



# FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 54, August 2015

<http://eaachapter18.org>

## HEADLINES!

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### B-29 Restoration Enters Final Stage Before Flight



Exactly 70 years after it was delivered to the U.S. Army Air Forces in Wichita, Kansas, the B-29 Doc is "delivered" again during a rollout ceremony in March.

Photo credit: Brett Schauf

August 20, 2015 - The World War II B-29 Superfortress Doc is entering the final stages of its restoration and, if all goes well, it will become the world's second operational B-29 Superfortress by the end of 2015.

Doc's Friends, the nonprofit volunteer organization restoring Doc, is waiting to receive an airworthiness certificate from the FAA and has already completed an application to perform flight testing out of McConnell Air Force Base in Wichita, Kansas.

Once operational, Doc's Friends said the organization plans to run the aircraft as a flying museum to accomplish its intended mission.

So far, the restoration has included turbocharger casings installed on all four of the aircraft's engines, the fuel system is in the process of being fine-tuned, and final avionics components are ready to be installed.

In addition, the FAA has already begun its review of the Aircraft Inspection Plan.

### Iola, Wisconsin, Airport Renamed After Local Aviation Icon

August 20, 2015 - The Central County Flyers Association - which operates the privately owned public access Iola, Wisconsin, Central County airport northwest of Oshkosh (68C) - surprised one of its own aviation icons during its infamous Friday fly-in lunch on August 14. Paul Johns, EAA 280702, thought that the group was just holding an Appreciation Day in his honor, but instead got a very big surprise prior to the start of lunch.

Former Association President Bill Kinsman called the attendees together to retell Paul's aviation history, then made the surprise announcement that the airport would henceforth be called Paul Johns Field.

In his usual, affable way, soon-to-be 102-year-old Paul Johns took it all in with style and a smile. Thanking all, he said, "I didn't really do anything," but the lunch crowd in attendance didn't agree. He's done much during his 66 active years aviating and they recognized the honor with a rousing ovation when a plaque was given to Paul.

Paul's aviation memorabilia is already on display in the association's hangar, so renaming the airport after him was a natural additional honor. Paul was also given the first hat embroidered with the new airport name.

Born in 1913 in Indiana, Paul first soloed a Waco glider in 1929 at age 15. He went on to solo a Curtiss Junior two years later and earned advanced pilot and mechanic ratings at Curtiss-Reynolds Field



Photo credit: Larry Stencel





## PRESIDENT'S CORNER— ERIC WHYTE

Welcome to the August edition of the Flypaper! Finally, in mid August, summer finally showed up in Wisconsin. We've only been waiting about 2 years now. Oshkosh was, as usual, a success and special thanks to so many of our members that gave their time to volunteer to put the convention on. One thing that I definitely noticed was missing this year was the Breezy. Normally always a fixture at Oshkosh, the airplanes were strangely absent this year.

To make up for it, this month's program will be Jeff Point giving an extended project patrol report on his Breezy project. It should be an interesting night.

This month is also exciting with all the great weather recently and lots of flying reports including at least TWO first flights. That hasn't happened in quite a while. Congratulations to both pilots... I don't want to steal their thunder and tell their stories here. You'll have to either come to the meeting or read about them next month!

After a rainy start to the season we finally managed to get a Young Eagles Rally in out at Capitol Drive earlier this month. Craig Henry surprised everyone, including himself, with an impromptu airshow in his Twin Comanche. For those that missed it, Craig did an excellent job recovering from an engine failure on take-off.

Thankfully, the rest of the day, other than being hotter than blazes, went well and we finally got some kids flown. We are way behind after the May and June events got washed out, so come out and join us for the September, October and November events. It's always a great way to spend a Saturday.



On page five of the newsletter you will see a blurb about a new show being put on by the Milwaukee Repertory Theater. Called "Back Home Again: On the Road with John Denver" is being performed at the Stackner Cabaret. If you have never been there, the Stackner Cabaret is a great entertainment venue. The Rep contacted me because of John Denver's well known passion for all things aviation. The son of a USAF SR-71 pilot, John Denver was a long time fixture at Oshkosh, and was one of the early recipients of EAA's Freedom of Flight Award. He owned a number of airplanes over the years including several homebuilts.

Besides the Long-EZ which he had his accident in, he owned a Skybolt and a Christen Eagle.

The Rep has offered a group discount to the EAA Chapters in the area if we decide we want to put a group together and go see the show. So that is something we can discuss at the meeting.

We also have the October Dinner Meeting coming up and Stephanie has graciously agreed to help plan that event. Tickets will be going on sale soon so check with the boss before you come to the meeting and get your tickets. You know you are going to go, so don't procrastinate and get your tickets ordered!

