

Inside: Dinner Meeting is a 'Can't Miss!'

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EAA Chapter 18 – IT ALL STARTED HERE!

THE FLYPAPER

“The Worlds Greatest Newsletter”



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The September meeting will be held on Tuesday September 27th, 7:30pm CAP Hangar Timmerman Field. **Don't let the Chief Name Tag Justice appoint you a fine...Bring your name tag!**

Program: Ron Scott speaks about the Fiberglass Fokker and other glass menageries

Chapter 18 Calendar of Events

September 2005

9/27/05 Monthly Membership Meeting
7:30pm CAP Hangar, Timmerman Field

October 2005

10/11/05 Board Meeting 7:30pm Tom Martin's house

10/25/05 **Annual Dinner Meeting**
Meyer's Family Restaurant

6pm Cocktail Hour **7pm** Dinner
See inside for ticket info!

November 2005

11/08/05 Board Meeting 7:30pm Dave Alberti's house

11/25/05 Monthly Membership Meeting
7:30pm CAP Hangar, Timmerman Field

President "weathers" Summer

Well if you haven't done any flying this month it certainly has not be because of the weather. The chapter fall fly-in picnic had perfect weather, almost too perfect since the attendance was better when it is nearly snowing! A big thanks to Craig Henry for hosting the event again this year, thanks also for those of you who helped and attended.

The fall picnic saw a rare sight, that being the Champ actually airborne. After a little over a year of not flying the airplane I had the chance to go knock the rust that had gathered from driving the Citation around, while the flight was pretty straight forward I did have some difficulty getting the Champ up to the Citation's normal approach speed of 125 knots! It was definitely fun to fly a "real" airplane again.

Don't forget next month is the dinner meeting. Tom Martin will be collecting money at the September meeting so plan accordingly. The October program promises to be a good one that you will not want to miss.

Another unique event coming up is the Chapter outing to Dayton to visit the US Air Force Museum and their annual World War One fly-in. So this is shaping up to be a busy fall for the Chapter, it should be fun! See you at the Chapter meeting.....

-Eric

DINNER MEETING TO HOST AUTHOR FEATURED IN JUNE "SPORT AVIATION"

Ron Lowery, author of "Chasing Lewis And Clark Across America" will be the featured speaker at the October Dinner Meeting. Ron and his book were featured on and in the June issue of EAA's "Sport Aviation". He will discuss the airplane, the trip, and will display a slideshow presentation featuring some of his stunning photographs from the trip. His wife Susan will share her point of view as well.



Books and videos will be available for purchase at the meeting, and Ron will sign them on the spot. Please consider this book when you are making out your

Christmas lists. It is a beautiful, large-format book, sometimes referred to as a "coffee table" book. And, for that hard-to-buy-for person, it's just the ticket. Our special thanks go to Midwest Airlines, who donated round-trip tickets from Atlanta for their travel.

Tuesday October 25th, 2005
Bar: **6PM** Dinner: **7PM**
Meyer's Family Restaurant 60th and Forest Home

Tom Martin implores members to purchase tickets for the dinner early; by the September at the latest! Cost is \$15 per person and must be paid in advance.



TRAVELS WITH GOATROPER



The Goatroper has been on the road since 9/14, a safari that began in White Plains, NY and ends at an unknown destination on 9/27. The weekend was spent in Las Vegas a city that one could realistically say is a sign that decadence is THE 21st century pox and that the Apocalypse is truly upon us. Above left is a GIV in the flare on 19R at Mc Carran Intl' (LAS). Above right is a line of Gulfstreams which are ever-present on the GA ramp. The golden toned Gulfstreams with "MM" in the tail number belong to The Mirage-MGM Corporation of which The Mirage is pictured below. Pictures of the Mirage and other sights along the strip taken on an earlier trip to LAS over Memorial Day can be viewed [here](#).



THE SPRUCE MOOSE PRESS MAKES A POINT

This issue of the Flypaper is the sixth since we changed from Smithkin the Printer to the new format of the newsletter. No negative comments have been received, so it looks like we will keep it for the time being. Since it is the half-year anniversary, we have some mid-year numbers as well.

