



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 55, February 2016

<http://eaachapter18.org>

HEADLINES!

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Another Great Skiplane Fly-In

February 11, 2016 - This year's Skiplane Fly-In, held at Pioneer Airport on February 6, was one for the books; nearly 30 airplanes flew in and well over a thousand people were in attendance. This special winter event celebrated the fun of skiplane flying as well as the anniversary of the first-ever meeting of EAA on January 26, 1953.



A total of 28 skiplanes from four states attended the event, which ran from mid-morning to mid-afternoon. The bulk of the pilots arrived from other points in Wisconsin, while two came from Illinois, two from Michigan, and one from Forest Lake Minnesota. When not wandering the flightline and admiring the airplanes, pilots and visitors warmed up with hot chili and soup inside one of the display hangars at Pioneer Airport.

Of the 28 airplanes that flew in, there were a number of Cubs - six J-3s and two Super Cubs, not to mention a homebuilt PA-11 and a Wag-A-Bond; two 170Bs, two 180s, and a bright orange L-19 made up the Cessna contingent; in the Aeronca department, we saw three Champs and a Sedan, along with a couple of Citabrias. Other visitors included a classic Maule M4, a Taylorcraft BC-12, a Mini-MAX, a Kitfox, a Ridge Runner, and even a couple of nosedraggers: a Zenith CH701 and a Challenger II.

Video of the event. <https://www.youtube.com/watch?v=uJVR-bgXBiw>

Only 22 Weeks to Oshkosh!



Video Suggestion from Jeff Point

Time lapse video of a guy building a Cub fuselage.

Pretty cool to watch.

<https://www.youtube.com/watch?v=GCK6DJgWilc>



Continued on page 3



PRESIDENT'S CORNER— TIM MEYER

Those in attendance at the January meeting may have noticed that we set up a live video feed of the meeting as a test run for some of our snow birds. We will attempt this again and for those that want to follow along from home or cannot otherwise attend the meeting, can join us at this link.



<http://livestream.com/accounts/3448261/events/4858681>

It will require that you set up a Livestream.com account in order to watch the event. If you have questions or comments during the broadcast, send a text to one of the officers or board members that are in attendance.

This month, we will be laying out our calendar for the year with Project Patrol, picnics and Young Eagle events. Other items to be discussed at this meeting will be the new Young Eagles Youth Protection re-

quirement for all Young Eagles Pilots and Volunteers. There is a clip from EAA headquarters that we will view as part of the chapter video presentation.

There is also new information on airport improvements being planned for Hartford. If you have any questions or comments, forward them to me so I can forward them to Don M, one of our members that has a hangar at Harford. The Public Comments period runs now through February 26.

See page 7 for more information on the Hartford Airport Expansion.

Presidentially Yours,

Tim Meyer

“This month, we will be laying out our calendar for the year”



HEADLINES! CONTINUED



Continued from page 1

From Jack Pelton: Continuing the Conversation on Youth Protection Policy

February 11, 2016 - I want to add a few thoughts to those I sent along last week in e-Hotline and to those involved in EAA's youth programs. First, thank you for the feedback about our new Youth Protection Policy. I personally have read every e-mail sent to us over the past three weeks. Along with your initial thoughts, my message last week inspired some additional ideas from members.

There was a major concern voiced about releasing your social security number, and we worked with our vendor to make that optional. We also worked with that same vendor to clarify the language describing the criminal background check to better communicate that we are not looking for financial information. There are other concerns that you raised and we have taken a look at what might be done to clarify things.



For instance, originally we felt it would be easiest if there was a single, comprehensive policy that covered all of the things EAA and EAA volunteers do with youth. We discovered this approach led to confusion, as people have tried to understand the impact in areas where they are involved. That often resulted in assumptions that were not intended. An example is the confusion about flying Young Eagles in a four-place aircraft. People came away with an understanding that you would need a second adult in that aircraft to comply with two-deep leadership. This is not the case and was never our intention, but within the comprehensive policy it could be misinterpreted.

