

*Inside: Removing the "Training Wheel", and why the Vikings will always loose*

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EAA Chapter 18 – IT ALL STARTED HERE!

# ***THE FLYPAPER***

"The Worlds Greatest Newsletter"

Electronic Edition



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The January meeting will be held Tuesday January 24<sup>th</sup>, 7:30pm at the CAP Hangar, Timmerman Field. **Make a resolution to fight CRS and insolvency...Bring your Name Tag!**

**Program: David W. McDaniel, Corporate Pilot-RC Luminary** will demonstrate his latest mini radio controlled helicopter as well as showing some examples of the new easy to build "foamy" airplanes.

## **Chapter 18 Calendar of Events**

### **February 2006**

2/7/2006 Board Meeting 7:30pm, hosted under duress by Fareed Guyot Tumbleweed Restaurant-Moorland and I-43

2/28/2006 Monthly Membership Meeting 7:30pm CAP Hangar, Timmerman Field

### **March 2006**

3/14/2006 Board Meeting 7:30pm, Location TBA

3/28/2006 Monthly Membership Meeting 7:30pm CAP Hangar, Timmerman Field

## **PRESIDENT WANTS TO BE A GOAL-GETTER**

Happy New Year! Here we are back at it again. I somehow managed to get roped into another term as the ringleader of this flying circus and I am excited about the coming year. As we get started in 2006 I am sure that several of you have made a resolution to finish your project in the coming year. Let's hope it works out. My first goal for the chapter this year involves those of you that have completed your projects recently. I want to make good on the threat to get the first flight plaques finished. If you have flown your project and have yet to get your plaque; see Dave Alberti for the form to fill out. (We will pay for the plaque but you have to meet us half way and provide us with some information about your aircraft and your first flight)

As for the New Year, it took exactly 3 days to get the first e-mail about Oshkosh plans which is about typical. As of the meeting night there are only 180 days until Oshkosh 2006 opens so if you are a Swedish Accordion artist, you better start that last minute packing now so you are ready for the big event! (Just kidding Erik!)

Since we have not met for two months, I am sure that the meeting will be well attended with stories of adventure and hard work on projects. There might even be some that have to do with airplanes! Our guest speaker this month is David W. McDaniel, who like me, works as a charter pilot. During his time off, Dave likes to play with flying machines, only Dave stays safely on the ground and lets the model do the flying. He will be showing us a variety of RC aircraft including a little helicopter. I am looking forward to seeing you all at the meeting. **-Eric**

## **E- LSA REPAIRMAN COURSE OFFERED IN BELOIT, WI**

Mike Huffman of Sport Aviation Specialties, will host a training course for owners and would-be owners of experimental light-sport aircraft on March 18-19, 2006 at Light Sport Aviation, LLC. in Beloit, WI.

This course will prepare enrollees for an FAA repairman certificate and allows the pilot to be fully involved in the operation and care of his aircraft. Following successful completion of the course, students can apply to their local FAA Flight Standards District Office for issuance of the repairman certificate, which will allow them to perform the annual condition inspection on their ELSA. The FAA-accepted 16-hour course will be held at the Beloit Airport (44C).

Huffman says, "This is the perfect opportunity for owners of two-place ultralight aircraft to become qualified to determine that their aircraft is in a condition for safe operation, thus saving the annual inspection fee paid to an airframe and powerplant mechanic. In addition, it is great preparation for initial certification of the aircraft by an FAA Designated Airworthiness Representative (DAR)." Huffman, also a DAR, will be available by appointment before or after the course to inspect and certificate ELSAs.

Tuition is \$399, with a \$50 discount for EAA, USUA, or Aero Sports Connection members. To register for a course or for more information, visit the Sport Aviation Specialties website [www.sportaviationspecialties.com](http://www.sportaviationspecialties.com) or contact Mike Huffman at 816-838-6235 or email [sportaviation@kc.rr.com](mailto:sportaviation@kc.rr.com). You may also contact Jim Sweeney, at (847) 612-8437 or [jimsweeney@att.net](mailto:jimsweeney@att.net).

## LANDINGS

The last half of a Wisconsin Aviation Dynasty passed away on December 25<sup>th</sup>, 2005. Dean Crites, along with his brother Dale, who died in 1991, were known as the “Flying Twins” for their barnstorming exploits of the early 20th century.

