



FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 51, August 2012

www.eachapter18.org

HEADLINES!

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- Don't forget that the Chapter meeting is August 28th or as usual the "4th Tuesday of the month." Jim H and Ken K have worked to make a great program that you won't want to miss.
- EAA Air Venture was a big success. Thanks to all the Chapter 18 members who worked hard so that others could enjoy it. Certainly Air Venture would be nothing without the tireless hours put in by the hundreds of volunteers.
- Dear fellow EAA Chapter Leaders,

This past week I had the pleasure of meeting EAA Homebuilder Hall of Fame member Ed Fisher at his home in the Whiteplains Plantation residential airpark near Columbia, SC.

As some of you may know, Ed, who has built 19 airplanes, some of which are his own designs, is a close friend of Paul Poberezny. Paul has given Ed 'ownership' of Paul's Sport Aviation Association (SAA) started in the late 1990s to focus on traditional home-building and aircraft restorations.

Word about the reemergence of the SAA has spread quickly and Ed is pleased with the rapid growth in membership. Perhaps some of you saw him as I did during AirVenture recently. He will soon announce a web site and forum and will be publishing the first new issue of the organization's fine (ad-free) magazine, "To Fly". You can learn more about Ed's aircraft design/build business, RaceAir Designs, at <http://www.raceairdesigns.com/>

I attach a flyer on the SAA and would ask that you distribute this to your chapter members as I have. We are all members of multiple aviation organizations, and I see the SAA as adding to the many fine activities that we enjoy as sport aviators and builders. I am also eager to assist the SAA as this will further the intents and interests of our beloved Paul Poberezny to whom we all owe so much.

Ed plans to have a display at the upcoming Triple Tree Aerodrome Fly-In, one of my personal favorite events in the Southeast, taking place this year on September 9th at the Triple Tree Aerodrome (SC00) near Woodruff, SC. I will also be there next to Ed with a booth related to my aviation fuel business. Here is a link to the TT web site:

<http://www.tripletreeaerodrome.com/triple-tree-fly-in.php>

regards,

Kent Misegades

EAA #520919, SAA #2834

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The U-Fuel Box Rocks!





PRESIDENT'S CORNER- JEFF POINT



Members 4 Members.

Welcome to the August Flypaper. This time of year finds all true EAAers with fading sunburns, thin wallets and sore feet, marking the end of another successful convention in Oshkosh. 2012 marked another great year for the world's greatest aviation event, and while the weather was hot, attendance was down slightly and the whole event had a little different feel to it, it was still a great show, and like most of you, I'm looking forward to next year already.

Many of our chapter members are heavily involved in volunteering at the show, and I'd like to take a moment to recognize a couple of our members. Our very own Ron Scott, 50+ year volunteer, chairman of EAA Communications (aka The Green Gang) retired from his chairman position this year. While he won't be back as chairman next year, you can bet that Scotty will be back in some capacity next year, probably holding fort in the Comm Center as "The Grate Green Wun" as he has for years. Also, erstwhile chapter member Ken Whyte, now enjoying retirement in Way Up North, Wisconsin, has retired from his position as chairman of Homebuilt Parking. Like Scotty, I'm sure Ken will find himself at the show again next year in a different role, perhaps one a little less stressful than herding the band of cats known as the homebuilt parking crew. On behalf of all the members of Chapter 18, we thank both of you for your years of EAA service.

*"fading sunburns,
thin wallets and
sore feet, marking
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tion in Oshkosh"*

While this was a good year for the convention, it had a decidedly different feel to it. Even the casual observer could not help but notice that the flightline had been completely re-worked this year. Premium space that had previously been used for homebuilt aircraft parking had been retooled and replaced with luxury chalets. In the same area, the sound system that has served us for years was replaced with an obnoxiously loud, concert-style speaker system. Any of you who tried to take in the airshow from this area know what I'm talking about, and it was so loud that one could not hear the airplanes over the music and the announcer. It felt a little like being in the front row of a Summerfest concert. I know that management has gotten a lot of feedback on these two issues, and it remains to be seen if they correct these mistakes for 2013 or build upon them.

