




# FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 58, October 2019

 @EAA\_chapter18

<http://18.eaachapter.org>

## INSIDE THIS ISSUE:

Latest Headlines	1
Headlines	2
Presidents Letter	3
October Meeting	4
Young Eagles	5
October Meeting	6
Safety	7
More Safety	8
September Meeting Minutes	9
Calendar of Events	10
Treasurer's Report	11
List of Contacts	12

## HEADLINES!

### Spooky Landings.....



**Only 273 Days to Oshkosh!**



As you go flying, during the Halloween season, be careful of ghosts:

**Denver International Airport:** The Mile-High airport is reportedly built on land sacred to Native Americans. This has contributed to the stories of poltergeist activity such as chanting, strange apparitions, and other unexplained noises and sightings. Also contributing to its haunted reputation is the airport's statue nicknamed "Blucifer" by residents. This 32-foot-tall sculpture of a Mustang horse with blazing red eyes is thought to be cursed—the artist who created it was killed when the work-in-progress fell on him and severed an artery. He died in his studio.

**Chicago-O'Hare International Airport:** On May 25, 1979, a DC-10 crashed in what was then nearby Ravenswood Airport. Ghostly figures and apparitions have reportedly been seen in the field where Flight 191 went down and residents of a nearby trailer park claimed that ghosts came to their doors looking for lost luggage. The figure of a young man has been seen using a pay phone (now that's an apparition!).

**Chandler Airport, Fresno, California:** This historic airport used to be a busy place in its heyday and although it's still a general aviation gem in California, paranormal activity in the form of people passing through the old terminal wall and a ghostly old man appearing in the control tower have been reported.

## HEADLINES

Continued from page 1



## Spooky Takeoffs....



**New Century Aircenter Airport, Olathe, Kansas:** This former naval air station was a combat training center in World War II and paranormal activity is blamed on a botched night landing during a training exercise. This airport was featured on A&E's Haunted America series.

**Honolulu Airport:** Employees at the island airport built in 1927 claim they have seen a blond woman in a white dress roaming the terminal. Called the "Lady in Waiting," she is said to be the ghost of a woman who fell in love with a man who left on a flight, never to return.

**Duluth International Airport:** Security guards have claimed they see the ghost of a woman murdered near the airport. The killer ran into the terminal after he stabbed her, and the tale is that she's forever searching for him.

**Savannah/Hilton Head International Airport:** Georgia's airport has two gravestones embedded at the end of Runway 10/28. The airport was built on a family cemetery, but two graves remain—the two ghostly figures of Catherine and Richard Dotson guard over the runway and can be seen after sundown.

# PRESIDENT'S LETTER



## Greetings From The President



Hello and welcome to the October Flypaper. Before we get started, let me make the usual public service announcement: The October chapter meeting will not be at the usual meeting place. October is banquet month, so our meeting will be at the Machine Shed Restaurant in Pewaukee. This is the same place as it has been for the last several years. The party starts with drinks at 6PM (or whenever you want to get there ) with dinner served at 6:30PM. As has become our custom, there will be no formal program our guest speaker, leaving more time for story telling and general fellowship. We do have two first flight plaques to give out, and of course, the ever popular door prizes. Hope to see you all next Tuesday.

Looking ahead to next month we have chapter elections coming up. We do have an anticipated vacancy on the board and are looking for someone to step up and fill that seat. If you have an interest please see any of the current board members. If no one steps up... well, we have ways of dealing with that. You'll need to show up at the November meeting and see how we do it, but the term "railroading" has been used in the past to describe the procedure.

When I look back over last October's Flypaper for ideas, I noticed that I was bemoaning the fact that by mid-October the stores were already in full on Christmas sale mode. I made the following comment about the approach of the holidays: "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..." Well, despite all evidence to the contrary, it appears that I must have been a good boy this year. The RV-10 tail kit has not yet arrived but the bigger workshop is awfully close to reality.

As many of you know we're involved in a year-long odyssey of new home construction in Vernon. One of the best features of the house we designed is the 1,000 square foot shop! This is in addition to the three-car garage, so I won't be crowded out of my shop by silly things like lawnmowers, bicycles and Sally's car. The last few weeks have been devoted to painting, and very shortly I'll be getting started on building a deck as well as getting the HVAC installed in the shop. The whole works is coming right along, and with any luck at all we'll be moving in around the end of the year. Of course, all this house work has put a damper on most of my flying, but I think the trade off will be worth it.

