




FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 60, May 2020

 @EAA_chapter18

<http://www.eaa18.org>

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MEMBER INTERVIEW

Scratch Built...



**Only 425
Days to
Oshkosh!**



When the cost of an airplane ride is “penny a pound”, why wouldn’t you ride your bike over to the airport and sign up? That’s what Fred Keip did in the early 60’s when he was 14 years old. He stood on a scale, and then jumped in the right seat of a Cessna 170, with a mother and child in the back seats. The ride hooked Fred into aviation for a lifetime. Airplanes became his thing. With the income of a normal teenager, he didn’t have the cash to fly. Instead, he learned everything he could without flying the plane. He made trips to the local public library and read about flying. Fred subscribed to Flying Magazine, and soon saw an article about an aviation event in Rockford, Illinois that was put on by the Experimental Aviation Association (EAA). The idea of building a personal aircraft really appealed to Fred.



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MEMBER INTERVIEW

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Fred went to college at the University of Wisconsin, Madison, and graduated in 1972 with a degree in Mechanical Engineering. His first job was in Los Angeles, California, at North American Rockwell on the B1 bomber project. When Fred arrived to work, at the plant south of LAX, most of the design and engineering of the aircraft was complete. Fred's contribution was primarily drafting drawings necessary to the work being done on the aircraft. With time, and a steady income, Fred decided to take some flight lessons in a Cessna 150, at Gunnel Aviation at the Santa Monica Airport. While flying at beautiful SMO, Fred learned that Rockwell had a flying club with Grumman American trainers that were rented out for \$7.50 wet with payroll deduction. Fred joined the club and eventually soloed at Hawthorne Airport.



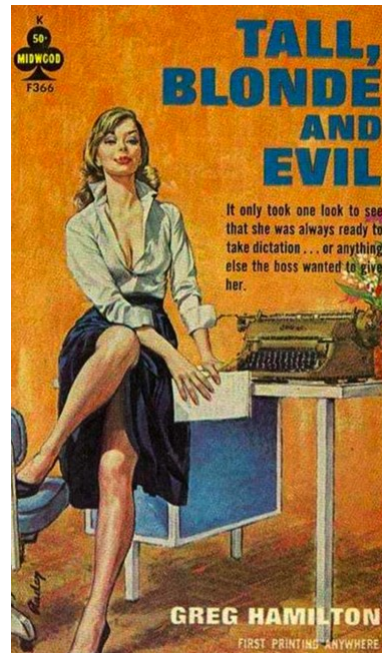
Family life pulled Fred, and his new wife, back to Wisconsin and he joined Bucyrus International. He also continued with flight training at Aerodyne on the northwest corner of Mitchell Field. He got his license in March of 1975.



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MEMBER INTERVIEW

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After coming back to Wisconsin, Fred joined EAA Chapter 18 in January, 1975 and got his five-digit membership number. Meetings were held in Haedtler Hall at the original EAA museum in Hales Corners (Franklin). Throughout his time in the Chapter, Fred has been President for a total of ten years, Vice President, Secretary, Membership Coordinator, and Newsletter Editor. At Bucyrus, Fred was able to get the President's secretary to type the newsletter, and have the reproductions department print the final product. In the days before email, Fred still had to staple and mail the individual letters to each member. The only office never taken on by Fred was Treasurer. While Fred was the Chapter President, the EAA relocated to OshKosh and closed the Hales Corners Museum. Chapter meetings were subsequently held in the basement of a bank and even at a bowling alley. Eventually a Chapter member who was also a member of the Civil Air Patrol suggested the use of the CAP hangar at Timmerman airport. Fred moved the meetings to the CAP hangar and the Chapter has been there ever since. It is so much easier to have a fly-in at Timmerman rather than the bowling alley. Fred is now a technical counselor, specializing in Tube, Fabric, and Wood. In the era of Vans kits, Fred makes only one or two technical calls per year.



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MEMBER INTERVIEW

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In 1975 the Chapter was still focused on scratch building aircraft from plans, and working to do it as inexpensively as possible. Soon after joining the Chapter, Fred obtained plans for a Pazmany PL4A. He wanted an airplane that would leverage a Volkswagen power plant. The PL4A fit the bill as a single seat craft that could reach 110 MPH. In 1976 Chapter 18 invited John Monnett to visit from Elgin, Illinois, and present information about his aircraft, the Sonerai. Fred remembers sitting in the back of the room contemplating a VW powered aircraft that had two seats and traveled at 140 MPH. He paid \$75 for plans and began cutting metal in 1977. The project eventually culminated with a first flight in 1986.

