

Inside: Honoring Bill Bateman

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EAA Chapter 18 – IT ALL STARTED HERE!

THE FLYPAPER

“The Worlds Greatest Newsletter”

Web Edition



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The March meeting will be held Tuesday March 28th, 7:30pm at the CAP Hangar, Timmerman Field. **The Tax Man cometh-every meeting-yes he looks like Bob Urban...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. (This is a re-scheduling of the January presentation)

Chapter 18 Calendar of Events

March 2006

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

April 2006

4/4-10/2006 EAA Sun 'N Fun
Lakeland, FL

4/11/2006 Board Meeting 7:30PM
Jim Hatzenbeller's House

4/25/2006 Monthly Membership Meeting
7:30pm CAP Hangar, Timmerman Field

May 2006

5/9/2006 Board Meeting 7:30PM
Fritz Jorgenson's House

LANDINGS

Our good friend, Lt. Col. William Wyatt Bateman died Thursday morning, March 16th at his home in Mequon, having succumbed to pneumonia.

William Wyatt Bateman joined the USAF in the mid-1970s and after completing pilot training in the T-38, was trained in the F-4 Phantom II and initially deployed to England. In January 1979, Bill was assigned to the 388th Tactical Fighter Wing, Hill AFB Utah, where he was selected to be one of the initial cadre of pilots from the USAF to transition into the then-new F-16. Bill would spend the remainder of his Air Force Career associated with the F-16. Later he was assigned to McDill, AFB in Tampa, FL where he served as an F-16 instructor pilot.

Bill was a participant in the USAF "Red Flag" program -the USAF version of the famed Navy "Top Gun" School - at Nellis AFB in Las Vegas, NV. His last active duty assignment was as an F-16 test pilot assigned to Homestead AFB, Florida.

During that time, Bill also served in the Middle East where he flew combat missions during Operation Desert Storm. Following his return from the Middle East and the subsequent closure of Homestead AFB following the wrath of Hurricane Andrew in

1992, Bill transferred to the 182nd Fighter Wing of the Illinois Air National Guard where he was assigned as an F-16 instructor pilot until the unit transitioned from F-16s to C-130s in 1996. Bill also participated in an Army-Air Force exchange program where he checked out in an OH-58 helicopter with an Army unit based in Germany. Bill retired as Lieutenant Colonel, having serving 20+ years in the Air Force, 17 of which were spent in the F-16.

On the civilian side, Bill was very active in the Experimental Aircraft Association, having served in a number of capacities. Bill served as President of a Chapter in Florida, and was also Vice-President of Chapter 18 in Milwaukee where he was affectionately known as "Calendar Man" for his dogged promotion of EAA calendars as a fundraiser for the chapter.

In addition Bill served as an EAA Flight Advisor and was an instructor for the very popular Sport Air Workshops. Bill was also "Mr. Sport Pilot" for the local EAA members and was the go to guy when it came to new regulations from the FAA.

Bill was also involved with the Oshkosh AirVenture Convention, having served as a Co-Chairman of Air Show Operations for many years. In addition Bill served as liaison between the airshow and the Air Force. In recent years, Bill served in the Air Operations staff of the Ultralight area in which he had a passionate interest. Finally, he was a consistent supporter of the Young Eagles program. -Eric Whyte, President, EAA Chapter 18



CHAPTER HONORS BATEMAN IN HANGAR SERVICE



After being laid to rest Wednesday March 22nd in Milwaukee, Bill Bateman was remembered by friends, co-workers and EAA Chapter 18 members in an evening memorial service in the CAP Hangar at Timmerman Field.

The service was officiated by former chapter President Erik Anderson and included a presenting of the Colors by the Civil Air Patrol Timmerman Composite

Squadron, remarks by several featured speakers, a presentation of the American Legion Funeral Service reading, and the playing of echo taps by Anderson and chapter and former board member Todd Wenzel, as the Colors were retired.



One of Bill's keen interests was advancing the Sport Air movement and he traveled frequently to present workshops for builders. Charlie Becker Director of EAA Sport Air workshops said of Bill's work "People you meet in EAA like Bill that are just quality individuals that are willing to do anything they can to see you be a success".

Personal friend Charlie Sykes of WTMJ radio, who attended the service with his wife Janet, called Bill "The kindest, most thoughtful man I have ever known...his life was marked by how much he gave to others". The Sykes met Bill through their church and he spoke of how Bill saved Christmas for them one year after a toppled Christmas tree broke some imported German ornaments. Bill, on his travels for work in Germany, purchased a whole new set of ornaments and gave them unsolicited to the Sykes when at that time they were only church acquaintances.



