



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 58, January 2019

<http://18.eaachapter.org>

HEADLINES!

The Tiles of MOSAIC



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**Only 181
Days to
Oshkosh!**



The exact details of the program won't be known until after the FAA releases the rules for public comment, but the essence of it will change many areas of general aviation for the better. Experts from EAA's staff, as well as the Homebuilt Aircraft Council, Legal Advisory Council, Vintage Aircraft Association, Warbirds of America, and other EAA members, all came together with ideas and possibilities.

Currently, a personal-use homebuilt is limited in being able to overfly densely populated areas and access the entire national airspace system. MOSAIC seeks to change that, as the average homebuilt project is no longer an experiment. Most of the amateur-built fleet are proven, safe types with a history of safe operations. With the evolution of the various homebuilding industries and the falling GA accident rate, there is no longer a reason for these limitations on homebuilt aircraft.

Experimental light-sport aircraft (E-LSA) owners are able to attend a two-week course to obtain a repairman certificate for their airplane, even if they weren't the primary builder. MOSAIC will contain language allowing a similar possibility to owners of other experimental amateur-built (E-AB) aircraft, giving them the freedom to perform their own condition inspections.

In addition to standard amateur-built airplanes, MOSAIC is concerned with the less common ones as well. Language concerning the certification of experimental exhibition aircraft such as warbirds, as well as unique and novel aircraft, has been included, too.

Introducing a model for prospective airplane owners to purchase a demand-built aircraft is also on the table with MOSAIC. Getting extensive help with a build project, or having one completed entirely by another party, would further open up amateur-built aviation to pilots who might not have the time to start from the first rivet and go from there.

The part of MOSAIC that has gotten the most attention so far has been changing limitations on light-sport aircraft. The new limits are yet to be determined by the FAA, but what is clear is that the current method of using weight is not comprehensive enough. A new system that relies on performance-based metrics would be more inclusive and more useful than a solely weight-based limit while allowing for better aircraft handling, durability, and performance. These changes would affect both E-LSA and S-LSA. It is EAA's position that sport pilot privileges should be updated accordingly, although that has yet to be determined.

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HEADLINES



The Tiles of MOSAIC



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MOSAIC's roots trace back to 2013 when EAA was involved with an advisory and rulemaking committee intended to reorganize Part 23 in support of the general aviation legacy fleet. The recommendation made by EAA was known as "Primary, Non-Commercial" and made the final recommendations report, although it was never adopted as part of the rulemaking within the FAA.

Despite that setback, EAA's government advocacy efforts continued steadily, as they have for decades. Three years later, in 2016, EAA launched a pair of strategic initiatives centered on light-sport aircraft weight limit increase and E-AB reform. Under EAA CEO and Chairman Jack J. Pelton's leadership, those issues were made a high priority for the organization, and the EAA board of directors agreed that they combined to form a major strategic initiative.

Later that year, Jack and Sean Elliott, EAA vice president of advocacy and safety, spent an afternoon with FAA senior staff at the Small Airplane Directorate in Kansas City, Missouri. They spent hours describing EAA's vision for LSA reform and E-AB rule improvements and exploring the positive benefits of those changes. At that time, FAA officials shared an openness to developing performance-based metrics for LSA instead of a broad weight limit, agreed with the premise, and the two sides committed to continuing talks on these important issues.

While those talks happened in Kansas City, EAA's unique position in the GA community and the organization's long-standing positive relationship with the FAA offered further opportunities for discussion closer to home. One of those discussions that happen annually is the EAA/FAA Recreational Aviation Summit, which EAA hosts in Oshkosh every year.

The summit is unique. It is the only gathering that sees a significant number of top FAA officials travel to an association, such as EAA, to break down specific issues facing both EAA members and the GA community at large. Of course, the EAA/FAA summit is not the best-known annual event that takes place in Oshkosh. EAA has long used the opportunities that EAA AirVenture Oshkosh presents to help accomplish advocacy goals.