During the build, Fred bought a new house (with an easily accessible basement) and leased a hangar in Kenosha. Within 5 years, Fred and his partner were building their own hangar at the Franklin Airport. Fred's partner had always wanted a Wag-a-Bond and convinced Fred to build one. The two partners even joined a third partner to build, for WagAero, the first fixture for welding the Wag-a-Bond fuselage, in return for three fuselage kits. With an airplane to fly, Fred took his time with the Wag-a-Bond project, starting in 1998 and eventually sold the unfinished plane to a friend in 2013. He immediately regretted his sale of the project but, in 2015, his original Wag-a-Bond came up for sale. He purchased it back and worked it to completion. Fred's project was honored by the Midwest Antique Airline Club as the 2019 "Homebuilt Project of the Year"



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MEMBER INTERVIEW

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While without his Wag-a-Bond, Fred got interested in a FlyBaby. However, a friend showed him details of the UltraPup and Fred was hooked. He sent for plans and got underway. He designed, and engineered, a solution to use wood wings and has welded up the fuselage. Work on the wood wings is underway.



Fred says the fun of building not only comes from building, but also from finding the parts. While out looking for Piper Cub horizontal stabilizers, elevators and other things, he found a set of pristine parts for \$50. Carl Schulz, EAA #2, contributed a rudder and vertical stabilizer, elevators, for a couple of hundred bucks. Fred found a PA16 Clipper complete control stick assembly for \$50 at Sun n Fun. Another year he found a rudder pedal assembly from a PA20 Pacer. He obtained a wood Sensenich prop, from a friend of a friend, for \$500. The engine was found through another friend for next-to-nothing. All done in the original spirit of scratch building in an inexpensive way.

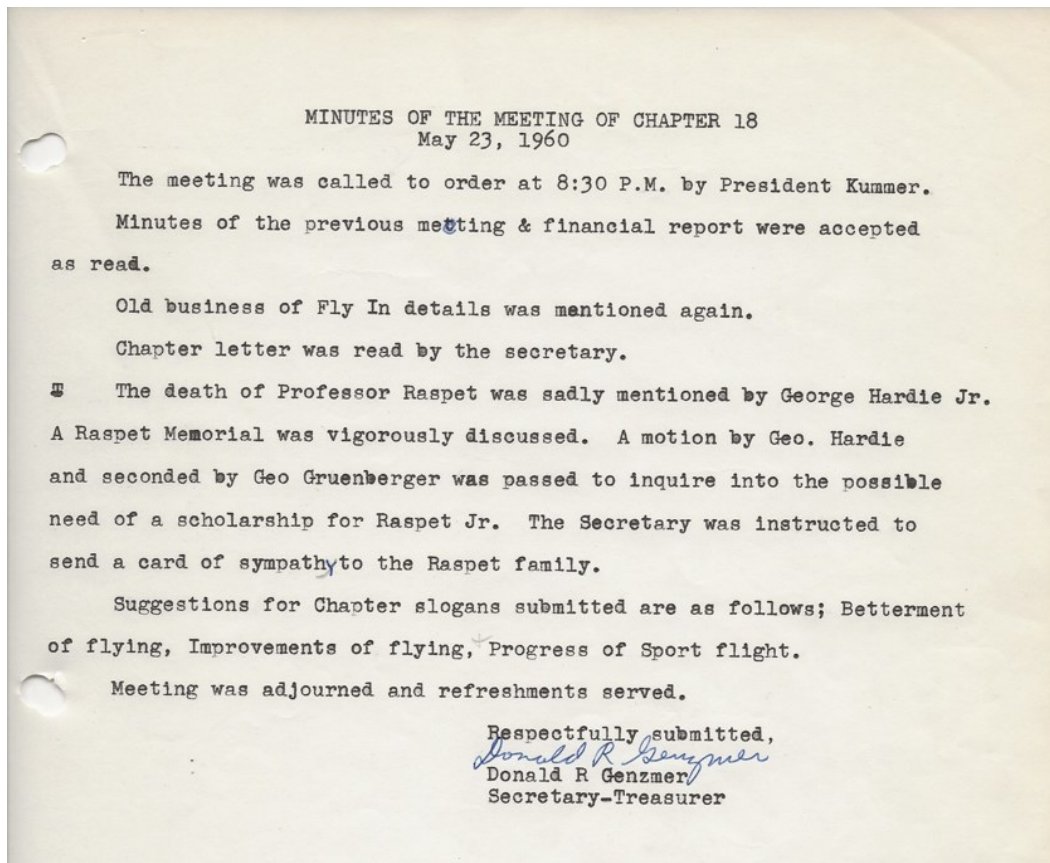


60TH ANNIVERSARY



It all started here.....

