturday. I was trying to get back on the grounds to watch the night show and they were leaving in droves. I stand behind my earlier statement, I like the jet teams, just not at Oshkosh. We practically needed armed guards to keep people off airplanes down near the AVC Tent.

Anyway, aside from the Thunderchickens I thought this was a great year at Oshkosh, one of the coolest things was the building

of the One Week Wonder. Like many of you, I went over and pulled a rivet or ten. I stopped by everyday as I walked to and from the camp grounds and it was fun to watch progress being made. I hope they keep it in the flying stable at Pioneer Airport and actually fly the thing rather than just hang it up or worse yet part it out because of fears of liability. I know it was a tremendous amount of work but I hope they do it again, it was a neat project.

This year was a first, Sarah spent more shopping at Oshkosh than I did. She bought a new headset, she chose a

Clarity Aloft after trying a bunch of different ones. It wasn't until I got home that I realized I forgot to buy one thing on my list and that was new Carbon Monoxide detectors. You know those little sticker things that turn black when their is Carbon Monoxide present. Well at least I can order them online, but I try and make purchases at Oshkosh to support the exhibitors so they can justify the high cost of having their booth. As many of you noticed there have been more and more empty spaces in the buildings over the last few years. During the "Hightower Reign of Terror" one of the things he did that hasn't been undone yet is he jacked the rates on the exhibitors, as a result we are seeing fewer and fewer showing up every year. Hopefully that is a tread that will get turned around.

The reason I bring up the CO detectors is I had an emergency just before Oshkosh and the detector likely saved my life. I was

"I like the jet teams, just not at Oshkosh"



PRESIDENT'S CORNER CONT.— ERIC WHYTE



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“yes, I declared an emergency”

at 6500 in cruise and it was a bit cool so I closed the fresh air vents. I had the cabin heat turned off and was enjoying a fairly smooth ride. I looked over and noticed a slight discoloration on the CO detector. I reopened the fresh air vents and started a descent, I was only 20 minutes from my destination so I thought with the vents open it shouldn't be an issue. I continued to monitor the CO detector and noticed rather than clear up, it kept getting darker. I decided discretion was the better part of valor and decided to make an emergency landing at Fond du Lac, which was only a few miles east at that point. I also slowed the airplane and popped the windows open which helped. I landed without incident and I pulled the cowling. Unfortunately we didn't find anything obvious. The exhaust system has since been sent out for inspection and repair. We are pretty sure it wasn't a false alarm as I felt like crap for several hours after the flight.

This brings up two points, one, if you don't have a CO detector in your airplane, get one. They are cheap and if needed can be a life saver. The second, is yes, I declared an emergency. It wasn't the first time, in fact out of curiosity I looked in my logbook and it was the 19th time I had to use the "E" word. Most have been relatively minor, but four were smoke in the cabin issues. As a CFI, all too often I hear pilots say "they wouldn't declare an emergency because of..." the paperwork or some other ridiculous reason. In 19 emergency landings I had to fill out a report once. That was for the fire department because they rolled the trucks. I never

saw a bill. In fact after one landing in a jet with a gear malfunction, we shut down and had them tow us off the runway, one of the fire fighters made a comment that every pilot should here. He said "I'm glad it worked out and she stayed on the wheels, but at least you were smart, you told us about the problem, so we were ready and waiting. We responded to one guy that had a gear problem and he thought he'd play it cool and not declare an emergency and his gear collapsed so out we went. When the dust settled the insurance company didn't want to pay because he didn't declare an emergency when he knew he had a problem, they claimed he didn't take all the precautions he could have and caused additional damage to the plane."

I hadn't thought of the insurance angle but it is an interesting point. The main thing to take away from this is if you have a problem, don't be afraid to ask for help. It's the smart thing to do.

Anyway, I need to get back to work, today we are tooling along on our way to Colorado, we're at 43,000 and about 50 miles south of us is a ginormous thunderstorm. The XM radar shows the tops above 70,000' that's probably accurate as it's towering over us, and we're 8+ miles up.