At AirVenture 2017, EAA was able to follow up with the agency and continue talks related to wide-ranging GA reform. That reform took the form of a possible rulemaking initiative called Permit to Fly in 2017.

Permit to Fly was similar to MOSAIC in what it contained, namely certification issues such as improving the experimental category, legacy fleet, and LSA limitations. However, it was not as expansive as the current iteration.

Heading into 2018, EAA continued to discuss and brainstorm Permit to Fly at the summit and worked to show the FAA how important the reforms that came with it would be to general aviation. The FAA's interest in the concept was proven in spring 2018 when the initiative got its current name, along with a "strategic" designation by the FAA within its rulemaking process. EAA expanded upon this opportunity just a few months later during EAA AirVenture Oshkosh 2018. EAA's government advocacy team, with the help of dedicated government host volunteers, used AirVenture as a chance to show top FAA brass why the changes contained within MOSAIC are good for aviation.

PRESIDENT'S LETTER



Greetings From The President

Welcome to the January Flypaper! I hope everyone had a great holiday season and that Santa Claus was good to all of you and brought lots of tools and other airplane toys. It seems like just last week that I last saw most of you at the Christmas party at El Fuegos, way back in early December. Time sure flies when you are having fun, and here we are facing another great year of EAAing.

As we do every January, your board will be hard at working hammering out a program schedule for the year. Good, interesting chapter programs don't just happen, nor do they grow on trees, and a lot of work goes in to this important aspect of having a successful chapter. Having said that, and as I do every January, I'm going to renew my call for all the members to get involved in this effort. Many of you are builders, and extended project reports always make for good programs. Many of you are involved in other interesting but not aviation-related pursuits- those can make for good programs. You might know a friend or co-worker who is involved in something interesting- anything that burns gas or makes noise is going to be of interest to this group, even if it doesn't fly. You see what I'm getting at. So put on your thinking caps and help your board come up with another interesting slate of programs for 2019.

Back at the November meeting (remember back then?) we had a few folks from the head shed come down and give us an update on the goings on at HQ. One of the things that they talked about was the Ray Scholarship fund. This fund will be giving out \$10,000 scholarships for flight training to youth members of qualifying chapters. What is a qualifying chapter? I'm not sure exactly what their criteria are, but I do know that I got a letter indicating that Ch. 18 is qualified due to our on-going commitment to the Young Eagles program as well as having previously sponsored youth to attend the EAA Air Academy. In any event, we have a deserving young man that we intend to nominate for this scholarship. Want to know more about him? You'll have to come to the meeting next week and see for yourself!

I look forward to seeing you all at the meeting on Tuesday. Until then, keep your airspeed up and keep the program ideas coming.

YOUNG EAGLES



EAA Chapter 18 Young Eagles Rally



Free airplane rides for kids ages 8 to 17

Parent/legal guardian approval and signature required

When

Saturday, January 26, 2019

10:00 a.m. - 2:00 p.m. (weather permitting)

Where

Waukesha County Airport

2525 Aviation Drive, Waukesha

Contact

mzstef615@wi.rr.com

youneagles@eaa18.org

Hosted by Chapter 18



SAFETY



General Aviation
Joint Steering Committee
Safety Enhancement Topic



FAA
Aviation Safety

Aircraft Performance and Monitoring

Accident investigations have discovered causal factors resulting from unreasonable expectations of aircraft performance — especially when operating at the edges of the aircraft weight and balance envelope. That’s why the GAJSC’s Loss of Control Work Group suggests improvement in pilots’ understanding and calculation of aircraft performance and performance monitoring.

When we speak of aircraft performance, we’re usually answering three basic questions:

- How much can I haul?
- How far can I go?
- How long will it take me?

Weight and Balance

A good way to plan a flight is to decide how much weight you want to haul and to what destination. Start with the crew and passengers. Then add cargo. If these items alone exceed your aircraft’s capability, you’ll either have to make multiple trips, or get a bigger aircraft.

