



# FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 56, October 2017

<http://18.eaachapter.org>

## HEADLINES!

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**Only 40  
Weeks to  
Oshkosh!**



## The Inaugural Oshkosh TIG Welding Class

Gert Van Der Sanden

I have badgered the EAA on various occasions about the fact that the only TIG welding courses put on by SportAir Workshop were always in Atlanta, a bit far away for me. So when the email arrived stating that there will be a TIG welding class in Oshkosh on 16 and 17 September, I jumped on it immediately.

I always wanted to learn to TIG weld, have had a TIG welder for about 10 years but only used it to weld thick flat stock and 3/16" angle iron. And even then I was not particular good at it. You be surprised how quick your non-consumable electrode is consumed when u have the polarity set wrong. I clearly was in need of some guidance to be able to weld 4130 tubing and other, thinner, materials.

Cue the SportAir Workshop TIG class in Oshkosh, sponsored by the EAA, Lincoln Electric and Aircraft Spruce. Just what the doctor ordered. Signing up was a cinch, with the only small snag that I never received an email that I actually was on the waiting list as the class was already full. But all was worked out and I got on the class roster for 16 and 17 September.



The class was held in Paul Poberezny's Airplane Factory on the EAA grounds with sign-in starting at 7.30 am on Saturday. Actual class started at 8 am, running till 5 pm, with a break for (provided) lunch. Part of the morning was consumed with introductions all around and the TIG welding basics. The instructor for the class was none other than Mr. TIG himself, Mr. Wyatt Swaim. Turns out Wyatt is not only an instructor Par Excellence, he is also a captive story teller, as many of his stories showed, and has a wealth of knowledge to impart onto us humble novices.

After the class intro and TIG basics we went to our individual welding stations to practice on thin steel plates. All the necessary personal protection equipment was provided by Lincoln Electric, including safety glasses, beany cap and gloves, welding helmet, bandana and welding jackets. The TIG welders used were Lincoln Electric TIG 200 Square Wave machines with Flexible TIG torches attached running Argon as shielding gas



## HEADLINES CONT.



## TIG Welding



The practical welding consisted of logical progression steps. Starting off with learning to make tack-weld spots, first without filler, then with filler, progressing on to lap welds without and then with filler, butt joints, progressing to fillet joint welds.

Now, for those who have never TIG welded, your torch contains a non-consumable Tungsten electrode. But, as we learned very quickly, it is non-consumable in name only. See, Wyatt insist you try and maintain a dime's thickness distance between the tip of the electrode and the piece you are welding. You are to keep this dime's distance whilst at the same time moving your TIG torch forward over the piece to be welded and controlling the welding current with a foot pedal. Let me tell you, when I started, I could

not keep that dime's distance for the life of me. It was like hopping on one leg and juggling 3 balls at the same time.

Here is where the non-consumable electrode becomes a consumable. Whenever you touch the puddle of molten metal with your electrode it becomes contaminated. This means that the electrode actually will start to melt and loose its sharp point. When the point disappears the arc starts wandering all over your piece to be welded, except at the weld joint where you want the heat to go. The proper procedure is to stop welding, remove the electrode from the torch, take the electrode to the grinding table, knock the contaminated end off and grind a new point on the electrode. At this point you can go back, reinsert the electrode in the torch and continue welding.

When I started off Saturday morning, I could not weld more than an inch worth before dipping my electrode tip in the weld puddle. And judging by the line forming at the 3 grind stations I was not the only one. But as the saying goes, practice makes perfect. A good friend of mine once pointed out, don't complain till you have produced a 1000 yards of weld bead, meaning, you have to practice, practice and practice some more. And practice we did, with the seemingly endless supply of steel coupons. I certainly built up a mountain of practice pieces, trying to weld at different configurations and finding new innovative ways of welding my practice pieces together in new sculptures.

During lunch Saturday, Mr. Charlie Becker stopped by and provided lunch talk by giving a show and tell of some of his personal TIG welding equipment as well as talk about his airplane project. We were all invited to stop by at Charlie's house and critique his welded airframes after the class ended.



