

*Inside: EAA Airventure Cometh!*

Volume #45 Number 7 July 2005

EAA Chapter 18 – IT ALL STARTED HERE!

# ***THE FLYPAPER***

“The Worlds Greatest Newsletter”



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The July meeting will be held on Tuesday July 19th, 7:30pm CAP Hangar Timmerman Field. **No rain to wash those 'I don't have my name tag' blues...Bring your name tag!**

**Program: Dave Alberti will fly his Zenith in for a project update**

## **Chapter 18 Calendar of Events**

### **July 2005**

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

**EAA Airventure 2005 July 24<sup>th</sup>-31<sup>st</sup>**  
Oshkosh, WI

### **August 2005**

8/9/05 Board Meeting 7:30pm Craig Henry's  
Hangar at East Troy Airport

8/23/05 Monthly Membership Meeting 7:30pm  
CAP Hangar, Timmerman Field

## 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 16<sup>th</sup>** Ashland, WI (ASX) During Ashland Bay Days Festival

**July 17<sup>th</sup>** East Troy, WI (57C) Fly-in Breakfast

**July 23<sup>rd</sup>** Rio, WI (WI28)

## PRESIDENT HOPEFUL FOR A “HAPPY” AIRVENTURE

### Highs and Lows

So far this month has been a collection of highs and lows. It seems that since 9/11 aviation as a whole and general aviation in particular have been the victims of knee jerk reactions and just general bureaucratic ridiculousness, it was enough to give anyone a poor outlook on the future of our favorite pastime. So when a friend invited me to join him on a VFR flight around the Statue of Liberty in his RV-8 I jumped at the chance. It sounded like something totally refreshing from the doom and gloom of Temporary Flight Restrictions, the TSA and their shenanigans, to be able to fly VFR down the Hudson river into New York City, past the World Trade Center site and make a lap around the statue.

Now the trick was, both of us are corporate pilots used to flying IFR all the time, so we did not want to make headlines for an airspace incursion. We got out the charts and called flight service only to find that there was a TFR over Yankee Stadium blocking the VFR corridor. We decided the only way to accomplish the flight would be to enlist the help of Air Traffic Control. So we took off, flew past the campus of West Point, and headed down the river towards the city. We called Teterboro tower, explained the situation and the controller informed us he would keep us clear of the stadium TFR and get us where we needed to be. As we were flying through the traffic pattern at Teterboro, we were given a traffic advisory for a jet landing at one of the New York area airports, we easily spotted each other and the jet asked, “That experimental traffic is that an RV?” – “Looks good!”

As we circled the Statue, and flew past ground zero at 500' it felt like a victory lap for VFR pilots to be able to fly VFR in a homebuilt airplane, at low altitude close enough to the site of the 9/11 attacks to be able to look down at the work going on in the foundation of the site. It was nice to see with careful planning and a helpful air traffic controller, you can once again enjoy the New York VFR corridor.

Since it is July, once again it is time to get ready for Oshkosh, don't forget the chapter meeting is a week earlier this month! With work well underway our members are getting busy with all the various activities they are involved in. I would be willing to bet there are more Oshkosh Chairman and Co-Chairman in Chapter 18 than any other Chapter. We sure are a busy bunch. As for myself, I am once again involved in the AirVenture Cup Race this year. And while the politics associated with the race have gotten old, I seem

to get drawn back into the event to once again be involved with a great group of people. This seems to be a common theme among the long time Oshkosh Volunteers, they do it to get together with the people. I am hoping that this year's Fly-in will be another "highlight" for us.

The accidents of last weekend sure put a damper on the excitement building up to Oshkosh. With two homebuilts lost in a formation accident and two legends of the airshow business lost in another collision it was a bad weekend for Sport Aviation. One of the pilots lost in the mid-air collision in Delaware was a veteran AirVenture Cup Race pilot and a friend of several chapter members, he will be missed.

