



Year 58, February 2019

FLYPAPER

EAA Chapter 18, Milwaukee, WI

<http://18.eaachapter.org>

HEADLINES!

INSIDE THIS ISSUE:

Latest Headlines	1
Headlines cont.	2
Pickles	3
President's Message	4
Safety	5
More Safety	6
Meeting Minutes	7
Calendar of Events	8
Treasurer's Report	9
Chapter 18 Contacts	10



NTSB removes GA loss of control from 'Most Wanted List'

The National Transportation Safety Board (NTSB) announced the “2019–2020 Most Wanted List of Transportation and Safety Improvements” during a Feb. 4 press conference in Washington, D.C. In previous versions, the list had specifically mentioned and focused on reducing loss of control accidents in general aviation. But, as GA has witnessed record safety levels, loss of control is no longer included in the targeted list. “The 2019 – 2020 Most Wanted List advocates for specific safety recommendations that can and should be implemented during these next two years,” said NTSB Chairman Robert Sumwalt. “It also features broad, longstanding safety issues that still threaten the traveling public.” The new list calls for an improvement to Part 135 aircraft operational safety. Part 135 operations include air taxis, charters, medical flights, and air tours.

According to an NTSB summary, “Part 135 operators must implement safety management systems that include a flight data monitoring program, and they should mandate controlled flight-into-terrain-avoidance training that addresses current terrain-avoidance warning system technologies.”

Other aviation-related recommendations include reducing fatigue-related accidents, strengthening occupant protection, eliminating distractions, and ending alcohol and drug impairment. With respect to drug impairment, the NTSB is calling for the FAA to require pilots to report their status as an active pilot and provide their flight hours. That proposed requirement would apply only to pilots operating under BasicMed as well as sport, glider, and balloon pilots.

NTSB Vice Chairman Bruce Landsberg said recent improvements in GA safety should not be attributed to any single factor. Landsberg laid out a number of reasons he believes GA is safer than ever, including technological advancements, pilots becoming more safety conscious, and improved weather forecasting



HEADLINES



Ray Aviation Scholarship

The Ray Aviation Scholarship Fund is a scholarship program that is supported by the Ray Foundation, managed by EAA, and administered through the EAA Chapter network. Through the generous support of the Ray Foundation, EAA will provide up to \$10,000 to deserving youths for their flight training expenses, totaling \$1,000,000 in scholarships annually.

The EAA Chapter network will play a critical role in the success of this program, as chapters are tasked with identifying and recommending local youth to apply for this scholarship. The chapter will also be tasked with mentoring and supporting the scholarship recipient throughout their flight-training journey. The chapter will help ensure the recipient is staying on track to earn their pilot certificate.

Local candidates must meet the following criteria:

Minimum of age 15 for glider training.

Age 16-19 for powered flight training.

Possession of a student pilot certificate (private pilot students).

Possession of FAA medical certificate.

Be able to begin their flight training within 60 days of receiving the award.

Additional consideration will be given to candidates who are former Young Eagles, EAA student members, and actively participating in the EAA Flight Plan, specifically the Sporty's Learn to Fly Course.

Once selected by the chapter, the youth will also be screened by EAA through an application process, which will require approval from the local chapter. If approved by EAA, the scholarship recipient will have to comply with the following requirements.

Partake in two hours of chapter volunteer service per month, such as:

Young Eagles rally volunteering.

Pancake breakfast/fly-in volunteering.

Chapter build project support.

Chapter gathering participation.

Submit regular progress reports, signed off by local chapter and CFI.

Reach flight training milestones, as outlined by EAA's training timeline.

Note: Funding is dependent upon completion of progress reports and meeting training milestones in a timely manner.

Complete information can be found here. <https://www.eaa.org/eaa/eaa-chapters/eaa-chapter-resources/chapter-programs-and-activities/ray-aviation-scholarship-fund>

Contact one of your board members if you, or someone you know, would like to be considered for this scholarship.

HEADLINES



W.Hughes3D

With any sandwich you buy in the United States you will receive an all too familiar side dish without any explanation. The pickle. But why? How did the pickle become such an iconic part of our deli experience? Even the character Tevye pondered this question in Fiddler on the Roof. Where did the pickle come from, and more importantly, why does one always come with your sandwich?

Pickles have been around for thousands of years and were considered a delicacy as early as 2400 BC. The pickle became popular in the U.S. though when the first Jewish immigrants came to New York from eastern Europe. Famous for their unique combinations of meat, Jewish delis in the city used the pickle as a palate cleanser. The acidity allows you to experience the sharp contrast in flavors and more fully appreciate the taste of your sandwich. The specific deli that was first to place a pickle alongside a sandwich is unknown, but the practice quickly spread beyond Jewish delis.

