

Volume #44 Number 3 March 2004

EAA Chapter 18 – IT ALL STARTED HERE!

THE FLYPAPER

“The Worlds Greatest Newsletter”



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The monthly meeting will be held on, Tuesday March 23rd, at 7:30 p.m. the CAP Hanger, Timmerman Field. **Thumb your nose at the IRS keep the tax cut for yourself...bring your name tag!**

This Month's Program: Mental health and your FAA Medical-Presented by Fareed Guyot

Chapter 18 Calendar of Events

March 2004

3/23/04 ---- Chapter 18 Monthly Membership Meeting, CAP Hanger, Timmerman Field, 7:30pm

April 2004

4/4/04 Daylight Savings Time begins

4/13/04 ---- Board Meeting
Fareed Guyot's Home, 7:30pm

April 13th thru April 19th 2004, Sun n' Fun
Fly-in 2004 Lakeland, FL (KLAL)

4/27/04 --- Monthly Membership Meeting,
CAP Hanger Timmerman Field, 7:30pm

May 2004

Tuesday 5/11/04 --- Board Meeting
Fritz Jorgenson's Home, 7:30pm

5/21-23/2004 Armed Forces Day @ MKE

5/25/04 Monthly Membership Meeting,
CAP Hanger Timmerman Field, 7:30pm

5/29/04 Spring Picnic @ HXF

Honored Words from Our President

Why should I join the Chapter?

First I would like to Congratulate Jeff Point on the successful first flight of his RV-6, N187CF. Notice I didn't say completion, since in the words of Fred Keip, "A homebuilt is never finished unless it is sold or crashed." We should make up some buttons with that saying on it! Jeff's airplane is one of 3,597 as of 3/16/04, RV builders who beat Bob Lang into the air! (Sorry Bob just making sure you still read the newsletter!) Although I shouldn't pick on Bob, he will in all likely-hood finish his project long before I do, especially since I have yet to start.

Recently I had a conversation at work with another pilot. He started giving me a hard time about being involved in the Chapter since "don't you get enough of this at work." He also asked if I thought it was a waste of my vacation time to go all the way out to Kitty Hawk and then watch the Wright Flyer not fly. The answer of course is no, a bad day hanging out at the airport with the guys is still better than a good day at work. So that got me thinking, since there were a bunch of people that went out there just to see the Wright Flyer – fly. I am pretty sure those people went home disappointed. If you went out for the camaraderie, and the rest of the event was it worth it? You bet!

The Kitty Hawk experience is a lot like Oshkosh, if it weren't for the people do you really think Scotty would have spent 40 plus years in the Com Center? Or would Bob, Jeff, Ken and Gert spend the week as a human traffic cones, well in that case maybe. But the point is the people make the difference. So the next time someone asks me why they should join the Chapter, think about the characters in this group. Face it some of you guys come to the meetings just for Carl's joke. Even back to Jeff Point's first flight, in the last picture of the day is his "support" crew celebrating the days success.

The chapter members are also a great resource for information, both useful and useless...but entertaining. This month's program Fareed Guyot will explain what to do if you have a problem with your medical certificate. When asked about an ultralight he owned, Chuck Yeager told the report, "Were all just one medical away from becoming ultralight pilots."

Also in the newsletter you will see how EAA and AOPA are fighting to restore the rights of general aviation pilots in the Chicago and Washington DC area. I encourage each of you to write your representatives and tell them to support these projects. That's all for now, see you at the meeting.....

The President likes it when you yell at him, so direct your vitriol to enbyte@wi.rr.com.

SUN 'N FUN NOTAMS Available on-line

For those of you planning to attend the "Spring Training" for Oshkosh, you can download the NOTAM at www.eaa.org

Aviation News: Han Solo hangars Millennium Falcon to assume Young Eagles Chair

Harrison Ford, best known as a renowned actor in more than three dozen films but also an extremely active pilot and member of the Experimental Aircraft Association (EAA), was introduced

earlier this month as the new Chairman of the EAA Young Eagles Program, which has flown more than 1 million young people since 1992.