The loss of Jimmy Franklin and Bobby Younkin in a crash at an airshow in Canada was definitely a loss for the aerobatic world. Bobby Younkin, was an amazingly skilled self-taught (not recommended) aerobatic pilot, who performed in the Pitt's Samson, a Beech 18 and a Lear Jet. If you were fortunate enough to see him perform in the Lear it was truly a remarkable act! In a tribute to the golden age of air racing, Bobby often traveled to airshows with his full grown pet lion "Gilmore" with him in the Twin Beech.

Jimmy Franklin was a modern-day "Waldo Pepper and Evel Kinevel" combined, a barnstormer born 60 years late. Over the years at Oshkosh, he flew a number of aircraft including a Kitfox Speedster, and a Piper Aerostar in a "Star Wars" type act where he called himself "Zar," but he is most well known for his wild performance in his homebuilt Waco. His act was always extreme, from the 1980s worlds lowest inverted ribbon cut, (He literally had the ribbon on soda bottles!) to the now famous Jet powered Waco. The jet Waco was probably one of the most brilliant ideas in the airshow business in a long time.

While a lot of the Oshkosh "grouches" hated the airplane because it was loud, it was designed to sell tickets and bring in the non-flying public to the airshow, which ultimately helps out all of aviation. The indifferent public buys a ticket, goes to the show sees something interesting, develops and interest in aviation by doing so become "sideline" supporters of Sport Flying. While I am among the group that thought Jim Franklin was a certified crazy man, he gave a lot to the airshow industry.

I sort of chuckled when I heard people grumble about the noise of the Jet Waco, there is something about pilots complaining about airplane noise strikes me as slightly ridiculous!

Let's hope the rest of the year is filled with more "highs" and less "lows!" Enjoy Oshkosh, bring your sunscreen and I'll see you at the Chapter meeting.

Eric

## **MILWAUKEE-AREA YOUTH TO BE OFFERED EAA SCHOLARSHIPS**

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.

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](http://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](http://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.

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.

## TRAGEDY VISITS EAA AIRSHOW FAMILY

Bobby Younkin and Jimmy Franklin, members of the highly popular 'Masters of Disaster' Airshow act died in a mid-air collision Sunday July 10 in Moose Jaw, in the Saskatchewan Province of Canada. Younkin, Franklin and a 3<sup>rd</sup> pilot, Jim Leroy were simulating a WWI dog fight when Franklin, flying his Jet Powered WACO bi-plane and Younkin, in his Samson bi-plane, collided. Leroy, who flies in a yellow Pitts landed without incident.

Jimmy Franklin is known most recently for his Jet Powered WACO and wing walking act with his son Kyle. Bobby Younkin debuted a Lear Jet act in recent years and was the winner of the 2004 Bill Barber award for Showmanship presented last summer at Theater in the woods. The audio of that presentation can be heard [here](#) courtesy of EAA Radio.

## EAA Radio is On-Air

EAA Radio will once again be broadcasting Morning til night at Airventure 2005. Every day of the convention beginning at 7am EAA Radio offers live programming, including interviews, news, weather and information concerning events on the convention grounds. EAA Radio also carries the audio from the announcers stand for the Daily Showcase and Airshow. At night EAA carries Theater In The Woods right to your ear, especially if you were not able to get a seat at the venue!

EAA Radio is heard on AM1210 and on the web at [WWW.Airventure.org](http://WWW.Airventure.org) look for the EAA Radio link to be posted soon. Chapter 18 member Fared Guyot will once again transform into Afterburner AI and anchor morning programming along with the rest of the gang. Also listen for Craig Henry who will try his hand at radio this year. An article from the October 2004 Edition of Sport Aviation has more about [EAA Radio](#)



## AIRVENTURE CUP RACE SPEEDS ON

The 2005 Airventure Cup Race will again be a “speed dash” from Dayton to Oshkosh with pylon turns at Sterling/Rock Falls, IL and Rockford, IL, with the finish line over the Quad Graphics plant in Lomira. The Race will commence at 9AM CDT on Sunday July 24<sup>th</sup>.