Across the city of New York, the pickle's popularity grew and by the 1930s entrepreneurs became pickle vendors across the Lower East Side. In fact, there were famous "Pickle Wars" that occurred between the vendors competing for a monopoly on the sour sensation. Today the pickle has even been given its own festival in New York that is celebrated in October.

Once the pickle became a staple in New York, the tradition of including the pickle with a deli sandwich grew in appeal and it quickly became a popular choice for an easy-to-prepare side dish across the U.S. In fact, the pickle is now the most commonly used side dish for a sandwich and the combination makes up the majority of all pickle consumption. It has become so standard that restaurants no longer list it on the menu. Originally a Jewish tradition, the pickle has grown into a deli staple that has made its way onto every sandwich plate across America.

REMEMBER TO PAY YOU CHAPTER DUES THIS MONTH !! SEE GLENN BOTSFORD FOR A PICKLE.

PRESIDENT'S LETTER



Greetings From The President



Welcome to the February Flypaper! What a difference a month makes, huh? It seems like just a month ago I was putting pen to paper for the January issue and looking out the window at the shocking lack of snow on the ground for late January. Of course, it all caught up to us right smack on the January meeting date, and it has continued to make up for lost time ever since. How ironic that in a winter where we are (last I looked) about 10 inches over the average annual snowfall, EAA still had to cancel the Skiplane Fly-In due to lack of snow! Averages are sort of like gravity- not just a good idea, it's the law!

In any event, we are nearly through the 100 Days of February and March is just around the corner. One of my favorite events of the year is coming up in just a few weeks- Hops & Props and the EAA museum. Not only is it a fun event (beer and airplanes- duh!) but it's timing in early March marks the beginning of the end of winter. Especially now that I have a summer-only airplane, I really look forward to the beginning of flying season.

Since we are still in the middle of building season, I thought I would take a moment and update the group on my newest project. It's been a year and a half since the Breezy made it's transition from project to airplane, and I've been itching for another project ever since. For some time now I've been looking at an RV-10 as my next project. A four seat, IFR traveling airplane would be just what the doctor ordered for the next phase of life, as we would like to do more traveling in retirement. Not that retirement is imminent, but by the time I get another airplane built...

In any event, while discussing this project with my bride, somehow the wires got crossed, and 4 seats somehow morphed into 4 bedrooms. Next thing I know we are discussing square feet of living space rather than of wing area. Instead of 60 amp alternators we're talking about 200 amp service. Sumps pumps instead of sump drains. Siding instead of fiberglass fairings. Ice makers instead of anti-ice. And so on...

Yes- we are taking the big plunge and building a new house. Last fall we found a nice lot in a great subdivision in Vernon (10 minutes from East Troy Airport- bonus!) spent the fall talking to builders, and signed a build contract in December. We're going through the permitting process now and with some luck will break ground in the next few weeks. The house is a fairly simple ranch (it's just the two of us after all) but with a large, attached 3 car garage... and... a separate 1000 square foot detached workshop for all my tools and future airplane projects! Not surprisingly, this is my favorite part of the house, and I can't wait to get it done and start moving in, hopefully by October.

In the mean time, I look forward to seeing everyone this Tuesday at the chapter meeting. After many unsuccessful attempts, Jim will finally get to present his extended project report on his Glastar project. Flying season is imminent and the board is already putting together the schedule for the year, so come to the meeting and hear all about it. Until then, keep your airspeed up on final and your mortgage payments on time.

SAFETY



*General Aviation
Joint Steering Committee
Safety Enhancement Topic*



FAA
Aviation Safety

Startle Response

Fatal general aviation accidents often result from inappropriate responses to unexpected events. Humans are subject to a “startle response” when they are faced with unexpected emergency situations and may delay action or initiate inappropriate action in response to the emergency. Training and preparation can reduce startle response time and promote more effective and timely responses to emergencies.

Don't Get Caught By Surprise

Loss of aircraft control is a common factor in accidents that would have been survivable if control had been maintained throughout the emergency. In some cases, pilot skill and knowledge have not been sufficiently developed to prepare for the emergency, but in others it would seem that an initial inappropriate reaction began a chain of events that led to disaster.

Some examples of unexpected events during flight that could crop up and cause an emergency (or an accident if it is not managed properly) include:

- Partial/full loss of power on takeoff
- Landing gear extension/retraction failure
- Bird strike
- Cabin door opening
- Control problem/failure

Train and plan for emergencies. In many cases, pilots don't review and practice how they will handle unexpected events and abnormal or emergency situations, except during flight reviews or other recurrent training.

