

EAA Chapter 18 – IT ALL STARTED HERE!

THE FLYPAPER

“The Worlds Greatest Newsletter”

Electronic Edition



Officers

President	Eric Whyte	414 764-3854	ewhyte@wi.rr.com
Vice-president	Dean Bourgeois	414 762-5002	CarolynAndDean@wi.rr.com
Secretary	Jim Hatzenbeller	414 483-1246	JIMHATZY@aol.com
Treasurer	Fritz Jorgenson	414 281-7329	jorgie@execpc.com
At-Large Board-Membership	Dave Alberti	414 543-7138	daberti@execpc.com
At-Large Board	Craig Henry	414 899-5980	glasair2@aol.com
At-Large Board	Andy Jaskie	414 671-1326	skippyj@ameritech.net
At-Large Board	Stephanie Murray	414 384-2619	mzstef615@wi.rr.com
At-Large Board- Newsltr Publisher	Jeff Point	414-915-9173	jpoint@mindspring.com
At-Large Board	Gert Van der Sanden	262-781-3119	gert.v@sbcglobal.net

Staff

Newsletter	Fareed Guyot	414-708-6588	RoperRFD@InsightBB.com
Web Editor	Todd Wenzel		todd.wenzel@wenzel-software.com

Tech Counselors

Carl Schultz (262) 895-6194; Ron Scott (262) 642-7423, Fred Keip (262) 835-7714-**Tool Librarian**, Jeff Point (414) 915-9173

Flight Advisors

Jerry Thorpe (262) 593-5470; Ron Scott (262) 642-7423

The May meeting will be held Tuesday MAY 23rd, 7:30pm at the CAP Hangar, Timmerman Field. **GATE Code: 5275# Why not spend your money on Galoshes?...Bring your Name Tag!**

Program: Your project: What is expected and what to expect from an inspection. A weight and balance demo may also be performed. **Presented by Chapter Tech Counselors**

Chapter 18 Calendar of Events

May 2006

5/23/2006 Monthly Membership Meeting
7:30pm CAP Hangar, Timmerman Field

11AM Jim Hatzenbeller's Hangar
Timmerman Field

6/13/2006 Board Meeting 7:30pm
Dean Bourgeois's House

June 2006

6/3/2006 Chapter 18 Spring Picnic

6/27/2006 Monthly Membership Meeting
7:30pm CAP Hangar, Timmerman Field

CUSTOMIZING IS COOL, BUT STAY CLOSE TO CUSTOMS

For those of you with nothing better to do than take attendance at our monthly meetings probably noted that I was absent last month. In a last minute goat rope I was sent to Flight Safety's Raytheon Learning Center where I earned type ratings in both the Beechjet 400A and the Mitsubishi MU-300 Diamond-1A.

Both aircraft are unusual in that they were designed and built without ailerons. The airplane flies ok without these seemingly important parts, although their absence does lead to some built-in design quirks. Both these machines have a traditional rudder and elevator; to take the place of the ailerons they use differential spoilers. The effectiveness of the spoilers is related to airspeed, and surprisingly or maybe not, they are more effective at lower rather than higher indicated airspeeds. As I mentioned this leads to some interesting "quirks" in the handling characteristics. For example at 220 knots you can take the yoke and quickly move it in both directions with very little effect on the airplane's attitude. I don't recommend that same procedure in your RV, and Craig Henry would probably give himself whiplash if he moved the stick in the Pitts full deflection both ways!

At low speed the spoilers are very effective at destroying lift on one side, and will quickly lower a wing. During an engine-out situation with a combination of roll and yaw, the airplane tends to be over controlled. My simulator instructor pointed out that 10 out of every 9 people that fly this thing end up over controlling the heck out of it and getting into a pilot-induced oscillation during their first engine out. Of course I didn't disappoint and ended up putting on a display of knife-edge to knife-edge flying that would have made our resident Pitts driver proud. The solution to this is to control roll using only the rudder.

This, at first takes a slight change in thinking. If you look back when you were first learning to fly, especially those of you that learned in Cessna products you will remember your instructor telling you to use the rudder to pick up the wing in a stall. I also remembered something when I checked out in the Long-EZ a while back; a swept wing the rudder will add to the roll rate. Those of you that fly Long-EZs; if you ever roll the airplane, the rate nearly doubles if you add rudder into the roll.

So how does this oddity of aeronautical engineering relate to homebuilts? 99.9% of airplanes use ailerons for roll control. So if you are going to design and build an airplane, why not make it standard? I have flown several homebuilts with very nice looking cockpits that just didn't make any sense. For example, there was a Lancair I flew once that had a machined throttle quadrant. It had 5 identical levers. They were all completely identical, same color, same shape, same finish etc. And while it looked good, and I am sure the builder had a mental picture of the how and why. But it probably took some considerable thought to make sure you had the right lever since they were in a slightly unusual order. The first one on the left was the carb heat, the next was the throttle, then the propeller lever, next the mixture and finally the friction adjustment.