The Crites brothers began their love affair with flight in childhood by jumping from the hayloft of their Walworth county family farm with bed sheets. They learned aircraft building from a mechanic friend and began building and flying their own airplanes from the fields of their farm. While the Crites brothers did their share of barnstorming, they are most known for the contributions to the development of aviation facilities in Wisconsin.

As members of the Waukesha Aviation club, the Crites brothers helped convince the Waukesha County Board in 1933 to purchase land to build the Waukesha County Airport. The opening of the airport in 1935 was even attended by the Goodyear blimp; Dean was the first to send airmail from the airport.

As the years went by, the Crites Brothers involvement with the Waukesha airport came and went: They started Spring City Flying Service, Dean left to manage the Manitowoc county airport for a time, and they both managed the Waukesha airport together for a spell.

In the early 1980s the airport was renamed Crites Field to honor the brothers as “Wisconsin Aviation Pioneers”. Dean Crites was 98.

## AIRLINER DITCHES IN WATER WITH HELP OF CRANE

After almost 30 years of flying passengers across North American skies, a Boeing 737 sunk off the coast of Vancouver Island in British Columbia, Canada Saturday, to the cheers of hundreds of onlookers. The retired Air Canada jet became British Columbia's seventh artificial reef. The 100-foot airframe was winched from a barge and lowered into Stuart Channel, near Chemainus. Within minutes divers reported a level landing on the ocean floor 88.5 feet below and the jet's four-year journey from wreck to reef was complete. The jet, now known as Xihuw Reef in honor of the red sea urchin that used to be common in the area, is believed to be the first passenger plane to be sunk for the purpose of creating an artificial reef and it is expected to become a popular attraction for divers. -From AvWeb Newswire reports



## AIRPLANE CRASHES...SOMEBODY SUED

**The following is a post-script to a presentation on Service Ceiling given to the chapter by Fareed Guyot in June 2005:** The families of two pilots who died in the crash of a Pinnacle Airlines CJR-200 regional jet after both engines failed shortly after it attained 41,000 feet filed suit last week in Florida. The suit alleges that heat damage in the engine caused by a faulty oil pump was one factor that made it impossible for the pilots to restart the engines. Named in the suit are the aircraft manufacturer, an airline, three part makers and a maintenance company, [The Associated Press](#) reported last week.

The two pilots took the airplane up to FL410 during a repositioning flight in [October 2004](#). A controller who questioned the jet's model and altitude told the pilots, "I've never seen you guys up at 41 there." The crew responded, "Yeah, we're actually ... we don't have any passengers on board, so we decided to have a little fun and come up here." Minutes later, the pilots told controllers that first one and then both engines had failed. Efforts to restart the engines on descent were unsuccessful. Though airports were initially within gliding distance, the crew apparently focused on other courses of action until there were none. -From [AvWeb Newswire reports](#)

## MORE TROUBLE FOR LYCOMING CYLINDERS

The FAA has issued an [Airworthiness Directive](#) (AD) that requires the replacement of certain [ECi](#) "Classic Cast" cylinder assemblies installed on Lycoming 320-, 360-, and 540-series parallel valve engines. The cylinders are found in more than 1,500 engines in the U.S., and must be replaced within 800 hours of time in service.

Replacing all four cylinders on a typical Lycoming 360 would take about 12 hours and cost about \$4,900, the FAA estimates. Ed Salmeron, president of ECi, told [AVweb](#) recently the AD reflects the intent of a Mandatory Service Bulletin issued by ECi last September. Cylinders that have more than 800 hours in service may remain in service for an additional 60 hours before replacement is required, Salmeron said. The AD is now finalized and becomes effective Jan. 31. -From [AVweb Newswire reports](#)



**Left: Edwards AFB  
on Rogers dry lake.**

**Right: Unidentified  
Public Utility N of  
Burbank**

**Both shots taken on  
the way to Burbank,  
CA.**



## D.C. ADIZ GETS PUBLIC HEARING

Federal officials held their first public meeting with pilots this month from the Washington, D.C., area who will have to live with the government's proposed permanent Air Defense Identification Zone (ADIZ). Over 30 speakers took a turn during the meeting, recounting their personal experiences with operational nightmares, safety hazards, and economic loss, [AOPA reported](#) January 14<sup>th</sup>. David Wartofsky, owner of Potomac Airfield, told [AVweb](#) the next day -- He thinks (the 11 member government panel) are knowledgeable about the issues and will listen. Wartofsky said he used his turn at the podium to propose alternative ways to protect the airspace, and he has posted his PowerPoint presentation at his [airport Web site](#). -From [AVweb Newswire reports](#)

# ROPER BECOMES A "REAL" PILOT

In case you were wondering what The Goatroper did over the holidays, the letter below addresses those nattering naybobs of negativity who dispute his education and skills.