My Short Field Performance			
Aircraft	Gross Weight	Test Weight	
Airfield	Elevation	Density Alt.	
Wind Direction	Wind Speed	X-Wind Comp	
IAS	Landing Dist.	Flap Setting	
Takeoff Flap	Rotation Speed		
Rotation Speed x .70	Vx	Vy	
Distance to Rotation	Distance to 50'		

An example of a baseline calculation sheet.

Takeoff and Landing Distance

You’ll also have to consider your departure and arrival airport’s runway lengths, obstructions, and expected density altitude. If the field is short and/or obstructed, you may not be able to safely fly with a full load. One more thing: Just because the book says the aircraft can do it, doesn’t mean you can do it. Pilot skill and experience count for a lot when you’re trying to duplicate pilot operating handbook (POH) performance figures. Be conservative when you calculate your performance and consider adding a safety factor. Some pilots add 50% to their takeoff and landing calculations.

When it comes to landings, you’ll want to be stabilized on final approach with full flaps at 1.3 times the stalling speed in landing configuration. Don’t cut your final short. Make it long enough to be stable and go around if you’re unstable.

The Greatest Variable

So what’s the greatest variable in all of this? That’s right — the pilot. Let’s face it. The POH figures and all of our calculations don’t mean much if we can’t duplicate them in our flying. That’s why it’s important to document your performance capability at least yearly with a flight instructor.

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SAFETY



Flight Data Management (FDM)

Modern avionics have made FDM much more accessible to GA. But the question is how do GA pilots access and use that information? Unlike in the commercial world where you have a structured system like Flight Operations Quality Assurance (FOQA) that can be easily used to tap the data from operators, the GA community has more limited options, despite its much greater footprint on NAS operations.

To provide a solution to that problem, the FAA partnered with academia and industry to create a portal that could collect data from the wide variety of GA operations. The end result was the National General Aviation Flight Information Database (NGAFID). The NGAFID enables pilots to upload data from their avionics or from a specially designed smart phone/tablet app. This is an easy, no-cost way to not only examine your own data, but to also share it with the database. As with FOQA, the individual data is de-identified and cannot be used by the FAA for enforcement.

The General Aviation Joint Steering Committee (GAJSC) is working to spread the word on the benefits of NGAFID and has signed up 11 universities (soon to be 13) and 70 corporate flight

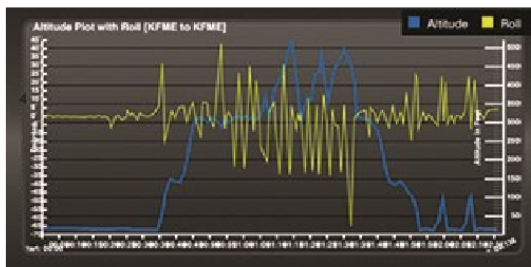


Image from NGAFID that allows users to view flight data



departments in addition to individual GA pilots. In total, more than 855,000 hours of flight data has been collected in the light GA community alone.

The Safety Singularity

The end goal is a singularity of sorts. By increasing the amount of high-quality data we have, and improving the tools we use to analyze that data, we can create our own singularity. We can create that irreversible change in a positive way.

More data means more safety issues detected. More safety issues detected means more potential interventions. That cascade of events should lead to fewer accidents and fewer lives lost. I think that's a far nicer singularity to look forward to than the one envisioned by science fiction.

Resources

- ⇒ Aircraft Weight and Balance Handbook – Chapter Six
www.faa.gov/regulations_policies/handbooks_manuals/aircraft/media/aa-h-8083-1a.pdf
- ⇒ FAA Safety Briefing May/June 2018, “How I Learned to Stop Worrying and Love the Singularity,” p. 25
www.faa.gov/news/safety_briefing/2018/media/MayJun2018.pdf
- ⇒ National General Aviation Flight Information Database
www.ngafid.org



www.FAASafety.gov

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CHAPTER 18 BOARD MEETING MINUTES
SECRETARY JIM HATZENBELLER

Chapter 18 November Board Meeting Minutes



The November 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, Fred Keip, Jeff Wisneski, Bill Stilley, Clint Hanson and Thaddeus Pinkowski were present.

