

Inside: Successful Chapter Fly-in Fundraiser!

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EAA Chapter 18 – IT ALL STARTED HERE!

THE FLYPAPER

“The Worlds Greatest Newsletter”



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The May meeting will be held on Tuesday June 28th, 7:30pm CAP Hangar Timmerman Field. **Earthquakes, Tsunamis, Carb Ice, won't stop Urban from his appointed rounds...Bring your name tag!**

Program: How the Aircraft Service Ceiling can become deadly- Presented by Fareed Guyot

Chapter 18 Calendar of Events

June 2005

6/28/05 Monthly Membership Meeting
7:30pm CAP Hangar, Timmerman Field

July 2005

7/12/05 Board Meeting 7:30pm
Andy Jaske's House

Chapter Oshkosh Work Party, TBA

July 2005 cont.

Chapter Fish Fry Fly-out, TBA

7/19/05 Monthly Membership Meeting
7:30pm CAP Hangar, Timmerman Field
One week earlier due to AIRVENTURE!

EAA Airventure 2005 July 24th-31st
Oshkosh, WI

BRAT AND BURGER BASH A SMASH!

The usual weather gods that beguile mankind's efforts to stage events outdoors did not harness enough karmic power to sabotage Chapter 18 member's efforts to hold their first fly-in in many years.



At least 10 members showed up the day before to help carry tables, chairs, plus prepare the Capitol Airport grounds for the next days' event. The Capitol Airport folks also prepared for the event by making room in the "big hangar" and by building and painting new wooden runway end markings (8 in all) in time for the event.

On Sunday, many more chapter members showed up to help cook, park cars and airplanes, keep the attendees safe, donate food, and participate in the event which was also billed as the Chapter Spring picnic.



Due to the morning thundershowers, many of the area fly-ins experienced light air traffic. The Burger Bash was visited by approximately 5-10 transient airplanes. Many of the arrivals were local pilots who usually frequent Capitol on the weekend and were happy to support the fly-in.

The Chapter sold 100 tickets for food, mostly to Chapter members, Capitol Airport frequenters, and other weekend passers-by. In total, \$500 was collected in ticket sales. Of that, \$172 was paid out in expenses for food and supplies. That leaves a net intake of \$328.

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This amount would be much lower if it were not for a generous rental donation by Chapter member Dick Resser in the form of Port-O-lets. Please take the time to thank him for his largesse. Those of you who were asked to run for food or supplies during the time we were running low...please see Fritz with your receipt and you will be reimbursed.



Many of the Chapter members thought the event went well considering that it was the first time the Chapter had held a public event, outside of Young Eagle rallies, in recent years.

And now for the Thank yous:

Work Party: Jim Hatzenbeller, Sune Ericson, Al Radaj, Jim Becker, Glen Botsford, Dave Alberti, Phil Graybahr, Eric Whyte.

Burger Bash: Jim Hatzenbeller, Sune Ericson, Al and Ruth Radaj, Jim and Darlene Becker, Glen Botsford, Dave Alberti, Phil Graybahr, Eric Whyte, Dick Resser, Craig Henry, Carl Schulz, Fritz Jorgenson, Gert Van der Sanden and Mud 1 (Joe), Marcus Collins, Larre Haack, Ron Scott, Ken Friesleben, Bob Eskuche, Wayne Peach, Bill Lunger, Paul Folbrecht, Jeff Point, Ken Klima, Andy Jaske, Paul and Alex Comte, and many others.

Capitol Airport Crew: Matt Byrne, Todd Ritzman, Randall, Sharon Mitchell and many others.

On a personal note I thank all of you for your support as the committee planned this event. The reason I joined the Chapter several years ago was to commit aviation fun. To this day I am happy to be a part of a group that is so committed to enjoying aviation with each other. One of the goals of this fly-in was to restart the more social aspects of Chapter 18.



While the pressures of raising money can take the fun out of these events, we proved we can hold an event like this and be successful. Next year, we will likely expand beyond just serving food and already several ideas are being entertained.



Capitol Airport was ecstatic about holding the fly-in. Since my arrival in August of 2000 and probably before, the airport has been bleeding airplane occupants and has been on the verge of closing several times. Through the efforts of many, most recently the group of volunteers incorporated as Brookfield Aero, the airport remains open. Recently, Brookfield Aero has installed brand new fuel tanks, have gotten the field designated as a “reliever”, and have applied for grants for a new paved runway.

While there is a lot of “good” going on at Capitol Airport, the perception from our flying brothers and sisters around the state is that Capitol is closed or is closing. With events like the Burger Bash and others Capitol can slowly emerge from the dark cloud of mis-perception and become vibrant once again. In light of the success of the Burger Bash the management at Brookfield Aero has invited Chapter 18 to co-stage other events such as “Movie Night”.



Stay tuned for more opportunities to continue the “Fun”!

In humble thanks, Fared Guyot

Support Local Fly-Ins!

