



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 63, January, 2023

 @EAA_chapter18

<http://www.eaa18.org>

INSIDE THIS ISSUE:

EAA News	1
President's Note	2
January Chapter Meeting	3
Young Eagles	4
Chapter Meeting Minutes	5
BoD Meeting Minutes	6
63 Years of Chapter 18	7
Safety	8
Safety	9
Calendar of Events	10
Chapter Contacts	11

EAA NEWS

Winter Flight Fest Returns to Oshkosh



Winter Flight Fest will take place once again at the EAA Aviation Museum on **Saturday, February 11**, and will feature indoor excitement and family-friendly activities.

From 8 a.m. – 4 p.m., kids and those who are young-at-heart can enjoy hands-on activities, interactive exhibits, and more! Concessions are available from 11 a.m. – 2 p.m.

SKIPLANE FLY-IN

Watch as seasoned pilots land their skiplanes at Pioneer Airport, highlighting a unique and popular segment of aviation.

As part of the Skiplane Fly-In tradition, enjoy complimentary chili at Pioneer Airport. Chili at the Skiplane Fly-In is a longtime tradition. It started as a way to help celebrate Audrey Poberezny's birthday. Today, we not only use it to remember Audrey but also to celebrate the camaraderie that exists in the aviation world.

ALL-DAY MUSEUM ACTIVITIES

- Wright Flyer Simulator: Experience what the very first powered flight was like!
- Paper Airplane Launcher: Launch your own paper airplane through a power launcher.
- X-Planes: Put your own experimental X-plane through various obstacles.
- Clothespin Airplanes: Make your own airplane refrigerator magnet.
- Pararescue Challenge: Build a parachute and put it to the test in our wind tunnel.
- Indoor Model Airplane Flying: Build and fly a radio-controlled model airplane!

ADMISSIONS

All events and activities inside the EAA Aviation Museum require admission. Adults, \$12.50; Seniors age 62+, \$10.50; Youth age 6-18, \$9.50; Children age 5 and under, free. EAA members are free.

Skiplane spectators do not require museum admission and are welcome to participate in the complimentary chili lunch.



Only 181 Days to Oshkosh!



PRESIDENT'S MESSAGE



Happy New Year to all the members of the Chapter and I hope that 2023 is already turning out to be a wonderful year for all of you. So far, so good with the mild local weather and I'm hopeful you're getting some flying in. I always enjoy the responses that I get when I send out an announcement of a Chapter activity during the winter months. In the midst of all the "...looking forward to it" notes, come the inevitable "Sorry, I'm in Fiji until May" or "I'd love to be there but I am enjoying the wonderful AQI here in Maricopa, County." As a lifetime resident of Southern California I certainly can attest to the allure of balmy January nights, smooth (pothole free) roads, and daily flying weather. I'm happy to hear from Chapter members from far and wide who are out enjoying the winter weather.

Good times going on with the EAA. This week is the third annual Homebuilders Week. The Home Office puts on quite a few shows this week encouraging us all to get out there and build. I know we've had quite a few new members join with the intent of building their favorite aircraft so this could be just the opportunity to garner some additional motivation towards that goal. February will see the return of the Winter Flight Fest with the Ski Plane Fly-In planned for Pioneer Airport. Since I am going to be out of the area, I am hopeful that significant snowfall dumps into the area and provides a frigid, frosty setting for the festivities.

The Chapter's fantastic Young Eagles coordinator, Cindy Robinson, has put together the 2023 calendar of events. There will be at least four opportunities for Chapter pilots to participate in Young Eagles events around the area. If you can't fly, be sure to save the date to help out as ground crew. These events are going to get kids stoked about aviation.

Clint Hanson has put together a great program for our January meeting. Clint asked Guil Barros to speak to the Chapter about his adventure flying from Madison to Brazil in an RV9A. When he finished his beautiful RV-9A in 2018, he naturally brought it to AirVenture the first chance he got. Continental Motors took one look at his craftsmanship and his selection of a Continental engine, and they put his ship out in front of their display on Celebration Way. While talking to the multitudes that appreciated his RV, Guil met Rob MacDonald who urged him to fly his plane down to his compound in Rio de Janeiro. Guil's motto is "Buckets are for water, live your life today." He could not get the dream of flying over Ipanema beach and Sugarloaf Mountain out of his head. So, Guil set out to plan the trip. At the January Chapter meeting he will tell us all about it.