Celebrating the Chapter's 60th Year



On 27 April 1960, August "Gus" Raspet died in a plane crash during a demonstration of a Piper Cub with boundary layer modifications at Starkville, Mississippi's Bryan Field Airport. Professor Raspet was a preeminent aeronautical engineer. Since 1960, the Dr. August Raspet Memorial Award has been presented every year, by the EAA, to a person who has made an outstanding contribution to the advancement of light aircraft design.

If you read this.....send your ideas for a Chapter slogan to slogan@eaa18.org. Randomly drawn entry wins a prize.....maybe the only entry wins a prize....

PRESIDENT'S LETTER



Greetings From The President

Hello and welcome to the March, er, April, October, what month is this anyway? The calendar tells me it is May, so let's go with that. Welcome to the May Flypaper! Like all of you I've been doing my best to maintain both health and sanity during this crisis, and I sincerely hope you are all doing well during this difficult time. Summer is right around the corner and things can't help but get a little better as we all venture back outdoors and hopefully into the sky.

As you've no doubt noticed we have not published a Flypaper since March. Not having meetings meant there was not a lot to share (and the editor was down with COVID), but we have tried to keep communications up via email to keep everyone abreast of what is going on, Chapter-wise. There are enough goings-on lately that we decided to return from hiatus and publish the Flypaper for (checks calendar again) May. So, here is what is going on

First of all, we will not be hosting a chapter meeting in May. The normal meeting date would be Tuesday May 26, and while the statewide lockdown order has been rescinded, your board feels that it is still too soon in the reopening process to cram everyone together in a meeting room. Not to mention that while there is no statewide order, the City of Milwaukee still has its own version of the lockdown order (I refuse to use the Safer at Home euphemism) and our meeting space, for those not aware, is within the City of Milwaukee limits. Not to mention, in my day job I get paid to enforce the laws in the city, so there is always that.

However, we are looking towards the future. Our next scheduled meeting is in June and as of right now, our plan is to resume holding chapter meetings in June. As luck would have it June is the fly in show & tell meeting, which by definition is held outdoors. The outdoor setting, combined with the likelihood that legal restrictions will be relaxed by then, makes June an ideal month for a comeback. So mark your calendars for Tuesday June 23. Of course this is all subject to change as events play out, but as of today, this is the plan.

Of course by now you've all heard the terrible news that EAA pulled the plug on the Convention this year. I won't get into a diatribe here on the wisdom of that decision, but suffice to say it leaves a big hole in my summer plans. Like most of you (the ones still working, anyway) I have that week of vacation already scheduled, so I'm looking for something aviation-related to fill the gap. Your board has already started discussing what we can do as a chapter during that time, such as hosting a very very late spring picnic, or possibly some other fly-out type of event. We are certainly open to ideas.

That is all for now. Until we meet again in June, keep your airspeed up and remember that flying solo is the ultimate form of social distancing.

JUNE MEETING



June Meeting Program

EAA Chapter 18 Fly-In

Tuesday, June 23

Details to Follow

RAY SCHOLARSHIP



The Ray Aviation scholarship is funded by the Ray Foundation, Inc. Their Mission Statement: Ray foundation, Inc seeks to encourage the potential in the youth of America by enabling them to develop life skills such as self-discipline, self-confidence, and self-reliance.

Keeping with the spirit of our founders, Ray Foundation, Inc. primarily supports education programs and organizations with a focus on aviation and aerospace.

The Ray Foundation, Inc has supported many EAA programs in the past as the Air Academy Lodge in the amount of \$1,000,000 and KidVenture at AirVenture for the last 10 years at \$170,000 per year and starting in 2018, \$1,000,000 for the Ray Scholarship Program.

The program is managed by EAA and administered through the EAA Chapter network. Though the generous support of the Ray Foundation, EAA will provide up to \$10,000 to 100 deserving youths for their flight training expenses. The chapters have to apply to EAA for the honor of selecting and deserving candidate for the flight training.