ST. CLOUD STATE  
UNIVERSITY

*A tradition of excellence and opportunity*

DEPARTMENT OF AVIATION

720 Fourth Avenue South  
St. Cloud, MN 56301-4498  
Phone (320) 255-2107  
Fax (320) 654-5122

January 7, 2006

Dear Fareed,

After receiving your petition, a special Academic Review committee was formed to review your academic status. The committee, hereafter referred to as the Determining Authority (DA), has completed its work and we have issued this Letter Of Fact.

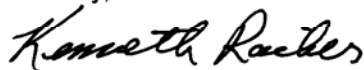
1. Fareed Guyot was a student enrolled in the Aviation/Professional Flight degree program at St. Cloud State University from Fall 1991 to Spring 1996.
2. A Conventional Gear endorsement was a requirement of the Professional Flight degree program at the time of Mr. Guyot's enrollment in 1991.
3. Mr. Guyot did begin Conventional Gear training in June 1995, however the conventional gear aircraft (Aeronca Champ) was sold by the contracting flight school prior to Mr. Guyot completing this curriculum component.
4. The sale of the training aide (Aeronca Champ) terminated the Conventional Gear requirement for those students (including Mr. Guyot) who had not completed their training at the time of the sale.

The DA, on behalf of The Department of Aviation, College of Science and Technology, Saint Cloud State University has determined that you have completed all of your degree requirements, and upholds the previously issued diploma.

The DA notes the odious and scurrilous attacks on your academic standing by St. Cloud State Alumni Eric Whyte. The DA will defend your status as a St. Cloud State graduate, a status you have held legitimately since 1996. The DA has determined that you are a kind, compassionate individual, with the highest moral character, a huge intellect and great moves on the dance floor.

After receiving confirmation by instructor Mike Felske that you completed Conventional Gear training in Aeronca Champ N1202E based at East Troy Airport (57C) on December 29-30, 2005; The DA congratulates you on your continuing education in the field of Aviation.

Sincerely,



Kenneth W. Raiber  
Associate Professor Emeritus, St. Cloud State University  
Norwegian Justice League, Deer Hunters Anonymous, The "Ho God!" Society

A college sponsor of the National Merit Scholarship Program.

TTY: 1-800-627-3529 SCSU is an affirmative action/equal opportunity educator and employer.

## CHUTES AND PIREPS

A [Cirrus SR22](#) with three people on board landed gently in a grove of trees adjacent to a road near Childersburg, Ala., about 4 p.m. January 14th after the pilot deployed the ballistic parachute. All three walked away from the airplane unhurt. The pilot, Kerwin Day, is a certified flight instructor and ATP-rated pilot with over 12,000 hours. He reported that he had control difficulties while attempting to maneuver through an area of in-cloud icing conditions, according to a [news release from BRS](#), the maker of the chute system.

The aircraft entered the clouds at an altitude of 5,000 feet, and at 7,000 feet began taking on ice. At about 8,000 feet, while climbing out of the clouds, the buffet began followed by the spin to the left. The pilot reduced power and applied opposite rudder, but the aircraft did not respond. He then informed ATC before pulling the ballistic parachute. The happenings resulted in a pilot report of unusual text: PIREP: MGM UUA /OV SCD 270004/TM 2200/FL090/TP SR22/IC SVR ICG 077-090/RM **ACFT WAS DESCENDING BY PARACHUTE DUE TO SEVRE ICG BUILDUP**. The NTSB is investigating. -From AvWeb Newswire reports



**Left: Unkown tax payer funded facility**

**Right: Downtown Los Angeles from Left base to Rwy 33 at BUR.**



## YOUNG EAGLES IN PERPETUAL MOTION

The EAA Young Eagles program, already the most successful youth aviation education program in history, is finishing 2005 strongly, as the program passed the 1.2-million participant mark in November.

On Nov. 25, 2005, 10-year-old Gerald Miles of Newnan, Ga., became Young Eagle No. 1,200,000 when he was flown by EAA member William Castlen in a Cirrus SR22 airplane. Castlen, of Destin, Fla., is a member of EAA Chapter 108 (Fort Walton Beach, Fla.). He has flown nearly 250 Young Eagles since 1994, including 50 in the past 12 months. Castlen was honored at EAA's annual Wright Brothers Memorial Dinner on Dec. 17 in Oshkosh, Wis.

