




FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 58, September 2019

 @EAA_chapter18

<http://18.eaachapter.org>

INSIDE THIS ISSUE:

Latest Headlines	1
Headlines	2
Presidents Letter	3
September Meeting	4
Young Eagles	5
October Meeting	6
Safety	7
More Safety	8
Fall Picnic	9
More Fall Picnic	10
August Meeting Minutes	11
August Board Meeting Mins	12
Calendar of Events	13
Treasurer's Report	14
Chapter 18 Contacts	15

Only 330 Days to Oshkosh!



HEADLINES!

Now It's Time to Pay The Price.....



If you've joined the Chapter within the last six years its likely that you had to make your way to the back of the meeting room and sign up with the Chapter 18 Membership Coordinator, Glenn Botsford. If you've paid your dues, within the last six years, you've likely handed over your hard earned cash to this man. Glenn has been an active member of EAA since 1976 and an active member of Chapter 18 (It all started here....) since 2002. Signing you up as a member and then taking your money has been his gig since 2013. He has been a very active representative of the Chapter at AirVenture, parking aircraft for 15 years and serving as the Co-Chair of Area 51 Parking. As an active pilot in the EAA Young Eagles program, Glenn has undertaken over 100 YE flights in his Vans RV7A.



HEADLINES

Continued from page 1



Glenn is an accomplished mechanic, with vast experience working with fiberglass on boats and automobiles. While he knew that a fiberglass aircraft would be more beautiful, and with better performance, he began building his RV in February of 2002 and completed it two and a half years later. As many builders do, he put it together in steps. The tail was crafted in his basement, the wings in his garage, and the quick build fuselage in his luxurious hangar at Mitchell Airport. Glenn maintained a dedicated schedule of daily work to get the project done. Through conversations with other builders he knew that if he missed a day, it would be easy to miss another day, and then soon a week or two would pass with no work. The plane was fitted with a Lycoming HO360 and fitted with standard avionics.



One of the interesting aspects of Glenn's plane is the livery. He has marked his aircraft with the numbers of the 328th Fighter Wing. The 328th was based in the San Francisco Bay Area and served an important purpose protecting the West Coast during World War II. The X on the tail of Glenn's plane represents the leader of the squadron, as well as Glenn's desire to represent his aircraft as experiment

Glenn is an avid astronomer with a couple of telescopes consistently pointed to the sky. The publication in the FlyPaper of the countdown to the next complete solar eclipse is an homage to our Chapter treasurer. If you're not careful he will chat with you for some time about Uranus.



PRESIDENT'S LETTER



Greetings From The President



Welcome to the September Flypaper! It might be late September on the calendar but it is only late July on the thermometer, at least for the last couple of days. It's too bad the weather did not look like July at the Fall Picnic. This year's event was on Sunday and was hosted, once again by Fred and the other good folks at Burlington Airport. Meat and drinks were provided by the airport, and everyone enjoyed a well rounded, nutritious meal with at least seven or eight desserts!

Quickly following the picnic is the September monthly meeting, this coming Tuesday Sept. 24 at the usual time and place. This is normally the spot where I would make a plug for the monthly program, but our previously scheduled guest speaker had to back out, so your board is diligently panicking and trying to come up with a good replacement program. What's it going to be? You'll just have to come Tuesday and find out!

There are a few more chapter events coming up this year, the most significant of which is probably the October banquet in, well, October. The 22nd to be precise, and it will once again be at the Machine Shed in Pewaukee, same spot as the last several years. Many thanks to Dave Hoefgen for taking care of arrangements, most importantly keeping the cost down to the same \$25 a head as last year. Glenn is already taking payment so bring your wallets to the meeting to pay up so you can bring your appetites to the banquet.

Our last Young Eagles event of 2019 will be just a couple of weeks after the banquet, Saturday November 2nd at Waukesha. Holy cow, it won't be long after that until the November meeting, meaning elections (gulp!) and plans for the Christmas party? Where did 2019 go?

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

SEPTEMBER MEETING



September Meeting Program

“Epic Fails in Meeting Program Planning

Or

Don’t get hosed when buying a hose”

Tuesday, September 24

7:30 p.m.

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

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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

R.S.V.P. by October 19 to glennbotsford@gmail.com

- Make check payable to EAA Chapter 18
- Send check to Glenn Botsford, 6184 S. Illinois Ave., Cudahy WI. 53110
- Payments also accepted at the Fall Picnic and the September Chapter Meeting.
- 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 | www.18.eaachapter.org

SAFETY



General Aviation
Joint Steering Committee
Safety Enhancement Topic



FAA
Aviation Safety

Spatial Disorientation

NTSB accident data suggests that spatial disorientation may be a precursor to many general aviation accidents — particularly in night or limited visibility weather conditions. Instrument and VFR pilots are subject to spatial disorientation and optical illusions that may cause loss of aircraft control.