Sykes reminded everyone that Bill doesn't have any family except us and that "its gonna be up to us to remember Bill". Sykes offered his help and suggested a scholarship fund or other way to remember "this good and decent man".

Anderson also read a letter from Master Sergeant Jack Coleman-Sartoris a customer of Bill's through his work selling toys. Sgt. Coleman-Sartoris wrote that Bill was always "Courteous, helpful and upbeat, the kind of guy we all want on our side". Coleman-Sartoris also wrote that when you see the F-16 in action that it was Bill who helped make it a "resounding success".

Fond memories of Bill Bateman were shared over a glorious spread of chapter food favorites



MANY VOLNTEER FOR BATEMAN MEMORIAL SERVICE

I would like to sincerely thank the great volunteers who stepped forward to help out with Bill Bateman's burial and memorial services. It was so heartwarming to see so many who were willing to do whatever it took. In addition, I'd like to thank the participants in the services: Eric Anderson, Todd Wenzel, Eric Whyte for writing the evening program, Charlie Becker from EAA HQ, Charlie Sykes from WTMJ, Pastor Stuart Briscoe from Elmbrook Church, and the Cadets from the Civil Air Patrol - Milwaukee 10th Senior Support Squadron. Special thanks to Cdr. Tom Mescher for making the hangar available to us. It wouldn't have been possible without all of you. I am very grateful for your assistance. -Dean Bourgeois, Vice-President, EAA Chapter 18

AUDIO OF BATEMAN MEMORIAL SERVICE AVAILABLE

An audio recording of the Bill Bateman memorial service was made and is available for download from Fareed Guyot's server to those who may have missed the service. Right-Click and select "Save-target-As" on the link below to download. Do not try to play the link over the internet like streaming audio; the server is not powerful enough to support streaming.

<http://12.221.247.135:81/share/Audio/EAA%20Radio/Bateman%20Service.mp3>

If you use AOL to browse the internet or the above link does not work you must copy the link below and paste it into your browser then Right-Click and select "Save-target-As" on the file "BatemanService.mp3"

<http://12.221.247.135:81/share/Audio/EAA%20Radio/>

ROPER DOES THE TEXAS TWO-STEP

As was mentioned in the last newsletter, my employer sent me to Simuflite in Dallas, TX to learn how to fly the Gulfstream II. "School" as most professional pilots refer to it, lasts approximately 2 weeks for "Initial" training or when a pilot is new to the airplane. Some can last longer, like the G-IV which is closer to 3 weeks due in part to the extra time needed to learn how to use all the fancy avionics like EFIS and HUDs.

The first week is spent strictly in the classroom where every system on the aircraft is dissected. Toward the end of the first week, you are paired up with a classmate if you aren't attending with a co-worker and you start practicing procedures for every flight regimen from pre-flight to shutdown by sitting in the "Paper Tiger", a 3-D like mock-up of the cockpit using paper posters.



Simuflite in Dallas TX. 36 simulators in 3 wings covering a large range of business aircraft from Sikorskys and Cheyennes to Citations, Falcons and Gulfstreams including a dedicated wing for Bombardier aircraft

The second week is spent in the simulator, a large box on hydraulic stilts that heaves and tilts with every control input. Inside, of course is an actual cockpit with fully functional switches, buttons and levers. The simulator uses acceleration to simulate all regimes of flight and one does not forget that you haven't really left the ground save for the 15 feet the simulator sits above the floor when its "on motion".

These high level simulators allow one to train for just about any conceivable situation without killing, hurting or damaging people or property. In one session the engine could fail or catch on fire repeatedly, the gear could fail to extend or one could land in the grass on the side of the runway and no one outside of the students and instructor would know.



The flight portion of the training consists of 8 sessions. The first six cover all the elements in which an applicant must be trained and/or demonstrate proficiency on a checkride. Some scenarios like a flight hydraulic failure (think Sioux City-United 232) or an emergency gear extension are training requirements but don't have to be demonstrated during the test. The 7th session is a mock checkride that consists of 4 approaches (2 precision and 2 non with 1 being a circle to land) of which 2 must be single engine with one

being a missed-approach..single engine of course!, 1 hold, an aborted take-off, a no flap landing and several emergencies and abnormalities like a generator failure to see if the applicant can recognize the problem, manage the response, use Cockpit Resource Management, and still maintain heading, airspeed and altitude. Many of the above items are combined on the flight test, so what sounds like a 4 hour flight is usually about 90 minutes.