The total cost of publishing the newsletter for the last six months has been \$131.55, or \$21.93/ month. By way of comparison, the cost of publishing by Smithkin was closer to \$150/ month, so in the first six months, the chapter has saved about \$768.45. Double this for a yearly figure, and we are looking at an annual savings of about \$1,500. To put it in perspective, that is pretty close to what we take in from membership dues, and is all money which can be spent on tools, chapter picnics, Young Eagles and such.

-Jeff Point

August 2005 Financial Statement

From the home office in SECville, IA

EAA Chapter 18 Financial Statement					
		August	2005		
Checking				Savings	
Beginning balance	1-Aug-05		\$730.21		2,251.01
Reciepts					
Dues				Interest	0.32
Fines					
Ticket sales				Transfer in	
Total Income		\$0.00			
Expenses					
Smithkin da printer					
Best designs					
Gert VanDerSanden, Tools	11-Aug-05	\$31.00		Transfer out	
Total Expenses		\$31.00			
Ending balance	31-Aug-05		\$699.21		\$ 2,251.33

EAA News

EAA MEMBERS RESPOND TO KATRINA

September 19, 2005 - It's amazing what a group of committed, organized EAAers can do to benefit a worthy cause, and these days in Southern Louisiana and the Gulf Coast, there is no shortage of worthy causes.

EAA Chapter 513 in Houma, Louisiana, changed the emphasis of this year's third annual Cajun Fly-in from fun and fellowship to the more serious task of collecting relief

supplies for Hurricane Katrina evacuees. The Chapter's home base, Houma-Terrebonne Airport (HUM), is about 45 miles southwest of New Orleans, but it became a destination for about two-dozen aircraft throughout the day Saturday, September 17.

Pilots loaded up their baggage areas and backseats, or removed them to create more useful load and space. What resulted was more than just a symbolic show of support: they filled three pickups and a van with about 3,000 pounds of relief supplies—a ton-and-a-half of relief for the battered area.



"We were really pleased with the turnout," said Chapter President Randy Bazet. "We had about 20-25 aircraft fly in, from experimental homebuilts to production planes, including a Diamond DA-40 all the way from Tennessee." That was Fred Ecksten, EAA 751986, from Sevierville, Tennessee.

The relief supplies will be distributed locally - several emergency shelters continue to operate in the area - with any unused materials sent off to other evacuation centers. Supplies collected include toothbrushes, baby wipes, toys, diapers, paper towels, toilet paper—all the things that people use and need every day. Folks on the ground did everything to help off-load the donated items, get them packed onto pickup trucks and sent off to the shelters.

"I am just amazed," Bazet said. "People in their small airplanes, some flying as much as four- and six-hour legs to get here, some in IFR conditions, all paying their own fuel costs...the dedication is just unbelievable, trying to help the people who need it the most. My hat really goes off to them."



Employees at New Piper, headquartered in Vero Beach, Florida, got wind of the fly-in through the EAA website and *e-Hotline* and decided to participate. They packed the company's Malibu test-bed full of supplies, including some innovative "kids packs" they created, and Piper employee Jack Mill flew the airplane into HUM.

"Right now a lot of children have to cope with the psychological aspect of being cooped up, knowing they have lost everything at home," Bazet said. "This just

really has to help in a big way."

EAA member Jim Reviere noted, "Fly-ins are always fun and to give this one such a great purpose was a terrific idea. Thanks to Randy and his team, and thanks to all of those who took their time and money to help those that have essentially lost everything."

EAA MEMBERS ARE FAST

Several EAAers sped to first place finishes during last week's Reno National Championship Air Races in Reno, Nevada.

EAA members **John Penney** in the F8F Bearcat *Rare Bear*, and **Brian Sanders** in the Hawker Sea Fury *Dreadnought*, took first and second place, respectively, in the Unlimited class, while **Mary Dilda** took first in the T-6 class in *Two of Hearts*, and **Gary Hubler** set the pace in the Formula One class with his Cassutt III-M *Pooder 4.1*. Penney also placed first in the jet class in an Aero Vodochody L-39 Albatros *Pip Squeak*.

Andrew Buehler in a modified Mong Sport, *Phantom*, took first in the Biplane class, and Darryl Greenameyer flew his Lancair Legacy to first in the Sport class.

