



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 58, May 2019

<http://18.eaachapter.org>

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HEADLINES!

Summit Meeting



Progress and consensus were the result as nearly 20 FAA officials joined EAA senior leaders, advocacy team members, and representatives from EAA membership over the two-day annual EAA/FAA Recreational Aviation Summit in Oshkosh, which ended Wednesday, May 22.

The annual meeting held at the EAA Aviation Center brings forward aviation policy matters for direct discussion within EAA's longstanding advocacy philosophy of finding solutions. This year's summit was rescheduled from February to May because of the partial federal government shutdown that affected all federal agencies.

"This summit is a unique, fruitful way to engage FAA policymakers on a focused agenda of matters that directly affect EAA members," said EAA CEO and Chairman of the Board Jack J. Pelton, who led the EAA senior leader group during the meeting. "The willingness of FAA to include representation from many of its business units in the summit, even with the many current demands and challenges to the agency, is a continuing indication of its value and results."

FAA officials were especially impressed with EAA's work on aviation pathways to inspire and engage future pilots of all ages. FAA comments to the presentation made by Rick Larsen, EAA's vice president of communities and member programs, included interest in finding similar ways to invigorate pathways for other areas within aviation, as EAA is uniquely positioned to lead these efforts.

The EAA Flight Test Manual, released fall 2018, also received kudos from FAA officials. More than 2,000 of the manuals have already been obtained by pilots, setting a standard for safe, complete flight testing that can be used as a foundation for future projects.

Among the substantial dialogue on numerous other topics were discussions on living history flights, specialty aircraft examiners, and aerobatic flight issues including ADS-B support. There were also updates regarding the proposed MOSAIC (Modernization of Special Airworthiness Certificates) initiative.

"One of the best things about the annual EAA/FAA summit is that it sets a course for continued progress on issues that directly matter to EAA members," said Sean Elliott, EAA's vice president of advocacy and safety. "We took more than 20 action items from just these two days, and we'll review progress in just two months when FAA representatives are at EAA AirVenture Oshkosh."

Only 55 Days to Oshkosh!



PRESIDENT'S LETTER



Greetings From The President



Welcome to the May Flypaper! After the longest, latest winter in recent memory it seems that spring has finally arrived. The weather for the upcoming Memorial Day weekend looks warm if somewhat rainy, but after what we just went through, I'll take it. They are calling for 82F on Saturday, and you know what that means- Breezy weather!

The flying season kicked off in fine fashion a couple of weekends ago at the Kentucky Derby-themed spring picnic, hosted once again by Dave Hoefgen at his place in Palmyra. Dave and Cathy really do it up good with these themed parties, and a good time was had by all. I regretted not being able to have a mint julp to properly celebrate, since I took advantage of the great weather to fly in.

Speaking of the Breezy, you might be seeing a little more of it in the near future. Last year at Oshkosh I was approached by the editor of Kitplanes about doing a story, and ended up doing a photo shoot during the show. I didn't hear anything back for quite a while, until I started getting texts last week about the cover. Cover? What cover? As it turns out the ol' Breezy not only made the magazine but the cover photo! It is quite an honor. The online version is up now and the print magazine is supposed to be out on May 28, which is conveniently chapter meeting night. I will be available to sign autographs during the break- the line forms on the left side of the room, and my agent says I should restrict it to just one item per person and no personalized signatures, but we'll see how that goes...

A couple of housekeeping items- the June chapter meeting on 6-25 will be (weather permitting) the annual fly-in show & tell meeting. To maximize the available daylight this meeting will start early at 6:30PM, and planes will start arriving by around 6PM. We need everyone to park their cars in the Granaire lot and walk over, in order to have maximum space on the ramp for aircraft. For those flying in-the FBO asks that we not taxi in the area directly west of the large FBO hangar- they use this area to move their aircraft around. Instead, follow the yellow lines and taxi through the first row of T-hangars to make your way back to the meeting spot. Thank you in advance for consideration on both of these items.