In exchange for assistance in spreading the word for Chapter 18's event the Newsletter editor promised to promote other fly-ins around the state. Below are events being held in the next two months:

July 16th Ashland, WI (ASX) During Ashland Bay Days Festival

July 23rd Rio, WI (WI28)

GLOBETROTTING RV PROJECT NOW ON THE BEACH

What a busy month this has been. First a special BIG thank you to all of you that made the Chapter Fly-in a success. I heard several people express their doubts prior to the event but thankfully it worked out well.

After last month's chapter meeting I had the opportunity to fly to San Pedro, Belize. It was an interesting experience and I greatly enjoyed it. I will put together a report for the Chapter at some point in the future. I don't know why I was surprised when we arrived in Belize City to clear customs there was a US Registered Murphy Rebel parked next to us on the ramp. And I thought we had a long flight down at 450 knots!

As if further proof was needed as to the "small world" that is Sport Aviation, after taking an airplane, taxi, boat and a golf cart to the hotel, we went to the front desk to check-in and the woman working the desk saw our uniforms and said "oh you guys are pilots, my husband built an airplane, he just finished it." Of course I asked the next question any true EAAer would ask, "What kind?" It turns out it was an RV-6, and he had also built several ultralights. He started the RV-6 in South Africa, built it in Malaysia, and finished it in Belize. He now sells several models of ultralights in Central America. In talking to him, it sounds like general aviation flying down there wasn't too much different than around here.

As many of you are aware, since 9/11/01 pilots are required to monitor 121.5 when ever possible. Most of the time when you hear someone, they are transmitting on the wrong frequency. But, every once in a while you hear someone that actually needs help. Over the past weekend, I was flying from northern Michigan to Branson, MO. We were at 41,000 when we heard a Mooney declare an emergency. He was over the lake when the engine stopped. He called for help and with in 10 seconds, there were 4 of us who responded and relayed his position to Center which notified the Coast Guard.

It turns out the pilot switched fuel tanks and the engine "fixed" itself. But he stayed on the frequency until he was back over land. In his haste to call for help he forgot to mention where he was. He said he was "over the lake and lost his engine. He got responses from high flying airplanes over Lake Superior, Huron, Erie and Michigan. So one important tip, when you call for help make sure you let someone know where you are. The next mistake was when I asked him his position he gave me a "local" landmark. While people in the town he was near might know where the Johnson Marina is, it is pretty hard to relay that to the controller who didn't have any more of an idea than I did.

The good news was the engine restarted and the pilot made it to an airport. It turns out he was over Lake Michigan when it quit. The pilot was really surprised that he got such a quick response to his call for help. It is something to remember that you are almost always in radio range of someone on 121.5. Most airliners, corporate jets, military and Air Traffic Control facilities monitor the emergency frequency. So if you need help it is nice to know it is available. There I go back to flight instructor mode! End of ground school lesson.

Have a great June, see you at the Chapter meeting.

Eric Whyte-EAA Chapter 18 President

MILWAUKEE-AREA YOUTH TO BE OFFERED EAA SCHOLARSHIPS

High school graduates in the class of 2005 living in the Milwaukee area will have the opportunity to discover and experience flight this summer as EAA offers the 2005 Spread Your Wings Flight Scholarship.

The scholarship will offer five graduates \$3,000 each for private pilot flight training. All 2005 high school graduates in Milwaukee, Waukesha, Ozaukee, Racine, and Washington counties are eligible to apply. The deadline has been removed but applications should be submitted promptly.

The scholarships are possible through the generosity of aviation enthusiasts who feel the world of flight has contributed to their personal and professional lives, and wish to do the same for the five selected young applicants.

Flight training will be provided at a well-established Milwaukee flight school to be announced. Full details, requirements and restrictions of the Spread Your Wings Flight Instruction Scholarship are available only online at the "Scholarships" link at www.young eagles.org/programs.

AIRVENTURE ATC PROCEDURES NOW AVAILABLE

Arrival hints and tips for pilots flying into EAA AirVenture Oshkosh 2005 are now available at www.airventure.org/atc. The information comes from the FAA air traffic controllers themselves, providing pilots with a better understanding of the air traffic control procedures in use at EAA AirVenture.

Images and moving graphics show the different VFR arrival paths for each runway as well as diagrams and information on exiting runways and parking areas. Pilots are also provided with tips on what to expect upon arrival and what ATC will expect from them on approach to Wittman Regional Airport.

This information is not a substitute for the Special Flight Procedures AirVenture Oshkosh 2005 NOTAM. Order a copy by calling 800/JOIN-EAA (800/564-6322) or complete an [on-line order form](#). A [downloadable version](#) is also available.

IT'S NOT GOLFING ON THE MOON BUT ITS CLOSE

The annual Gathering of Eagles event is officially sold out, but you can still take part in this great Young Eagles fundraiser through a new, special auction from EAA. Items to be auctioned on eBay: Two exclusive golf packages at the world class courses of Destination Kohler, Wisconsin - Blackwolf Run and PGA 2004 host Whistling Straights! Winners will golf Wednesday, July 27, with aviation icon Burt Rutan and SpaceShipOne pilot Brian Binnie!