During a welcoming program at Van Nuys, Calif., Ford accepted the chairmanship of the program, saying, "It's daunting to step into General Yeager's shoes, but aviation is about learning new skills and the satisfaction that comes with practicing them and doing better." Brig. Gen. Chuck Yeager, who has served as Young Eagles Chairman since 1994, has been named the program's Chairman..

"Harrison Ford's passion for flight has grown through the years, as he has achieved several pilot certificates and ratings, and made aviation a major part of his life," EAA President Tom Poberezny said. "He discovered Young Eagles on his own several years ago and quietly started flying young people. He now has flown 81 Young Eagles. He is a natural fit to help lead us to even greater achievements as EAA members prepare the next generation of aviators."

Admission to the EAA Museum is now free...no word on a secret handshake

March 1st marked an important milestone for EAA members and EAA's world-class AirVenture Museum. EAA members can now present their current membership card and will be admitted free to the museum. As exhibits change throughout the year and a growing number of special events occur, EAA members can visit the museum as many times as they wish without having to pay admission. They just need to remember to bring their membership card.

"We made the change as a way to thank EAA members for their support in making our world-class museum possible," said EAA Museum Director Adam Smith. "It also encourages members to bring family and friends to enjoy the facility more often, and adds a significant new EAA member benefit."

Visiting EAA members will be given a special sticker featuring the EAA Member logo. Non-members will have the opportunity to join EAA at the admissions counter, and current members can purchase \$10 family memberships that include the benefit of free admission to immediate family members.

Letters to the Editor

Dear hack of an Editor,

I take exception to your insinuation that Fred Keip was the head of an oligarchical style leadership during his latest term as president of Chapter 18. Knowing Fred as I do, he would give at least 90 days notice before implementing any new governing methods.

Sincerely, A dues paying member

Dear Editor,

I would like to express my deep concern over the apparel choices of our current president. It would seem that he while he has flown all over this continent, his fashion choices have not flown past jeans and an Airventure Cup shirt. I intend to introduce a motion that the President wear a coat and tie at meetings to reflect the high office he has attained as well as the stature he has accomplished within the EAA organization. He would look so dashing.

A troubled mother of a Chapter Member

Editors note: This newsletter does not engage in political attacks on current or former members. The assessment of Mr. Keips tenure was delivered by a panel of accomplished botany historians, assisted by a case of Blatz. It is also not this newsletter's policy to comment on the apparel choices of Chapter 18 members, but lets just say who can resist a mother's lament.

Treasurers Report - Fritz Jorgenson

Very little activity occurred in the financial accounts of Chapter 18 this past month. Our treasurer reports that one transaction of \$.40 was recorded. Fritz will be happy to answer your questions about the quiet month...you might want to ask him why he has been traveling so much.

From the Home office in St. Francis: Minutes for the Feb Membership and March Board meetings

Chapter 18 February Membership Meeting Minutes

The February meeting was called to order by President Eric Whyte at 7:35PM at the CAP Hangar at Timmerman Field. Eric made the following announcements. Feb. 9th is the date of no return for winter!! The angle of the sun is such that the snow and ice will start to retreat regardless of the temperature. NOTAM's for Sun & Fun can be found on-line. The EAA museum has a new display. It's one of the AT-6's flown by the Tuskegee Airmen. Young Eagles program received the Laurel Award from Aviation Week & Space Technology magazine. Spare parts for the Concorde are being put up for auction. Joe Fricano is still in the hospital but is doing much better than last month. Doug Landmann underwent surgery in February and is doing better. Guests were asked to introduce themselves and 4 people did so.