Hope to see you all at the meeting! Until then fly safe!

Eric





CALENDAR OF EVENTS

EAA Chapter 18 Meeting

Tuesday August 26th 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 Sep 13th
Saturday Oct 11th

Timmerman
Capitol

Saturday Nov 1st

Waukesha

August						
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						

September						
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				



Oracle Challenger III
Photo by Spencer Thornton
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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



National Stearman Fly-In Galesburg Municipal Airport September 1 - 6 9:00 AM - TBD

Total Stearman! The 43rd consecutive National Stearman Fly-In will celebrate America's iconic biplane, and everyone is invited to join the fun Sept. 1-6, 2014, at Galesburg, IL, Municipal Airport. The must-attend event of the year for Stearman enthusiasts will offer a generous mix of flying events, technical seminars, entertainment and food. Best of all, it's an opportunity to fly and relax with friends.

<http://www.stearmanflyin.com>

Contact: Diane Stickle, President Phone: (309) 343-6409 stearman@stearmanflyin.com

2nd Annual Timmerman Airport Spot Landing Contest and BBQ Lunch Saturday, September 6 1000 - 1300

Improve your landing skills & have fun! \$10.00 suggested donation for two landings & lunch. Or, just come out for lunch and watch the landings! It will be fun for everyone. Event will be cancelled if VFR conditions are not present or if surface winds are not 160-280 degrees. Sponsored by Gran-Aire, Inc. & Civil Aviation, Inc. <http://www.facebook.com/TimmermanAirport>

Contact: Harold Mester Phone: 414-747-3728 hmaster@mitchellairport.com

September Chapter 18 Young Eagles Gran-Aire Milwaukee Wisconsin 53225 Saturday, September 13 1:00 AM - 1:00 PM

Free Flights for children 8-17!

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

EAA Chapter 1414 Pancake Breakfast and Young Eagles Rally Poplar Grove Airport Sunday, September 14 7:00 AM - 12:00 PM

Come join us for all-you-can-eat pancakes, eggs, sausage, coffee, milk, juice and good company at beautiful Poplar Grove Airport (C77). Enjoy the view of our grass & paved runways and the wide variety of planes that fly in. Bad weather got you grounded? Drive on down; breakfast will be here waiting rain or shine. Free airplane rides for ages 8-17 (with parental consent) offered by the volunteers of the Young Eagles program. Flying In? Park on the grass or the ramp at the Museum <http://www.1414.eeachapter.org/>

Contact: Chuck Pazdzioch Phone: (815) 310-0277 eea1414.webmaster@gmail.com

Wittman Airport Fly In Breakfast Airport Expo Saturday, September 13 7:30 AM - 11:00 AM

The pancake breakfast will include sausage, scrambled eggs, milk, juice, coffee, and all of the pancakes you can eat! Adults - \$7.00 dollars, (Free for pilots of home built aircraft who fly in.) Children under 10 - \$3.00 dollars. Free Airplane Rides! (EAA Young Eagles Event) For kids ages 8 to 17 weather permitting. Wittman Airport Business Displays Wittman Airport Terminal, 20th Street Oshkosh WI. Hosted by EAA Chapter 252, The Steve Wittman Chapter and Wittman Regional Airport. www.EAA252.org

Contact: Dennis Moehn Phone: 920-810-1046 EAA252@gmail.com

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.

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



Chapter 18 Minutes from the July "2014" Meeting

The July meeting was called to order by Secretary Jim Hatzenbeller at 7:30 PM at the CAP Hangar at Timmerman Field.

Announcements: It was announced that AirVenture opens on July 28th. Tim Meyer reported that Oshplanner.com is a website for forums and schedules for AirVenture.

Young Eagles: The next Young Eagle event is scheduled for July 16th at Capitol Dr. airport.