The debut of the Nemesis NXT in the Sport class this year was cut short during the first lap of the Gold final on Sunday when a vibration problem caused pilot Jon Sharp to bow out of the race. The high-performance sport plane is based on Sharp's Nemesis, which was retired to the Smithsonian National Air and Space Museum's Udvar-Hazy Center. Its initial showing at Reno 2004 was cut short by a gear collapse during time trials.

51 PERCENTERS TAKE NOTICE-EAA CLARIFIES RULES

Recently some discussions in homebuilders' online chat rooms have focused on EAA's news articles regarding the prospect of revisions to the FAA's amateur-built aircraft certification policy. As they have for more than half a century, EAA and its Homebuilt Aircraft Council have upheld the protection of homebuilders' privileges, including the "51-percent" provision, as a paramount priority. For the past several years the Council has cautioned that any attempts to circumvent or exceed the regulation's limits could result in FAA actions and undesirable consequences for all homebuilders.

To date, the FAA has not proposed or made any drastic changes regarding the construction or certification of amateur-built aircraft. The FAA recently issued a notice that it must review the application for certification of amateur-built aircraft carrying five or more seats. The FAA clarified that this review is not aimed at limiting what homebuilders can create; rather, it reflects the FAA's concern that some aircraft may not comply with the 51-percent rule and are being marketed to consumers without evaluations for amateur-built aircraft kit eligibility.

Shortly after the birth of kit airplanes, the FAA started [a list](#) of those that met the requirements of the 51-percent rule and qualified as amateur-built aircraft if the builders did the majority of the work themselves. To evaluate the kit, the FAA uses a checklist of fabrication tasks, and if the builder does more than half of them, the kit qualifies. (This checklist is contained in Advisory Circular 20-139, "Commercial Assistance During Construction of Amateur-Built Aircraft," which EAA helped the FAA create in the 1990s to describe assistance that will not run afoul of the 51-percent rule.)

The list of approved kits and the guidance provided in the Commercial Assistance Advisory Circular system have served builders well. This guidance has allowed the introduction of quick-build kits and assistance centers helping builders construct safe aircraft while meeting the intent of the 51 percent rule. The potential for problems arises when an individual builds (or hires someone to build)—and seeks airworthiness certification for—an aircraft constructed from a kit that the FAA has not evaluated for compliance.

With encouragement and recommendations from EAA, the FAA has recently taken steps to ensure that aircraft inspectors, designated airworthiness representatives (DARs), manufacturers, and the aviation community can more easily identify which aircraft kits are eligible for an amateur-built certificate.

The FAA will soon publish its proposed policy changes intended to help determine a homebuilt's eligibility as an amateur-built aircraft. In all of EAA's discussions with the agency, the FAA has stressed that *none of the proposed changes will affect kits already evaluated and on the list of approved aircraft*. Rather, the aim is to enhance the general aviation community's understanding of the current rules and regulations.

The FAA is not required to publish proposed changes to internal policy. Nonetheless, the FAA is making them public in the *Federal Register* so that interested parties may review and comment on them.

Contrary to rumors, the FAA has made clear to EAA that it will not prohibit any currently approved practice such as having pre-punched wing skins, using prefabricated fittings, or hiring someone to install avionics or to paint the aircraft.

EAA is in continual contact with the FAA and will notify EAA members once any proposed amateur-built policy changes are published. At such time, EAA will provide an evaluation of the proposals, discuss their effects, and recommend any appropriate actions from members. In the meantime, please monitor the EAA website for updates.

Chapter 18 Minutes from the August Meeting

The Aug. meeting was called to order by Vice President Dean Bourgeois at 7:40PM at the CAP Hangar at Timmerman Field. Dean made the following announcements. Andy Jaskie was the winner of a \$3000 flight training scholarship put up by an anonymous donor. Racine Chapter 838 will have a Wings and Wheels weekend on Sept. 10th & 11th. Friends of Crivitz will have a Young Eagles rally on Sept. 17th. See Eric for details. The Fall Chapter picnic will be hosted by Craig Henry at his hangar at East Troy on Sept. 17th. Bring a dish to pass or a donation is you so desire. A field trip to Wright Patterson in Dayton, OH is being planned for Sept. 30th and Oct. 1st. Fee is \$70 for transportation. A sign-up sheet will be passed. Tom Martin announced that the October dinner meeting is to be held at Meyers Family Restaurant on October 25th. Fee is \$15 per person payable in advance. Guests were asked to introduce themselves and 2 people did so.