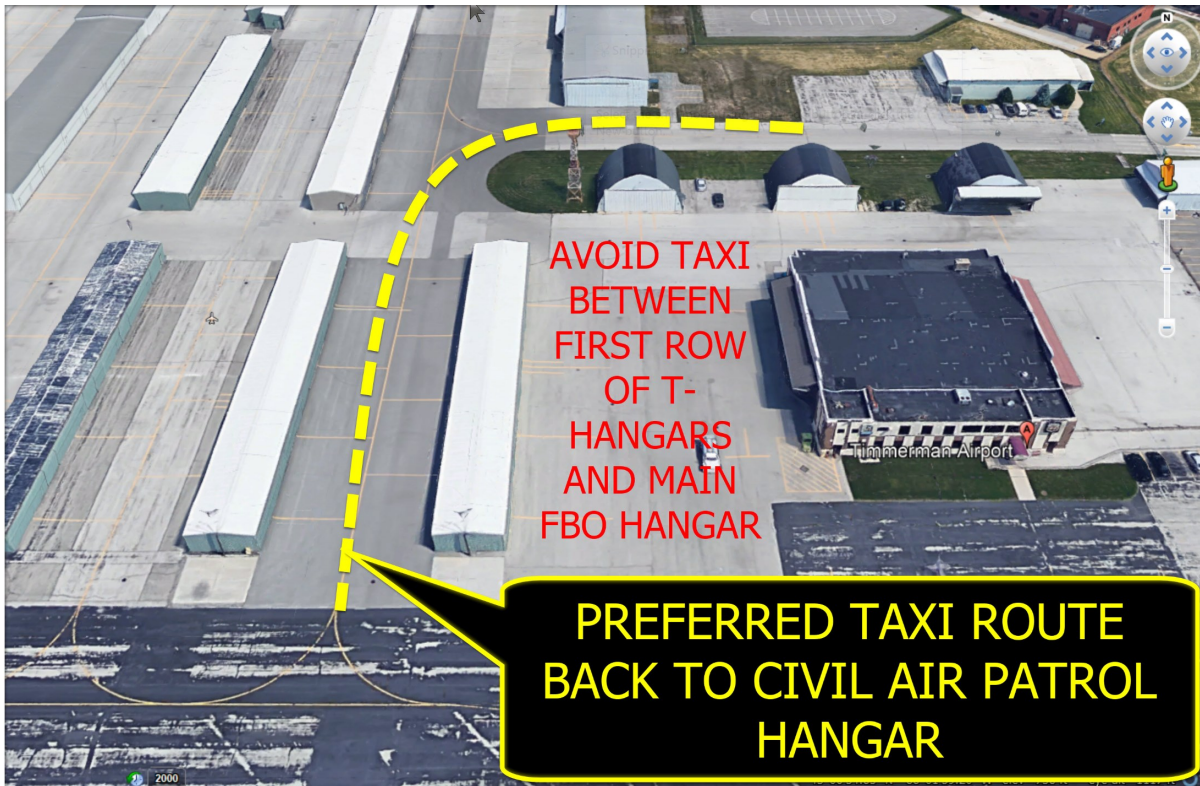
I hope to see everyone at the meeting on Tuesday. Until then, keep your airspeed up and your horse under control.

JUNE CHAPTER MEETING — FLY IN



Important Information for the June Fly-In Meeting

Please Note the Preferred Taxi Route to the Civil Air Patrol Hangar



YOUNG EAGLES



EAA Chapter 18 Young Eagles – 2019 **Free Airplane Rides for Kids ages 8 to 17** *Parent/guardian permission required.*

May 11 – 10 am to 1 pm

Waukesha County Airport – 2525 Aviation Drive – Waukesha

June 1 – 10 am to 1 pm

Capitol Drive Airport – 21500 Gumina Road – Pewaukee

August 24 – 10 am to 1 pm

East Troy Municipal Airport – 2083 County Road L – East Troy

November 2 – 10 am to 1 pm

Waukesha County Airport – 2525 Aviation Drive – Waukesha



For more information: www.18.eeachapter.org
Email: Chap18YE@wi.rr.com – (414) 732-6782
Facebook: EAA Chapter 18 Young Eagles
www.youneagles.org

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SAFETY



General Aviation
Joint Steering Committee
Safety Enhancement Topic

November 2014



FAA
Aviation Safety

Experimental/Amateur-Built Flight Testing

NTSB accident data show that experimental and amateur-built aircraft account for a disproportionate number of fatal events. The data also show that the first 50 hours of flight time on a newly constructed E/AB aircraft are particularly dangerous. Aircraft modifications show a similar spike in accidents shortly after those modifications are completed. Accident investigation of these events frequently shows that a robust flight test program conducted by a competent test pilot would reduce the number of fatal crashes. FAA's new Additional Pilot Program further enhances flight safety by allowing builders to have a qualified additional pilot be part of the flight testing process.