I recall another airplane, a neat little single seat machine, that had the throttle on the right hand side. The builder was irate because people would look in the cockpit of his pride and joy and ask, "What are you left handed or something?" or "Why did you put the throttle on the wrong side?" To which the builder replied "There is nothing in the

FARs that says where you have to mount the throttle.” Well he is correct but common sense would tell you if 99.9% of similar airplanes are configured a certain way you might want to follow that example.

One other “war story”. I flew a Wag-Aero Cuby, where the builder had done a nice job on the construction, but decided to mount the trim on the left side panel in a different place than called for in the plans. While I don’t see any problem with that since the Cub is not a triumph of human factors engineering; ask anyone that has tried to get in and out of the front seat of one! Where the builder of this particular Cuby got into trouble is he ended up mounting the trim upside down, since it fit better around the throttle quadrant that way. The problem is its backwards since you now have to push forward for nose up trim and pull back for nose down. Anyone see where this could cause some confusion?

Fortunately at the Cuby’s blistering high cruise speed this allows plenty of time for the pilot to troubleshoot the system without getting into trouble! Some of you might think so what? I am the only one that is going to ever fly my airplane. That maybe, but consider the situation when you give a friend a ride and let them take the controls. For those of you who have never had the privilege of providing flight instruction you might be surprised how quickly someone can do something unplanned in your airplane. As a relatively experienced flight instructor I can assure you it is always a good goal to return to the airport with your underwear the same color as when you took off! Of course being able to customize the cockpit of your machine is part of the fun of building your own airplane. You can build it how you want. And sometimes being a little abnormal can be a good thing.

One of my instructors at Flight Safety was an interesting guy. He just made Brigadier General in the Air National Guard. While that is an accomplishment in itself, it is more interesting when you learn that he was originally rejected for Air Force Pilot Training. Rejected by the Air Force he joined the US Navy and flew F/A-18s off carriers for 8 years. Only after getting out of the Navy did he join the Kansas Air National Guard and Flew F-16s. Later the unit transitioned from single seat fighters (F-16s) to Multi-Engine bombers, (B-1Bs) and later to KC-135s. He had a couple of entertaining stories to share! Too bad he is so far away; he would be a heck of a guest speaker some night!

Speaking of chapter programs, next month, June, we are going to attempt a Chapter “fly-in” meeting. If you have a finished project or flying airplane and the monsoons stop by then, bring it to the June meeting for a little show and tell session. Until then, I’ll see you at the meeting.

Eric Whyte- Hotel dweller extraordinaire

COFFEE & DONUT ADMIRAL STILL NEEDED FOR MEETINGS

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. A short-term temporary arrangement is still in effect for a limited time. If there are no volunteers soon, coffee and donuts will not be offered at future meetings until a new host is found.

SPRING PICNIC IN FAMILIAR LOCATION

The Chapter picnic is June 3rd at Timmerman Field. It will be at Jim Hatzenbeller's hangar. Start time is 11:00 am. Hangar is I-7. Come in the gate as you normally do for a meeting, drive down the access road to the first intersection and turn right. (**Drive Slow!** There are many blind corners!) Park on the gravel across from the hangar. If possible, please bring a dish to pass, or a beverage, or your own meat to burn. Donations are appreciated to help defray the cost for the host.

JOEY GETS PARCHED

Chapter member Joey Coraggio just graduated from the University of Minnesota earlier this month with a BS in Aeronautical Engineering and Mechanics. (Not to be confused with Mike and the Mechanics and popular '80s band) Joey will be celebrating his graduation later on Chapter picnic day in nearby 'Tosa. The Chapter sends it's congrats to him on his academic achievement and wish him luck as he prepares to begin Naval flight training this fall.

FOREST SERVICE CAN NOW "ORDER" A RAIN SHOWER

Two companies developing aerial bomber firefighting aircraft, so-called supertankers, from old airliners say they expect to have all approvals in place to accept firefighting contracts. In fact, Omni Air International says its [DC-10](#) is ready to go to work, while Evergreen Aviation still has a few hoops to jump before its [747-200](#) can tackle blazes. The DC-10 can carry up to 12,000 gallons of retardant or water (more than triple the capacity of the largest existing tankers) and the 747 can pack up to 24,000 gallons. Though they can't fill on the fly, they can get to and from the fire at 500 mph. Tanker pilot Walt Darran said smaller, more maneuverable tankers will still be needed and the supertankers will be a complement to them. Evergreen is planning a nationwide tour of demonstration flights with the 747 but firm dates haven't been set. -From AvWeb news reports.