Chair Flying

Unexpected events — especially those occurring close to the ground — require rapid, appropriate action. Your chances of a safe outcome are greatly improved if your response to an unexpected event is planned out ahead of time. Review “what if” scenarios in your head and practice what you would immediately do should a certain event take you by surprise.



Better yet, after visualizing the onset of a problem, say out loud what you will do and then reach out and touch the control or instrument you just mentioned. Mental drills like this in a non-stressful environment (like your favorite chair at home!) will help you develop a



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Continued on Next Page

SAFETY



pre-planned course of action and test your mastery of your abnormal and emergency checklists. Of course, for added realism, you can also try these same exercises while sitting in your airplane. And if you're ready to test out your new and/or revised procedures, consider getting together with a CFI and practice them on a training flight. If you sign up for the WINGS pilot proficiency program, you can even have those hours count towards a phase of WINGS.

Simulate to Stimulate

Flight simulation is another great tool for planning and preparing yourself to handle unexpected events. Today's flight training devices for general aviation offer a tremendous range of possibilities. With the assistance of a qualified instructor, you can experience an engine failure after takeoff, or practice your reaction to a primary or multi-function flight display failure. Your instructor can also give you practice with electrical failures, control-system failures, and more.

Flight simulation software on your home computer or personal electronic device can also help you practice handling a variety of malfunctions and failures. Some of these programs will let you set up random failures during a flight and let you experience them as you would in real-world flying.

One of the biggest benefits of such practice is the ability to experience both sudden and subtle failures, become familiar with their early indications, and practice overcoming the natural human tendency toward denial ("this can't be happening to me") and rationalization ("it's probably just a gauge problem").

The Right Stuff

As any test pilot could tell you, the discipline of planning for both positive and adverse outcomes is one of the most essential elements in the mysterious mix that makes up the "right stuff" to be a pilot. For a good pilot, that right stuff includes solid training, regular practice, and the discipline to strive for proficiency and perfection on every flight. It includes understanding your aircraft's systems — how they work, how they fail, and how those failures could affect other systems or controls.

The right stuff also includes mastery of single pilot crew resource management (CRM). A pilot with good CRM skills is one who has strong situational awareness of the aircraft and its flight path, and also the range of resources (e.g., air traffic control) that can assist. Finally, the right stuff includes planning which can make all the difference when encountering an unexpected event.

Resources

- ◆ *FAA Safety Briefing*, "When the Best Made Plans Go Awry," Nov/Dec 2010
<http://1.usa.gov/2p2VV2O>
- ◆ *FAA Safety Briefing*, "Between a Rock and Hard Spot—Handling a Partial-Power Takeoff," Nov/Dec 2010
<http://1.usa.gov/2p2UIYY>
- ◆ *FAA Safety Briefing*, "When the Lights Go Out—What You Should Know About Aircraft Electrical Systems," Nov/Dec 2010
<http://1.usa.gov/2opLsNB>
- ◆ *FAA Risk Management Handbook*, chapter 5: ADM; and chapter 6: Single Pilot Resource Management
<http://go.usa.gov/x9gnj>





CHAPTER 18 CHAPTER MEETING MINUTES
SECRETARY JIM HATZENBELLER

Chapter 18 January Chapter Meeting Minutes



The January meeting was cancelled



CALENDAR OF EVENTS

Tuesday, February 26 – EAA Chapter 18 Meeting

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

Timmerman Airport

9305 West Appleton Ave, Milwaukee

Saturday, March 23 – FAAST Seminar

Midwest Hot Air Balloon Continuing Education Seminar

7:00 a.m. – 9:00 a.m.

St. Mary Parish Community Center

225 Hartwell Avenue, Waukesha

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

Monday, July 22 – EAA Airventure

Oshkosh, WI



MARCH 2019

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
31						



TREASURER REPORT-TREASURER GLENN BOTSFORD

<u>January 2019</u>	<u>Checking</u>	<u>Savings</u>	<u>Total</u>	<u>Paid Membership</u>
Beginning Balance	\$489.92	\$1,012.69	\$1502.61	25
Income				
Dues	\$20.00			
Total Income	\$20.00	\$0.00		
Expenses				
Name Badges	\$22.69			
Total Expenses	\$22.69	\$0.00		
Transfer				
Savings to Checking	\$50.00	-\$50.00		
Ending Balance	\$537.23	\$962.69	\$1,499.92	

Annual Dues



It's Time to Pay Up !!!

EAA Chapter 18
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To submit articles, photos or other items for the newsletter as well as ideas, suggestions and corrections, contact:
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