Building & Flying Reports: Bill Stilley reported that he is working on panel wiring of his Kitfox 4. Tim Meyer reported on making fiberglass components for his Team Tango Foxtrot 4. He is also working on the panel. Jeff Point reported that he has the second wing in the jig for his Breezy and hopes to have it covered by fall. It was reported that Titan is now building experimental engines. Andreas Keiwei is working on the wheel pants for his RV-10. With help from Jeff Point and Dave Hedgecock, Dave Hoefgren reported on making first flight in his RV-10. After 2 high speed taxi tests, he took the plane aloft for 70 minutes. Dave reported that he used Connie Martin (Aviation Safety Inspector) from the Milwaukee FSDO and highly recommends her. Jesse Bentley reported that his RV-8 has made it's first flight with Jeff Point as test pilot. The plane is powered by an IO-360 with a Whirlwind 200 prop. Mark McDonald reported that he now has a GTN 750 and an S-Tec auto pilot installed in his Grumman Tiger. Sune Ericson reported on a hamburger social website. Most events are held on Wednesday's from 5:00 to 7:00 and held at airports in different parts of the state. These events are usually organized by the FBO. Sune reports that there were about 40 planes at the Stevens Point event.

Tech Counselors: No report

Flight Advisors: No report.

New Business: No new business was discussed.

Break was taken and then followed by the evenings program which was an extended report along with video of the first flight in Jesse Bentley's plane.

Meeting was adjourned at 8:20pm.

Respectfully submitted,

Jim Hatzenbeller (Secretary)

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



Board Meeting Minutes for July, "2014"

The July Board meeting was called to order at 7:00 by Secretary Jim Hatzenbeller at the CAP hangar at Timmerman Field. Glenn Botsford, Don Patterson, Jeff Wisneski, Jerry Roeder, and Tim Meyer were present. The minutes and treasurers report from the April meeting were approved.

Committee report: Jim reported that the compass rose project for Timmerman Field is on hold.

Young Eagles: It was reported that the next Young Eagles event will be held on August 16th at Capitol Dr. Airport.

Old business: No old business was discussed.

New Business: Glenn reported that a deposit has been made to Clifford's for the October dinner party.

A program for the October dinner meeting was discussed. A suggestion was to have Dan Dominguez make a presentation about his around the world flight.

Minutes from the May meeting were approved. There was no board meeting in June.

Meeting adjourned at 7:15.

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 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

WANTED TO BUY, RENT or BORROW

- Nick Heffron is looking for an 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

July-14	Checking	Savings	Total	Paid	Membership
Beginning Balance	\$1,198.38	\$1,008.17	\$2,206.55		
Income				89	Paid for 2014
Total Income	\$0.00	\$0.00			
Expenses					
Clifford's Deposit	\$300.00				
Name Badges	9.61				
Total expenses	\$309.61	\$0.00			
Ending Balance	\$888.77	\$1,008.17	\$1,896.94		

First	Last	5/10/ 2014	6/7/2 014	6/14/ 2014	7/26/ 2014	8/16/ 2014	9/12/ 2014	10/11/ 2014	11/2/ 2014	Total 2014	Pre 2014	Total YE Flown
Dave	Alberti	3								3	29	32
Jon	Bales		2							2	178	180
Adam	Blazek	6								6	46	52
Bryan	Blazek			9						9	101	110
Glenn	Botsford	5	2	4		3				14	40	54
Mike	Felske	15		10		5				30	60	90
Phil	Graybar	12				6				18	141	159
Theo	Green	11				4				15	33	48
Craig	Henry				10	2				12	15	27
Patri- cia	Horn	2								2	0	2
Ken	Klima	5		4						9	22	31
Mark	Matelski					5				5	16	21
Jeff	Point	5								5	40	45
Laurie	Probst	5		4		4				13	105	118
Jerry	Roeder	4								4	12	16
Tom	Schuyler	4		5		3				12	174	186
Eric	Whyte	10	5	9	3	6				33	456	489
Race					113							
		87	9	45	126	38				192		



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