Sound difficult? There are no extra skills required that an instrument pilot who knows his/her airplane limitations, procedures and systems doesn't already have. In the end one receives a "type" rating which in essence is an intense aircraft checkout with a checkride at the end. The complexity and variance of the systems and performance of aircraft above 12,500 lbs gross take-off weight require this specialized training.

Now even light aircraft are getting quite sophisticated. At first it was the V-tailed Bonanzas that were referred to as "Doctor Killers" and that phenomena continued with the Piper Malibu as low-time and trained pilots were flying too much airplane with too little experience. Now you don't even have to have a high powered airplane to get yourself in trouble due to the gee-whiz avionics now available to light aircraft. Those of you upgrading to integrated avionics cockpits and/or higher and faster airplanes should consider creating a "school" with your instructor so you are truly prepared to operate your airplane safely. Most of all...come see me in my "office" in Rockford! **-Fareed Guyot**



My new "Office" 930RD-RD Air's GII at Love Field in Dallas. TX

PAY UP TO BE COUNTED

Membership Secretary Dave Alberti reminds us all that while membership dues can be paid at any time; in order to be included in the yearly roster 2006 dues must be paid by the end of March. Rosters will be emailed in April as an excel spreadsheet to all who are on the newsletter email distribution list. Those who receive the print edition of the newsletter will have their rosters mailed to them.

CHAPTER NEEDS TO FILL SEVERAL VOLUNTEER POSITIONS

Ever since the loss of Joe Fricano in June of 2004, the “coffee and donuts” element of the monthly meeting has been temporarily provided by Gert Van der Sanden; often with the assistance of his two sons “The Mud Twins”. Gert, up until this point had been performing double duty both as Tool Librarian and meeting host. Gert has since retired from both duties and the chapter is in need of a new meeting “host”. The meeting host will be asked to set up coffee, donuts, and sodas for the intermission of each meeting. If the host is unable to attend a meeting the board will assist in making other arrangements. If there are no volunteers soon, coffee and donuts will not be offered at future meetings until a new host is found. .

Also retiring is chapter webmaster Doug Landman. The Board is seeking a chapter volunteer to take over the web duties which include: general maintenance of the site, posting of the newsletter and pictures, and occasional website improvements.

In a testament to Bill Bateman’s devotion to the chapter, a new site for the Spring Picnic will need to be found. Normally Bill has graciously opened his “Aeroplane Factory” to the chapter each spring. The Board is seeking a volunteer to offer a picnic site for this year. The Board wishes to thank Gert and Doug for their efforts over the last few years

CAPITOL DRIVE AIRPORT (02C) NEEDS YOUR N-NUMBER

Currently Capitol Drive Airport has 104 aircraft registrations and qualifies as a reliever airport for Waukesha County airport (UES). This designation means that the airport is eligible for state and federal aid. In the strategic plan for the airport, a temporary slurry coat for the paved runway (3-21) could be laid down as early as this summer. That would even out the bumps in the slowly deteriorating runway. If registrations remain above 100, further monies would be available for additional improvements in the next few years. This includes a permanent re-paving of RWY 3-21, the paving of RWY 9-27, and the possible commissioning of an instrument approach.

While an actual airplane doesn’t need to be at the field to be registered, Brookfield Aero (the all volunteer FBO formed to keep the doors open) is offering free tie downs and some hangars are available. Those of you still building but have not found a home can help out an airport before even buying that first gallon of fuel. If reliever status is lost, all funding timetables will likely be set back and there is a possibility that the airport could be sold if momentum toward improvements is interrupted.

ECHELON RIGHT



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Board Meeting Minutes for March “06”

The March meeting was called to order by Vice-President Dean Bourgeois at Jeff Point's home at 7:45 PM. Jim Hatzenbeller, Stephanie Murray, Fritz Jorgenson, Andy Jaskie, Craig Henry and Dave Alberti, Gert Vander Sanden, Fareed Guyot, and guest, Ken Salinger were present.

The minutes from the February Chapter meeting were read and accepted. The treasurer report was given and accepted. Programs for upcoming meetings were discussed. The March meeting program would probably be Dave McDaniel. He will put on a program related to R/C model planes and helicopters. Dean reported that he is still working on getting Amy Laboda for the October dinner meeting. If any Chapter member has a suggestion for a program or would like to put on a program, please contact any board member.

The Chapter is still in need of a volunteer to take over as the website director.