Hope to see you all Tuesday. Until then keep your airspeed up on final and your appetites whetted.

# OCTOBER MEETING



# EAA CHAPTER 18 2019 BANQUET



**Tuesday, October 22**  
6:00 p.m. Hors d'oeuvres, 6:30 p.m. Buffet

Machine Shed Restaurant  
N14 W24145 Tower Pl, Waukesha  
\$25 per person

- Make check payable to EAA Chapter 18
- Send check to Glenn Botsford, 6184 S. Illinois Ave., Cudahy WI. 53110
- Payments also accepted at the door. Please email Glenn with your plans.
- Join the fun and bring a small gift to include in the annual raffle.



## EAA CHAPTER 18

CAP Hangar, Timmerman Airport, 9393 W Appleton Ave, Milwaukee, WI  
414.915.9173 | [info@eaa18.org](mailto:info@eaa18.org) | [www.18.eaachapter.org](http://www.18.eaachapter.org)

# 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](http://www.18.eeachapter.org)  
Email: [Chap18YE@wi.rr.com](mailto:Chap18YE@wi.rr.com) – (414) 732-6782  
Facebook: EAA Chapter 18 Young Eagles  
[www.youneagles.org](http://www.youneagles.org)

© 2019

# SAFETY



General Aviation  
Joint Steering Committee  
Safety Enhancement Topic (SE 42)

## Flight Risk Assessment Tools

When implementing a Safety Management System (SMS), one of the most critical components to develop is a Flight Risk Assessment Tool (FRAT). Because every flight has some level of risk, it is critical that pilots are able to differentiate, in advance, between a low risk flight and a high risk flight, and then establish a review process and develop risk mitigation strategies. A FRAT enables proactive hazard identification, is easy to use, and can visually depict risk. It is an invaluable tool in helping pilots make better go/no-go decisions and should be a part of every flight.

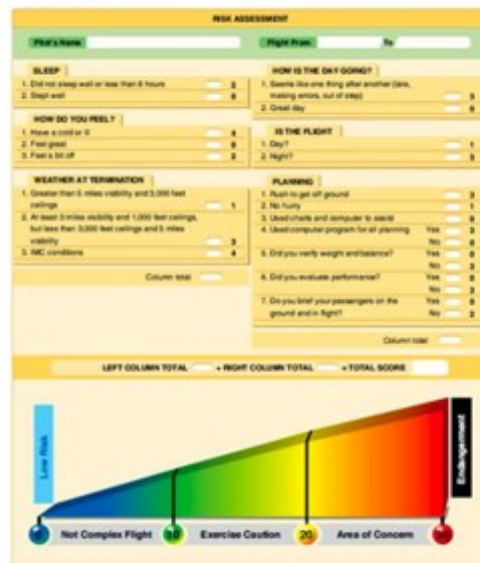
### Why Should I Use It?

“In the thick” is no time to try to mitigate a potentially hazardous outcome. When preparing for a flight or maintenance task, operators and maintenance technicians should take time to stop and think about the hazards involved.

Attempting this task “in our heads” usually does not take into account actual risk exposure. The mind tends to compartmentalize the individual hazards which, in turn, fails to appreciate their cumulative effects. We may also allow our personal desires to manipulate our risk assessment in order to meet personal goals. The best way to compensate for these inherent shortcomings is to take the task to paper.

Putting everything on “paper” allows us to establish our risk limits in an atmosphere free from the pressure of an impending flight or maintenance task. It also gives a perspective on the entire risk picture that we cannot get in our heads. More importantly, it sets the stage for managing risk through proactive risk mitigation strategies that are documented.

Although designs can vary, FRATs generally ask a series of questions that help identify and quantify risk for a flight. The FAA Safety Team’s current FRAT tool (an automated spreadsheet available at [go.usa.gov/xkhJK](http://go.usa.gov/xkhJK)) follows the PAVE checklist, covering questions on the Pilot, Aircraft, enViroment, and External Pressures. For example, you may be asked how much rest you’ve had, how much time you’ve had in the aircraft, and what the weather conditions are for your destination. Based on the answers you supply, a total risk score is calculated.