Building Reports: Fritz Jorgenson reported on going up to Canada to help install winglets on a 737. He told of a unique way of attaching them, but wasn't sure if they were using rivets or nails. Chris Esselstyn is filling and sanding his Cozy Mark IV. Robert Replinski is working on the wiring and avionics of his Cozy Mark IV. Paul McAllister has his Europa out at the airport now and is doing final assembly. Fred Keip is working on his 290 G Lycoming engine. Ken Whyte has the wings and flaps back on his Cessna 140. Ron Romans showed his homemade preheater that he built for under \$15.00

Flying Reports: John Bales flew the Bonanza down to the Bahama's. Joe Rauch showed photos of a plane whose engine blew while in flight. The engine was recently overhauled and the pilot was flying in IFR conditions. Luckily the pilot was able to land safely. Chris Heitman made first flight in his RV-9A and now has 6 hours on the plane. He was also featured in February Sport Aviation magazine in a Flight Advisors article. Jim Becker flew to Mount Holly near Peoria to check out a good restaurant. Craig Henry reported that the Champ is flying again. He also is taking flying instructions for a Pitts.

Tech Counselors: Paul Compte is returning pictures to people of their aircraft, which he has now scanned. He is requesting more project pictures. John Bales reported on special issuance medical certificates and the time delay in getting them. He was able to get help from EAA headquarters in finally getting his papers after being grounded for 2-1/2 months. He advised to check with a Medical Examiner before taking any kind of prescription drugs. AOPA has a list of drugs and medications that are acceptable or will not cause problems.

Jerry Thorpe reported on a magazine article dealing with blood pressure medication and the paperwork involved when going on medication. It was also reported that if you ever failed a medical exam, then you might not be able to apply for the new Sport Pilot license.

Minutes were approved as reported in the newsletter. Treasurer's report was amended and approved as amended. Fred Keip will organize more "project patrols" as weather gets better. He is looking for volunteers who want to show off their project.

Meeting break for coffee and donuts which was then followed by a demonstration of welding equipment and how to use it correctly and safely. The demonstration was conducted by Fred Keip.

Meeting adjourned at 10:00PM. Respectfully submitted, Jim Hatzenbeller (Secretary)

Chapter 18 March Board Meeting

The meeting was called to order by Vice President Dean Bourgeois at 7:45 PM at Jim Hatzenbeller's house. Tom Martin, Dave Alberti, Gert Van der Sanden, Fareed Guyot, and Todd Wenzel, were present.

The minutes from the February Chapter meeting were read and accepted. The treasurer was absent, so no report was also given. Programs for upcoming meetings were discussed. The tentative schedule is: March—Fareed will give a talk on aeromedical factors, mental health or any other medical disqualifying events. In April – Fareed and Eric will do a mini ground school seminar on ground procedures at towered and radar controlled airports.

Fareed reported that he could post a link to his server on the chapter website so visitors can view several aircraft photos there. He also volunteered to post any chapter members photos there.

Dean reported that Harrison Ford is now the new National Chairman of the Young Eagles program.

Gert has volunteered to do the coffee at the next meeting will Joe is still out.

Discussions continued to take place as to whether or not the chapter should do it's own newsletter. Further discussions will be held at subsequent meetings.

Dean stated that we should make our thanks known to Smithkin the Printer for all their help and services for the past year.

Dean reported that he inspected Ron Scott and Ken Freiesleben's Fokker. To the untrained eye, it appears that the wings have fallen off.

It was reported that Chapter 897 will hold a pancake breakfast at Dodge Co. airport on June 6th from 8:00 till 12:00. Dean suggested that Chapter 18 hold a pancake breakfast. This will be discussed at the next chapter meeting in March under new business. It was felt that money generated from this event could be used for operating expenses and to maintain dues at the current level. It could also be used to upgrade the Chapter's tool library. A date or location was not determined at this time.

Announcements: Kermit Weeks Open House to be held at EAA Headquarters on March 20th. Free to all EAA members or with paid museum admission. As of March 1st, any EAA member will receive free admission to the museum by showing their up to date membership card. Young Eagles event will be held at the 128th hangar during Armed Forces Week-end. Fareed thanks all who have given him any input for the newsletter and welcomes any more suggestions, photos or articles. Dean reported that a one day trip to Wash., DC will take place this year on May 2nd. This is open to the first 20 chapter members who sign up. Money to be in Dean's sweaty hands no later than March 28th. Contact Dean for further details. Also see notice posted elsewhere in this newsletter.