Those of you who made it to the July chapter meeting (a fairly low number, understandably so due to the proximity to Oshkosh) heard me talk about Members 4 Members, the proxy effort that was just then getting underway. I want to thank each one of you who signed a proxy form at the meeting (it seemed like everyone in the room signed one.) I want to report back to you all on what happened with your proxies. Between the three of us who were collecting proxies at the show, we managed to collect about 460 proxy forms. Now, this was clearly not enough to over-



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PRESIDENT'S CORNER- JEFF POINT CONT'D



come the 27,000 proxies currently held by the management team, but it was enough to send a strong message. We delivered the proxies to the board at the annual meeting on Saturday morning, and used the proxies to vote for the four non-incumbent candidates for class 1 director positions. We did this to send a message of lack of confidence in the current board, not as an indictment of any particular board member, knowing full well that our meager proxy count would not change the outcome of the election. It did however have the effect of getting the board's attention. The annual meeting is usually a sleepy affair, attended by 30-40 people, but this year there were hundreds in attendance, many of whom got up and gave the folks on stage an earful during the time allowed for member comments. Everyone was civil and respectful, but the message was clear that the members are not happy with the changes made to the convention, and the new direction of the organization.

"It is our sincere hope that the Members 4 Members movement will help to identify, rally support for and embolden those board members who share our view of the organization and its future"

Immediately after the meeting, several board members approached the proxy organizers about our concerns, and out of these discussions we are beginning the process of identifying who the "friendly" board members are. I can tell you for certain that the board is not 100% in support of the current direction of the organization, and while they don't air their differences in public (nor should they) there is a considerable debate within the board room. It is our sincere hope that the Members 4 Members movement will help to identify, rally support for and embolden those board members who share our view of the organization and its future.

This proxy collection effort was born out of a desire to see more transparency and accountability of the work of the board of directors. It got started shortly before Oshkosh, when a couple of EAAers made efforts to obtain some basic documents (board meeting minutes and the like) which should be available to the members. When those efforts were stonewalled, a great deal of frustration ensued, which was channeled into an effort to collect proxies to send a message of discontent to the board and leadership. The current system of electing class 1 directors does not allow, in any meaningful way, the voice of the member to be heard. Members 4 Members was started to try to change that. While we got a very late start, and our efforts were small and poorly organized, we were noticed and we are having an effect. Immediately upon returning from Oshkosh, we began the process of organizing, by putting up a website and a Facebook presence. Our Facebook page got over 500 members in the first week alone! We are in the process of starting the proxy drive for 2013, as well as exploring ways to get our message out to other chapters. If we got nearly 500 proxies in a couple weeks of disorganized effort by a couple of people, imagine what we can do with a larger group, the power of the internet and an entire year to organize!

More info about Members 4 Members can be found on our Facebook page. Our full website is under development and should be up soon.

<https://www.facebook.com/groups/members4members/>

We will no doubt be discussing this issue in some depth at future chapter meetings. Until then, keep your airspeed up and your powder dry.



2012 AUGUST CHAPTER MEETING

AUGUST CHAPTER MEETING PROGRAM

Our program for August will be presented by SwiftFuel. They are affiliated with Purdue University and have developed an economical, non alcohol replacement fuel for 100LL. We will be hearing directly from them VIA webinar from Purdue. You will be able to ask questions during the presentation.

100LL, also known as 100 octane aviation fuel (100 Low Lead), is a petroleum fuel designed for reciprocating aircraft engines. This gasoline has an octane number of no less than 99.6, adheres to ASTM Specification D 910, and contains tetraethyl lead as an anti-knock agent. The addition of tetraethyl lead (TEL) in aviation gasoline also requires the addition of ethylene dibromide (EDB) as a scavenger to help remove lead oxide from engine components after combustion. The resulting emission product is mostly a lead dibromide particulate which enters the atmosphere and pollutes the environment with lead. Unlike other pollutants, this compound is never absorbed or reacted into something less harmful. Prior to environmental pressure thirty years ago, the TEL concentration in general aviation fuel was double what it is today. The current EPA limit for ambient air lead is 1.5 µg/m³. The new standard will be only 0.15 µg/m³ or 10% of the old standard, by no later than January 2017. That is why a substitute for 100LL must be approved ASAP.

*SwiftFuel contains no ethanol.

*There are no alcohols of any kind in SwiftFuel.

*SwiftFuel can be petroleum-based, but not necessarily. One major goal of the project is to develop a renewable substitute for petroleum-based fuels.