Later that Saturday afternoon we progressed to, or tried to progress to, welding 4130 tubing. I believe the wall thickness was 031. That turned out to be a completely different beast and for the world of me, I could not reliably weld that darn tubing to the flat plates. At least not that Saturday when classes wrapped up at 5 pm.

Sunday class started at 8 am, but if you wanted to come early, you could practice welding before class. Sunday's curriculum was an introduction to stainless steel welding and aluminum welding. Again Wyatt provided a wealth of knowledge, tips and tricks. It looked like welding stainless was a bit easier than the steel coupons from Saturday, with aluminum more difficult. As the man said, practice, practice and practice some more. And

again, I practiced not only welding but electrode grinding as well. I dare say I have that part of TIG welding down pat.



HEADLINES CONT.



More TIG

.My pile of parts steadily continued growing on Sunday, and yes, my electrode continued to be consumed, just not at pace as fast as Saturday. I truly believe one's progress is measured in the remaining length of that darn electrode. The longer your electrode at the end of the day, the better you have become. And let me tell you, whereas you get away for a bit when you accidentally dip the electrode in the steel weld puddle, there is no covering up the noise and soot produced when u accidentally dip the electrode in the aluminum puddle. Oh, and remember to take your foot off the foot control for the welding current when you pull the electrode out of the torch, ask me how I know. Another tip, have a few electrodes ready at your weld station so you don't spend as much time at the grind stations. Just pop out the contaminated electrode and pop in a sharp one sitting ready for you



As was previously touched upon, the location of the class was held in Paul's personal workshop with the walls decorated with memorabilia such as a Curtiss Jenny wing over a bar area and parts of a B-25 in which Paul did a gear-up landing.

Paul's presence is pretty well alive in the room, a fact brought home during lunch on Sunday. As we were discussing the various wall art attributed to Paul, a noise was heard from the large storage area next to the class room. Somebody joked it was the ghost of Paul to which Wyatt quipped "Come in Paul". Wouldn't ya know it, right on cue, the door between the two rooms swung open by itself as if Paul were to say: Here I am guys.

Charlie Becker returned on Sunday afternoon to help with our welding class, a fact greatly appreciated. Charlie took the time to help with the one on one welding as well as doing hands-on demonstrations at individual work stations when the welding caused more holes than weld seams. For me that moment came when in the middle of welding 2 pieces of aluminum together the seam suddenly decided to part faster than the Red Sea did for Moses. After some head scratching I found that I had run the bottle of Argon shielding gas dry. The bottle was replaced and the weld seams in aluminum continued to flow together again.

Sunday class official was finished at 4 pm with the opportunity to continue welding till 5 pm after handing out Certificates of Completion.