The Danger

In 2012, NTSB completed a safety study of E-AB aircraft that included the use of an EAA survey of E-AB pilots. Among other findings, the NTSB concluded that the flight test period—the first 50 hours of flight—is uniquely challenging for most E-AB pilots because they must learn to manage the handling characteristics of an unfamiliar aircraft while also managing the challenges of the flight test environment, including instrumentation that is not yet calibrated, controls that may need adjustments, and possible malfunctions or adverse handling characteristics. E/A-B aircraft can also be faster, have higher stall speeds, and be less crashworthy than many standard aircraft.

So how do you know your aircraft is in a condition for safe flight? Will it operate safely within its operational envelope? Will it have any quirky characteristics or limitations? That is where a detailed flight test plan can come in.

The Plan

Thankfully the FAA has produced an excellent document that can help you develop such a flight test plan, taking into account everything from selecting the right airport and runway to an exhaustive list of first flight and emergency procedures. It is Advisory Circular (AC) 90-89, *Amateur-Built Aircraft and Ultralight Flight Testing Handbook*, and it can be accessed by clicking the Advisory Circular link under the Regulations and Guidelines tab on www.faa.gov.

According to the AC, "the flight test plan is the heart of all professional flight testing." It also states that "the plan should account for every hour spent in the flight test phase and should be adhered to with the same respect for the unknown that all successful test pilots share."



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SAFETY



Take it Step By Step

It's important to heed the advice this AC offers in terms of flight test preparation. In addition to discovering any unwanted characteristics (e.g., perhaps you rigged the aileron cables too tightly), a thorough flight test plan will also help point out performance limitations you may not be used to with your previous aircraft type. For example, those transitioning to an ultralight will notice a big difference in how power settings can affect airspeed. In a light-weight aircraft, it is possible to go from cruise speed to a stall in less than 4 seconds. This is due to the low mass, high drag configuration, and smaller speed range characteristic of the majority of ultralights. *(Note: AC 90-109 is another helpful resource you should use when transitioning to an unfamiliar aircraft type).*

Chapter 1 of AC 90-89 guides builders in preparing for the flight test program. Subsequent chapters cover everything from initial taxi checks through the first 40 hours of flight.

Following AC guidance and the Flight Test Plan, test pilots progress from aircraft inspection and weight and balance calculations, through taxi and initial flight tests, and on to maximum performance maneuvers and spins.

Changes

Even pilots of manufactured aircraft may find themselves in a test pilot role. Manufactured aircraft are run through a Flight Test program during type certification of course, but they also undergo testing when they've been modified, upgraded, or improved.

The same is true for E/AB aircraft as well. It's a good idea to run your aircraft through flight test procedure any time you make a change that could alter the aircraft's flying characteristics. That will give you the opportunity to **document any** changes in weight and balance, performance, or operational procedures.

Test Pilots

Once the Flight Test Plan is complete, a test pilot must be selected. Most builders look forward to commanding the first flight in their aircraft but the builder may not be the best pilot for the job, especially with the ever-increasing complexity and capability of many E/AB aircraft.

Realizing the value an extra set of hands and eyes can provide during this crucial period, last September the FAA adopted AC 90-116, which offers E-AB pilots an alternate pathway to conducting Phase I flight testing. The AC introduces the Additional Pilot Program (APP), a program designed to improve safety by allowing homebuilders to have a qualified additional pilot on board to assist with flight tests.