I am hanging out at Sobelman's in Waukesha prior to the meeting. Come join me for a burger and a beer. If you can't, that's cool too. Just remember to fly right, build right, and enjoy the hell out of it all.

JANUARY MEETING



January Chapter Meeting

Tuesday, January 24

7:30 p.m.

Waukesha County Airport

Program: "Madison, WI to Rio de Janeiro in an RV-9A"



President's Table at Sobelmann's Waukesha
332 Williams Street, Waukesha
5:30 p.m.

YOUNG EAGLES



EAA Chapter 18 Young Eagles – 2023



Free Airplane Rides for Kids Ages 8 to 17

Parent/guardian permission required.

May 20 – 10 am to 1 pm

Capital Drive Airport – 21500 Gumina Rd, Brookfield

June 10 – 10 am to 1 pm

Timmerman Airport – 9305 W Appleton Ave, Milwaukee

August 26 – 10 am to 1 pm

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

October 7 – 10 am to 1 pm

Waukesha County Airport – 2651 Aviation Drive, Waukesha



For more information:

www.chapters.eaa.org/ea18/young-eagles

Email: YoungEagles@ea18.org

YE Coordinator: (262) 720-1288

Facebook: EAA Chapter 18 Young Eagles

www.youneagles.org

MEETING MINUTES



Minutes from the November 2022 Chapter Meeting

The November meeting was called to order by President Thaddeus Pinkoski at 7:30 PM at Crites Field in Waukesha.

Announcements: The evening program will be a video presentation by ferry pilot, Kerry McCauley. Guests were asked to introduce themselves and 1 person did so.

Building Reports: John Nate reports progress on his Defiant. The foam cores for the left wing have been bonded together. He is now laying out the jigs. The plywood fixtures for the wing have been laminated for wing attach points. He is now ready to start the shear web. Don Patterson reports working on the engine of a recently purchased Cessna 172. He is planning to upgrade the engine to 260 HP. He also ordered a new leather interior for the plane. Mark Matelski reports that he is working on the lower wing for his Hatz Classic. The ribs have been installed on the spars. You can follow his progress on the EAA builder log website.

Flying Reports: Andreas Kerwel reported on flying to Sauk Prairie. There was no ramp and the airport owner drove him to town and back. Darrell reported on flying to Burlington for fuel. Mark MacDonald spoke about recently flying Honduran refugees to Boise, Idaho as part of the Futbol for Freedom project. Fred Keip reports on flying his Ultra Pup between Burlington and East Troy. On one leg of the flight, the engine went to idle and Fred elected to make a precautionary off field landing. After landing and correcting the issue, he returned to Burlington and again the engine went to idle. He was able to make a successful landing at the airport. He was able to resolve the issue by installing a more robust carburetor linkage. He is now dealing with engine oil leakage.

Program: At this time the program for the evening was presented. It was a video presentation with Kerry McCauley. Kerry did ferry flights across the Atlantic and also to South America. He was also featured for two seasons on the TV series titled Dangerous Flights. Kerry also operates a skydiving school in NW Wisconsin.

New Business: At this time nominations for Vice-president, Secretary and 3 Board positions were closed. As there were no new nominations, those nominated retained their position for 2 more years. Glen Botsford reminded members that dues for the coming years are now being accepted. Several options are available for payment. Cash, check, PayPal or Venmo.

Young Eagles: Cindy Robinson reported that the annual Janboree event held at Waukesha will take place on January 21st. She would like a few planes for display purposes.

Ray Aviation Scholarship: Our candidate, AJ Rice has passed his FAA knowledge exam. In doing so, he received a new headset.

Treasurers report was approved and published. The minutes from the previous meeting were approved as published.

Meeting was adjourned at 9:05pm.

Respectfully submitted,

Jim Hatzenbeller (Secretary)

BOD MEETING MINUTES



Chapter 18 Board of Directors Meeting Minutes for November, 2022

The Nov. Board meeting was called to order at 7:00 by President Thaddeus Pinkoski at Crites Field in Waukesha. Jim Hatzenbeller, Glenn Botsford, Fred Keip and Clint Hansen were present.

Old Business: No old business was discussed.