# YOUNG EAGLES



# EAA Chapter 18 Young Eagles – 2017

## Free Airplane Rides for Kids ages 8 to 17

*Parent/guardian permission required.*

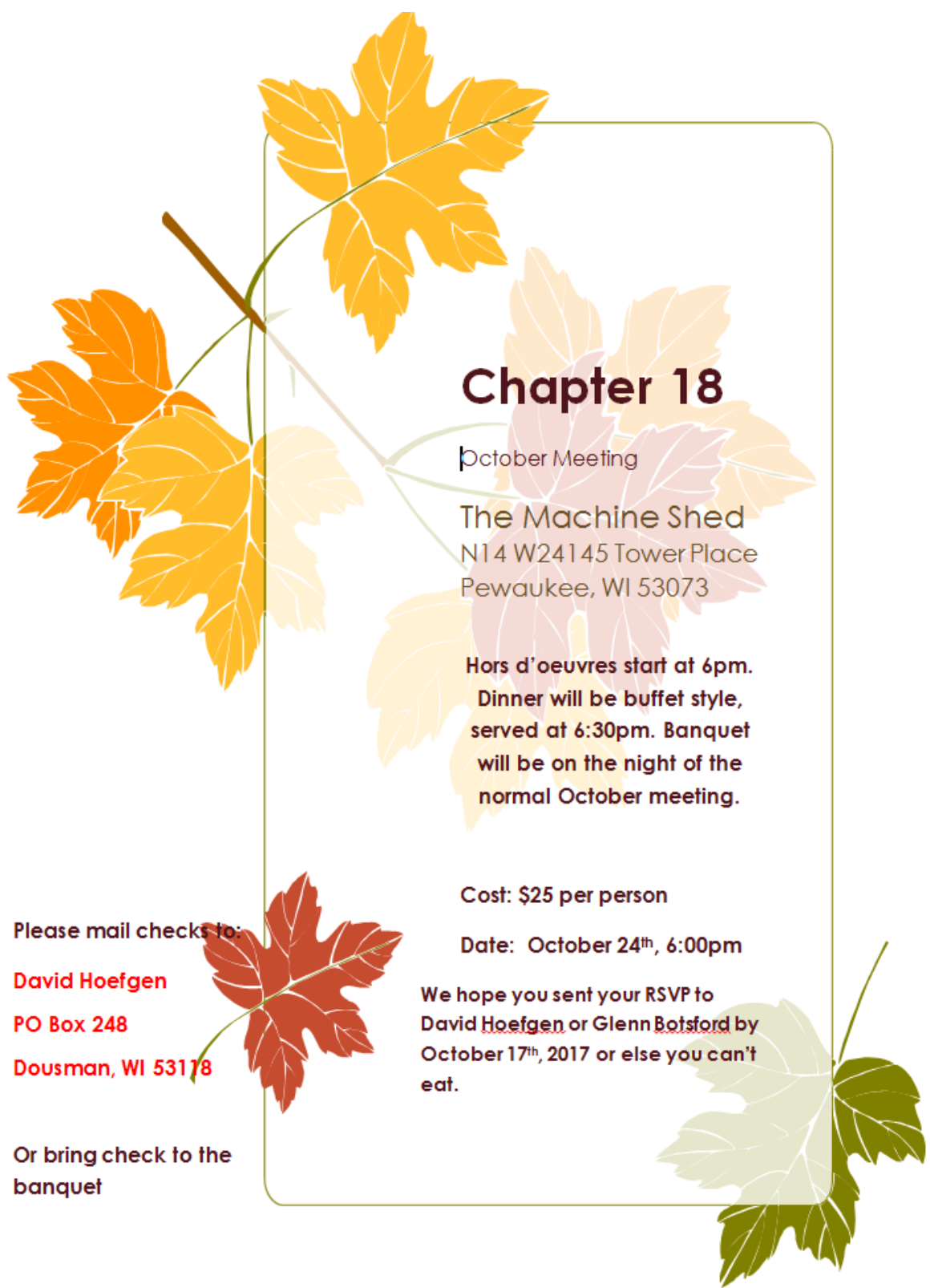
**November 4 – 11 am to 2 pm**  
Waukesha County Airport – 2525 Aviation Drive – Waukesha



For more information: <http://18.eaachapter.org/>  
Email: [Chap18YE@wi.rr.com](mailto:Chap18YE@wi.rr.com) – (414) 732-6782  
Facebook: [EAA Chapter 18 Young Eagles](#)  
[www.young eagles.org](http://www.young eagles.org)

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# PROGRAMS



## Chapter 18

October Meeting

The Machine Shed  
N14 W24145 Tower Place  
Pewaukee, WI 53073

Hors d'oeuvres start at 6pm.  
Dinner will be buffet style,  
served at 6:30pm. Banquet  
will be on the night of the  
normal October meeting.

Cost: \$25 per person

Date: October 24<sup>th</sup>, 6:00pm

We hope you sent your RSVP to  
David Hoefgen or Glenn Botsford by  
October 17<sup>th</sup>, 2017 or else you can't  
eat.

Please mail checks to:

David Hoefgen  
PO Box 248  
Dousman, WI 53118

Or bring check to the  
banquet





**PROPOSED AMENDMENT 1-14 TO THE CONSTITUTION AND  
BY-LAWS CHAPTER 18 EXPERIMENTAL AIRCRAFT  
ASSOCIATION**

The board has audited the current chapter bylaws and are proposing some changes. The amendments must be published to the membership one month prior to the vote. Assuming we have a quorum at the November meeting, the chapter will vote on the changes at that time.