AIRVENTURE TO HOLD ULTIMATE FLY-IN IN MOVIE NIGHTS

The show at EAA AirVenture Oshkosh 2006 won't be over when the sun sets each evening, as Ford Motor Company and Eclipse Aviation present top aviation movies at the new "Fly-In Theater" on the AirVenture grounds. The outdoor theater, located adjacent to EAA's Camp Scholler camping area, will be open each evening (weather permitting) from Sunday, July 23 through Saturday, July 29.

The walk-in theater is reminiscent of the famous drive-in theaters of the past, complete with popcorn! There is no admission charge for the theater, which is open to all AirVenture

guests. Each evening's show begins at approximately 8:30 p.m., with an introduction by a celebrity presenter, followed by a classic aviation film at about 9 p.m, shown on a projection screen measuring five stories high.

The Fly-In Theater will be located on the north side of Camp Scholler, at the end of Doolittle Drive, right behind the Camp Store. The exact schedule of movies and presenters will be announced as it is finalized prior to EAA AirVenture 2006.

ATTEMPTED BEACH-HEAD FOR ATC USER FEES REPELLED

EAA has again intervened on behalf of the Western Michigan Fly-In to ensure FAA provides temporary air traffic control services for their June 24 event at Padgham Field in Allegan, (35D).

This year fly-in officials were informed that they would be charged \$3,200 to set up and operate the tower for the one-day event. EAA Government Relations Director Randy Hansen went to work on the issue, and within one business day had received assurances that a temporary tower and the controllers would be provided as part of FAA's normal services with no charges to the fly-in.

"I talked with Nancy Kort (area terminal operations manager at the FAA Great Lakes Regional Office) and Dave Ausherman (Acting Manager, Airspace and Procedures Branch Central Terminal Operations), and we jointly resolved the issue," Hansen said. "The FAA fully realizes that the fly-in is a non-profit event designed to promote the airport and its activities to the local community, and that they don't charge community members a fee to enter the airport grounds for the fly-in."

Millin says, "From the pilot side, many responded angrily that we would ever capitulate and pay the fee. They would rather have us not have the tower because they didn't want anyone paying the first user fee. As word spread of the situation, people and companies stepped up and pledged donations to help cover the tower charges should they have been upheld. By Monday afternoon (May 8th), Millin said they had received pledges to cover about 90 percent of the \$3,200.

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). 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. 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



T-28s at EAA Chapter 22 Pancake Breakfast in RFD earlier this month

Board Meeting Minutes for MAY “06”

The May meeting was called to order by President Eric Whyte at Fritz Jorgenson's home at 7:40 PM. Jeff Point, Stephanie Murray, Craig Henry, Andy Jaskie, Jim Hatzenbeller, Dave Alberti, and Gert Vander Sanden, were present.

The minutes from the April Chapter meeting were read and accepted. The treasurer's report was given and accepted. Programs for upcoming meetings were discussed. The May program is scheduled to be presented by the Chapter tech counselors. They will talk about homebuilt aircraft and inspections of planes and what is expected of the builder. They may possibly do a weight and balance demo at this time. The June program is planned to be a "Fly-in your Project" show and tell type program. 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 the duties of making the coffee and getting doughnuts for the chapter meetings. 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.

It was reported that International Young Eagles day is on June 10th this year. Fritz reported on flying up to Crivitz and that there is a good restaurant on the field.

As a reminder, the Chapter picnic is June 3rd at Timmerman Field. It will be at Jim Hatzenbeller's hangar. Start time is 11:00 am. Hangar is I-7. Come in the gate as you normally do for a meeting, drive down the access road to the first intersection and turn right. Park on the gravel across from the hangar.

Meeting adjourned at 8:30 PM. Respectfully submitted, Jim Hatzenbeller (Secretary).

Chapter 18 Minutes from the APRIL “06” Meeting

The April meeting was called to order by Vice-President Dean Bourgeois at 7:40PM at the CAP Hangar at Timmerman Field. Jim Becker reported that the 99's are having a pancake breakfast at Watertown on June 11th. Pete Ogoreck, Vice President of The Friends of Crivitz Airport reported that they will be having a flyout/golf outing on June 4th. Those who fly into Crivitz will be transported to the golf course for a round of 9 holes. Cost is \$35 and includes shuttle ride, a golf cart, a round of golf, and a meal. The money raised will be used for a scholarship for a high school student. Pete also handed out brochures entitled "Fly to Crivitz". Pete stated that the Crivitz airport was nearly closed 3 years ago, but his group was not only able to keep the airport open, but get needed improvements, such as a repaved runway and new markings and lighting. They hope to

keep improving and expanding the airport. Board member Andy Jaskie is looking for an aviation related summer intern job.

Young Eagles: Pete announced that their annual Young Eagles rally will take place on the 1st weekend in October.