## TRAVELS WITH GOATROPER



The Picture on the left is from Drummond Island (Y66), in Upper Michigan. It has a N/S 2600ft turf runway and a 4000 foot E/W paved runway. Yes that is a stop sign for the golf carts that ply the links on either side of the runway. The driving range for the adjacent golf course runs parallel to the turf runway. Several range balls were found on the turf runway centerline. The picture on the Right was taken last week at Meacham International near Fort Worth, Texas. According to Eric Whyte it's a Maverick Jet. This picture shows all the action that was seen this day. Despite several starts, mechanics ended up taking off the cowl on the left engine.

## AIRVENTURE NEWS

### RARE GATHERING OF TRI-MOTORS

A one-of-a-kind reunion of at least nine vintage tri-motors from around the world will make for an unforgettable gathering during EAA AirVenture Oshkosh 2005, The World's Greatest Aviation Celebration, July 25-31 at Wittman Regional Airport. Among the assembled tri-motors scheduled to attend are: Grand Canyon Airways' 1929 Ford 5-AT-74 and Greg Herrick's 1927 Ford 4-AT-10; Dornier DO-24 amphibian; Junkers Ju-52 tri-motor; Stinson high-wing and low-wing models; an original Bushmaster Tri-



Motor; and a one-of-a-kind Kreutzer Air Coach. EAA's 1929 magnificently restored Ford Tri-Motor 4-AT-E will be part of the gathering as well, flying throughout AirVenture with seats available to the public.

"Nowhere else in the world has there been a gathering of tri-motored airplanes like this," said H.G. Frautschy, Executive Director of EAA's Vintage Aircraft Association. "Almost every type of tri-motor in existence will be present. Some of these aircraft are rarely seen outside their home airports, but it's natural that if they would gather anywhere, it could only be at Oshkosh for EAA AirVenture. This is a gathering that may never happen again and should not be missed!"

## **WANT A LIGHT SPORT AIRCRAFT? GO TO THE MALL**

The largest collection of light-sport aircraft (LSA) ever assembled at Oshkosh will be on display in one area this year, located just south of AeroShell Square. The EAA AirVenture Oshkosh LSA Mall will include as many as 35 aircraft parked together to allow visitors to compare, contrast, kick the tires, and ask questions from the attending manufacturers.

The whole range of aircraft that can be flown by sport pilots will be represented, including powered parachutes, weight-shift control trikes, gyros, and fixed-wing airplanes of every description.

A manufacturer's information tent will be located at the northwest corner of the display. Various LSAs from the mall will be rotated in and out of the tent throughout the convention.

## **Chapter 18 Minutes from the June Meeting**

The June meeting was called to order by President Eric Whyte at 7:40PM at the CAP Hangar at Timmerman Field. Eric made the following announcements. Due to the generosity of some anonymous donors, EAA is making some scholarships available to high school age students. Camp Scholler is now open. Bill Ricketts, aka "The Yodeler" on EAA radio has slipped the surly bonds. Washington Island is having a fish boil on July 16 & 17. Blue Angels and other air acts will be in Milwaukee that same weekend. Honda plans to unveil their Light Jet at Oshkosh. The Oshkosh work party for the chapter was set for July 9<sup>th</sup>. Guests were asked to introduce themselves and 2 people did so.

**Building Reports:** Gert VanderSanden is working on his O-360 engine which has been in storage. He found an oil/lead residue in the engine and is now cleaning the engine. Gert also displayed an air/oil separator to get moisture out of the air in your compressor. Contact Gert for details. Chris Esselstyn has his modified Cozy Mark IV finished. Taxi testing is completed and he is now waiting for inspection. Wayne Peach is working on the redrive and prop for his modified Seahawker. Ken Klima purchased a tail kit for a RV9. Darrell Kufalk is doing the primer painting on his Velocity. Marcus Collins is doing final sanding on his modified Cozy MK IV. Fred Keip built a spray booth and now has the fuselage for his Wagabond primed. Eric Anderson reported on Bob Langs RV6. They were having engine problems and discovered that the carburetor was the wrong one for his engine. They found a rebuilt one on E-Bay.