**Please review the proposed changes and be ready to exercise your right to vote at the November Chapter Meeting**

**ARTICLE I – NAME**

Current wording: The name of this organization shall be 'The Greater Milwaukee Chapter of the Experimental Aircraft Association'.

Revised Wording: The name of this organization shall be 'Experimental Aircraft Association Greater Milwaukee Chapter 18, Inc.'

**ARTICLE IV - MEMBERSHIP**

SECTION 5 – Spouse Membership change to SECTION 5. – Family Membership

SECTION 5. – Family Membership

Current Wording: The Spouse of members in good standing shall be entitled to participate in Chapter activities without an individual membership, in a non-voting capacity, unless elected or appointed to a voting position on the governing body. Upon being elected or appointed to a voting position, they would, at that time, be required to pay dues on the same basis as any other member.

Revised Wording: The immediate family of members in good standing shall be entitled to participate in Chapter activities without an individual membership, in a non-voting capacity, unless elected or appointed to a voting position on the governing body. Upon being elected or appointed to a voting position, they would, at that time, be required to pay dues on the same basis as any other member.

**ARTICLE VI - OFFICERS**

SECTION 6. - The Treasurer

Current working: d. An annual audit of the treasury records shall be conducted by a committee of not less than three Chapter members in good standing who do not hold an elected or appointed office. The audit shall be conducted during the first month of the calendar year and prior to a new Treasurer assuming his duties in an official capacity.

Revised Wording: d. An audit of the treasury records shall be conducted by a committee of not less than three Chapter members in good standing who do not hold an elected or appointed office. The audit shall be conducted when called for by the president, board, or membership.



**PROPOSED AMENDMENT 1-14 TO THE CONSTITUTION AND  
BY-LAWS CHAPTER 18 EXPERIMENTAL AIRCRAFT  
ASSOCIATION**

**ARTICLE VII - BOARD OF DIRECTORS**

Current Wording: a. Board of Directors will consist of seven (7 ) Directors serving two (2) year terms with four (4 ) being elected in the same year as the Vice-President and Secretary and three (3 ) being elected in the alternate year along with the President and Treasurer.

Revised Wording: a. Board of Directors will consist of five (5) Directors serving two (2) year terms with three (3) being elected in the same year as the Vice-President and Secretary and two (2) being elected in the alternate year along with the President and Treasurer.

Current Wording: e. Regular meetings of the Board of Directors shall be called at a time and place as determined by the President, generally the second Monday of each month, excluding December.

Revised Wording: e. Regular meetings of the Board of Directors shall be called at a time and place as determined by the President.

Current Wording: j. Expenditures in excess of three-hundred dollars (\$300) after approval by the Board of Directors, must be approved by the members at a regularly scheduled meeting.

Revised Wording: j. Expenditures in excess of three-hundred dollars (\$300) must be approved by the Board of Directors.

**ARTICLE VIII - MEETING OF MEMBERS**

Current Wording: d. A quorum is required for any Chapter Membership Meeting; a quorum shall consist of at least one third (1/3) of the Chapter Members in person or by proxy but not less than 10 Chapter Members.

Revised Wording: d. A quorum is required for any Chapter Membership Meeting; a quorum shall consist of at least one quarter (1/4) of the Chapter Members in person or by proxy.

Current Wording: e. Proxy votes must be presented to the presiding official prior to the meeting being called to order.

Revised Wording: e. Proxy votes must be presented to the presiding official prior to the vote being counted.





**PROPOSED AMENDMENT 1-14 TO THE CONSTITUTION AND  
BY-LAWS CHAPTER 18 EXPERIMENTAL AIRCRAFT  
ASSOCIATION**

**ARTICLE X - ELECTIONS**

Current Wording: a. Acceptance of nominations for candidates will be opened at the September meeting and will remain open until the start of balloting at the October meeting.