Example Risk Assessment Form

Continued on Next Page



## SAFETY



### What Do I Do With My Score?

The FAASafetyTeam FRAT, like many other FRATs, produces a score that will fall within one of three risk categories: Green (low), yellow (medium), and red (high).



#### **Green: Go fly!**

With a clear in-the-green score, you might be tempted to blast off with unabated zeal. Not so fast. A FRAT is not meant to make your go/no-go decision for you. It is merely a tool to help you plan your flight and think through a more complete range of hazards and risks. When using a FRAT, it's a good idea to create numerical thresholds that trigger additional levels of scrutiny prior to a go/no-go decision for the flight. For example, a score that's on the high end of the green scale may still warrant further analysis. The pilot should discuss what the highest scoring risks are and attempt to mitigate those risks.



#### **Yellow: Try to mitigate some of the higher scoring items.**

If your score falls in the yellow, try to mitigate some of the higher scoring items. That might entail waiting for the weather to improve or switching to an aircraft you have more experience with. If the score is still in the yellow, bring in the opinion of a designated "contact" person such as a flight instructor or an FAASafetyTeam Representative. They may be able to help think of ways to further mitigate some of the risks for your flight.



#### **Red: No-Go.**

If your score falls in the red zone, you should seriously consider cancelling the flight unless the risks involved can be safely mitigated. It's important to not allow the external pressures involved with carrying on with the flight (e.g., attending your son's graduation ceremony) interfere with your go/no-go decision. You (and

your passengers) may be disappointed, but it's always better to be wishing you were in the air than wishing you were on the ground!

### FAAST FRAT

No FRAT can anticipate all the hazards that may impact a particular flight but there are some common hazards that GA pilots encounter regularly. The FAASafetyTeam's easy-to-use and GA-focused FRAT can get you started in effective safety risk management. The FRAT is currently available as an automated spreadsheet that will run on MS Windows or Apple computer operating systems, but a new smartphone app version is in the works and should be released later in 2017.

### Learn More

#### FAA InFO 07015 — Flight Risk Assessment Tool

<http://bit.ly/2hkKTOM>

#### FAA Advisory Circular, AC 120-92A, SMS for Aviation Service Providers

<http://bit.ly/2gc1p2x>

#### Risk Management Handbook (FAA-H-8083-2) Chapter 4-2

<http://go.usa.gov/jAlk>

#### "You Can Take it With You," FAA Safety Briefing, July/August 2012, page 4

<http://go.usa.gov/jAuV>





CHAPTER 18 CHAPTER MEETING MINUTES  
SECRETARY JIM HATZENBELLER

## Chapter 18 September Chapter 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:** Guest were asked to introduce themselves and 2 people did so. The October dinner meeting will take place once again at the Machine Shed. You can make payment of \$25 per person to Glenn Botsford starting at the September meeting. Other options are to mail payment to Glenn or notify him of your intentions to attend. Then pay Glenn at the door. Glenn will do some research into using PayPal as a future option. It was reported that there will be an AOPA Safety Seminar conducted at Timmerman Airport on October 29th. Names for submission for First Flight plaques and the Memorial plaque should be reported to Jeff Point as soon as possible. Darrell Kufalk will run background video at the October dinner meeting. If you have pictures or video, please submit to Darrell.

**Young Eagles:** The next event for the year will take place at Waukesha on Nov. 2nd.

**Building Reports:** Bill Stilley reported on working on the panel of the Ercoupe that he is restoring. Next on his list is firewall forward. After finding voids in the main spar of his Defiant, John Nate reports on working on the 3 attempt of the main spar. The winglets are finished and the canards are next on his list. Marcus Collins reports that his Jabiru 5100 engine is installed on his Cozy Mark IV. He is now working on the panel. Mark Matelski reports that he is nearly ready to add the leading edge skins to the top wing of his Hatz Classic. Clint Hanson reported that he is working on the air intake system and cowling of his RV-10. Jeff Point revealed that he has purchased plans for a Bakeng Duece.