*SwiftFuel can use several available biomass and waste sources that are not food crops.

*SwiftFuel 100SF is completely compatible with 100LL

*SwiftFuel is able to be used in all 100LL-burning aircraft without having to modify the aircraft, engine, or fuel systems.

*Any aircraft that is certified to run on 100LL is envisioned to be able to run on 100SF without any STC's (Supplemental Type Certificates) or modifications once further tests are conducted and validated.

*Unlike some alternative fuels, SwiftFuel does not hold water, which means that the fuel will not freeze at altitude. Also, this means that biocide use, as is done in Jet A, is not necessary because the lack of water prevents microorganisms from growing in the fuel.

*The ideal price for 100SF should be comparable to 100LL avgas; most importantly, it will remain stable due to its domestic origin.

Additional benefits include:

- Lower exhaust emissions
- 102 motor octane gasoline
- No deterioration in octane over time
- High lubricity without the need for TEL
- Production flexibility with a wide variety of viable feedstocks
- Crops other than food sources can be used
- Utilization of existing infrastructure for distribution
- Independence from foreign oil
- No harmful and boutique chemicals -TEL, ETBE, MTBE
- Stable over time, can be density checked for quality
- 2 pure components rather than 50+ (with 100LL)
- Inside-out vs. outside-in distribution

See their web site for the whole story <http://swiftfuels.com/>

CALENDER OF EVENTS



*Monthly meetings are always 4th Tuesday of the month at 7:30 PM at the Timmerman CAP hangar.

August Chapter Meeting- 8-28-12- Hatzenbeller, ?

Brodhead-

Camping Trip- date/ location TBD

Fall Picnic- Fred Keip's hangar, Burlington, date TBD

September Chapter Meeting- 9-25-12- Esselstyn, jet glider project report

October Chapter Meeting-10-23-12- Banquet, Cliffords in Hales Corners.

November Chapter Meeting- 11-27-12- Stranak, aerobatic CFI

December Christmas Party- 12-11-12- El Fuego, 909 W. Layton av.

MISCELANEOUS EVENTS

Aug 25-26, 2012 Wings over Waukesha Air Show Waukesha, WI

Aug 26, 2012 Burlington Fly In Burlington, WI, USA 30 miles

Aug 26, 2012 Brookeridge Airpark 2012 Fly-In Downers Grove, IL, USA 95 miles

Aug 26, 2012 Lions Club Pancake Breakfast Juneau, WI, USA 26 miles

JOIN CHAPTER 18 TODAY!- Still considered the "best deal in aviation" by Chapter 18 president Jeff Point. Fill out the info below and give it to our membership coordinator Ken Klima at the next meeting. (Annual Dues are \$10, plus \$5 for name plate)

Name: _____

Address: _____

Phone: _____

Email: _____



BOARD MEETING MINUTES - SECRETARY—JIM HATZENBELLER

Board Meeting Minutes for July, “2012”

The July Board meeting was called to order at 6:30 by President Jeff Point at the CAP hangar at Timmerman Field. Jim Hatzenbeller, Sune Ericson, Andy Jaskie, Tony Phillips and Joe Ptaszek were present. Minutes from the previous meeting were approved as published in the Chapter newsletter. The Treasurer’s report was approved as published in the newsletter.

Announcements: No new announcements.

Old Business: Discussion took place regarding the August program. A webinar with Swift Fuels is being planned.

Young Eagles: No report.

New Business: A discussion took place regarding Chapters 18’s interest in hosting the EAA Ford Tri-motor. After discussion, it was felt that there was not enough time to adequately plan for an event like this. The matter was tabled for consideration for next year.

Discussion took place regarding July chapter meetings. It was suggested that due to low attendance and the fact that AirVenture takes place at the same time, the July meeting will only be held if necessary.

A discussion took place regarding “proxy votes” used at the annual meeting during elections at AirVenture. At the present time under its current format, there is little accountability by the board to the general membership of EAA.

Meeting adjourned at 7:30

Respectfully submitted,

Jim Hatzenbeller (Secretary).

CHAPTER MINUTES-
SECRETARY JIM HATZENBELLER



Chapter 18 Minutes from the July “2012” Meeting

The July meeting was called to order by President Jeff Point at 7:35 PM at the CAP Hangar at Timmerman Field.