MELVILLE CHATS WITH YOUNG EAGLES

The world's first civilian astronaut, Mike Melvill, was the featured guest for EAA's June Young Eagles webchat Wednesday night on the Young Eagles website. People from throughout cyber world logged on from 7 p.m. to 8 p.m. CDT to ask the SpaceShipOne pilot about his historic flights last year into suborbital space, his experiences as a test pilot for Scaled Composites, and many other subjects. Melvill joined in from his home in Tehachapi, California. However Melville did not answer this editor's question: If Britney Spears bought a ride to space on the new commercial space venture with Virgin Airways, would he please just leave her there?

TRAVELS WITH GOATROPER



The above pictures of a US Marine Sikorsky CH-53E Super Stallion were taken June 17th in Charlottesville, VA (CHO). Being so close to Washington DC, several Marine Sikorsky's stopped by to practice maneuvers. A Sikorsky VH-3D also from the HMX-1 Squadron, painted in the familiar "Marine One" scheme, made a high speed pass as well. Those models will be phased out by 2009 in favor of the AugstaWestland/Bell Helicopter US101 that is based on the European designed EH101.

Chapter 18 MINUTES FROM MAY 2005 MONTHLY MEETING

The May meeting was called to order by President Eric Whyte at 7:40PM at the CAP Hangar at Timmerman Field. Guests were asked to introduce themselves, and 2 people did so. A sign up sheet was passed for the upcoming fly-in. Set up will be at 3:00 on Saturday and fly-in will begin at 10:00 and last till 2:00. Cost is \$5.00 a plate. Pot luck and bring a dish to pass if you so desire. Fareed reports that the e-mail marketing went well.

It was announced that former president Bob Ladd has passed away. Many people were in attendance at the funeral, and there was a formation of 4 planes that did a flyover.

Building Reports: Marcus Collins reported that he has the wing tips on his Modified Cozy and also the cutouts for the lights. He is still filling and sanding. Wayne Peach reported that he is getting the Modified Chevy V-6 engine together for his Seahawker.

Flying Reports: Ron Scott reported on going to lola on Friday for lunch. He says this is a weekly event at lola. Craig Henry reported on his first aerobatic competition in 15 years. He now has over 100 hrs. in his Pitts and is qualified for a level 3 waiver.

Tech Counselors: Ron Scott reported looking at a full scale Newport Pup being built from plans. It will be powered with an original LeRhône rotary engine.

Flight Advisors: Bill Bateman reported on the status of the pilot who wandered into DC airspace. His license has been revoked by the FAA. He can re-apply in one year. The pilot was not current and was letting the student fly. Bill also reported that in order to fly passengers in an experimental plane, you must have 5 hrs. flying time in the previous 12 months and a CFI endorsement. This is make and model specific. See Bill for details.

Minutes and treasurers report was approved as published in the newsletter.

Young Eagles: Dean reported that 429 kids were flown for at Armed Forces Week-end at the 128th. This was a total of 167 flights. He also reported that the new projector was a big help in keeping people up to date as to their flight status. Meeting break for coffee and donuts which was then followed by a program on the Superior XP-360 engine. The program was presented by Bill Peterson who is with Superior Air Parts.

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

CHAPTER 18 BOARD MINUTES FOR JUNE 2005

The meeting was called to order by President Eric Whyte at Dean Bourgeois house at 7:45 PM. Jim Hatzenbeller, Tom Martin, Gert Van der Sanden, Paul Comte, and Fritz Jorgenson were present.

The minutes from the May Chapter meeting were read and accepted. The treasurer's report was also given and accepted. The board wishes to thank all those who helped make the fly-in successful. Initial figures indicate that the chapter made a profit on the fly-in. A motion was made and passed to give shirts to Matt Byrne and Dick Resser for their help in this event.

Programs for upcoming meetings were discussed. The June program most likely will be the story of President Whyte's flight to Belize and International flight planning.

Dean will again take orders at the next 2 Chapter meetings for clothing with the Chapter logo on them. All orders must be paid for by the July meeting. Contact Dean for details on clothing and pricing.

Tom is looking for suggestions for the October dinner meeting. It will be held Meyer's Family Restaurant again, same as last year.

The annual work party at Oshkosh will be in July with the date to be confirmed at the next Chapter meeting.

Dean suggested a drive-out / fly-out to Palmyra for a fish fry at the Nite Cap Inn. This would be at 6:00 sometime in July Contact Dean for directions on getting there.

Reminder: The July Chapter meeting will be held one week early this year to avoid a conflict with AirVenture. The meeting date is July 19th.

Announcements: We are still looking for someone else to take over the duties of tool librarian and chapter historian. These duties only require storage of chapter tools, loaning out of the tools and storing of the chapter's past records. These duties can be separated and could be divided between any 2 chapter members. Contact Gert if you are interested in helping out with one of these positions.

A suggestion for tools that the chapter needs are: dimple dies for the squeezer. If there are any further suggestions, make them known to Gert or any board member.

Meeting adjourned at 9:10 PM to coffee and pie. Respectfully submitted, Jim Hatzenbeller (Secretary).

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

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