



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 57, October 2018

<http://18.eaachapter.org>

HEADLINES!

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Only 272 Days to Oshkosh!



| UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE | | | |
|---------------------------------------------------------------------------------------------------------------------------------|---------------------------------|---------|--------------------------------|
| A | CATEGORY/DESIGNATION | | |
| | PURPOSE | | |
| B | MANUFACTURER | NAME | |
| | | ADDRESS | |
| C | FLIGHT | FROM | |
| | | TO | |
| D | N-BUILDER | | SERIAL NO. |
| | DATE OF ISSUANCE | | MODEL |
| E | OPERATING LIMITATIONS DATED | | EXPIRY |
| | SIGNATURE OF FAA REPRESENTATIVE | | (ARE PART OF THIS CERTIFICATE) |
| | | | DESIGNATION OR OFFICE NO. |

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).

FAA Form 8130-7 (07/04) SEE REVERSE SIDE NSN: 0052-00-893-4000

In 2013, EAA helped create a portion of the Part 23 aircraft certification reform aimed at supporting the general aviation legacy fleet. The proposal was known as the Primary Non-Commercial Category and was among the final recommendations coming out of the process, but unfortunately was never adopted within the final rulemaking. With your best interests in mind, it was time to refocus on how EAA could continue to advocate and push forward change that would benefit an even wider segment of our membership, and, specifically, the amateur-built and light-sport categories.

Fast forward three years to the fall of 2016 when Sean Elliott, EAA's vice president of advocacy and safety, and myself met with the FAA's Small Airplane Directorate in Kansas City, Missouri, to brainstorm concepts that eventually formed the foundation of FAA's MO-SAIC, or the Modernization of Special Airworthiness Certificates (formerly known as Permit to Fly). During these meetings nearly two years ago, EAA was the first to comprehensively explore modifications that would help the light-sport category reach its full potential and further build on the successes of the amateur-built regulations that EAA has been championing for decades.

That Kansas City meeting was indicative of how EAA has led the way advocating for major change in recreational aviation since Paul Poberezny started going to Washington, D.C., in the 1950s to set in motion development of the homebuilt rules that still benefit us today. Our conversation with the FAA squarely focused on problems and solutions to help all of us. We didn't wait for a blue-ribbon commission or a 300-page report. Instead, as we've always done, we focused on how we can continue to make reform even stronger and more advantageous for our membership.

HEADLINES



Continued from page 1

MOSAIC has effectively emerged from those conversations and evolved into proposals that encompass improvement for a broad spectrum of personal-use flying: LSAs, amateur-built, sport pilot privileges, and even the vast legacy GA fleet. EAA has continually engaged with FAA officials by regularly visiting Washington, discussing it annually during our distinctive EAA/FAA Winter Aviation Summit in Oshkosh, and showcasing the potential enhancements to senior FAA management during EAA AirVenture Oshkosh. As a result of EAA's efforts, the FAA fully understands the potential of MOSAIC and has even stated its strategic importance in their rulemaking process.

As MOSAIC has evolved over the past year, a key focus has been on developing performance-based metrics for LSA instead of isolating weight as a sole determinant for reform. These inclusions would consider larger aircraft, as well as better aircraft handling, durability, and performance. It also means more options for the flight training community where many smaller operations are relying on 40- and 50-year-old airframes that don't showcase the technology available for student pilots today. Who wouldn't want to learn in newer and more modernized aircraft if given the choice?

Much has been focused recently on the 3,600-pound maximum weight, but that was just one idea brought forward. Ultimately, the emphasis should not be fixated on a number, but rather on how LSA can meet its full potential within performance- and risk-based definitions. EAA wants to ensure the best possible outcome for the personal and flight training markets.

In the amateur-built area, MOSAIC provides additional options such as expanded commercial assistance or fully demand-built aircraft. It also includes policy for warbirds, unique aircraft such as manned multicopters, more flexible risk-based operating privileges, repairman certificates for second owners of homebuilts, as well as other refinements. *Let me also make this clear* — EAA is absolutely adamant that the 51 percent rules that have made amateur-built aircraft the most active area of new GA aircraft construction will remain unchanged.

MOSAIC would also open opportunities for modernizing legacy GA aircraft built years ago under CAR 3 and Part 23 and would open simplified access to modern safety-enhancing equipment and avionics not previously available or affordable. EAA pioneered this certification approach using the STC process several years ago that has now reached across the avionics spectrum. MOSAIC will continue to build on this by simplifying maintenance, parts eligibility, and modification and alteration guidelines to mirror the success established in the amateur-built world.

The FAA has projected early 2019 to begin formal rulemaking drafting for MOSAIC. It's likely we won't see an NPRM (notice of proposed rulemaking) for comment for up to a year or more after this begins. This is not a fast process for a reason — it's important to ensure *all* possibilities are carefully considered. As we know from flying, rushing a process often sets off an unanticipated chain of bad outcomes.