Fritz will set a date as to when board members will get together to review and update the Chapter's by-laws.

Dean reported that the Young Eagles event scheduled for March 8th at Timmerman Field was re-scheduled for March 18th. There will be about 20 to 30 kids to fly. Start time is 9:30, with pilot briefing at 9:15. Pilots and ground crew needed.

Dean is still taking orders for clothing with the Chapter logo. He will continue to take orders for the next month. This will be the only time this year that you will be able to order clothing.

A **short term arrangement** is in place for coffee and doughnuts at the Chapter meetings. We need someone to come forward to take over this job.

As a reminder, if you haven't renewed your Chapter membership, you must do so by the end of the March meeting. Dave Alberti is in the process of updating the Chapter roster and those who do not renew will be dropped from the roster in April and will not longer receive newsletters.

Jim Hatzenbeller has volunteered to host the Spring picnic at his hangar at Timmerman Field. Date is set for June 3rd.

Guest, Ken Salinger asked that people register their plane at Capitol Drive Airport if they haven't already done so. This will enable the airport to get some state financial aid to improve the airport.

Jeff reported that the "Hops and Props" program at EAA headquarters was a very enjoyable event and recommends it to anyone for next year.

Fareed reported on his recent flight training classes in a Gulfstream II.

Meeting adjourned at 9:00 PM. Respectfully submitted, Jim Hatzenbeller (Secretary).

Chapter 18 Minutes from the February “06” Meeting

The February meeting was called to order by Vice-President Dean Bourgeois at 7:35PM at the CAP Hangar at Timmerman Field. As is our new policy, Dean asked that all cell phones be turned off during the meeting. To enforce this policy Bob Urban has been promoted to "Enforcer". He was then presented a 5 lb. hammer and rubber band pistol to back him up. Guests were asked to introduce themselves, and 2 people did so.

Building Reports: Jeff Hughes reported closing the wing on his Glasair I with help from Craig Henry and Theo Green. Fred Keip reported that he inspected the wing before close-out. Marcus Collins reported that he has resumed work on his modified Cozy. Fred also reported moving his Wag-A-Bond to the hangar in preparation to install the landing gear.

Flying Reports: Bill Bateman reported on getting 1 hour of simulator time in an Airbus 320 while he was in Frankfurt. Marcus Collins reported doing his 1st takeoff and landing in Bob Peplinski's Cozy. Craig Henry reported seeing a CFI go out with a student in extreme cold weather. They did not let the engine warm

up sufficiently and the plane was forced to make an off field landing. You need proper warm-up in cold weather.

Tech Counselors: Jeff Point gave a follow-up report on the AD regarding ECI Lycoming cylinders. He also reported on a Lycoming SB on counterweighted cranks for 540's and now 360 engines. Fred Keip requested that people call early or e-mail him if they would like him to bring tools to Chapter meetings. Fred also reported on looking at Ken Klima's RV project.

Flight Advisors: Bill Bateman reported that Sun & Fun is coming up soon. The schedule of all forums should be listed on EAA's website. He also reported that there will be some F-22 Raptors on display. Bill also reported that he has been chosen to work with a committee to update AC 90-89A. A report was also given on user fees in Canada, annual registration and basically, fees for everything. It was suggested that people write their congressman to express their views on user fees.

Young Eagles: Dean Bourgeois reported that there is a planned Young Eagles event scheduled for March 11th at Timmerman Field. This will be a group of school age kids. Rain date will be March 18th. Pilots and ground support are needed.

Old Business: The minutes from the previous meeting was accepted as published in the newsletter. The treasurer's report was also accepted. We are still in need of a volunteer to take over the duties of making coffee for the meetings.

New Business: Dean displayed the types of clothing that can be ordered with the Chapter logo on them. Orders will be accepted for the next 2 months. Contact Dean to order. Break for coffee and donuts followed by a slide program of Jon Bales going through Naval Flight School and his tour of duty in the Mediterranean.

Meeting adjourned at 9:15pm. -Respectfully submitted, Jim Hatzenbeller (Secretary)

TREASURER'S REPORT

From the home office in Skilling, IA

January: Checking beginning Bal: **\$398.05** End: **\$728.28** Savings beginning Bal: **\$2,252.45** End: **\$1452.68**

February: Checking beginning Bal: **\$728.28** End: **\$770.03** Savings beginning Bal: **\$1452.68** End: **\$1452.68**

Details available by contacting Fritz Jorgenson-Chapter Treasurer.

Chapter 18 Fly-Market

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.

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