Announcements: Guests were asked to introduce themselves and 1 person did so. It was announced that the August program is a tentative webinar to be presented by Swift Fuels. A discussion took place regarding the Chapter’s hosting of the EAA Ford Tri-motor. It was felt that there is not enough time to prepare for an event like this and the idea was tabled until next year.

Young Eagles: It was reported that the next Young Eagles event is at Capitol Dr. airport and will be held on August 4th.

Flying and Building Reports: Jim Hatzenbeller reported on rebuilding a Lycoming O-320 engine for his GlaStar project. He is also finalizing the fuel system. Craig Henry reported on working on the fuel tanks for his RV8 project. It was reported that Judy & Jerry Roeder are proud new grandparents. Craig Henry reported on flying his 12 year old niece up to Oshkosh where she attended Air Academy. She was able to fly with instructors and got a few hours flying time in. Craig also thanked the Chapter for sponsoring his niece at Air Academy. Mark Matelski reported on flying his 6 year old nephew in a Cherokee. Eric Whyte reported on a Comanche that did a gear up landing at Watertown airport. The plane was destroyed in the subsequent fire. Don Engel reported that due to the recent heat wave and the ensuing density altitude he was unable to get his Cub over 800 feet at Palmyra. Jerry Roeder reported on flying over to West Bend in a 152 along with a new puppy. (note: the dog did not have his head out the window). Tony Phillips reported on flying his RV over 4500 miles, with many trips to St. Louis. He has been hired by Go Jet and is training in a CRJ. He also reported that his son Aaron is ready to solo in a Cessna 152.

Tech Counselors: No report

Flight Advisors: No Report.

New Business: No new business.

Minutes from the previous monthly meeting were approved as published. The treasurer’s report was approved as published.

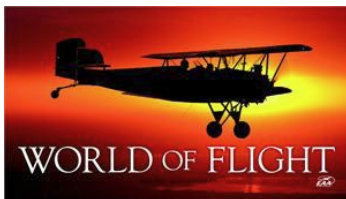
Break was taken and was then followed by the showing of a promotional video for AirVenture.

Meeting was adjourned at 9:20pm.

Respectfully submitted, Jim Hatzenbeller (Secretary)



TREASURER REPORT- TREASURER KEN KLIMA



We have the new EAA Calendars for sale. Bring \$10 to the chapter meeting and help support your local EAA.

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/EAACChapter18

July -2012	Checking	Savings	Total
Beginning Bal. 7/1/12	\$810.32	\$1,678.25	\$2,488.57
Receipts			
Return picnic supplies	13.5		
Total Income	13.5	0	
Expenses			
EAA Camp, C Henry Niece.	-145		
Total Expense	-145	0	
Ending Balance 7/31/12	\$678.82	1678.25	\$2,357.07

MEMBER CLASSIFIEDS

FOR SALE, RENT or LOAN

1. 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 ccrands@yahoo.com
2. Zenith CH200 about 35% finished. The plane is located in the Burlington area and the family wants to sell it. Betty Ashworth [847-502-3034](tel:847-502-3034)
3. For Sale: Marvel-Schebler MA3SPA carburetor. P/N 10-3237 for a Continental C-145. \$300. Fred Keip 262-835-7714 (after 6 PM) or fredkeip@aol.com

WANTED TO BUY, RENT or BORROW

1. Laurie Probst is looking for some un-airworthy wing ribs for student demos. If you have anything laying around please let her know. kosa-lof@aol.com
2. Mike Felske is looking for 3-4 un-airworthy metal wing ribs. Contact him at: wings@wi.rr.com or [262.379.0251](tel:262.379.0251)
3. TAILWHEEL TUBE & FABRIC PROJECT: 1/1/2010]I am looking for a tailwheel project. It can be a plane you already stripped down to tubes and want to get rid of, or something damaged and sitting for years in need a major renovation. Must be very affordable – engine not required. If you have something, let me know. Todd Wenzel (chapter 18 member) 414-218-6784 todd.wenzel@wenzel-software.com

To submit items here, send an email to Tony Phillips @ vansrv9flyer@gmail.com

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FLIGHT ADVISORS

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To submit articles, photos or other items for the newsletter as well as ideas, suggestions and corrections, contact Tony Phillips @ vansrv9flyer@gmail.com