Announcements: The evening program will be a presentation by John Eagan who is the Chapter Manager from EAA HQ. Discussion took place regarding changes to arrival procedures at AirVenture in 2019. Discussion also took place regarding changes to the homebuilt area at Oshkosh.

Elections for Vice president, Secretary, and 3 Board positions will take place at the general Chapter meeting tonight. If there is a contested election, secret ballots will be cast and counted by board members.

Old Business: 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. Arrival time is at your discretion. Approximate seating time for the dinner time is 7:00pm.

Young Eagles: No scheduled events. A suggestion was made to scale back the number of events in the upcoming year. Possibly coordinate with other area Chapters.

New Business: There will be a Wings seminar regarding maneuvering flight. This will take place at Capitol Dr. airport on December 8th. The January program will feature an extended build report on the GlaStar built by Jim Hatzenbeller.

The minutes from the September meeting were approved as published. The Treasurer's report was approved as published in the newsletter.

Meeting adjourned at 7:15.



CHAPTER 18 CHAPTER MEETING MINUTES
 SECRETARY JIM HATZENBELLER

Chapter 18 November Chapter Meeting Minutes



The November 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 and 3 people did so. John Egan, Serena Kamps, Dave Leiting and 2 others from EAA headquarters were introduced. 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. After no new nominations for Board positions, nominations for Vice president, Secretary, and 3 Board positions were closed. As there were no contested positions, those nominated were accepted by voice vote. Tim Meyer remains as Vice President. Jim Hatzenbeller remains as Secretary. Clint Hansen, Bill Stilley and Fred Keip remain as Board members. 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.

Young Eagles: No events scheduled at this time.

Building Reports: It was reported that Craig Henry and his wife YaXin have completed construction of a healthy baby boy. Craig now plans to restart building of his RV project.

Flying Reports: No report

Tech Counselor: No report

The minutes from the September and October meeting were accepted. The treasurer's report was approved as published.

Meeting was adjourned at 9:40pm.



CALENDAR OF EVENTS

Tuesday, January 22 – EAA Chapter 18 Meeting

7:30 P.M., Civil Air Patrol Hangar
 Timmerman Airport
 9305 West Appleton Ave, Milwaukee

Saturday, January 26 – Young Eagles

Waukesha Janboree
 10:00 a.m. – 2:00 p.m.
 Waukesha County Airport
 2525 Aviation Drive, Waukesha

Monday, January 28 – FAAST Seminar

The In's and Out's of ADS-B
 6:00 p.m. – 9:00 p.m.
 KMSN – Wisconsin Aviation FBO
 3606 Corben Court

Tuesday, February 25 – EAA Chapter 18 Meeting

7:30 P.M., Civil Air Patrol Hangar
 Timmerman Airport
 9305 West 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



2019 FEBRUARY

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					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		



TREASURER REPORT-TREASURER GLENN BOTSFORD

November 2018	<u>Checking</u>	<u>Savings</u>	<u>Total</u>	<u>Paid Membership</u>
Beginning Balance	\$494.38	\$1,012.43	\$1506.81	93
Income				
Dues	\$70.00			
Name Badges	\$10.00			
Coffee	\$14.26			
Total Income	\$94.26	\$0.00		
Expenses				
Banquet Refund	\$25.00			
Name Badges	\$13.72			
Total Expenses	\$38.72	\$0.00		
Ending Balance	\$549.92	\$1,012.43	\$1,562.35	

December 2018	<u>Checking</u>	<u>Savings</u>	<u>Total</u>	<u>Paid Membership</u>
Beginning Balance	\$549.92	\$1,012.43	\$1,562.35	94
Income				
Interest		\$0.26		
Dues	\$40.00			
Name Badges	\$10.00			
Total Income	\$50.00	\$0.26		
Expenses				
WI Annual Report	\$10.00			
Sympathy Arrangement	\$100.00			
Total Expenses	\$110.00	\$0.00		
Ending Balance	\$489.92	\$1,012.69	\$1,502.61	



CHAPTER 18 CONTACTS

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