



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 58, March 2019

<http://18.eaachapter.org>

INSIDE THIS ISSUE:

Latest Headlines	1
Headlines cont.	2
President's Message	3
Young Eagles	4
Young Eagles	5
Project Patrol	6
Safety	7
More Safety	8
Chapter Mtg Minutes	9
Chapter Brd Minutes	10
Calendar	11
Treasurer's Report	12
Contacts	13

**Only 118
Days to
Oshkosh!**



HEADLINES!



Chapter Recognition

EAA chapters are one of the most vital components in making general aviation fun, affordable and accessible at the local level. To recognize chapters that have demonstrated outstanding commitment to general aviation, EAA is introducing a Chapter Recognition Program in 2019.

This recognition, developed in partnership with your fellow chapter leaders on EAA's Chapter Advisory Council, is based on 10 criteria that are consistent in active and engaged chapters. In addition, EAA will provide continued guidance to help chapters reach each recognition threshold.

Our chapter receives one point for meeting each of the following criteria:

- Attended a chapter leadership training session
- Growing or steady membership
- Offers IMC or VMC Club programs
- Participates in Young Eagles or Flying Start programs
- Has an EAA-approved Flight Advisor or Technical Counselor
- Participates in EAA's Annual Chapter Member survey
- Reads EAA ChapterGram regularly
- Requested EAA promotional materials or ChapterBlast email
- Hosts at least two public events each year
- Owns/leases a facility

HEADLINES



Chapter Recognition

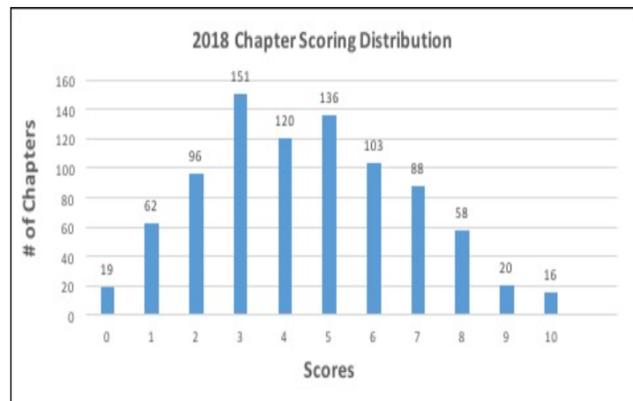
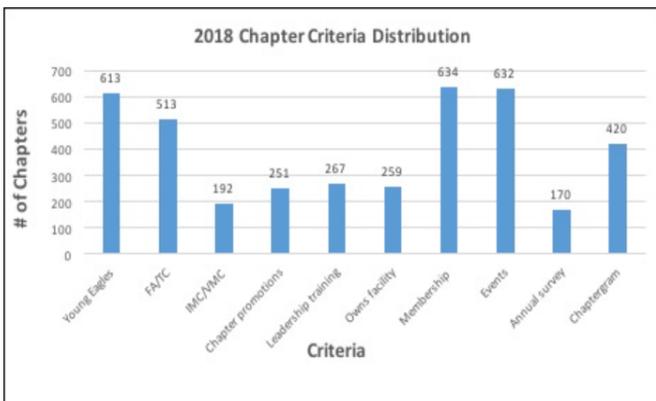
Each of these criteria that your chapter has met will be worth one point, and every chapter will have the ability to earn up to 10 points. In December of 2019, chapters scoring at least seven out of 10 will be publicly recognized by EAA. There will be three levels of recognition. Bronze (7 out of 10), Silver (8 out of 10), and Gold (at least 9 out of 10).

It's important to note that chapters are rated against the established criteria – NOT against one another. Some EAA chapters are limited by resources, geography, and other factors. But all EAA chapters are encouraged to do what they can the best that they can, and seek ways to aim even higher.

Chapters scoring within one of these high recognition levels will be recognized via the EAA Find a Chapter webpage, news stories, a personalized icon for our chapter's webpage/newsletter (that no one reads), and a banner and/or plaque for our chapter to proudly display in our meeting location.

The current score for our Chapter is 8 out of 10.