PRESIDENT'S LETTER



Greetings From The President

Welcome to the October Flypaper! Let me start off right away with a public service announcement: The October meeting will NOT be held at the usual time and place. October is banquet month, so on the 4th Tuesday we'll be getting together at The Machine Shed restaurant in Pewaukee. The party starts at 6PM (or whenever the first people get there) with drinks and socializing, with dinner to follow at 7PM. As has been our custom for a number of years now we will not have a formal program or guest speaker, which leaves more time for the social aspects of the gathering. We will have a short program to present our first flight plaques- we're giving out two this year- and the annual chapter memorial ceremony. Oh, and how could I forget- the

ever popular door prizes, brought to you by the new door prize committee of Thad and Bridget Pinkoski.

If you are like me you've been following the fortunes of our beloved Brewers as they went deep into the post-season this year. They were a year ahead of the rebuilding plan and I think surprised even themselves by going this deep, taking it all the way to game 7 of the NL champion series. The boys gave it a valiant effort, coming up just one game short of their first trip to the World Series since 1982, but it just wasn't to be. Oh well, there is always next year.

Once the banquet is over it is time to start thinking about wrapping up 2018 for the chapter. We still need to make it through the November meeting, which of course means chapter elections. November never fails to be our best-attended meeting of the year, owing to the fact that our bylaws do allow for members to be voted in to office in absentia, so you'll need to be there in order to decline your nomination! Program-wise, we tentatively have a guest speaker from HQ lined up to come down and talk to us about what is going on up at the head shed, which is always good to know.

Once we make it past November, it is just a short hop into December and the annual chapter Christmas party, tentatively set for Tuesday Dec. 11. As much as I want to think that the holiday season is still a long ways away, my trip to ACE hardware yesterday shocked me into reality with the rows of Christmas trees and other decorations lined up in the front of the store. Time to start working on my letter to Santa Claus, I guess. This year I'm wishing for a RV-10 tail kit and a bigger workshop. A boy can dream...

PROGRAMS



EAA CHAPTER 18 BANQUET



Tuesday, October 23
6:00 p.m.

Machine Shed Restaurant
N14 W24145 Tower Pl, Waukesha

SAFETY



General Aviation
Joint Steering Committee
Safety Enhancement Topic



FAA
Aviation Safety

Pilots and Medication

Impairment from medication, particularly over the counter (OTC) medication, has been cited in a number of accidents in general aviation. In a 2011 study from the FAA’s CAMI Toxicology Lab, drugs/medications were found in 570 pilots (42%) from 1,353 total fatal pilots tested. Most of the pilots with positive drug results, 511 (90%), were flying under CFR Part 91.

What’s the Problem?

First of all, we all know that some drugs may compromise a pilot’s ability to control the aircraft and/or adversely affect judgment and decision making. The difficulty comes for investigators in trying to quantify the known detriment that comes with various medications and the physical conditions that require their use.

Another area of concern is that airmen are not always disclosing some conditions and medications to their Aviation Medical Examiner (AME). Not only could the undisclosed condition endanger the airman, but the treatment might also create problems. One way is that undisclosed treatments could cause potentially impairing drug interactions. That’s why it’s important to disclose any medications you are taking to your AME. In many cases there are other treatment options that may allow you to continue flying, but the bottom line is that your AME needs to know what medications you are using.

What to Look For

The Food and Drug Administration (FDA) requires standard labeling for all OTC medications. These standard labels indicate the active ingredients, directions for use, and highlight potential side effects like drowsiness. They also allow for easy comparison.

| Therapeutic substance in drug | | Product type | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|------------------------------------------------------------------------------------|--|
| Drug Facts | | | |
| Active ingredient (in each tablet) Purpose | | | |
| Chlorpheniramine maleate 2 mg Antihistamine | | | |
| Uses temporarily relieves these symptoms due to hay fever or other upper respiratory allergies: | | Symptoms or diseases the drug treats | |
| <ul style="list-style-type: none"> ■ sneezing ■ runny nose ■ itchy, watery eyes ■ itchy throat | | | |
| Warnings | | | |
| Ask a doctor before use if you have | | | |
| <ul style="list-style-type: none"> ■ glaucoma ■ a breathing problem such as emphysema or chronic bronchitis ■ trouble urinating due to an enlarged prostate gland | | | |
| Ask a doctor or pharmacist before use if you are taking tranquilizers or sedatives | | | |
| When using this product | | | |
| <ul style="list-style-type: none"> ■ You may get drowsy ■ Avoid alcoholic drinks ■ Alcohol, sedatives, and tranquilizers may increase drowsiness ■ Be careful when driving a motor vehicle or operating machinery ■ Excitability may occur, especially in children | | | |
| If pregnant or breastfeeding, ask a health professional before use. | | | |
| Keep out of reach of children. In case of overdose, get medical help or contact a Poison Control Center right away. | | | |
| Directions | | Read carefully: how much to take, how often to take it, and when to stop taking it | |
| Adults and children 12 years and over | Take 2 tablets every 4 to 6 hours; not more than 12 tablets in 24 hours | | |
| Children 6 years to under 12 years | Take 1 tablet every 4 to 6 hours; not more than 6 tablets in 24 hours | | |
| Children under 6 years | Ask a doctor | | |
| Other information Store at 20-25° C (68-77° F) | | | |
| ■ Protect from excessive moisture | | | |
| Inactive ingredients D&C yellow no. 10, lactose, magnesium stearate, microcrystalline cellulose, pregelatinized starch | | Other things in the drug, such as colors or flavorings | |
| When not to use this drug, when to stop taking it, when to see a doctor, and possible side effects | | | |
| More information on how to store the drug | | | |