Meeting adjourned at 8:55 PM at which time cake and coffee was served..

Respectfully submitted, Jim Hatzenbeller (Secretary).

The fuzz flies! RV builder and chapter member Jeff Point breaks ground instead of wind in the "The Spruce Moose"!

"The Spruce Moose" N187CF

RV-6 tip-up, slow build kit #25728, started 9/99. Approx. 1800 hours build time over 4 1/2 years.

O-360 / Sterba 70X82 prop. Basic IFR panel w/ Dynon

Heavy, but very comfortable Oregon aero seats 1,067lbs empty (surprisingly heavy, bad scales?)

"I didn't get much in the way of numbers, other than a climb of 1500fpm at 100 kts. CHT's never went above 400, on a brand new engine. Lots of little things need to be tweaked over the next few weeks."

Jeff Point, Milwaukee WI



Dean Bougeois offers a \$200 Hamburger

Join a one-day trip to Washington, DC, to see the National Air and Space Museum (NASM) of the Smithsonian Institute

I have 20 seats reserved on Sunday, May 2nd (Sunday because the flight times give us more time in DC). The cost for the Midwest Airlines Signature Service tickets (with wide leather seats) is \$200 per person. The non-stop flight departs 7:45 am local time, gets in to Reagan National at 10:30am (EDT). The non-stop return flight, departs at 7:00 pm (EDT) wheels down in MKE at 8:00 pm. Admission to NASM is free. Transportation from/to the airport on Washington DC's very convenient MetroRail Yellow Line stops at Reagan, and across the street (Independence Avenue) from the NASM in the L'Enfant Plaza. The 11 minute trip is \$1.20 each way, 60 cents for seniors.

Food: Breakfast and dinner on the plane is \$10 each meal. Breakfast is also served at the Wright Place Food Court, in the NASM. The restaurants on the food court are McDonalds, Boston Market, and Donatos Pizzeria.

Seats are limited – currently, 20 are available. They are available on a first-paid, first-sold basis. Tickets are non-refundable once they are issued. If you get someone to buy your ticket, you can do what is called a “name change” for an additional fee of \$50. Unused tickets can be used for up to one year after issue, and are subject to additional administrative fees. The deadline for payment will be the evening of March 28th. Only checks can be accepted, payable to Dean Bourgeois/DC Trip. If more than 20 people sign up, there will be a waiting list available, and I will inquire if Midwest will increase the number of people allowed in our group. Spouses are welcome! Please spread the word to those not without email! It will be a great, great day – c'mon along with the gang!

Meigs field: General Aviation's Alamo

This month will mark a year since the City of Chicago, under orders from Mayor Richard Daley, closed Meigs field by gouging huge Xs in the runway pavement. In taking the action, the Mayor cited security concerns of small planes flying too close to downtown buildings. The most prominent of the Meigs field boosters, “Friends of Meigs Field” accused the mayor of using the false pretense of “Homeland Security” to close the field, a parcel of a land on the lakefront that the mayor has been wanting to turn into a park for quite some time.

Meigs field has been in operation since 1948, and like Cleveland's Burke-lakefront airport, provides easy access to downtown. Over the years, besides the business and pleasure aircraft that use the field or pass through its airspace, the Coast Guard, local hospitals, and one or two regional airlines have operated from the 4,000 foot strip.

Through the 90's Meigs has almost seen its end several times as the Mayor has tried to close the field while local pilot groups, businesses, corporations, and state legislators have fought to keep it open. In 2002 it was thought that a deal was struck to keep the field open for 25 years, however the deal between the Mayor and the governor was penchant on the governors support for a 3rd airline airport in Peotone, IL. The federal legislation to fund the 3rd airport failed in congress and eventually the mayor Daley felt the deal was no longer in effect and began plans to close Meigs.