EAA will be revising and splitting the policy to create documentation that is cleaner, easier to understand, and less burdensome. There will be a policy that covers ongoing youth activities in chapters, a policy specific to Young Eagles flights and rallies, and a third policy that is specific to EAA youth activities at AirVenture. These updated documents will be available soon. We hope they will help clarify particulars in the activities where you're involved. These changes directly incorporate your feedback.

We understand that there are some volunteers out there who would like to see the entire policy scrapped. The reality is that we have had two close calls over the past 18 months that could have impacted hundreds of youth. We all lament the fact that the world has moved in these directions, but EAA is committed to doing all we can to keep kids safe. The policies we have created are consistent with those in youth programs everywhere. We appreciate the nearly 3,000 people who have already completed their background check and training so far. We welcome everyone else who wants to help bring the next generation into aviation and EAA to join us.

Thanks again for your feedback.

Chapter 18 Stratux Group Build Project

Jeff Point is offering to coordinate a group purchase of the hardware needed to build your own Stratux ADS-B "In" receiver. A PDF file has been included with this newsletter to fill out and give to Jeff by April 1st.

More info here... <http://stratux.me/>

And here... <http://www.eaa.org/en/aaa/aaa-news-and-aviation-news/news/02-04-2016-diy-in-cockpit-weather-traffic-and-more-an-update-on-the-stratux-project>



CALENDAR OF EVENTS

EAA Chapter 18 Meeting

Tuesday February 23rd at the Timmerman Airport CAP Hanger 9393 W. Appleton Ave. Milwaukee Meeting starts at 7:30 p.m.

Monthly meetings are usually the 4th Tuesday of the month at 7:30 PM at the Timmerman CAP hangar (except October and December). Guests are always welcome to join us.

Hops and Props Saturday, March 5

EAA AirVenture Museum

<http://www.eaa.org/en/eea-museum/eea-museum-events/eea-hops-and-props-beer-festival-2016>



Oshkosh Fly-In Monday July 25th—Sunday July 31st

February						
S	M	T	W	T	F	S
	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					

March						
S	M	T	W	T	F	S
		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		



Piper J-3 Clipped Wing Cub

Photo by Jim Busha
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JOIN CHAPTER 18 TODAY! Still considered the “best deal in aviation” by Chapter 18 former president Jeff Point. Fill out the info below and give it to our membership coordinator Glenn Botsford at the next meeting. (Annual Dues are \$10, plus \$5 for name plate)

Name: _____
 Address: _____
 Phone: _____
 Email: _____



CHAPTER 18 MEETING MINUTES-SECRETARY JIM HATZENBELLER
CHAPTER BOARD MINUTES-SECRETARY JIM HATZENBELLER

Chapter 18 Minutes from the January "2016" Meeting

The January meeting was called to order by incoming President Tim Meyer at 7:40 PM at the CAP Hangar at Timmerman Field.

Announcements: All members of the board were introduced. Guest were asked to introduce themselves and 4 people did so. EAA Hops & Props will take place on March 5th.

Young Eagles: It was announced that any person whether pilot or ground crew must take and complete Youth Protection training. Cost will be covered by EAA. The first event for Young Eagles is tentatively set for May.

Building & Flying Reports: Andreas Kerwel reported that he has passed the condition inspection of his RV10A. He also displayed a tool used for bending the ailerons on RV's. This tool will be added to the Chapter library. Fred Keip reported on construction of a single seat Ultra Pup. He is redesigning it to use wooded spars and ribs in the wings. Jim Rodrian reported that he has a friend who is building a Piten-pol and is in need of a pre-inspection. Jerry Roeder reported that he now has the fuselage of his RV7A turned right side up. Jeff Runnels reported that he is working on the tail cone and putting the top skin on the wings of his RV7. Jeff Point reported that he has the Lycoming O-200 engine rebuilt for his Breezy. In addition, the left wing is completed and he is also working on an engine mount. Tim Meyer reported that he is working on the passenger door for his Team Tango Foxtrot IV. Jim Hatzenbeller is nearly finished with panel wiring and has the wing tips fitted for his GlaStar. In addition, the engine cowl and induction system are complete. Jeff Wisneski reported on flying to several islands in Hawaii in a Diamond DA-40. He also logged 2.5 hours in a DC3. He did the island hopping with former board member Nick Hefron. Tom Stranak reported that he has taken a few hours training in the back seat of a Citabria and has also done some transition flying with Jeff Point in his RV7.

