

EAA Chapter 18 – IT ALL STARTED HERE!

THE FLYPAPER

“The Worlds Greatest Newsletter”

Web 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 August meeting will be held Tuesday August 22nd, 7:30pm at the CAP Hangar, Timmerman Field. **Badge Patrol fines are not deductible...Bring your Name Tag!**

Program: Andy Jaskie talks and Craig Henry will present about the Young Eagles program.

Chapter 18 Calendar of Events

August 2006

8/22/2006 Monthly Membership Meeting
7:30pm CAP Hangar, Timmerman Field

September 2006

9/12/2006 Board Meeting, 7:30pm
Dean Bourgeois's House

9/16/2006 Fall Picnic 10AM
Craig Henry's Hangar East Troy Aprt (57C)

9/26/2006 Monthly Membership Meeting
7:30pm CAP Hangar, Timmerman Field

October 2006

10/10/2006 Board Meeting, 7:30pm
Dave Alberti's House

PRESIDENT ENJOYS “OLD SCHOOL” OSH

Hopefully by now you have all recovered from the post-Oshkosh blues that seem to affect nearly all of us this time of year. But look on the bright side, some of the best flying weather of the year is generally in August and September.

As I look back on “Oshkosh” I am one of the old school guys that refuses to embrace that silly name “AirVenture” it always has been and always will be simply “Oshkosh” to most of us. Even when I am on the road you never hear someone ask if you are going to “AirVenture” but I hear all the time. “Are you going or did you go to Oshkosh?” But no matter what you call it the event remains one of the most unique in the world. For those of us that have been attending for years it is easy to see how things have changed.

This year I was over at the “Food Court”, (I can’t confirm that it is called a food court since the prices are so high it could be considered a robbery) where I was standing in line and struck up a conversation with the family that was behind me. Both the father and son were pilots and although the father had been flying for some 15 years it was their first trip to Oshkosh. I have always enjoyed the reactions from people seeing the fly-in for the first time. Both of those guys said that the magazine articles didn’t do it justice; it was much bigger than they had imagined. They asked how long it takes to see everything. I told them I didn’t know, since this was my 24th year and I had yet to see everything. This is no exaggeration since I never made it to the exhibit buildings, the NASA building, workshops, the Vintage, Ultralight or Seaplane areas this year.

I was hoping to see more of the convention due to my new project as an on-air personality for EAA Radio. It was a new experience hosting what our very own Goatroper called the Afternoon Traffic Jam Show; but we had the chance to interview some interesting faces including chapter 18’s very own Ron Scott. As you all know, Ron is a quiet soft spoken guy. It was difficult getting Ron to tell stories about “the way it was” for an hour and a half was quite a challenge!

For those of you that know Scotty you realize the problem was getting the microphone away from him! We also had the chance to talk with Alan Klapmeier from Cirrus Design about how he went from homebuilder to aircraft manufacturer. For those that don’t know the story, Alan and his brother had restored a Cessna 140, a Citabria and built a Glasair before forming Cirrus Design.

Overall, I thought the convention was a pretty good one. There was no one thing that everyone was talking about. My accountant was happy that I didn’t fall in love with a potential replacement for the Champ while I was in Oshkosh; unsupervised, with the rest of you characters “helping” me get couched. Hopefully you all had a chance to enjoy the convention as well. I am looking forward to the meeting this month to hear the stories from you all. See you at the meeting.

-Eric

EAA Chapter 18 President
EAA Radio Silver-Tongued Pronouncer



Dueling accordions on the Afternoon Traffic Jam with Eric and Eric

AIRVENTURE CUP RACE HAS ANOTHER GREAT YEAR



Larry and 10-year-old David Heney #6 in the Air Cup race. Photo by Phil Weston

This year's ninth annual running of the AirVenture Cup air race attracted the second largest group of racers ever.

Sixty racers participated this year. The largest group ever was 73 airplanes in 2003, a special two-day race to celebrate the 100th anniversary of flight. That race departed from First Flight Airport in North Carolina and ended at AirVenture.