**Flying Reports:** Fred Keip reported that he is nearing 40 hours of flying in his Wag-A-Bond. On his last flight, he smelled fuel and after landing, discovered that the fuel line fitting had come loose at the carburetor. Jim Rodrian reported on flying to Merrill and that ADS-B does not always show UAT transponders. Chris Esselstyn reported on making First Flight. in his ADSW glider on September 23rd.. This is the glider that he bought as salvage and rebuilt. He also installed retractable turbines in this plane. He reports that the performance is better than his last glider project. Dave Dunn reports flying to Michigan, Ohio and Missouri in his Beech Debonair. Jeff Romuald reported on doing spin testing in his RV-7.

**New Business:** Elections are to take place at the November meeting The positions of President, Treasurer and 2 Board positions are open. Jeff Point and Glenn Botsford have agreed to run again for their current position. Minutes from the previous meeting were amended and accepted. let the record show that Jeff Point does not believe that the Dodgers are not the best team in baseball.

The treasurers report was accepted as published. There was no evening program. Meeting was adjourned at 8:35pm.





# CALENDAR OF EVENTS

**Tuesday, October 22 – EAA Chapter 18 Banquet**

6:00 Drinks 6:30 Buffet

Machine Shed Restaurant

N14 W24145 Tower Pl, Waukesha

**Tuesday, October 29 – FFAST**

Difficult Decisions: What Would You Do?

- Participate in two interactive vignettes based on PilotWorkshops Mastery scenarios
- Discuss, Decide and Debate your options
- Understand there is no easy or right answer
- Share your aviation safety knowledge with your peers

7:00 p.m.

Civil Air Patrol Hangar

Timmerman Airport

9305 West Appleton Ave, Milwaukee

**Tuesday, November 26 – EAA Chapter 18 Meeting**

7:30 p.m.

Civil Air Patrol Hangar

Timmerman Airport

9305 West Appleton Ave, Milwaukee

**Tuesday March 31– Sun n Fun Aerospace Expo**

Lakeland, FL.

**Monday, July 20 – EAA AirVenture**

Oshkosh, WI

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

Somewhere.....where there are no clouds.



NOVEMBER 2019						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27	28	29	30	31	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



TREASURER REPORT-TREASURER GLENN BOTSFORD

September 2019	Checking	Savings	PayPal	Total	Paid Membership
Beginning Balance	\$484.64	\$963.17		\$1,476.59	83
Income					
Dues	\$10.00				
Name Badges	\$5.00				
Donations	\$12.00				
Banquet	\$775.00		\$100.00		
Coffee	\$25.45				
Interest		\$0.16			
Egg Sales	\$12.00				
Total Income	\$839.45	\$0.16	\$100.00		
Expenses					
Badges	\$22.96	\$0.00	\$0.00		
Total Expenses	\$22.96	\$0.00	\$0.00		
Ending Balance	\$1305.13	\$963.33	\$100.00	\$2368.46	83





---

## CHAPTER 18 CONTACTS

### OFFICERS

President	Jeff Point	414-915-9173	<a href="mailto:jpoint@wi.rr.com">jpoint@wi.rr.com</a>
Vice-President	Tim Meyer	414-587-3581	<a href="mailto:tgmeyster@gmail.com">tgmeyster@gmail.com</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	Fred Keip	414-581-1442	<a href="mailto:fredkeip@aol.com">fredkeip@aol.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	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:americanrentalsllc@gmail.com">americanrentalsllc@gmail.com</a>
At-Large Board	Clint Hanson	414-403-9500	<a href="mailto:clint.hanson@charter.net">clint.hanson@charter.net</a>
At-Large Board	Bill Stilley	414-315-8589	<a href="mailto:w.stilley@sbcglobal.net">w.stilley@sbcglobal.net</a>

### STAFF

Newsletter Editor	Thaddeus Pinkoski	415-271-9221	<a href="mailto:newsletter@eaa18.org">newsletter@eaa18.org</a>
Web Editor	Darrell Kufalk	262-443-2605	<a href="mailto:kufalk@wi.rr.com">kufalk@wi.rr.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

Fred Keip (414) 581-1442			
Scott Jones (414) 461-6013	Jeff Point (414) 915-9173	Paul McAllister (262) 993-4483	Glenn Botsford (414) 732-8384

### FLIGHT ADVISORS

Jeff Point (414) 915-9173 [jpoint@wi.rr.com](mailto:jpoint@wi.rr.com)

For more information about EAA Chapter 18, email [info@eaa18.org](mailto: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](mailto:newsletter@eaa18.org)