This is the first year for Chapter 18 in the program. Our first course of action was to impanel a selection committee, which we did in November. Chapter 18 Vice-President Tim Meyer filed the papers with EAA and is the Scholarship Coordinator. Other selection committee members are Phil Graybar, and Treasurer Glenn Botsford.

Our next task is to select a candidate. At present we have 5.

1. James Finet, age 19
2. Luke Finet, age 17
3. Matthew McClellan, age 16
4. Siddharth Nadkarni, age 17
5. Matthew Romuald, age 17

The successful candidate must be 16 to 19 years old (for powered flight, have a FAA medical certificate, have a Student Pilot certificate, and begin training within 60 days of accepting the award.

The EAA has recommended other considerations which the selection committee will take into account.

Once a candidate is selected, an application will be sent to EAA Headquarters and they will give it a yes or no. That application must be at HQ by June 10th, and a successful candidate will be funded by June 20th. The scholar then has 60 days to begin training.

The \$10,000 award then goes to the chapter treasurer for disbursement for training. The money comes in three steps, \$4000 for initial training, then \$4000 after first solo flight, then \$2000 after passing the FAA Written test. Any money (up to \$1500) may be kept by the scholar after passing the Private Pilot checkride but can only be used for aviation related purposes.

The successful scholar has other responsibilities to the the chapter in the form of helping at events, flying young eagles, mentoring other scholars that follow him.



CALENDAR OF EVENTS

Thursday, May 28 — Cavalcade Of Things That Can Hurt You

How prepared are you when you are faced with unusual events?

6:30 p.m CDT

<https://faavideo.zoomgov.com/meeting/register/vJltd--qqDMpGbAWdlhdsN27vkLUUZOUme8>

Saturday, June 6 — A Virtual Flight to AirVenture 2020

9:00 a.m. CDT

https://www.faasafety.gov/SPANS/event_details.aspx?id=100399

Thursday, June 4 — Spacewalking and What it’s Really Like Up There

18:00 CDT

https://www.faasafety.gov/SPANS/event_publicregistration.aspx?eid=100486&type=0

Thursday, June 23 — EAA Chapter 18 Fly-In

7:30 P.M., Civil Air Patrol Hangar

Timmerman Airport

9305 West Appleton Ave, Milwaukee

Tuesday, April 13, 2021— Sun n Fun

Lakeland, Florida

Monday, July 26, 2021 — EAA AirVenture

Oshkosh, WI

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

Somewhere, where there are no clouds. Remember your Social Distancing Protocols.



JUNE 2020						
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				



TREASURER REPORT-TREASURER GLENN BOTSFORD

February 2020	<u>Checking</u>	<u>Savings</u>	<u>PayPal</u>	<u>Total</u>	<u>Paid Membership</u>
Beginning Balance	\$427.51	\$763.43	\$23.15	\$1,214.09	74
Income					
Dues	\$120.00		\$10.00		
Name Badges	\$20.00				
Coffee	\$9.00				
Ken Freiesleben Fund	\$183.00				
Donations	\$5.00				
Total Income	\$337.00	\$0.00	\$10.00		
Expenses					
Name Badges			\$23.69		
Total Expenses	\$0.00	\$0.00	\$23.69		
Ending Balance	\$764.51	\$763.43	\$9.46	\$1,537.40	





TREASURER REPORT-TREASURER GLENN BOTSFORD

March 2020	Checking	Savings	PayPal	Total	Paid Membership
Beginning Balance	\$764.51	\$763.43	\$9.46	\$1,537.40	84
Income					
Dues	\$60.00		\$110.00		
Name Badges	\$0.00		\$10.00		
Interest	\$5.00	\$0.08			
Total Income	\$60.00	\$0.08	\$120.00		
Expenses					
Name Badges			\$23.69		
Ken Freiesleben Fund	\$183.00				
Total Expenses	\$183.00	\$0.00	\$23.69		
Ending Balance	\$641.51	\$763.51	\$105.77	\$1,510.79	





TREASURER REPORT-TREASURER GLENN BOTSFORD

April 2020	<u>Checking</u>	<u>Savings</u>	<u>PayPal</u>	<u>Total</u>	<u>Paid Membership</u>
Beginning Balance	\$641.61	\$763.51	\$105.77	\$1,510.79	94
Income					
Dues	\$70.00		\$50.00		
Total Income	\$70.00	\$0.00	\$50.00		
Expenses					
Total Expenses	\$0.00	\$0.00	\$0.00		
Ending Balance	\$711.51	\$763.51	\$155.77	\$1,630.79	





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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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