What Is It?

Sight, supported by other senses, allows a pilot to maintain orientation while flying. However, when visibility is restricted (i.e., no visual reference to the horizon or surface detected) the body's supporting senses can conflict with what is seen. When this spatial disorientation occurs, sensory conflicts and optical illusions often make it difficult for a pilot to tell which way is up.

Contributing to these phenomena are the various types of sensory stimuli: visual, vestibular (organs of equilibrium located in the inner ear), and proprioceptive (receptors located in the skin, muscles, tendons and joints). Changes in linear acceleration, angular acceleration, and gravity are detected by the vestibular system and the proprioceptive receptors, and then compared in the brain with visual information.

In a flight environment, these stimuli can vary in magnitude, direction, and frequency, resulting in a "sensory mismatch" that can produce illusions and lead to spatial disorientation.

Some of these illusions can lure pilots in to making poor decisions or improper control inputs. For example, **aerial perspective illusions** may make you increase or decrease the slope of your final approach. They are caused by runways with different widths, upsloping or downsloping runways, and upsloping or downsloping final approach terrain.

An **autokinetic illusion** gives you the impression that a stationary object is moving in front of the airplane's path; it is caused by staring at a fixed single point of light (ground light or a star) in a totally dark and featureless background. This illusion can cause a misperception that such a light is on a collision course with your aircraft.



Pilot Safety Brochure on Spatial Disorientation

False visual reference illusions may cause you to orient your aircraft in relation to a false horizon; these illusions are caused by flying over a banked cloud, night flying over featureless terrain

Continued on Next Page



www.FAASafety.gov
AFS-850 16-05

Produced by FAA Safety Briefing | Download at 1.usa.gov/SPANS

SAFETY



with ground lights that are indistinguishable from a dark sky with stars, or night flying over a featureless terrain with a clearly defined pattern of ground lights and a dark, starless sky.

How to Prevent Spatial Disorientation

You, the pilot, should understand the elements contributing to spatial disorientation so as to prevent loss of aircraft control if these conditions are inadvertently encountered. The following steps should help prevent spatial disorientation:

- Before you fly with less than 3 miles visibility, obtain training and maintain proficiency with flying by instruments.
- At night, or with reduced visibility, use and rely on your flight instruments. Be sure to test your flight instruments before each flight as well during your preflight and taxi.
- Maintain night currency if you intend to fly at night. Include cross-country and local operations at different airports.
- Study and become familiar with unique geographical conditions in areas in which you plan to operate.
- Check weather forecasts before departure, en route, and at destination. Be alert for weather deterioration.
- Do not attempt VFR flight when there is the possibility of getting trapped in deteriorating weather.
- If you experience a visual illusion during flight (most pilots do at one time or another), have confidence in your instruments and ignore all conflicting signals your body gives you. Accidents

usually happen as a result of a pilot's indecision to rely on the instruments.

- If you are one of two pilots in an aircraft and you begin to experience a visual illusion, transfer control of the aircraft to the other pilot, since pilots seldom experience visual illusions at the same time.
- If you fly single-engine IFR frequently, consider the investment of an alternate vacuum system or electric standby attitude indicator.

By being knowledgeable, relying on experience, and trusting your instruments, you will be contributing to keeping the skies safe for everyone.

Resources

FAA Spatial Disorientation Videos

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

FAA TV: Vestibular Illusions Pt 1

www.faa.gov/tv/?mediaId=462

FAA TV: Vestibular Illusions Pt 2

www.faa.gov/tv/?mediaId=463

FAA Pilot Safety Brochure: Spatial Disorientation - Visual Illusions

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

FAA Advisory Circular 60-4A, Pilot's Spatial Disorientation

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





CHAPTER 18 FALL PICNIC

Challenging weather would not deter members of Chapter 18 from enjoying the hospitality of Fred Keip, and his friends at BUU, for the Fall Picnic. There was plenty of food, including fried chicken, ribs, brats, macaroni salad, potato salad, and an extensive array of dessert. Jim Hatzenbeller even left some desert for the others.



The picnic was attended by Jim and Zdenka Hatzenbeller, Jeff Wisneski and Angie Traut, Mark and Diane MacDonald, Tom and Denise Stranak, Jerry and Judy Roeder, Bill and Maggie Spellman, Darryl and Nora Kufalk, Fred Keip, Jeff Point, Glenn Botsford, Ken Klima, and Tim Meyer,





CHAPTER 18 FALL PICNIC





CHAPTER 18 CHAPTER MEETING MINUTES
SECRETARY JIM HATZENBELLER

Chapter 18 August Chapter Meeting Minutes



The August 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 5 people did so.