New Business: Thaddeus suggested that Board members send him filler material for the newsletter. A tentative calendar was passed to Board members for programs for the upcoming year. Board members to email each other if they need to make a change for their program. Nominations are now open for Vice President, Secretary, and 3 Board positions. Fred, Jeff and Clint have accepted nominations to remain on the Board. Jim has accepted a nomination to remain as Secretary. Tim has accepted a nomination to remain as Vice President. Thaddeus has made arrangements for the December dinner party. It will take place on Dec. 13th at El Beso on Layton Ave. Dinner to be served at 7:00.

Young Eagles: No report

Ray Aviation: No report

Meeting adjourned at 7:15.

Respectfully submitted, Jim Hatzenbeller (Secretary)

63 YEARS OF CHAPTER 18



Minutes of The Meeting of EAA Chapter 18

January 28, 1963

The meeting was called to order at 8:05 by president Richard Finck at the Wisconsin Air National Guard building. His opening remarks expressed praise and appreciation for the work of the previous officers of the chapter. An announcement was read which indicated that the EAA does not handle the sale of COUGAR plans.

The minutes of the last meeting were accepted as read.

The treasurers report was accepted as read.

The president requested a volunteer to take over the job of chapter photographer which he had previously handled. Leo Kohn agreed to take the job on a temporary basis. All members were requested to turn in their chapter membership cards to the secy-treas so that new ones could be issued.

There was no new business or old business.

The meeting was then turned over to Mike Terlizzi. Mike reviewed the work which needed to be done on various planes at the air museum and he told of some of the problems encountered in moving some newly acquired ships from the airport to the air museum site. He then conducted a tour through the Air National Guard hangar and work facilities and through one of the tanker aircraft. It was a very interesting tour.

The meeting adjourned at 10:05

Respectfully submitted,

A handwritten signature in black ink that reads 'John A. Russell'. The signature is written in a cursive style with a large initial 'J'.

John A. Russell

Secretary Treasurer

EAA Chapter 18

SAFETY FIRST



General Aviation
Joint Steering Committee
Safety Enhancement Topic



FAA
Aviation Safety

Transition Training

The lack of transition training has been cited as a causal factor in many GA accidents. Accidents frequently result from pilots being unprepared for challenges presented by the new, or different, aircraft they are flying. Even when pilots are legally certificated to operate aircraft within a specific category and class, significant differences can exist among different types of aircraft within that category and class — thus necessitating the need for effective transition training.

Background

From 2001–2010, there were 1,250 fatal loss of control accidents. About half of these accidents occurred in the maneuvering and approach phases of flight — think stall/spin/crash.

It's also true that many accidents occur when pilots fly aircraft they're unfamiliar with. In fact, the first 50 to 100 hours in a new aircraft type are particularly dangerous, especially when a formal transition training program isn't followed.

What is Transition Training?

Imagine yourself sitting behind the wheel of a car that has a stick shift, but all you've ever driven is an automatic transmission. Sure it's a car like any other, but if you're driving a car with a stick shift, you'll need to know how to operate the gears and clutch. You'll need transition training from an automatic to the manual transmission.

Similarly, pilots who are transitioning to unfamiliar aircraft require not only stick and rudder development, but also specific training in the new aircraft's systems and with its operating characteristics to include normal, abnormal, and emergency procedures.

Remember — skills learned in some aircraft don't directly translate to other aircraft. Your new aircraft may look and feel like the one you're used to

flying, but subtle differences can exist such as faster or slower performance, higher stall speeds, and variations in



handling characteristics that could ultimately affect your reaction time and/or lead to loss of aircraft control in normal, adverse, and emergency conditions.

Transition training is important whenever you're operating an unfamiliar aircraft or avionics system.

Stepping Down and Stepping Up

Transitioning to another aircraft works both ways — stepping down is just as important as stepping up. It's not just about learning how to fly a more complex airplane. It's also about learning to transition from high performance aircraft to aircraft with lower performance and complexity, which can be equally challenging.

The same rules apply when you're operating in unfamiliar environments — you need to train for your new environment as well.

Continued on Next Page



SAFETY FIRST



Transition Training Program

Whether you're transitioning from higher- to lower-performance aircraft, or even to a different model, you should follow these three steps to ensure you have a sound transition training program:

- Hit the books.
- Train with a qualified instructor.
- And practice, practice, practice — twice a week is suggested to yield the best result.

Step 1: Hit the Books

You can get a leg up on your transition if you study the pilot's operating handbook first — especially if you've flown similar aircraft before. Your study topics should include basic characteristics of the aircraft's systems (e.g., fuel, electrical, control, hydraulic, avionics, and environmental) and how characteristics of the new aircraft differ from aircraft you have already flown.