Continued on Next Page



SAFETY



Common Problems

Some of the most common potentially impairing medications are antihistamines. These allergy medications can have powerful sedating effects so much so that the primary offender, diphenhydramine (trade name: Benadryl) is often used as an OTC sedative and is the sedating agent in most PM pain meds. According to the NTSB study, sedating antihistamines are the most commonly detected medication in fatal accidents.

The second most common were cardiovascular drugs which includes medications for high blood pressure. Some less common impairing drugs include antidiarrheal drugs (some contain opioids), anti-seizure drugs, some smoking cessation drugs, and some antidepressants. For many of these drugs, there are options that are not impairing or disqualifying if you work with your primary care doctor and/or AME. If you suffer from allergies, you might use loratadine, desloratidine, or fexofedadine instead of diphenhydramine to cite an example.

How Long?

So if you have to take a disqualifying or impairing medicine, how long should you wait before resuming flying? Every medicine is different, but a good rule of thumb is 5 times the half life of the medication. The easy way to determine this is through the dosing interval. If a medication says to take it 4 times per day, the dosing interval would be 6 hours. Therefore the wait time after the last dose would be 30 hours (6 hours x 5 = 30 hours). Other medications may have longer or shorter intervals which is why it's important to talk to your AME.

Where Can I Get More Information?

A good place to start is the AME Guide. This is where the FAA provides information for AMEs on how various medication will affect your fitness for flight. You can also find some specific information on don't fly times for some medications there as well. Be sure to check out the Do Not Issue/ Do Not Fly section. You can also find good information on drugs through trusted government sites like the National Institute of Health's Medline site at <https://medlineplus.gov>. This site lists both generic and trade names along with side effects and warning for almost every drug out there.

Flight Instructor Role

If you're a flight instructor, your role in communicating information on medication use is critical and will likely have a lasting impact over a trainee's flying career. Be sure to take the time to properly cover this topic, especially in the early stages of primary flight instruction. Build time in either pre- or post-flight discussions and encourage your students to ask questions with specific medications. You may also want to refer them to some of the resources listed in this fact sheet.

Resources

- ◆ Medications and Flying Pilot Safety Brochure www.faa.gov/pilots/safety/pilotsafetybrochures/media/Meds_brochure.pdf
- ◆ 57 Seconds to Safety Video — Pilots and Meds youtu.be/auBrixE2LYM
- ◆ AME Guide — Do Not Issue — Do Not Fly go.usa.gov/xPkhM
- ◆ A list of recently published Aerospace Medicine Technical Reports including a study on antihistamine use: www.faa.gov/data_research/research/med_humanfacs/oamtechreports/2010s/2018



SCRAP METAL



Laurie Probst is looking for sheet metal scraps for her tech class!

If anyone has an old metal brake, tools, wood scraps, etc. her class would be very appreciative

kosalof@aol.com





CHAPTER 18 MEETING MINUTES-SECRETARY JIM HATZENBELLER

Chapter 18 September Board Meeting Minutes



The September Board meeting was called to order at 6:45 by President Jeff Point at the CAP hangar at Timmerman Field. Jim Hatzenbeller, Tim Meyer, Glenn Botsford, Fed Keip, Jeff Wisneski, Bill Stilley, Clint Hanson and Thaddeus Pinkoski were present.

Announcements: Information of first flights and Chapter members who have passed should be forwarded to Jeff Point. Jeff will get the appropriate plaques. The October dinner meeting will take place once again at the Machine Shed. You can make payment of \$25 per person to Glenn Botsford. The evening program will be a presentation by the 128th Refuelers. The November program will be a presentation by John Eagan who is the Chapter Manager from EAA HQ. The December holiday party will take place once again at El Fuego on Layton Ave. This is open to all and takes place on December 11th. ■

Old Business: No old business was discussed.