Lots going on this month, looking forward to seeing you all at the meeting!

Eric

*"lots of flying reports including at least TWO first flights"*



## HEADLINES! CONTINUED



in Glenview, Illinois.

In 1939, Pan American Airways hired him to set up an instrument training program using Link trainers in Florida. From there, he went on to realize his dream of flying the DC-3 as a line pilot to Caribbean and South American destinations. In 1944, he transferred to California to fly the PB2Y-3 Coronado and Boeing 314 Clipper flying boats, completing 220 Pacific crossings during the war, flying for the Naval Transport Service. He was also an experienced celestial navigator/instructor.

After the war, he flew as a corporate pilot in Wisconsin until his retirement at age 60. At 75, he built a Kitfox in 11 months and flew it until 1995 when he voluntarily grounded himself.

The Iola airport's year-round Friday lunches are a local phenomenon for aviators in Wisconsin and surrounding states. During this year's July 3 fly-in lunch, 62 airplanes and 260 people were in attendance, the second highest ever tallied.

The airport has been in existence since the late '40s on the site of a former potato field. Because of its infamous lunch destination reputation, the airport is nicknamed "The Busiest Little Airport in Wisconsin." It's also worth noting that the airport accepts no federal money and is totally self-sustaining thanks to the Friday lunches and the many volunteers who put it all together.

Paul Johns has been previously recognized by the Wisconsin Aviation Hall of Fame and is one of EAA's Timeless Voices. Now, he has an airport named after him. He is truly an inspiration to all who come to know him. Congratulations, Paul.

### Bugatti Bellissimo! Unique Replica Racer Makes First Flight



August 20, 2015 – Wednesday, after five years of dedicated and meticulous work by EAA member Scotty Wilson and his team, and 77 years after Ettore Bugatti and Louis de Monge conceived of the idea, the Bugatti replica flew for the very first time.

According to an account on the project's Facebook page, they'd "intended this flight to be limited to a short hop down the runway to check power required/power available and to check control responsiveness in all three axes." After a 3,000 foot takeoff roll (conservatively using just 80 percent power), the airplane lifted off at 90 knots and climbed to an altitude of 100 feet.

In 1938, famed automobile manufacturer Bugatti and talented designer de Monge began construction of an unusual airplane designed to fly at speeds of up to 500 mph in hopes of winning a race known as the Deutsch de la Meurthe Cup. Work progressed in Paris, France, through 1940, when the war that was consuming Europe forced Bugatti to hide the airplane in a barn in the French countryside. It remained hidden for 30 years, then was restored and ultimately donated, having never been flown, to EAA for display in our museum in 1996.

The airplane is remarkable, especially for its time. An inline twin with two contra-rotating propellers and a sleek V-tail, the design boasts streamlining that still looks futuristic, more than 75 years on. Wilson, EAA 572551, of Tulsa, Oklahoma, was pretty taken with it himself; so much so, in fact, that he decided to build one. In late 2010, he put a team together and, after several days of painstaking research on the original here in Oshkosh, set about building a replica.

According to Wilson's firsthand account of the rest of the short first flight, "The plane responded as expected to all power changes and control inputs. Maximum airspeed was 110 knots. I reduced power for landing but the airplane floated much more than we anticipated. I landed further down the runway than planned but with sufficient distance to stop the plane. Unfortunately, I lost the right brake and the airplane departed the left side of the runway at slow speed. Due to heavy rains the night before, the ground was soft and the airplane tipped upward on its nose, damaging the spinner and both props."

Wilson went on to say, "Such is the nature of flight testing a new design. The relevant news is we successfully flew the Bugatti 100P for the first time. The plane flew beautifully."

We're confident that the team will have the damage repaired and that flight testing will resume shortly. Here's hoping that we'll all get to see this magnificent machine fly here in Oshkosh one day.





# CALENDAR OF EVENTS

## EAA Chapter 18 Meeting

Tuesday August 25th 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 Fall Picnic

The annual fall picnic will take place on Sunday September 20th. It will again be hosted by Fred Keip at his hangar at Burlington Airport. Start time is 11:00 am. Please bring a dish to pass.

## 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](mailto:stef615@wi.rr.com) so she knows to watch for the check.

August 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					

September 2015						
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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			



**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

September 19 - Timmerman - 12:00 p.m. to 3:00 p.m.