The EAA Young Eagles program has also meant more than flights and inspiration for young people. Young Eagles volunteer pilots bring activity and business to local airports, as an estimated 1.9 million gallons of aviation fuel have been donated to the program by Young Eagles pilots and participating airport businesses.

# ECHELON RIGHT



## Australian Airport Shuttle

### Board Meeting Minutes for January "05"

The January meeting was called to order by President Eric Whyte at Eric's house at 7:45 PM. Dean Bourgeois, Jim Hatzenbeller, Jeff Point, Gert VanDerSanden, Stephanie Murray, Fritz Jorgenson, Andy Jaskie, Craig Henry and Dave Alberti were present. There was no official board meeting in December and no minutes were taken. Many chapter members gathered at the Prime Quarter to burn some meat and talk airplanes.

The first order of business was to select the sites for upcoming board meetings. Due to Valentine's Day being on the 2<sup>nd</sup> Tuesday this year, it was decided to move the February meeting date to February 7<sup>th</sup>. This will prevent any romantic, conflict of interest problems. In his absence, it was decided that Fareed Guyot would like to host the February board meeting. Site to be determined. (Now determined-see calendar of events) It was reported that there is no Armed Forces Week-end display scheduled for this year. Craig Henry volunteered to host the fall Chapter picnic again this year at his hangar at East Troy. Tentative date is September 16<sup>th</sup>. The spring picnic will be on June 3<sup>rd</sup> at a site yet to be determined.

The minutes from the November Chapter meeting were accepted as published in the December newsletter. The treasurer's report was given and accepted. The treasurer presented the budget for the year, which was approved and will be published in the newsletter.

After a brief discussion, it was decided not to host a Chapter Fly-In this year. The January Chapter meeting will feature Dave McDaniel. He is a co-worker of Eric's and has agreed to bring in some of his R/C scale helicopters and airplanes.

Jim reported that the new Chapter scales have been purchased. The capacity of these scales is 1,000 lbs. each. One will be at the January meeting for display. Then, all three scales will be transferred over to Fred Keip, Chapter tool librarian. If there is a chapter member who is handy with woodworking, it would be appreciated if they would volunteer their talents to make ramps for the scales. Dean is working on First Flight plaques. These will be presented at a later date this year.

It was reported that the Chapter website is still up and running, but could use some updating. Doug Landmann is webmaster, but would like someone else to take over the duty. Contact Eric or any board member if you have an interest in this position. Meeting adjourned at 9:00 PM to cookies and snacks. Respectfully submitted, Jim Hatzenbeller (Secretary).

### Chapter 18 Fly-Market

**RV-8 tail kit:** completed (with primer) at Alexander Technical Center Wing kit, pre-punched 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.

**New Item! Lycoming 290 D2A** No Log, All Accessories included, \$3000 Bill Spellman 262-544-6252

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

**FREE items! Complete lawn tractor with deck, trailer and powered vac system. Small shop fridge.** Presented by Paul Comte 414-721-6526

Late 70's 16HP (vertical shaft - belt drive) known as an 816GT. The only part missing is the deck's belt cover. Could use a tune up but has been reliable. The battery is two years old and I trickle charge it. The muffler is loud but so am I! Two new spindles and joints for improved steering. Back tires are aired up when I am going to use it but you could have tubes installed...

The deck is maybe 40+ inches. The belt guard is missing but that shouldn't be much trouble to replicate. The blade spindles are noisy and could be re-built with new bearings, but with a sharpening, it would cut a lot of grass before that would absolutely have to be done. A trailer is included, you know, the 30x40 dumping kind. Complete powered grass & leaf vac system for the trailer included. (A Briggs engine drives the fan) Anyone who can use it can have it for **FREE**. I wouldn't turn down a "donation" but this is a no strings deal. Anyone who wants it should call my cell ASAP. Also, I have a small fridge-freezer. It is "shop-clean" and needs its controller (\$20?) replaced. Anyone is welcome to it.

## WHY THE VIKINGS CAN'T WIN-NO \$ TO PAY GOOD PLAYERS



**MN Viking Owners the Wilf brothers base their Falcon 2000 at Morristown, NJ**

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*The deadline for items to be published is Monday before the monthly meeting. All copy and other materials should be mailed to the Newsletter Editor at 3408 Hampton Ridge Dr. #2 Rockford, IL 61109 or emailed to: [RoperRFD@InsightBB.com](mailto:RoperRFD@InsightBB.com).*

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