Guests were asked to introduce themselves, and 1 person did so.

Building Reports: Dick Resnick reported that he has the rudder and tail section completed on his Zodiac 601XL. He is working on the wings and hopes to have it completed by late summer.

Flying Reports: Allen Bruggink reported that he bought George Thorsens Long EZ. Flight home to West Bend was uneventful. On a later flight to Hartford, he joined the club of those who have made nose gear up landings in their Long EZ's. Allen feels that an earlier building addition of adding a SS strip to the nose of the plane kept it from incurring any damage.

Tech Counselors: Ron Scott reported on visiting a grass strip just west of Watertown where he inspected an RV6 that is coming along pretty good. Fred Keip reported on using the new Chapter scales for doing initial weight and balance on a builders plane. Fred also reported that he fabricated some ramps to make it easier to get planes onto the scales.

Old Business: Minutes from the previous meeting and the treasures reported were approved as published. It was noted that dues are due. Ron Finet reported that he has a military parachute for sale. Dean reported that this is the last opportunity to order clothing with the chapter logo on it. Doug Landmann announced that he had a large box of aviation books to give away to anyone interested. First come, first serve. Dave Alberti handed out published copies of the Chapter 18 membership roster.

Break for coffee which was followed by a video presentation and talk about the CAP. This was presented by Lt. Commander Chris Trauson of the local CAP Combined Squadrons based at Timmerman Field.

Meeting adjourned at 9:30pm. Respectfully submitted, Jim Hatzenbeller (Secretary)

TREASURER'S REPORT

From the Ben Bernanke Fan Club in Diagonal, IA

	April	2006		Savings
Checking				
Beginning balance	1-Apr-06		\$1,473.48	1,452.98
Receipts				
Dues	13-Apr-06	\$325.00		
Fines	4-Apr-06	\$2.26		Interest 0.15
Coffee Fund	4-Apr-06	\$113.00		
Bateman Donations	4-Apr-06	\$418.00		Transfer in
Bateman Donations	13-Apr-06	\$95.00		
Total Income		\$953.26		
Expenses				
Bateman memorial	4-Apr-06	\$350.00		
Memorial Service	4-Apr-06	\$459.17		
S. Murray Food 3/18	11-Apr-06	\$24.31		
CAP Timmerman	26-Apr-06	\$100.00		Transfer out
Total Expenses		\$933.48		
Ending balance	30-Apr-06		\$1,493.26	1,453.13

Young Eagles Account

This account is a part of the savings account total

	Date	Expense	Income	Total
Beginning Balance	12-Aug-99		\$ 1,603.00	\$1,603.00
Oshkosh/Headquarters	12-Aug-99	\$100.00		\$1,503.00
Radios and supplies	12-May-01	\$164.85		\$1,338.15
Bullhorn Computer supplies	7-Jun-01	\$349.19		\$988.96
Printing Supplies	12-Jun-01	\$57.00		\$931.96
Stamps	25-Jun-02	\$37.00		\$894.96
Young Eagles Rally	10-Jun-03	\$60.95		\$834.01
Supplies	8-Jul-03	\$73.30		\$760.71
Safety Vests	9-Sep-03	\$104.74		\$655.97
YE Tape	14-Oct-03	\$26.57		\$629.40
YE Supplies	14-Apr-04	\$151.22		\$478.18
YE Stamps	10-May-05	\$27.00		\$451.18
Supplies	14-Jun-05	\$27.60		\$423.58
Gift P. Comte	29-Jun-05		\$50.00	\$473.58
Bateman Memorial	23-Mar-06		\$583.75	\$1,057.33
Bateman Memorial	4-Apr-06		\$418.00	\$1,475.33
Service Exp.	5-Apr-06	\$459.17		\$1,016.16
Memorial Wall	5-Apr-06	\$350.00		\$666.16
Bateman Memorial	13-Apr-06		\$95.00	\$761.16
CAP Timmerman	26-Apr-06	\$100.00		\$661.16

Chapter 18 Fly-Market

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

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

The Chapter 18 Newsletter of the Experimental Aircraft Association is a monthly publication and is distributed to all members in good standing of Chapter 18. Any articles, items, stories, etc., contained within are not to be interpreted as 100% factual. Reproduction and use of material printed in this publication is approved and encouraged, and permission of EAA Chapter 18 is not required unless stated otherwise. Kindly cite the source as the Chapter 18 Newsletter. Articles published herein do not necessarily reflect the opinions of the Chapter, the editor, membership, or officers. More information on EAA Chapter 18 can be found at www.EAAChapter18.org

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.

"The Flypaper" is published by Spruce Moose Press, Jeff Point Publisher. Distribution concerns should be addressed at 414-915-9173 or jpoint@mindspring.com