One factor contributing to the large turnout certainly was the seven racers, one chase plane, and one tag-along plane that came from Spruce Creek Fly-In, a residential airpark just south of Daytona Beach, Florida.

Keith Phillips, Race #10, a longtime AirVenture Cup racer and Spruce Creek resident, is credited with encouraging the group to participate.

"We intimidated a few into racing," Phillips said with a grin. "This is fun. It's a great way to come to Oshkosh. You meet some really neat and unique people... We'd like to see it grow. We think it's a great thing for sport flying."

Harry Hinckley, Race #30, raced for the first time this year in the SX-300 he owns in Iowa City, Iowa, with two other pilots. When asked how he managed to draw the pilot duties, he said one of the owners needed to get here early and someone had to haul the camping gear. "I guess I just had to fly the airplane," he said smiling. He did go on to add that he likely will need to share the pilot duties in future races.

Detailed results of the race are available at www.AirVenture.org. EAA Radio coverage of the Race can be heard [here](#)

EAA RADIO FEATURES NEW FAMILIAR VOICES



Chapter 18 members were involved heavily in EAA Radio's AirVenture operations this year. Fareded Guyot (Afterburner AI) and Craig Henry (Snap-Roll Sam) returned as On-Air personalities, while current chapter and former presidents Eric Whyte and Eric Anderson launched The Afternoon Traffic Jam show that helped usher folks home after the Daily Air Show.

EAA Radio expanded its coverage this year to include many of the live events that occurred at AirVenture including a panel discussion on User Fees and the "Meet the Administrator" forum with FAA Administrator Marion Blakey. The forums were broadcast live and can be heard [here](#), along with interviews of Harrison Ford, Tom Poberezny, Michael Daffenberg- Meig's final controller, plus many more. Also available is a funny musical number called "AirVenture Blues" dreamed up by the EAA AirVenture Today newspaper staff and performed live in the EAA Radio studios.



Afterburner AI interviews Harrison Ford



The duo of Eric and Eric conducted extended interviews with luminaries such as Chapter 18s Ron Scott and Cirrus executive Alan Klampmeier. In addition the two roved the grounds interviewing folks, commenting on landings on the flight line, and Eric Anderson played a duet with famous AirVenture Polka perennial Jerry Sleger. EAA Radio thanks Eric and Eric for joining the broadcast team and patiently being the guinea pigs for new technology.

Eric and Eric grading landings on the Afternoon Traffic Jam show.

BATEMAN HONORED AT MEMORIAL WALL CEREMONY

On the Sunday of AirVenture Bill Bateman along with some two dozen other people were inducted onto the Memorial Wall near Compass Hill on the EAA Aviation Center grounds. Nearly 10 Chapter 18 members along with chapter guests the Charile Sykes family (close friends of Bateman) were in attendance. A fly-over by aircraft representing all aspects of EAA followed remarks by Tom Poberezny and a local chaplin. Taps was played to close out the ceremony.

The Board is currently developing a youth scholarship in Bateman's name with cooperation with Charlie Sykes and his wife Janet Riordan who have offered seed money.



AVIATION COLUMNIST TO ADDRESS CHAPTER 18 DINNER

Tickets for the Chapter Fall Dinner will go on sale at the August monthly meeting. The price of the dinner is \$18 per person with portions of the cost going to a scholarship fund being developed in the name of Bill Bateman.

Thanks to efforts by Dean Bourgeois, aviation writer Amy Laboda will speak at Chapter 18's October dinner meeting. Amy Laboda is a regular contributor to several national aviation publications including *Sport Aviation*, *Flying*, *AOPA's Flight Training* magazine and is Editor of *Aviation for Women* magazine



TOOLS ACQUIRED AT AIRVENTURE

Fritz Jorgenson went shopping this year at Airventure and returned with tools requested by the board for the chapter Tool Library. Purchased was a tool for aligning brake pads and a "Buzz Box" for timing Magnetos. The new tools will be on display at the August monthly meeting.

WHY YOU SHOULD REALLY READ THE NOTAM

AirVenture, some pilots just don't get it.