Flight Advisors: It was reported that with the passing of Ron Scott, that the Chapter is in need of a new Flight Advisor. .

New Business: It was reported that a service known as "Open Airplane" has been established. It is similar to a car rental service in that you can reserve an airplane at different participating airports. In order to reserve a plane, you need to complete a flight review with one of the participating FBO's and it will be valid with all the other participating FBO's.

The Minutes from the November meeting were approved as published in the newsletter. The treasurer's report was approved as published.

Break was taken and was then followed by general aviation discussion amongst those present.

Meeting was adjourned at 9:00pm.

Respectfully submitted,

Jim Hatzenbeller (Secretary)

Board Meeting Minutes for January, "2016"

The January Board meeting was called to order at 6:40 by President Tim Meyer at the CAP hangar at Timmerman Field. Jim Hatzenbeller, Bill Stille, Tim Meyer, Glenn Botsford, Jeff Wisneski, Don Patterson, Dave Hoefgen, Louie Krueger and Jerry Roeder were present. Minutes were approved as published in the Chapter newsletter. The Treasurer's report was approved as published in the newsletter.

Announcements: New Board members were welcomed. Dues for 2016 are due. All renewals and persons that join the Chapter in the first 6 months of the year, pay \$10.

Old Business: There was no old business conducted. There were no committee reports.

Young Eagles: It was reported that any person whether pilot or ground crew must take and complete Youth Protection training. Cost will be covered by EAA. The first event for Young Eagles is tentatively set for May.

New Business: Discussion took place in regards to Ron Scott's plane, "Old Ironsides". It appears there is enough Chapter interest to restore the plane to display condition if a suitable location can be found to display the plane.

Programs for upcoming Chapter meetings for the new year were discussed. It appears that there will be a program for each meeting.

Discussion took place regarding the location for the October dinner meeting. No decision was reached and further discussion will take place at a future meeting.

It was reported that a service known as "Open Airplane" has been established. It is similar to a car rental service in that you can reserve an airplane at different participating airports. In order to reserve a plane, you need to complete a flight review with one of the participating FBO's and it will be valid with all the other participating FBO's.

Meeting adjourned at 7:30.

Respectfully submitted,

Jim Hatzenbeller (Secretary).

CLASSIFIED ADS



MEMBER CLASSIFIEDS

FOR SALE, RENT or LOAN

- Sonex Airframe Kit #1190 (Standard, Dual, VW) "Easy Build" Laser Cut Metals with Machined Angle Components and Pre-Assembled Main Wing Spars. Some work in progress. Complete Kit cost was over \$19,000, Asking \$18,000. Located at Air Troy Estates (East Troy). Carroll Rands 262-994-9009 or crrands@yahoo.com
- For Sale: Vacuum pump, Rapco RA215CC, SN A2180. Bought brand new with a vacuum kit about twelve years ago and never used. Sealed and stored since purchase. Also, have the two hose fittings if needed. \$100 or make an offer. Contact Greg Allmann at gallmann@wi.rr.com or 262-391-0535.
- For Sale: S.I.R.S. NV2A non-lighted Compass with mounting bracket. Paid Vans \$204.95. Sell for \$150.
Glenn Botsford 414-764-5936 414-732-8384
- I had completed RV-6A tail and wing kits, and had started the fuselage kit, when I lost two brothers and a nephew in a Cirrus accident in 2001. I lost interest and the kits have been sitting untouched since then. The wing bottom skins were damaged in a move to Wisconsin from Texas. The fuselage frame was clecoed together but no skinning started. At this time, I would like to dispose of the kits and was wondering if you might know of someone interested in taking it over, or if a school might want to use it for parts. Ken Koehler Sussex, WI 262-372-4402 kenekoehler@gmail.com
- Hanger Space For Rent I am building a Zenith CH-200 in a 60' x 66' hangar at KUES on Aviation Dr. with heated floor, compressor, water, sewer and kitchen. I am looking for fellow builders to share space, ideas, tools and synergy. Cost based on the square footage your project needs.
Carl Gollnick (262) 391-4168 cgollnick@aol.com