Building Reports: Bill Bateman reported that he has ordered a RANS S7S kit. Dick Resser reported ordering a 601L Zodiac kit.

Flying Reports: Fareed Guyot reported on flying to the UP with his cousin in a 172 to attend a wedding. Andy Jaskie started his flying lessons at Gran-Aire. Tom Corsal reported that he bought a Volksplane VP-1 two years ago. On his first flight, he crash landed the plane. He has since rebuilt the plane and flew it to Oshkosh for AirVenture. He also flew it in the Homebuilt review flight. The plane is now for sale as it is too small for Tom's needs. Jim Becker reported flying over the fires at Watertown this summer with a friend in his Mooney Ovation.

Flight Advisors: Bill Bateman reported that he has graduated from the ELSA maintenance course. There are more classes scheduled at EAA Headquarters See Bill for details. Bill also reported that it is a good practice to keep the propeller blades horizontal on a wooden prop after shutting down. He also reminded everyone to be aware of minimum altitudes when flying and to check NOTAM's when flying near stadiums. Don't fly over stadiums on game day. In addition, he announced that ELTS using the 121.5 Mhz. frequency will continue to be legal for the foreseeable future. Jerry Thorpe reported that there will be a Grand Champ tailwheel event at Rochester on Aug. 27th.

Young Eagles: Pete Ogoreck who is VP of The Friends of Crivitz Airport, spoke of an upcoming Young Eagles event in Crivitz. The date is Sept 17th. Pilots and ground crew are needed. He also reported that their N-S runway has been resurfaced. Contact any board member to for more information or to volunteer. Food and drink will be available to purchase. Chuck Jansen reported on a Boy Scout encampment in Rockford on Oct. 8th. The goal is to fly 500 kids. Much help is needed. Contact Chuck at 815-742-9714 for more information. The minutes were accepted as published. The treasurers report was amended and accepted.

New business: Jim Hatzenbeller asked for information on any chapter members who have made a First Flight and not received a plaque. It was suggested that Bob Ladd's widow be invited to the October

dinner meeting. Break, which was then followed by a post Oshkosh program and pictures. Meeting adjourned at 9:40 PM. Respectfully submitted, Jim Hatzenbeller (Secretary)

Board Meeting Minutes for September "05"

The meeting was called to order by President Eric Whyte at Fritz Jorgenson's house at 7:50 PM. Andy Jaskie, Jim Hatzenbeller, Tom Martin, Dave Alberti, Paul Comte, Dean Bourgeois Fareded Guyot, and Gert VanderSanden were present.

The minutes from the Aug. Chapter meeting were read and accepted. The treasurer's report was given and accepted. Dean reported that former chapter secretary and one of the original members of EAA, Bob Nolinske (EAA # 3) has passed away.

Programs for upcoming meetings were discussed. The Sept. program will feature a building report by Ron Scot and his Fokker project. He will also discuss the use of fiberglass for airplane construction.

Details for the October dinner meeting were discussed. Paul will verify the screen size at the restaurant. He has also volunteered to set up the audio/visual components.

Dave reported that he has the new form made out which is to be used for getting a first flight plaque. If you need a form, get one at a chapter meeting. You must fill out the form in order to get your plaque.

Dean reported that there is a Young Eagles event on Sept. 17th in Crivitz. There is also a Young Eagles event in Rockford on Oct. 8th.

Tom reported that he is taking reservations for the October dinner meeting. \$15 in advance. Last day to sign up is Oct. 16th. The speaker, Ron Lowery will have signed copies of his book available for purchase. Price of the book is \$45.00

Andy Jaskie reported that he now has about 12 hrs. of flight time logged. Dave Will forward the most current roster to Doug Landmann for publication on the Chapter 18 website. Printed copies will be available at the next chapter meeting and the Oct. dinner meeting.

A discussion of purchasing scales for the chapter tool library took place. Jim will get information, specs and pricing to present to the chapter for their approval of purchase.

Meeting adjourned at 9:25 PM to cookies, cake and coffee. 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

New Item! Overhead Projector: Needed for EAA Chapter 18 meetings. Either a donation (tax deductible) or on loan as needed for presentations.

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