Get a feel for what you can and can't do with the aircraft and focus on normal and abnormal procedures, performance characteristics, and what to expect on takeoff, landing, climb, cruise, descent, and glide. Also address the aircraft's limitations such as weight and balance, speeds, and wind limits. Know your aircraft's emergency procedures, speeds, power setting, and configurations for normal operations.

Step 2: Train with a Qualified Instructor

Finding the right instructor is key. Interview current owners, aircraft type clubs, or pilot organizations. They provide an excellent source of aircraft specific information, and a roster of instructors. Simulation training providers are another good source of information.

Talk to more than one flight instructor. They must be experienced in the make and model of your aircraft. More importantly, they must have recent experience. Let them know about your experience and capabilities as well, and how you intend to use the aircraft.

Assess their communication style. Are they clear and easy to understand? Would they be an effective teacher?

Make sure your instructor uses a syllabus — a training roadmap that should contain training events and schedules, completion standards, and established roles and responsibilities for you and the instructor.

The National Association of Flight Instructors advocates the ACE (*Analyze, Create, Execute*) training method. **Analyze** the aircraft's performance. **Create** your list of concerns about the new aircraft. And **Execute** several flights similar to the type of operation you plan to do in the aircraft.



Step 3: Practice, Practice, Practice

It is important to practice with your instructor — twice a week is suggested to yield the best result — and in your operating environment.

Develop personal performance figures and minimums, and develop your personal data at mission weights.

New avionics systems require practice too. Try logging some time on an avionics simulator to practice in a glass cockpit.

Practice slow speed maneuvering at altitude, manage distractions, seek regular refresher training, and document your achievement in the Wings Pilot Proficiency Program!

Learn More

- Advisory Circular 90-109A, *Transition to Unfamiliar Aircraft*: go.usa.gov/xQYf5
- "Shifting Gears: Tips for Transition Training" page 26, *FAA Safety Briefing*, Sept/Oct 2017: go.usa.gov/xQYf6
- Transitioning to Other Airplanes, AOPA Online Course: bit.ly/2lOFjIV
- *FAA Airplane Flying Handbook*, Chapters 11-15 Transition Training: go.usa.gov/xQY7h





CALENDAR OF EVENTS

Monday, January 23 – Friday January 27

EAA Homebuilders Week
[Homebuilders Week \(eaa.org\)](http://eaa.org)

Tuesday, January 24 – President’s Table

Sobelmans Pub
 332 Williams St., Waukesha
 5:30 p.m.

Tuesday, January 24 – Chapter 18 Meeting

Terminal Building
 Crites Field – Waukesha
 Director’s Meeting 6:45 p.m.
 Regular Meeting 7:30 p.m.

Saturday, February 11 – Winter Flight Fest

EAA Aviation Museum / Pioneer Airport
 8:00 a.m. to 4:00 p.m

Tuesday, February 28 – Treasurer’s Table

Sobelmans Pub
 332 Williams St., Waukesha
 5:30 p.m.

Tuesday, February 28 – Chapter 18 Meeting

Terminal Building
 Crites Field – Waukesha
 Director’s Meeting 6:45 p.m.
 Regular Meeting 7:30 p.m.

Monday, July 25, 2022 – EAA AirVenture

Oshkosh, WI

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

Somewhere, where there are no clouds.



February 2023

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

December 2022	<u>Checking</u>	<u>Savings</u>	<u>PayPal</u>	<u>Total</u>	<u>Paid Membership</u>
Beginning Balance	\$1,032.44	\$1,063.72	\$9.01	\$2,105.17	125
Income					
Interest	\$0.00	\$0.03	\$0.00		
Dues	\$40.00	\$0.00	\$10.00		
Donations	\$10.00	\$0.00	\$0.00		
EAA Young Eagles Reimbursement	\$141.75	\$0.00	\$0.00		
Total Income	\$191.75	\$0.03	\$10.00		
Expenses					
WI Annual Report	\$25.00	\$0.00	\$0.00		
EAA Chapter Renewal	\$423.00	\$0.00	\$0.00		
Total Expenses	\$448.00	\$0.00	\$0.00		
Ending Balance	\$776.19	\$1,063.75	\$19.01	\$1,858.95	





CHAPTER 18 CONTACTS

OFFICERS

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FLIGHT ADVISORS

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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: Thaddeus Pinkoski newsletter@eaa18.org