WANTED TO BUY, RENT or BORROW

- Craig Henry is looking for a bending brake for RV ailerons. Those of you who are RV builders know exactly the part that I am talking about, and if anyone has one available, please contact Craig at 414-899-5980 or Glasair2@aol.com
- I am shopping for a Light Sport eligible aircraft located in the Wisconsin or nearby surrounding area—something we can use through the upcoming summer flying season. My wife and I are currently flying a Starduster Too, but issues with my 3rd class medical will require that I make the switch to Light Sport, at least for a while. We do presently have a Taylorcraft, but it needs some rebuilding and won't be ready to fly for at least a year. So, we are looking for a solid, airworthy Light Sport eligible airplane that doesn't need any or much work. Types we have been considering: Aeronca Chief, Taylorcraft, Luscombe, Ercoupe, Rans S6, Kit Fox 4, Zodiac 601 XL-B and others. They are cabin types and side by side. (We have two young grandchildren we would like to introduce to flying.) Randy Noak EAA #57117, Tech Counselor, A&P, IA, 541 Bowen St., Oshkosh, WI (920) 426-2763 classiair.novak@gmail.com

ACROSPORT II**\$28,000**

Completed 1987 / Serial #106 / Oshkosh Award Winner 1991

Status: Currently Flying / Time will accumulate until sold

Conditional: 12/14 / TT: 805 / SMOH: 1132

Lycoming 0-320-E2A / Sensenich Metal Prop / Rear Canopy (Removable)

KY97A COMM, Transponder w/encoder, PS 1200 Intercom / 5-Point Hooker Harness / Aileron Spades

SkyTec Starter / Quick Drain Oil Valve / Cleveland Brakes / Concorde Battery 5/13 / New Hoses & Spark Plugs

Trans & ELT check 11/14' / ELT Battery 11/14' / New Bungees 12/14' / Overhaul/Tested Bendix Mags 4/15'

