




FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 58, November 2019

 @EAA_chapter18

<http://18.eaachapter.org>

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HEADLINES!

Sail Away



During the October Banquet, a few precious plaques were distributed to members of Chapter 18 who had taken their first flights during 2019. One of the recipients was Chris Esselstyn, the builder and pilot of N27CE, a Schreder HP-18J. The sailplane was an unfinished kit when Chris obtained it, and he integrated some changes. He changed the airfoil geometry, added aileron control surface area, reduced flap control surface area, created a new fuselage nose, a forward hinged one piece canopy, canopy frame, a raised turtleback, winglets, and center stick conversion. Chris also installed fuel cells into each wing, a removable fuselage header fuel cell, and, for the fun of it, twin retractable micro turbines. Each turbine is 5.25 inches in diameter by 14.5 inches long and weighs just 6 lbs. Chris built and installed a telescoping mast and powered the movement with a 12 V linear actuator. The turbine hood (top hat door) extends and retracts with the turbines. The fuel lines and electrical wiring to the turbines are routed through a flexible moving cable guide.

**Only 237
Days to
Oshkosh!**



HEADLINES

Sail Away cont.

The total installation weight for the twin turbines, supporting electronics, plumbing, extension mast, fuselage header fuel cell, and miscellaneous components is in the 35 lb range. The frontal area of the turbines and mast are similar to the gliders main wheel when it is extended. This smaller drag signature and pitching moment arm have minimal effect when the engines are extended or in operation. The engines burn gas station truck diesel or Jet A with 5% lubrication oil that is stored in the 7 gallon fuselage header tank.

By adding the ability to self-launch and restart during flight Chris no longer has to rely on a towplane to get airborne. When the lift unexpectedly fails and he gets low, a restart of one or both engines provides a way out of the farmer's field and helps avoid a possible long retrieve. The turbines allow him to fly during the week when a towplane or tow pilot is not available. They also provide additional options for safer landing terrain, a flight to surrounding airports, or the ability to get back home.

Check out the awesome video at: https://www.youtube.com/watch?v=S_rFhN_abrQ



PRESIDENT'S LETTER



Greetings From The President



Welcome to the November Flypaper! Normally I would start out my November column with a recap of the October banquet, but due to a work emergency I didn't make it this year myself. From what I heard we had a decent turn out and everyone had a full belly and a good time. I'm hoping that someone took photos and can share some stories on Tuesday for those of us who missed out.

This is November and that means chapter elections. The usual warning will be issued now- our chapter by-laws do not specifically prohibit elections in absentia, so unless you want to find yourself railroaded into being the coffee committee chairman for all eternity, you better show up and make your voice heard! Speaking of that, I heard a rumor that Thad was going to threaten to withhold the chapter coffee until the board conducted a full investigation into alleged shenanigans by the chapter treasurer. Somebody needs to blow the whistle on that whole affair. Who knows, with any luck we might get the chapter president impeached and thrown out of office! Since the hearings will not be broadcast on CNN, you'll need to show up to the meeting to see how it all works out. Just bring your own coffee.

The chapter year is rapidly winding down. Our last event of 2019 is the Christmas Party on Tuesday Dec. 10th at the usual location, El Fuego's Mexican Restaurant at 909 W. Layton Av. There will be no regular chapter meeting in December- a Christmas gift from your board of directors.

That is all for now. Hope to see you all on Tuesday. Until then, keep your airspeed up on final and your whistles wetted.



NOVEMBER MEETING



November Program

Jeff Wisneski Build Report



Tuesday, November 26

7:30 p.m.

Civil Air Patrol Hangar

Timmerman Airport

9305 West Appleton Ave, Milwaukee

DECEMBER MEETING



December Program

“Eat a Burrito”



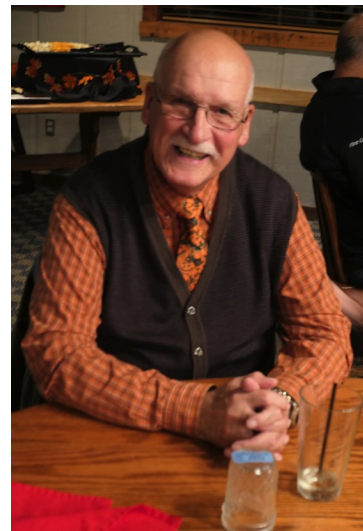
December 10

Drinks at 6:00 p.m.

Dining at 7:00 p.m.

909 W. Layton Ave.

OCTOBER BANQUET



SAFETY



General Aviation
Joint Steering Committee
Safety Enhancement Topic



FAA
Aviation Safety

Fly the Aircraft First

NTSB accident data suggests that pilots who are distracted by less essential tasks can lose control of their aircraft and crash. In light of this pilots are reminded to maintain aircraft control at all times. This may mean a delay in responding to ATC communications and passenger requests, or not responding at all unless positive aircraft control can be maintained throughout. In other words,

Fly the Aircraft First!

It's as Easy as A-N-C

From the earliest days of flight training, pilots are taught an important set of priorities that should follow them through their entire flying career: Aviate, Navigate, and Communicate.

The top priority — *always* — is to aviate. That means fly the airplane by using the flight controls and flight instruments to direct the airplane's attitude, airspeed, and altitude.