- Leadership Training 1
- Membership 1
- IMC/VMC 1
- Young Eagles 1
- Flight Advisor/Tech Counselor 1
- Annual Survey 1
- ChapterGram 1
- Chapter Promotions 0
- Events 1
- Facility 0



PRESIDENT'S LETTER



Greetings From The President

Welcome to the March Flypaper! Here we are in late March and things are starting to look like, well, like late March. The snow is mostly gone, temps are up in the 40s and if you look outside and squint just right, you can almost see spring around the corner. Of course, remembering how last April unfolded, I'm not pickling the snow blower just yet, nor am I un-pickling the Breezy. I am however really looking forward to both of those tasks as they herald the official beginning of Flying Season.

Last month I broke the news on my latest "home building" project. Having a project is a handy thing for a chapter president, because it gives me something to write about each and every month for the Flypaper. Well I am happy to report on my progress since last month... at least I would be happy about it if I had any progress to report. We are still stuck in the permitting phase of construction and haven't yet stuck a shovel in the dirt. I think I'll take back all (most) of the mean things I ever said about the FAA bureaucracy, because between the township and the county, they make the FAA look like a model of efficiency. We were supposed to have broken ground in late February, and here we are in late March and don't yet even have a building permit, so we are at a stand-still. Nothing getting done, nada, zilch, zip. It's so bad that Craig Henry is making more progress on his project than I am! This cannot stand!

Speaking of projects- Project Patrol 2019 is scheduled for Saturday April 13. We'll be meeting for breakfast at the Blue Bay Restaurant in Mukwonago at 8:00AM, and following breakfast we'll be touring a few projects in the area. Our first stop will be at Air Troy Estates where, despite what you might have heard, there is quite a bit of homebuilding going on. Projects include a Baby Ace, A Hummel Bird and (yawn) an RV-8. Next stop will be Burlington Airport to see Fred's Wag-a-Bond as well as his newly enlarged hangar. That should be enough to keep us going until lunch time, when the party will break up and we return to our normal aeronautical activities, or cleaning out the garage.

I look forward to seeing you all at the chapter meeting this Tuesday. The meeting topic will be a presentation on the Basic Med program. If you haven't yet at least looked into this program you really should. There is an old saw about how all of us are just one medical away from taking up golf, but the Basic Med program takes a lot of that uncertainty out of the process. Come out Tuesday to hear more about it.

Until then, keep your airspeed up on final and your cowls free of bird nests.

YOUNG EAGLES



Why I Fly Young Eagles

By Michael Stromberg, EAA 584642

On June 28, 2010, I gave a Young Eagles ride. I probably gave more than one Young Eagles ride that day, but it was eight years ago and I don't remember the specifics. It was just one of many days that I have given Young Eagles rides. To date, I have given more than 500 Young Eagles flights. A lot of them blur together, but I'm glad this one ride is coming back into focus because it changed someone's life.

Everyone walks away from a Young Eagles flight with something. For some, it was a fun opportunity to go flying and see the world from the sky. For others, a Young Eagles flight opened a door to a world of possibilities where they too can fly.

As the pilot, I also get the satisfaction of seeing a kid light up after having flown an airplane. The joy that most kids express after a flight is infectious. As Young Eagles pilots, we love sharing the joy of flight. When it's reflected back, we can't wait to take another child into the air, knowing we may be making a difference in their lives. Normally, all I get to see is the excitement of that one day in a kid's life. One kid at a time.

Not too long ago, I was home in Oshkosh from work, catching up on the chores that inevitably pile up when one is a working pilot. I was up to my elbows in washing dishes when I got an email. I could read enough on my smartwatch to see it was from EAA and about a Young Eagles flight. Because this was much more interesting than washing dishes, I decided to go read it. Liz Birch, EAA 1078874, a former Young Eagle that I had flown, was in Oshkosh competing in the U.S. National Aerobatic Championships. She had contacted EAA to find out who had flown her on a Young Eagles flight in 2010.

To me, this was the fulfillment of everything the Young Eagles program is supposed to be. I give Young Eagles rides to try to inspire kids in aviation. And, for the first time, I have received walking, flying proof that the program works.

Continued on page 5

YOUNG EAGLES



Why I Fly Young Eagles

Cont. From Page 4

I went to meet Liz again eight years later and watched her compete at the U.S. National Aerobatic Championships. While there, I also met her mom and dad again. Her dad's response after I met him was, "So you're the one who cost me so much money in flight training!" This comment was mostly tongue in cheek.