The annual Chapter fall picnic will take place on Sunday, Sept. 22nd at Burlington airport.

It was suggested to bring a dish or desert to pass. 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. It was reported that there will be an AOPA Safety Seminar conducted at Timmerman Airport on October 29th.

Young Eagles: It was reported that 36 kids were given rides at the event held at East Troy Airport. The next event will be a private event and will be held at the 128th Air Force Reserve based at Mitchell Field. Pilots and ground crew needed as there is a potential to fly up to 100 kids.

Oshkosh Reports: Ron Finet, Jim Rodrian, Jeff Point, Don Mildebrandt, Fred Keip and Paul Comte all reported on different aspects and highlights of their time spent at EAA AirVenture.

Minutes from the previous meeting were approved as published.

The treasurers report was accepted as published.

At this time, Dave Rank made a presentation on the possibility of forming a club to share costs and ownership in the purchase of a Safari helicopter kit.. After his presentation, break was taken and then followed with the evening program. This was a presentation conducted by Fred Keip on his First Flight of his Wag-A-Bond project. It was followed by an extended build report.

Meeting was adjourned at 9:30pm.



CHAPTER 18 CHAPTER MEETING MINUTES
 SECRETARY JIM HATZENBELLER

Chapter 18 May Board Meeting Minutes



The August 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, Clint Hanson, Fred Keip, Jeff Wisneski, Bill Stilley and Thaddeus Pinkoski were present.

Announcements:

The annual Chapter fall picnic will take place on Sunday, Sept. 22nd at Burlington airport. It was suggested to bring a dish or desert to pass.

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. The December meeting will take place again this year at El Fuego Restaurant on December 10th.

New Business:

Jeff Point reported that the September meeting will be conducted by a local business man who will make custom hoses for aviation customers.

The future of the Chapter Flypaper was discussed. Thaddeus stated that he will continue to be the editor of the Flypaper as long as President Jeff Point reiterated that the Dodgers are the best team in Major League Baseball. President Jeff Point agreed. Thaddeus indicated that he would like to see more content submitted by members. Tim has volunteered to continue to be the lead person of the Ray Scholarship committee. Tim also reported on attending a Leadership Banquet.

As there were no meetings in June or July, the minutes from the May, 2019, Chapter meeting were approved as published. The Treasurer's report was approved as published in the newsletter.



CALENDAR OF EVENTS

Tuesday, September 24 – EAA Chapter 18 Meeting 7:30 P.M., Civil Air Patrol Hangar
 Timmerman Airport
 9305 West Appleton Ave, Milwaukee

Saturday, September 28 – September Swing
 7:00 p.m. to 11:00 p.m..
 EAA Aviation Museum
 1940's style swing dance commemorating the 75th Anniversary of D-Day.
eaa.org/eaa-museum/eaa-museum-events/september-swing

Saturday October 12 – Chapter 838 Pancake Breakfast
 8:00 a.m. to 12:00 p.m.
 KRAC
 Racine, WI

Saturday, October 12 – Space Day
 10:00 a.m. to 6:00 p.m.
 EAA Aviation Museum
 Oshkosh, WI

Thursday, October 17 – FAASTeam
 Talking with our friends from the Chicago TRACON
 6:30 p.m. to 9:00 p.m.
 Spring City Aviation
 Sky Room at KMWC

Tuesday, October 22 – EAA Chapter 18 Banquet
 6:00 Drinks 6:30 Buffet
 Machine Shed Restaurant
 N14 W24145 Tower Pl, Waukesha

Monday, July 20 – EAA AirVenture
 Oshkosh, WI

Monday, April 8, 2024 – Total Eclipse of the Sun
 Somewhere, where there are no clouds.



OCTOBER 2019						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
29	30	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	1	2



TREASURER REPORT-TREASURER GLENN BOTSFORD

May 2019	Checking	Savings	Total	Paid Membership
Beginning Balance	\$513.42	\$963.17	\$1,476.59	83
Income				
Dues	\$50.00			
Name Badges	\$5.00			
Patches Sales	\$2.00			
Total Income	\$57.00	\$0.00		
Expenses				
Banquet Door Prizes	\$81.78			
Total Expenses	\$81.78	\$0.00		
Ending Balance	\$488.64	\$963.17	\$1,451.82	





CHAPTER 18 CONTACTS

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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:
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