Revised Wording: a. Acceptance of nominations for candidates will be opened at the September meeting and will remain open until the start of balloting at the November meeting

**ARTICLE XI - COMMITTEES**

**SECTION 1. - Standing Committees**

Current Wording: The President shall appoint a member of the Chapter in good standing to carry out the duties of the Standing Committees. These shall include, but not be limited to, the office of Newsletter Editor, Publicly Chairman, Social Director, Program Chairman, Membership Chairman, and Fly-In Coordinator.

Revised Wording: The President shall appoint a member of the Chapter in good standing to carry out the duties of the Standing Committees. These shall include, but not be limited to, the office of Newsletter Editor, Membership Chairman, Website Chairman, Young Eagles Coordinator, and Tool Librarian.

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CLASSIFIED ADS  
MEETING MINUTES



MEMBER CLASSIFIEDS

**FOR SALE, RENT or LOAN**

• **Aircraft painting**

Need your project/ Baby painted?

Fly it in, or bring it in pieces to my hangar at Poplar Grove airport and get a great paint job for a great price!!!

For your aluminum airplane we will use the PPG base-coat-clear-coat system for any colors you have ever seen on an automobile. It is a proven system for airplanes and produces stunning results.

For fabric covered airplanes we are practiced in Stits, Air Tech and Randolf.

For complex graphics that include swoops, weaves, waves etc., we work with Aero Graphics to produce perfect designs and symmetry.

Give me a call and we can discuss your needs.

Jim Kidd 414-617-5250 [jkidd@geotacticalsolutions.com](mailto:jkidd@geotacticalsolutions.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](mailto:cgollnick@aol.com)

• **WANTED:** More items for the classified ads. Come on, you know you want to sell something.

To submit items here, send an email to Thaddeus Pinkoski, [thaddeus@blowndice.com](mailto:thaddeus@blowndice.com)

**Chapter 18 September Meeting Minutes**

The September Meeting Minutes will be published in the November FlyPaper

**Chapter 18 September Board Meeting Minutes**

The September Board Meeting Minutes will be published in the November FlyPaper

**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: \_\_\_\_\_



TREASURER REPORT-TREASURER GLENN BOTSFORD

February 2017	Checking	Savings	Total	Paid Membership
<b>Beginning Balance</b>	\$1045.28	\$1,011.17	\$2,056.45	91
<b>Income</b>				
Dues	\$50.00			
Name Tags	\$15.00			
Banquet	\$800.00			
Donations	\$15.00			
Interest		\$0.25		
<b>Total Income</b>	<b>\$880.00</b>	<b>\$0.25</b>		
<b>Expenses</b>				
<b>Total Expenses</b>	<b>\$0.00</b>	<b>\$0.00</b>		
<b>Ending Balance</b>	<b>\$1,925.28</b>	<b>\$1,011.42</b>	<b>\$2,936.70</b>	

**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/EAAChapter18](http://www.cafepress.com/EAAChapter18)

## Project Stories Wanted

**The NewsLetter staff is looking to include stories about your project in FlyPaper. If you are in the middle of a build, and you'd like to share your story, contact Thaddeus Pinkoski, [thaddeus@blowndice.com](mailto:thaddeus@blowndice.com)**

Special Thanks to Gert Van Der Sanden for supplying this month's FlyPaper content



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## CHAPTER 18 CONTACTS

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### TECHNICAL COUNSELORS

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Scott Jones (414) 461-6013	Jeff Point (414) 915-9173	Paul McAllister (262) 695-7624	Glenn Botsford (414) 732-8384

### FLIGHT ADVISORS

Jeff Point (414) 915-9173 [jpoint@wi.rr.com](mailto:jpoint@wi.rr.com)

For more information about EAA Chapter 18, email [info@18.eaachapter.org](mailto:info@18.eaachapter.org)

To submit articles, photos or other items for the newsletter as well as ideas, suggestions and corrections, contact:  
Thaddeus Pinkoski [thaddeus@blowndice.com](mailto:thaddeus@blowndice.com)