In spending some time with them I learned the backstory to Liz's Young Eagles flight. Liz and her family live in Illinois. They drove to Appleton because Liz's older brother was in a baseball tournament. On the way home, they had some extra time, so they stopped at the EAA Aviation Museum in Oshkosh. Eventually, they walked outside to Pioneer Airport.

For anyone not familiar with the EAA museum, Pioneer Airport is an extension of it with hangars and a grass runway where EAA sells rides in biplanes and gives Young Eagles flights. When arriving in the office at Pioneer Airport, they were asked if the kids wanted to go for an airplane ride. The question in response is one we often hear, "How much is that?" And the answer that still surprises everyone, "It's free."

So on that June day in 2010, I took Liz for an airplane ride. Again, I don't remember, but Liz did. Liz's mom recalls that she told Liz not to touch anything in the plane. It is something that parents often say because there are so many things in life that kids aren't allowed to touch. But the Young Eagles program is designed to be hands-on whenever possible. It's a program designed to get kids involved and allow them to participate. And for that flight, it worked. At 12 years old, she was hooked. She knew that she wanted to fly, and she would devote herself to becoming a pilot. And she did it.

Liz is now competing in aerobatic competitions flying a Decathlon. She is also a CFII, teaching at UND, and working to build her time so that she can get a job at an airline. I have no doubt in my mind that she will be working for an airline in less than a year when she logs her required time. In addition, Liz is now flying Young Eagles and is the Young Eagles coordinator for the University of North Dakota chapter of EAA.

Liz is why I fly Young Eagles. The joy she felt that day cast a long reflection. Eight years, in fact. It is experiences like Liz's that show why we love aviation so much. Whether we fly for fun, or work, or both we need to spread that joy. There is a pilot shortage out there, and it's not just working pilots; it's pilots and enthusiasts in every area of aviation.

This year volunteers will fly approximately 60,000 Young Eagles flights. Every young person who gets a Young Eagles ride can sign up for Sporty's Online Learn to Fly Course. This year approximately 8,000 kids will do just that. In short, the Young Eagles program is working.

Most of us will never hear back from the Young Eagles we fly. Just like most grade school teachers don't hear back from a lot of their students. But that doesn't mean that you aren't making a huge difference in the lives of kids. You are. So keep giving Young Eagles rides. And keep inspiring kids to fly.

PROJECT PATROL



2019 Project Patrol



Saturday, April 19

8:00 a.m

Blue Bay Restaurant

927 Main St. Mukwonago

<http://bluebayrestaurant.net>

SAFETY



General Aviation
Joint Steering Committee
Safety Enhancement Topic



FAA
Aviation Safety

Advanced Preflight After Maintenance

The GAJSC and NTSB have determined that a significant number of general aviation fatalities could be avoided if pilots were to conduct more thorough preflight inspections of aircraft that have just been returned to service. In-flight emergencies have been the direct result of maintenance personnel who have serviced or installed systems incorrectly. In many cases, although the maintenance personnel made the initial mistake, the pilot could have prevented the accident by performing a thorough or advanced preflight check.

Did you know that maintenance-related problems are one of the most deadly causes of accidents in general aviation? Contributing to this is a pilot's failure to identify maintenance discrepancies because of a lack of knowledge and improper techniques used during the preflight of the aircraft.

In July 2014, the pilot of a Piper PA-12 *Super Cruiser* airplane was fatally injured after his airplane pitched up steeply during takeoff and crashed. The investigation found that the elevator control cables were installed incorrectly such that the elevator moved in the direction opposite to that commanded. The preflight checklist for the airplane required the pilot to verify that the flight controls were free and correct.



What the Regulations Say ...

- Title 14 CFR 91.7 states, in part, that "the pilot in command of a civil aircraft is responsible for determining whether that aircraft is in condition for safe flight."
- Title 14 CFR 91.407 states, in part, that: "No person may operate any aircraft that has undergone maintenance ... unless ... it has been approved for return to service" and is logged in the aircraft records. An operational check flight is required for any maintenance that may appreciably change the aircraft's flight characteristics or substantially affect its operation in flight.

So What Can Pilots Do?

Advanced Preflight refers to conducting a preflight that goes beyond the normal preflight checklist. This is accomplished by obtaining a valuable maintenance history of the aircraft and developing an additional items checklist. While this requires some time, once you have developed the additional items checklist it can be used in conjunction with the aircraft's preflight checklist for all future preflight inspections.