Rounding out those top priorities are figuring out where you are and where you're going (Navigate), and, as appropriate, talking to ATC or someone outside the airplane (Communicate). However, it doesn't matter if we're navigating and communicating perfectly if we lose control of the aircraft and crash. A-N-C seems simple to follow, but it's easy to forget when you get busy or distracted in the cockpit.

A famous example of a failure to aviate is the December 1972 crash of Flight 401, an Eastern Airlines Lockheed L-1011. The entire crew was



single-mindedly focused on the malfunction of a landing gear position indicator light. No one was left to keep the plane in the air, as it headed towards a shallow descent into the Florida Everglades. Four professional aviators — any one of whom could have detected the descent — were so focused on a non-critical task that they failed to detect and arrest the descent, resulting in 99 fatalities. They did not follow established aviation priorities — they *failed to fly the aircraft first*.

Disconnect from Distractions

As we can see from the Eastern Airlines example, distractions can be deadly in an emergency situation and can rob your focus from more critical items or tasks.

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SAFETY



Do everything you can to minimize distractions from every source. If you have passengers aboard, set expectations before the flight. Take some time to explain your role and theirs, in addition to the standard seatbelts, exits, and emergency equipment brief. Insist on a sterile cockpit – no conversation that is not directly related to safety of flight during critical times. Give your passengers a job to do such as scanning for traffic or calling out altitudes.

When your workload is increasing, use the autopilot if you have one. A caveat — don't engage altitude hold if you're in significant turbulence. Basic wing leveling is what you want. That way the autopilot won't overstress the airplane or disengage while trying to maintain altitude. Make sure you're proficient in operations with and without autopilot.

Prepare, Plan, and Practice

Staying ahead of the airplane is another good way to stave off distractions. That way, if something comes up during a flight, you'll have more time to assess its impact on safety and determine an appropriate course of action.

⇒ Prepare:

- Know your performance numbers and best power-off glide speed for the aircraft and environment you're going to fly in.
- Have a good weather brief and get updates along the route. Have survival gear on board and know how to use it.

⇒ Plan:

- Plan and brief each takeoff, approach, and landing to include climb and descent



expectations, go/no-go points, and escape routes. File a flight plan and request flight following.

- Plan your route with alternate landing areas in mind, or take a longer route with alternatives for off-airport landings. Keep within gliding distance of suitable landing areas as much as possible.

⇒ Practice:

- Practice emergency procedures, short and soft field takeoffs and landings, and power off approaches and landings at your expected mission weight.
- The FAA WINGS Pilot Proficiency Program is a great way to improve your skills and knowledge through on-going training programs, courses, and seminars. Check out the WINGS program at faasafety.gov. And don't forget to seek regular proficiency training with your flight instructor.

Resources

⇒ FAA Airplane Flying Handbook, Chapter 16, Emergency Procedures

<http://1.usa.gov/2lYzSoN>

⇒ FAA Risk Management Handbook, Chapter 6, Single Pilot Resource Management

<http://1.usa.gov/18ioRba>

⇒ "# Fly Safe, Your Guide to Preventing Loss of Control," March/April 2016 FAA Safety Briefing

<http://1.usa.gov/2iC71dH>



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CHAPTER 18 CHAPTER MEETING MINUTES
SECRETARY JIM HATZENBELLER

Chapter 18 October Chapter Meeting Minutes



The October dinner meeting was held at the Machine Shed Restaurant in Waukesha. Happy hour was from 6:00 until 6:30 at which time all were seated and dinner was served. A total of 58 guests were in attendance. A video and slide show of members' projects was shown in background and was well presented by Darrell Kufalk. At 7:30 the meeting was opened by Vice-President Tim Meyer.

Announcements: The names of 4 former members who have passed away were announced and their names were added to the Memorial plaque. A moment of silence was observed in their honor.

First Flight plaques for this year were presented to the following people. Chris Esselstyn for his turbine powered glider and Fred Keip for his Wag-A-Bond.

At this time, Bridget Pinkoski read off the numbers of the winning tickets for door prizes. Those with matching winning ticket numbers had their door prize delivered by Bridget's husband Thaddeus. A good time was had by all.

Meeting was adjourned at 7:45pm.



CALENDAR OF EVENTS

Tuesday, November 26 – EAA Chapter 18 Meeting
 7:30 p.m.
 Civil Air Patrol Hangar
 Timmerman Airport
 9305 West Appleton Ave, Milwaukee

Tuesday, December 10 – EAA Chapter 18 Holiday Feast
 6:00 Drinks 7:00 Dinner
 El Fuego Restaurant
 909 West Layton Ave.

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.



2019 DECEMBER						
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	31				



TREASURER REPORT-TREASURER GLENN BOTSFORD

September 2019	Checking	Savings	PayPal	Total	Paid Membership
Beginning Balance	\$1305.40	\$963.33	\$100.00	\$2368.73	86
Income					
Banquet	\$575.00		\$50.00		
Donations			\$1.00		
Dues	\$20.00		\$10.00		
Name Tags			\$10.00		
Coffee	\$25.45				
Transfer From Savings	\$200.00				
Total Income	\$795.00	\$0.00	\$71.00		
Expenses					
Banquet	\$1795.00				
Name Tags			\$13.47		
First Flight and Memorial Plaques	\$149.89				
Transfer from Savings		\$200.00			
Total Expenses	\$1941.89	\$200.00	\$13.47		
Ending Balance	\$158.51	\$763.33	\$157.53	\$1079.37	86





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