Whether for security reasons or not, on a city and state level the mayor had a right to close the airport. The Chicago Park District owns the land upon which Meigs field resides. Being an agency of the city it follows the Mayor's directives. Many in the city questioned why the Mayor began demolishing the runway in the middle of the night, even using his office's emergency powers to hire demolition contractors without having to open public bidding. The lightning fast decision to destroy and the action

taken are counter-intuitive for a politician who would normally want to reap the political benefits of a daylight closure in the name of security.

Opponents of the airport closing would argue that the midnight closure was done to short-circuit public debate. While the Mayor claimed security as his reason for closing the airport so fast, his assertion was not even supported by Homeland Secretary Tom Ridge. Chicago may also be subject to fines for not notifying the FAA of the closure. The law requires a 90 days notice for facilities Meig's size, and since it is authorized for instrument operations, the FAA even requires a separate 30 days notice. So little notice of the closure was given that Air Traffic Controllers reported to work only to find the field effectively destroyed.

While the city of Chicago may be gaining a security, in the eyes of the Mayor, the negatives are already rippling through the surrounding airspace. Traffic has increased greatly at the other major and medium airports around Chicagoland. Along with the increased traffic has been an increase in air traffic separation "incidents" as general aviation aircraft try to mix in with the already overloaded arrival and departure streams of the nation's airlines. In the subsequent months, actual emergencies by transitory aircraft that had to use Meigs for a safe landing were dismissed by Mayor Daley as publicity stunts staged by opponents of his actions in regards to the airport. The incidents seemed to illustrate the Mayor's lack of understanding of the intricacies of aviation and the importance of an airfield so close to a large lake.

Federal and state court challenges later in spring and through the summer of 2003, as well as a legislative effort at the Illinois statehouse failed.

The latest effort by FOM is a plan that incorporates an airport, parkland, and an aviation museum. The proposal has gotten widespread support from national aviation organization's, local Chicago newspaper pundits, as well as newsman and Chicagoan Paul Harvey. Boosters of the new plan also have the sympathetic ear of the Federal Government as FAA Administrator Marion Blakey noted the "terrific problem" the airport closure has caused for air traffic controllers. The State of Wisconsin has formally protested the closure of the airfield and recently the FAA granted FOM's request that the agency investigate the closing for possible violations of Federal law. Specifically, did the city violate the FAA notification requirement before closing the airport. While the city could still be fined for its actions, future closings may be deterred as congress passed the Meigs Legacy bill which imposes heavy fines and sanctions to governments that close airports with out properly notifying the public.

For a comprehensive look at the battle for Meigs visit: www.friendsofmeigs.org

Chapter 18 Fly-Market

RV-8 tail kit: completed (with primer) at Alexander Technical Center Wing kit, prepunched with landing light and A-kit (wing sensing unit) for Proprietary Software Angle of Attack Indicator Preview plans and all documentation for above \$7800. If you or any member of the Chapter is interested, you can contact me here (920.426.4827) or at home: smspangler@charter.net; 920.685.5457.

RV-6/A wooden fuselage jig for sale, \$75 (OBO - just trying to cover the cost of the wood). Available immediately. Jim Schmidt - 262-644-1506

FOR SALE: Lycoming O-235-C1 Engine Parts: Crankcase, oil sump, and rear accessory case with logs, \$850; 2 bare cylinders, chromed to standard, \$100 ea; set of connecting rods, \$100; starter, \$75; and MA3A carb \$75. Also, two flywheel/ring gear assemblies for 0-360, \$75 each. Fred Keip, 262-835-7714 or fredkeip@aol.com

*One man's junk is another man's treasure...sell your treasures here. Send email to the editor/blackmarketeer
ropeworld@sbcglobal.net*

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The deadline for items to be published is Tuesday following the monthly meeting. All copy and other materials should be mailed to the Newsletter Editor at 5937 N. 64th St., Milwaukee, WI 53218 or emailed to roperworld@sbcglobal.net.

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