Continued on Next Page



SAFETY

**Some Tips for Advanced Checks**

- ✓ *Become familiar with flight controls or systems prior to maintenance. It is easier to determine what becomes “abnormal” if you are familiar with how it should operate.*
- ✓ *Locate and review all of the aircraft records, to include additional documents such as receipts, work orders, FAA Form 337s (Major Repair and Alteration forms), and approval for return to service tags (8130–3 Forms). Also locate any Supplemental Type Certificate (STC) data, including data on items no longer installed on or in the aircraft.*
- ✓ *Coordinate with your mechanic before flying aircraft that have recently been maintained to get a clear determination as to what has been accomplished.*
- ✓ *After maintenance, check all systems more thoroughly than the normal preflight checklist implies.*
- ✓ *Pay particular attention to aircraft components that may have been affected by recent maintenance.*
- ✓ *Avoid becoming distracted or being interrupted in the middle of the preflight to ensure you do not accidentally miss or skip a step.*
- ✓ *Immediately be prepared to abort takeoff if something goes wrong or doesn’t feel right.*

Good Information ...**FAA Safety Team Course Catalog:**

www.faa.gov/gslac/ALC/course_catalog.aspx

FAA Safety Team pamphlet:

<http://go.usa.gov/ck7EU>

FAA Safety Briefing article – “Advanced Preflight”:

<http://go.usa.gov/ck7ma>

FAA Pilot’s Handbook of Aeronautical Knowledge:

<http://go.usa.gov/ck7mp>

FAA Risk Management Handbook:

<http://go.usa.gov/ck7y2>

NTSB Safety Alert – Advanced Preflight After Maintenance:

<http://go.usa.gov/ck7Py>

AOPA article:

<http://flighttraining.aopa.org/students/presolo/skills/howtopreflight.html>

Aviation Safety Magazine article:

www.avweb.com/news/redundant/preflight_pilot_airplane_flight_antsb_inspection_207912-1.html





CHAPTER 18 CHAPTER MEETING MINUTES
 SECRETARY JIM HATZENBELLER

Chapter 18 February Chapter Meeting Minutes



The February meeting was called to order by President Jeff point at 7:40 PM at the CAP Hangar at Timmerman Field.

Announcements: Guest were asked to introduce themselves and one person did so. Hops & Props will take place at the EAA Museum on March 9th. A robotics competition will take place at the UW Panther Arena on the last weekend in March. Admission is free. Project Patrol sites and projects were discussed. Details will be presented at the March Chapter meeting and also by e-mail notification. All present were reminded that it is time to pay your membership dues for 2019. In order to receive funds from the EAA Ray Scholarship fund, we need to have a person to administer the program. Tim Meyer asked for volunteers to assist him with this project. Phil Graybar has volunteered to help. An application has been submitted to EAA and is awaiting approval.

Young Eagles: The calendar of events has not been completed as of this date. It was decided that the Chapter would scale back on the number of events this year. We may work in collaboration with other Chapters at their events.

Building Reports: John Nate reports that he has the winglet cores cut for his Defiant. He is also working on the shear webs and main spar. Fred Keip reported that he has the wings covered and taped on his Wag-A-Bond. He is now starting to paint. Jeff Wisneski reported that he is upgrading the engine mounts for his Waiex project. He is using a 3D printer to make his own mounts. Craig Henry reported that he is starting to drill holes in the fuselage of his RV project. A discussion took place regarding different methods of making up nomenclature plates for instrument panels.

Flying Reports: No report.

New Business: The minutes from the November, 2018 meeting were accepted as published. The treasurer's report was approved as published.

Break was taken and then followed by the evening program. This was the long awaited and highly anticipated extend build project of Jim Hatzenbeller's GlaStar. The presenter observed many people spellbound and on the edge of their seats as they watched slides of one man's perseverance in achieving a lifelong goal. As this was a 20 year build project, many people had renewed hope in completing their own projects. At the end of the program, the presenter asked if there were any questions. As this presentation was so complete, there was only one question..... Or, maybe everyone was just tired and wanted to go home.

Meeting was adjourned at 9:30pm.



CHAPTER 18 BOARD MEETING MINUTES
SECRETARY JIM HATZENBELLER

Chapter 18 February Board Meeting Minutes



The February Board meeting was called to order at 6:55 by President Jeff Point at the CAP hangar at Timmerman Field. Jim Hatzenbeller, Tim Meyer, Glenn Botsford, Fed Keip, Jeff Wisneski and Bill Stilley were present.