**Flying Reports:** Craig Henry reported on flying his Pitts in 2 competitions. One at Rice Lake. While at that competition, there was a tornado in the area and all planes had to be hangared. The other one was in Marysville, Ohio. This one was flown in hazy conditions and made it very difficult for the pilots to maintain visual references during maneuvers. Craig took 1<sup>st</sup> place at Rice Lake and 2<sup>nd</sup> at Marysville in his class. Jeff Point now has 200 hours on his RV6 and up to Madeleine Island. Because of bad weather, he had to drive back and pick the plane up later. Eric Whyte reported on a flight into Colorado where density altitude was so

great, that they ended up driving into the airport. Fareed Guyot and Eric both shared some flying stories about mountain flying. If you have never done it, then get some time with an instructor familiar with that area.

**Tech Counselors:** Fred Keip reported on having a stuck exhaust valve in his Sonnerai II. Upon disassembly he found carbon built up in the counterbore of the valve guide. Someone suggested using gun cleaning solvent (Hoppe's #9) and a vacuum for removing lead deposits.

**Flight Advisors:** Bill Bateman reported that the pilot who lost his flying privileges for violating DC airspace has gotten a lawyer. He was able to negotiate his suspension from 12 months down to 10 months. Bill also reported on an ultralight accident in which John Walton was killed. There was not much information, as the plane was unregistered and the FAA will not investigate. EAA is offering many 16 hr classes on LSA repairman certificates. Class size is limited to 16. See Bill for details. Bill also read an article for Carl Schultz on leaded fuel and synthetic oils. The bottom line was to not use the two together.

**Announcements:** Fareed thanked all who helped participate in the Chapter Fly-in. The event was a success. The minutes and treasurers report were approved. It was also announced that East Troy is having a Fly-in on July 17<sup>th</sup>. This will be a breakfast and lunch affair.

**The July Chapter meeting will be held on July 19<sup>th</sup> due to AirVenture.**

Break for coffee and donuts followed by a program on service ceiling which was presented By Fareed. Meeting adjourned at 9:35 PM. Respectfully submitted, Jim Hatzenbeller (Secretary)

## Board Meeting Minutes for July "05"

The meeting was called to order by Vice President Dean Bourgeois at Andy Jaskie's house at 7:40 PM. Jim Hatzenbeller, Tom Martin, Dave Alberti, Paul Comte, Craig Henry and Fritz Jorgenson were present.

The minutes from the June Chapter meeting were read, amended and accepted. The treasurer's report was also given and accepted.

Programs for upcoming meetings were discussed. The July program will feature a presentation of Dave Alberti's building project on his Zenith.

Tom is looking for ideas for a program for the October Dinner meeting.

Fritz will talk to Fred Keip about getting plaques for those who have made a first flight in the last few years. Jim will attempt to make a list of those people who have not received their plaques. Please contact Jim if you have not received your plaque or if you know of someone who has not received their plaque.

A motion was made and passed to authorize Fritz to spend up to \$250 for tools at Oshkosh this year. If you have any suggestions for tools, let him know.

As a program for the October Dinner meeting, Dean suggested author, Ron Lowery. He is the pilot who flew the Lewis and Clark Trail in an ultralight and then wrote a book of his experiences. He has tentatively agreed to be a speaker at the dinner meeting if he feels he can sell 16 books in the Milwaukee area. He will have copies of his book available to purchase at the meeting. The cost would be \$45 for an autographed copy. The Dinner meeting will be held on Tuesday, October 25<sup>th</sup>. Tom will look into getting a larger screen for the program.

Paul has volunteered to look into getting some new stationary with the chapter logo on it. This will be used for formal correspondence and thank you letters. Our old stationary is yellowed and faded.

Fritz reported that he flew up to Oshkosh on July 9<sup>th</sup> and helped the crew set up speakers for AirVenture.

A suggestion was made to make the position of tool librarian a fixed one year term. The idea was tabled for future discussion. (any chapter member can give their opinion on this idea.)

A motion was made and passed to keep the Oct. Dinner meeting at Meyers Family restaurant again this year with the same menu as last year.

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

Meeting adjourned at 9:21 PM to chocolate cake and brownies

## 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](mailto: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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