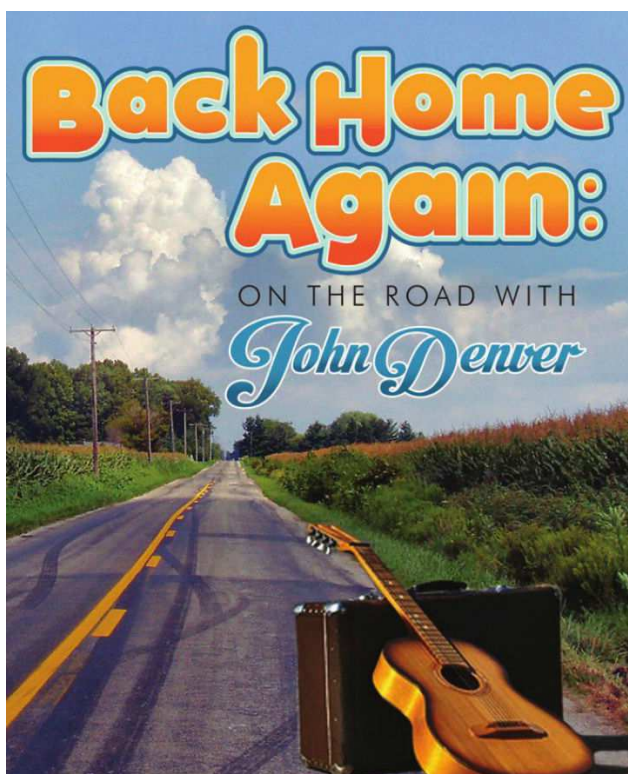
October 10 - Capitol - 12:00 p.m. to 3:00 p.m.

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



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>



**World Premiere Event**

**September 11 – November 8, 2015**

STACKNER CABARET

**A tribute to the man who shaped so much more than country music.**

Created by the writer and music director of the 2014/15 Stackner hit *Low Down Dirty Blues*, this world premiere event is a celebration of folk musician John Denver's life and music, including hits like "Take Me Home, Country Roads," "Rocky Mountain High," and "Leaving On a Jet Plane." Featuring versatile musician **David Lutken** (*Woody Sez*), *Back Home Again* offers a rare glimpse of the man behind the music and the stories behind the songs.



FEATURING REP FAVORITE  
**David Lutken**

BY **Randal Myler**  
and **Dan Wheetman**

DIRECTED BY  
**Randal Myler**

EXECUTIVE PRODUCERS  
**Wayne and Kristine Lueders**



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

### Chapter 18 Minutes from the July "2015" Meeting

The July meeting was called to order by Vice President Bill Stilley at 7:35 PM at the CAP Hangar at Timmerman Field.

**Announcements:** The grandson of Ron Finet was present and he thanked the Chapter for the scholarship funds for Air Academy.

**Building & Flying Reports:** Jeff Wisneski reported the he is now working on the turtledeck for the fuselage on his Waix project. Jeff Point reported that he has most of the tail section covered on his Breezy project and is ready to start working on the wings. He is using the Stewart system for covering. He also reports that the O-200 engine had been sent to Divco for inspection and has been returned to him. Future plans are new cylinders and crankshaft. Jeff Badding reported that he has the fuselage finished on his RV-12 and has now started working on the wings. Dave Hoefgen reported on taking many flights in his RV-10, with many of them being short trips and also flights to Iola on Fridays. Jim Rodrian reported on flying his Defiant to Pontiac, Michigan, Efram, Denver, Oshkosh, Cedar Rapids and Sturgeon Bay.

**Young Eagles:** There will be a Young Eagle event at Capitol Drive on August 15th starting at 10:00. Other dates and locations are listed in the newsletter, on the Chapter website and also on Facebook.

**Flight Advisors:** No Report.

**Tech Advisors:** No report.

**New Business:** The annual fall picnic will take place on Sept. 20th. It will again be hosted by Fred Keip at his hangar at Burlington Airport. Start time is 11:00. Please bring a dish to pass.

There were no minutes recorded at the June meeting. 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.

Break was taken and followed by the July program which was an Oshkosh wind down with thoughts and impressions of those who attended AirVenture 2015.

Meeting was adjourned at 8:55pm.

Respectfully submitted,

Jim Hatzenbeller (Secretary)

### Board Meeting Minutes for July, "2015"

The July Board meeting was called to order at 6:40 by Vice President Bill Stilley at the CAP hangar at Timmerman Field. Jim Hatzenbeller, Tim Meyer, Glenn Botsford, Jerry Roeder Jeff Wisneski, Dave Hoefgen and Louie Krueger were present

**Announcements:** A cable tensionometer was purchased at AirVenture. This tool will be added to the Chapter tool library.