Resources

Amateur-Built Aircraft and Ultralight Flight Testing Handbook (FAA-AC No 90-89A)

www.faa.gov/documentLibrary/media/Advisory_Circular/AC%2090-89A.pdf

Additional Pilot Program for Phase I Flight Test (FAA AC 90-116)

www.faa.gov/documentLibrary/media/Advisory_Circular/AC_90-116.pdf

Airmen Transition to Experimental or Unfamiliar Airplanes (FAA AC 90-109)

www.faa.gov/documentLibrary/media/Advisory_Circular/90-109.pdf





CHAPTER 18 CHAPTER MEETING MINUTES
SECRETARY JIM HATZENBELLER

Chapter 18 April Chapter Meeting Minutes

The April meeting was called to order by Vice President Tim Meyer at 7:30 PM at the CAP Hangar at Timmerman Field.

Announcements: Guest were asked to introduce themselves; there were no guest. The spring picnic will be hosted again by Dave Hoefgen at his hangar at Palmyra. Date is May 4th and Dave is planning a Kentucky Derby theme for the picnic.

Young Eagles: The calendar of events has been completed. Dates can be found on the Chapter website and in future newsletters. Our first event for this season is scheduled for May 11th at Waukesha. Stephanie Schulko, our Young Eagles coordinator reminded everyone that they must have current EAA Youth Protection Policy training. Training is valid for a 3 year period. Some people need to renew their training while others need to take initial training.

Flying Reports: Jim Rodrian reported that he is participating in the Wisconsin DOT "Passport Program" Jim, along with his wife flew his Defiant to Juneau, West Bend, Sheboygan and Ephraim in order to collect 4 stamps on his "passport."

Building Reports: Fred Keip reported that he is ready to do the weight & balance on his Wag-A-Bond. He is also ready for his airworthiness inspection to be conducted by a DAR Chris Esselstyn reported that his ASW 27 sailplane is painted and has been moved to the Hartford airport. He removed all instruments and the engines from his previous sailplane and installed them in the current plane. Glenn Botsford reported that after 1940 hours on his RV7A, that one of the cylinders was showing low compression. He is now installing a new cylinder and completing his annual condition inspection. Dave Dunn reported on buy a 1964 Beech Debonair. John Nate reported on the progress of his Defiant project. He has the shear webs finished. The center section spar jig has been completed. Most of the glass for the spars has been cut as well as all the winglet ribs.

Tech Counselors: Fred Keip reported on inspecting a Glasair I FT. It is nearly completed and looks very good.

New Business: We have an opening for a candidate for Air Academy.

In an unusual turn of events, the minutes from the March Board meeting were amended and accepted. Let the minutes reflect that Jeff Point did not announce that the Los Angeles Dodgers are the best team in Major League Baseball.

The treasurer's report was approved as published. Tim Meyer made a suggestion about having some type of a plaque made and placed at Timmerman Field commemorating this as the place of the first EAA meeting.

Break was taken and then followed by the evening program. The program was an extended build report by Bill Stilley. It detailed progress on the 2 Ercoupe's that he is rebuilding.

Meeting was adjourned at 8:45pm.



CALENDAR OF EVENTS

Tuesday, May 28 – EAA Chapter 18 Meeting

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

Saturday, June 1 – Chapter 18 Young Eagles

10:00 a.m. to 1:00 p.m.
 Capital Drive Aiport
 21500 Gumina Road, Pewaukee

Saturday, June 1 – Timmerman Flour Drop

10:00 a.m. to 1:00 p.m.
 Timmerman Airport
 Winner receives \$200 gift card.
 Free T-Shirt and lunch to all entrants.

Saturday, June 8 – Pancake Breakfast

Spring City Aviation
 Timmerman Airport

Thursday, June 20 – Aviation Adventure Speaker Series

Ron Strauss – Elvis Presley’s private pilot
 7:00 p.m. to 9:00 p.m.
 EAA Aviation Museum Oshkosh
 Contact VP Tim Meyer to schedule transportation.

Tuesday, June 25 – EAA Chapter 18 Meeting FLY-IN

6:30 P.M., Civil Air Patrol Hangar
 Timmerman Airport
 9305 West Appleton Ave, Milwaukee

Monday, July 22 – EAA Airventure

Oshkosh, WI

Monday, April 8, 2024 – Total Eclipse of the Sun



June 2019						
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	29
30						



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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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