Located Waukegan, IL (414) 467-1330

Gary Hay ghay1958@yahoo.com



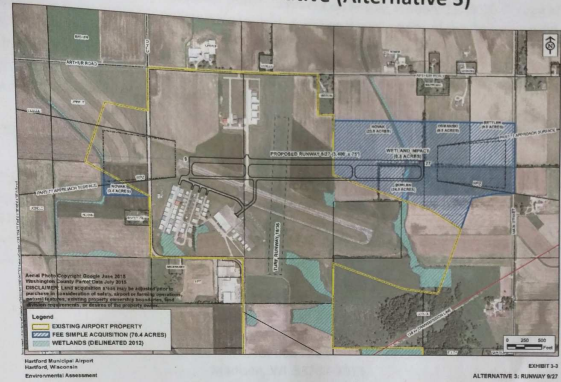
TREASURER REPORT-TREASURER GLENN BOTSFORD

Hartford Airport Expansion Information from Tim Meyer

Alternatives considered

- **Alternative 1: No-Action.** Alternative 1 involves no improvements to the Airport's primary runway. Without improvement Runway 11/29 would have to be abandoned and the Airport would be left without a paved primary runway. This alternative does not meet the purpose and need for the project.
- **Alternative 2: Offset and Extend Runway 11/29.** Alternative 2 utilizes an alignment identical to the existing Runway 11/29, offset to the north to provide the FAA-recommended runway-taxiway separation distance of 240 feet and extended length of 3,400 feet. This alternative would require the closure of County Trunk Highway U; would continue to limit approaches and departures due to a high-voltage power line east of Runway 29; and would have limited long-term runway extension potential. For these reasons, Alternative 2 was removed from further consideration.
- **Alternative 3: Runway 9/27.** Alternative 3 considers a new runway alignment to the north of existing Runway 11/29, with a counter-clockwise rotation in orientation designated Runway 9/27, and a full parallel taxiway on its south side. This is the preferred alternative and is shown in the graphic on the next page.
- **Alternative 4: Runway 8/26.** Alternative 4 considers a new runway alignment to the north of existing Runway 11/29, with a counter-clockwise rotation in orientation designated Runway 8/26, and a full parallel taxiway on its south side. Alternative 3 and Alternative 4 have similar runway alignments and involve similar environmental impacts. However, Alternative 4 was not chosen as the preferred alternative because:
 - 1) Alternative 3 has less land acquisition;
 - 2) Alternative 3 has less farmland impact; and
 - 3) Alternative 3 would not require any residential relocations.
- **Alternative 5: Runway 18/36.** Alternative 5 considers a new primary runway alignment along the same alignment and in the same general location as the existing turf crosswind Runway 18/36, with a full parallel taxiway on its west side. This alternative would have numerous unavoidable impacts to neighboring residential properties; would have numerous utilities that would have to be relocated and/or buried; and there would be several roads in the runway protection zone on either end of the runway. Furthermore, Alternative 5 would have the greatest wetland impact (2.3 acres) compared to the other alternatives, and would also have the greatest financial cost. For these reasons, Alternative 5 was removed from further consideration.
- **Alternative 6: New Airport Site.** Alternative 6 considers the selection and development of a new airport site to replace existing facilities at HXF. Due to excessive cost and environmental impacts, this alternative was deemed unreasonable and as a result was removed from further consideration.
- **Alternative 7: Move Airport Facilities to Another Existing Airport.** Alternative 7 assesses the ability of other airports in the region to substitute for airport facilities at Hartford. Because Hartford has numerous based aircraft, aircraft owners would likely seek to relocate their aircraft to a nearby airport if the airport were closed. However, there is not sufficient hangar capacity at nearby airports to absorb all of the based aircraft. In addition, if the Airport closed and based aircraft owners were forced to relocate their aircraft, existing operators might relocate their businesses out of the Hartford area, which could result in adverse impacts to the local economy.

Preferred Alternative (Alternative 3)



Property Acquisition/Relocation Assistance and Benefits

Approximately 70.4 acres of fee-simple property acquisition would be required to both the east and west of the existing airport boundary. No relocation of residential, commercial, or farm residents is anticipated. All acquisitions would be completed in accordance with state and federal law, including the Uniform Relocation Assistance and Real Property Acquisition Act. All land acquired outside existing City limits would be annexed to the City of Hartford. Proposed fee-simple acquisition is shown in the graphic above.

Previous Public Meetings

As part of the Airport's recent Master Plan Update, the City of Hartford held a public information meeting at City Hall on Friday, March 25, 2011. The purpose of this meeting was to provide an opportunity for the general public to review alternatives for improving the Airport's primary runway considered in the Master Plan. These alternatives were also presented at a public information meeting at City Hall on Monday, July 6, 2015. The 2015 meeting was attended by over 25 people, including most of the affected property owners. The input received at these meetings was used to inform the discussion of alternatives and potential environmental impacts presented in the Preliminary EA document.

Chapter 18 Apparel

Chapter 18 Apparel is on sale now. T-Shirts, Hats, Coffee Mugs, and much, much more. Order anytime and no minimums. Each purchase will help to support the chapter.
www.cafepress.com/EAChapter18

January-16	Checking	Savings	Total	Paid Membership
Beginning Balance	\$1,539.52	\$1,009.67	\$2,549.19	47
Income				
Dues	\$250.00			
Name Badges	\$15.00			
Total Income	\$265.00	\$0.00		
Expenses				
Name Badges	\$27.24			
Total expenses	\$27.24	\$0.00		
Ending Balance	\$1,777.28	\$1,009.67	\$2,786.95	



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FLIGHT ADVISORS

For more information about EAA Chapter 18, email info@eaachapter18.org

To submit articles, photos or other items for the newsletter as well as ideas, suggestions and corrections, contact...
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