**Old Business:** There was no old business to discuss.

**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 Capitol Dr. airport on August 15th.

**New Business:** The annual fall picnic will take place on Sept. 20th. It will again be hosted by Fred Keip at his hangar at Burlington Airport. Start time is 11:00. Please bring a dish to pass.

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

The July program will be Oshkosh wind down thoughts and impressions.

There was no Board meeting in June.

Meeting adjourned at 7:25.

Respectfully submitted,

Jim Hatzenbeller (Secretary).

## CLASSIFIES 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 [ccrands@yahoo.com](mailto:ccrands@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](mailto: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](mailto: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](mailto: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](mailto: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 [classiir.novak@gmail.com](mailto:classiir.novak@gmail.com)

To submit items here, send an email to Darrell Kufalk [kufalk@wi.rr.com](mailto:kufalk@wi.rr.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					3	183	186
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	111	113
Glenn	Botsford												0	59	59
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
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					3	53	56
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	0	0	0	141	3624	2775

### 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](http://www.cafepress.com/EAChapter18)

July-14	Checking	Savings	Total	Paid Membership
<b>Beginning Balance</b>	\$1,390.23	\$1,009.17	\$2,399.40	89
<b>Income</b>				
<b>Total Income</b>	\$0.00	\$0.00		
<b>Expenses</b>				
Name Badges	\$10.39			
Clifford's Deposit	\$300.00			
<b>Total expenses</b>	\$310.39	\$0.00		
<b>Ending Balance</b>	\$1,079.84	\$1,009.17	\$2,089.01	





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## CHAPTER 18 CONTACTS

### **OFFICERS**

President	Eric Whyte	414-764-3854	<a href="mailto:ewhyte@wi.rr.com">ewhyte@wi.rr.com</a>
Vice-President	Bill Stilley	414-315-8589	<a href="mailto:w.stilley@sbcglobal.net">w.stilley@sbcglobal.net</a>
Secretary	Jim Hatzenbeller	414-483-1246	<a href="mailto:jimhatzy@aol.com">jimhatzy@aol.com</a>
Treasurer	Glenn Botsford	414-764-5936	<a href="mailto:glennbotsford@gmail.com">glennbotsford@gmail.com</a>
At-Large Board	Chris Esselstyn	262 650-6766	<a href="mailto:cesselstyn@verservo.com">cesselstyn@verservo.com</a>
At-Large Board	Don Patterson	262-363-5892	<a href="mailto:dpatterson14@wi.rr.com">dpatterson14@wi.rr.com</a>
At-Large Board	Jerry Roeder	414-899-7374	<a href="mailto:jroeder@wi.rr.com">jroeder@wi.rr.com</a>
At-Large Board	Tim Meyer	414-587-3581	<a href="mailto:tgmeyster@gmail.com">tgmeyster@gmail.com</a>
At-Large Board	Jeff Wisneski	414-732-4107	<a href="mailto:n4sieff@yahoo.com">n4sieff@yahoo.com</a>
At-Large Board	Dave Hoefgen	262-965-4837	<a href="mailto:rentals@americanrentals.org">rentals@americanrentals.org</a>
At-Large Board	Louie Krueger	262-593-5034	<a href="mailto:carzlou@centurylink.net">carzlou@centurylink.net</a>

### **STAFF**

Newsletter Editor	Darrell Kufalk	262-443-2605	<a href="mailto:kufalk@wi.rr.com">kufalk@wi.rr.com</a>
Web Editor	Todd Wenzel	414 218-6784	<a href="mailto:todd.wenzel@wenzel-software.com">todd.wenzel@wenzel-software.com</a>
Tool Librarian	Andreas Kerwel	414-343-9529	<a href="mailto:andreas.kerwel@googlemail.com">andreas.kerwel@googlemail.com</a>
Membership Coordinator	Glenn Botsford	414-764-5936	<a href="mailto:glennbotsford@gmail.com">glennbotsford@gmail.com</a>
Young Eagles Coordinator	Stephanie Schulko	414-732-6782	<a href="mailto:mzstef615@wi.rr.com">mzstef615@wi.rr.com</a>

### **TECHNICAL COUNSELORS**

Ron Scott (262) 642-7423	Fred Keip (262) 835-7714	Scott Jones (414) 461-6013
Jeff Point (414) 915-9173	Paul McAllister (262) 695-7624	Glenn Botsford (414) 732-8384

### **FLIGHT ADVISORS**

Ron Scott (262) 642-7423

For more information about EAA Chapter 18, email [info@eaachapter18.org](mailto: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](mailto:kufalk@wi.rr.com)