Young Eagles: Calendar of events is listed in the Chapter newsletter.

New Business: Nominations are now open for Vice President, Secretary and Board members.

Voting will take place at the regular scheduled Chapter meeting in November. A set of Lycoming cylinder wrenches are now in the Chapter tool library. It was suggested that beginning in January, each month a different Board member could bring a snack for break time.

After a correction in spelling, the minutes from the August, 2018, meeting were approved as published. The Treasurer's report was approved as published in the newsletter.

Meeting adjourned at 7:20.



CHAPTER 18 MEETING MINUTES - SECRETARY JIM HATZENBELLER

Chapter 18 September Meeting Minutes



The September meeting was called to order by President Jeff point at 7:30 PM at the CAP Hangar at Timmerman Field.

Announcements: Guests were asked to introduce themselves. Justin Gruber and Troy Johnson from the 128th Refuelers did so. They were also the presenters of the evening program which took place after they were introduced. After completion of their program, break was taken. After break, the business meeting was called to order. Additional guests were asked to introduce themselves and 4 more guests did so. The October dinner meeting will take place at the Machine Shed. Cost is \$25 per person. Dinner served at 7:00. Please pay Glenn Botsford. Information for First Flight plaques should be given to Jeff Point. Information on members who have passed should also be given to Jeff. Nominations are now open for Vice president, Secretary, and 3 Board positions. Tim Meyer has accepted a nomination for Vice President. Jim Hatzenbeller has accepted a nomination for Secretary. The December dinner party will take place at El Fuego restaurant on Layton Ave. It will be held on December 11th. The annual Wright Brothers Banquet will take place on December 8th at the EAA museum.

EAA Ultralight/Light Sport Chapter 1 will host a Prop Roast event on October 13th. at Capitol Dr. airport. There will be a BBQ dinner at 2:00 (\$10/plate) and a bonfire at dusk.

Young Eagles: Calendar of events are listed in the Chapter newsletter and on the Chapter website.. The next event will take place at Capitol Dr. airport on October 13th. The YE event at East Troy airport went well and will be repeated next year.

Building Reports: Fred Keip reported that he has completed the engine installed on his Wag-A-Bond. He also has a set of 5.00 wheels and brakes for sale as well as a set of Whelen wing tip lights. Jeff Wisneski displayed the panel for his Waix project. It has all the cutouts for instrumentation and labels installed.

Flying Reports: Mark Matelski reported flying his parents to Stevens Point. Chris Owens reported on flying to Burlington airport. Jeff point flew to Brodhead.

Tech Counselor: No report

The minutes from the August meeting were amended due to a spelling error and were accepted. The treasurer's report was approved as published. Darrell Kufalk asked of those who want anything included on his annual slide show presentation at the October dinner meeting to please forward the information to him.

Meeting was adjourned at 9:15pm.



CALENDAR OF EVENTS

Tuesday, October 23 – EAA Chapter 18 Annual Banquet

6:00 P.M., Machine Shed Restaurant
 N14 W24145 Tower Place
 (I-94 & WIS 164 Exit 294)
 Pewaukee, WI

Sunday, October 28 – Pumpkin Drop

9:00 a.m. – 3:00 p.m. KUNU Juneau, WI
 Ph: 920-386-2402

Tuesday, November 27 – EAA Chapter 18 Meeting

7:30 P.M., Timmerman Airport CAP Hanger
 9393 W. Appleton Ave. Milwaukee

Tuesday, April 2 – Sun n Fun International Fly-In

Sun n Fun Expo Campus, Lakeland FL

Monday, July 22 – EAA Airventure

Oshkosh, WI



| OCTOBER 2018 | | | | | | |
|--------------|-----|-----|-----|-----|-----|-----|
| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
| 30 | 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 | 1 | 2 | 3 |



TREASURER REPORT-TREASURER GLENN BOTSFORD

| September 2018 | Checking | Savings | Total | Paid Membership |
|-------------------|------------|------------|------------|-----------------|
| Beginning Balance | \$751.44 | \$1,012.17 | \$1763.61 | 92 |
| Income | | | | |
| Dues | \$40.00 | | | |
| Name Tags | \$10.00 | | | |
| Name Tag Fine | \$6.00 | | | |
| Coffee | \$14.63 | | | |
| Banquet | \$750.00 | \$.26 | | |
| Interest | | | | |
| Total Income | \$820.63 | \$0.26 | | |
| Expenses | | | | |
| Total Expenses | \$0.00 | \$0.00 | | |
| Ending Balance | \$1,572.07 | \$1,012.43 | \$2,584.50 | |

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

Project Stories Wanted

The NewsLetter staff is looking to include stories about your project in FlyPaper. If you are in the middle of a build, and you'd like to share your story, contact Thaddeus Pinkoski, newsletter@eaa18.org



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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