On the return home Saturday (7/29/06) I heard the following exchange as I headed southbound passing Madison, WI. Warrior 98765 was heading north and already receiving a Flight Following Service from Madison Approach.

Warrior 123: Madison, Warrior 123. Can you tell me if there is a NOTAM or anything for getting into Oshkosh?

Madison Approach: Say Again ...

Warrior 765: Yeah. Can you tell me if there is any kind of special NOTAM for getting into Oshkosh today?

[Long Pause]

Madison Approach: You're kidding, right?

Warrior 765: No, my [garbled] was out and I couldn't get anything before I took off. Can you tell me what the arrival procedure is?

[Longer Pause]

Madison Approach: (speaking slowly) I suggest you land before you get there and get a copy. There's one here at Wisconsin Aviation ... or Middleton is in your 10 o'clock.

Warrior 765: Standby .. -From AvWeb's Short Final section.

ECHELON RIGHT



Board Meeting Minutes for August "06"

The Aug. meeting was called to order by President Eric Whyte at Craig Henry's hangar at East Troy at 7:50PM. Gert Vander Sanden, Stephanie Murray, Fritz Jorgenson, Jim Hatzenbeller, Dave Alberti, and Fareed Guyot were present. Bob Urban and Ron Scott were also in attendance.

The treasurer's report was given and accepted with more details to follow.

Old Business: Fareed reported that he has contacted Jan Reardon, the wife of Charlie Sykes. He is exploring the possibility of working with her on the Chapter 18, Bill Bateman Memorial scholarship fund. Several questions have arisen over this plan that the board needs to address. How will it be funded?, How long will the funding last? Who will be eligible to receive scholarship funds? This will be studied in more detail at subsequent board meetings.

Dave Alberti reported that the reservation has been made for the October dinner meeting at Meyer's Family restaurant. It was decided by the board that the cost will be \$18 each. As always, reservations and payment in advance will be required. Dave will start accepting reservations at the August Chapter meeting.

Misc: The September Chapter meeting program will be a class on welding given by Fred Keip. Tools purchased at AirVenture this year are a brake relining tool and a magneto timing buzz box, or more accurately called "Dual Magneto Synchronizer". The minutes from the July Chapter meeting were read and accepted. Bob Urban reported that the East Troy Fly-in was well attended but a lot of work goes into doing this event. Meeting adjourned at 9:00 PM. Respectfully submitted, Jim Hatzenbeller (Secretary).

Chapter 18 Minutes from the July "06" Meeting

The July meeting was called to order by President Eric Whyte at 7:40PM at the CAP Hangar at Timmerman Field. A card was passed and signed for the wife of the late Chris Good. Guests were asked to introduce themselves and 2 people did so.

Building Reports: No building reports were given.

Flying Reports: Fritz Jorgenson reported on flying to Washington Island for the fish boil. Jim Becker and his wife Darlene also made the trip in their Maule. Phil Graybar reported on Lonnie Averkamp's accident in his ultralight. He suffered severe back injuries and his son was also injured. Jeff point flew his Spruce Moose to Oshkosh and had the first plane parked in the homebuilt area. Mike Felske reported on doing lots of banner towing out of Racine this summer. Eric Whyte reported on flying with Craig Henry over to Mitchell Field. Phil also reported on flying his Comanche up to Crivitz. He reports that it's a real nice airport since it has been repaved and it's well marked. The restaurant has good food and it's about a 130 mile flight. It was reported that 113 planes flew into East Troy for their fly-in breakfast.

Tech Counselors: Fred Keip reported on a near mid-air at Burlington. One plane was a Pitts and the other plane was a low winger. One plane was flying a left hand pattern and the other was flying a right hand pattern. Fred also reported that he is having electrical problems with his Sonerai. Possibly magnetos.

Announcements: Bill Bateman will be inducted onto the Memorial Wall at Oshkosh on July 30th. Minutes from the previous meeting and the treasures reported were approved.