Announcements: Hops & Props will take place on March 7th at EAA, Oshkosh.

Old Business: The calendar for upcoming programs at Chapter meetings was updated.

Young Eagles: The calendar of events has not been completed as of this date. It was decided that the Chapter would scale back on the number of events this year.

New Business: Discussion of possible planes and locations for Project Patrol were discussed. The spring picnic will again be hosted by Dave Hoefgen at his hangar at Palmyra airport. No date has been set. The office at the CAP where the Chapter 18 cabinet is located is to be painted on March 9th. We need to move the cabinet prior to that date. Tim and Jim volunteered to move the cabinet on March 7th. In order to receive funds from the EAA Ray Scholarship fund, we need to have a person to administer the program. Tim Meyer has volunteered to take that position. He will ask for some Chapter members to volunteer to help in that capacity.

Minutes from the November, 2018, Chapter meeting were approved as published. The Treasurer's report was approved as published in the newsletter.

Meeting adjourned at 7:30.



CALENDAR OF EVENTS

Tuesday, March 26 – EAA Chapter 18 Meeting

7:30 P.M., Civil Air Patrol Hangar
 Timmerman Airport
 9305 West Appleton Ave, Milwaukee

Tuesday, April 2 – Sun n Fun International Fly-In

Sun n Fun Expo Campus, Lakeland FL

Saturday, April 6 – S.J. Wittman Birthday Fly-in Breakfast

7:30 a.m. – 11:00 a.m.
 KOSH

Saturday, April 6 – Chili & Brat Fly-in

9:30 a.m. – 2:00 p.m.
 Chapter Hangar
 Juneau WI

Tuesday, April 23 – EAA Chapter 18 Meeting

7:30 P.M., Civil Air Patrol Hangar
 Timmerman Airport
 9305 West Appleton Ave, Milwaukee

Wednesday, April 23 – FAAST Seminar

Peaks to Pavements Applying Lessons from the Backcountry
 7:00 P.M., Civil Air Patrol Hangar
 Timmerman Airport
 9305 West Appleton Ave, Milwaukee

Monday, July 22 – EAA Airventure

Oshkosh, WI



APRIL 2019						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
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	1	2	3	4



TREASURER REPORT-TREASURER GLENN BOTSFORD

February 2019	Checking	Savings	Total	Paid Membership
Beginning Balance	\$537.23	\$962.69	\$1,499.92	40
Income				
Dues	\$160.00			
Donations	\$15.00			
Name Badges	\$10.00			
Coffee	\$4.00			
Total Income	\$189.00	\$0.00		
Expenses				
Awards and Plaques	\$125.56			
Total Expenses	\$125.56	\$0.00		
Ending Balance	\$600.67	\$962.69	\$1,563.36	

Annual Dues



It's Time to Pay Up !!!



CHAPTER 18 CONTACTS

OFFICERS

President	Jeff Point	414-915-9173	jpoint@wi.rr.com
Vice-President	Tim Meyer	414-587-3581	tgmeyster@gmail.com
Secretary	Jim Hatzenbeller	414-483-1246	jimhatzy@aol.com
Treasurer	Glenn Botsford	414-764-5936	glennbotsford@gmail.com
At-Large Board	Fred Keip	414-581-1442	fredkeip@aol.com
At-Large Board	Jerry Roeder	414-899-7374	jroeder@wi.rr.com
At-Large Board	Jeff Wisneski	414-732-4107	n4sieff@yahoo.com
At-Large Board	Dave Hoefgen	262-965-4837	americanrentalsllc@gmail.com
At-Large Board	Clint Hanson	414-403-9500	clint.hanson@charter.net
At-Large Board	Bill Stilley	414-315-8589	w.stilley@sbcglobal.net

STAFF

Newsletter Editor	Thaddeus Pinkoski	415-852-0476	newsletter@eaa18.org
Web Editor	Darrell Kufalk	262-443-2605	kufalk@wi.rr.com
Tool Librarian	Andreas Kerwel	414-343-9529	andreas.kerwel@googlemail.com
Membership Coordinator	Glenn Botsford	414-764-5936	glennbotsford@gmail.com
Young Eagles Coordinator	Stephanie Schulko	414-732-6782	mzstef615@wi.rr.com

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

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:
Thaddeus Pinkoski newsletter@eaa18.org