New Business: Suggestions for new tools for purchase include dimple dies for relining brakes and possibly new hoses for the paint sprayer. A motion was made and passed to purchase parts for the paint sprayer. Fred reported that the Chapter library has lots of videos that get little use. He will put together a list and publish it on the Chapter website. Andy Jaskie will do the August program on the Young Eagles program. As of this meeting, no one has stepped forward to take over the coffee and donut job. Eric Whyte has been added to the EAA radio team.



July meeting was lightly attended

It was reported that the Board has decided to investigate starting a scholarship fund in Bill Bateman's name. The board will work on this and more information will be available at a later date. If anyone has any suggestions, please pass them on to the Board. Eric recommended that a committee be formed to decide funding and uses.

Young Eagles: Eric reported on flying several Young Eagles in the Citation for Special Olympics. He had lots of fun and it is a noble cause. Phil Graybar reported on flying some Young Eagles out of Waukesha and receiving a thank you card with a certificate for a free ice cream from one of the kids. Meeting adjourned at 8:45pm. Respectfully submitted, Jim Hatzenbeller (Secretary)

TREASURER'S REPORT

From the home office in Thunderstorm Machine, IA

No significant transactions transpired since the last report. A more detailed financial report will be published in the September issue of *The Flypaper*.

A/C HEAVYWEIGHT FLEXES MUSCLE IN LSA MARKET



Cessna CEO Jack Pelton unveils the company's proof-of-concept light-sport aircraft. Photo by Jim Koepnick

Cessna Aircraft Company Chairman, President, and CEO Jack Pelton unveiled the company's light-sport aircraft (LSA) proof of concept aircraft and presented a surprise fly-by of the Cessna's next-generation standard category piston aircraft at a press conference during EAA AirVenture Oshkosh 2006.

Cessna announced last month it was studying the feasibility of developing an LSA and would introduce the proof of concept at AirVenture, and the unveiling was highly anticipated, drawing a large crowd to the press conference. Pelton said in explaining the company's interest in the LSA market, "But most

important, we believe that the light-sport aircraft may be the key to stimulating new pilots, re-energizing the industry and feeding the important pipeline of human talent, which is so important to all of us in this industry."

Moments later Pelton formally introduced the aircraft, and the black cover draped over the airframe was removed, revealing a ruby red and white two-place, high-wing design with purple trim and yellow piping. It's constructed mostly from aluminum with some composite in the cowl and fairings. Accessed by upward opening doors, the interior of the aircraft, which has not yet flown, was bare. Cabin width is 48 inches. The Cessna Sport, as it's dubbed, will be powered by a 100-hp Rotax 912 engine. Gross weight (1,320 pounds) and airspeed (120 knots) are both the maximum allowed in the category. No price has been set but Pelton said the company expects it to be "competitive" with other LSAs in the market.

Pelton emphasized the decision on whether to proceed with the project will not be made until the first quarter of 2007, but it will be influenced by the feedback the company receives here at AirVenture.

Surprise in the sky

As spectators admired the aircraft, Pelton noted the company is often asked about plans for new piston aircraft in the standard category. "We're planning to develop a next generation aircraft in the not too distant future," Pelton said.



Cessna, the Next Generation. The all-new NGP, during its world debut on the opening day of EAA AirVenture Oshkosh 2006. Photo by Dave Hidgdon

Design features of the NGP proof of concept include a forward swept strutless wing and advanced shape fuselage. The aircraft, which has flown some 20 hours, represents a family of aircraft Cessna intends to produce. Pelton said it was too early to release performance numbers or specifications

CHAPTER 18 CAPTION CONTEST

Last Month



July's winning caption: "It ain't easy being Green"

Submitted by Stephanie Murray and the "Girls" at the office. Photo by Steve Buss

This Month



**August's Winning Caption: "?"
Photo by Dick Rhody**

E-Mail your suggested caption to the picture above-right to the [Editor](#). The winner will be announced next month and will receive a nourishing prize.

Chapter 18 Fly-Market

Magellan SkyStar: GPS plus yoke mount for a Garmin GPS. **\$100.** Contact Fritz Jorgenson

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