



CHAPTER 18 PICNIC

The day started on the gloomy side, but May 23rd ended up being a half way decent day for our annual spring picnic. I never did get an official head count, but I would estimate that we ended up with between 40 and 50 for the gala event. This year it was held at the Waukesha Airport at Mike Woods' hangar. Although it normally holds two Barons, one was in Florida and in the process of being sold and the one that Mike shares was on a trip with one of the partners. Therefore we had a big hangar with lots of room and we even had a clean bathroom to use with a real flushing toilet and running water. Oh the wonders of modern day conveniences.

Everyone had plenty to eat with a full menu of Johnsonville Brats, George Webb big burgers, and many other dishes that everyone was so kind to bring. No one went away hungry as there was even some food left. We owe a huge thanks to the Waukesha Aviation Club for letting us use their tables and chairs. Also, a big thank you for all that helped with the setting up, cleaning and getting items we needed for the picnic.

During the picnic the weather finally cleared enough that we were able to get four planes there. Mike Felske taxied over a Super Cub on floats (he is one lucky guy to get to fly this fantastic machine with the amphips), Chris Esselstyn brought over his highly modified Cozy so we could see the improved version – that thing looks super fast just sitting on the ground. Glenn Botsford flew in his RV7A and was kind enough to give a couple of rides. What a sweet flying airplane – Glenn, the rolls are OK and even fun, but my old body and brain can't take much more than a couple of Gs for more than just a touch. I don't know how the fighter jocks and aerobatic guys (and gals) do it.

All in all, a great time was had by all. Oh, by the way, the Waukesha Fire Department said that when the smoke went down they figured that the fire was out so they did not show up. The good news is the grill seems to still be in good shape. See you all for the fall picnic which is scheduled for Saturday 5th at Jim Hatzenbeller's hangar at Timmerman.

This Issue:

**Three Lakes, WI
Fly-Out
American Heritage
Center
Events**



UPCOMING EVENTS

NATURE CALLING

No, it's not the nature calling that makes you get up in the middle of the night, but the outstanding nature you can experience in beautiful Three Lakes, WI with our Chapter 18 fly out camping trip on August 22nd and 23rd. This is one you will want to be at even if you do not want to camp. We do have a section of the campground reserved for us, and it is located within a couple hundred feet of the runway. For those that would love to go but camping is not your thing, let Mike Woods know and I will check on rooms at the gorgeous Northern Air Resort, which is also by the airport. Even if you stay at the resort, you can still enjoy the fresh air, the water and the nightly campfire.

The campground has its own restaurant, and the professionally trained chef has a complete menu from sandwiches to ribs, fish, steak and anything else you could want. They also serve breakfast to get us going on Sunday morning, or if we prefer, we can wander down

to the end of the runway and cross the road to another neat restaurant that sits on the waterfront for our meals.

We will also have a beautiful pontoon boat to take us thru the many lakes in the chain. Our hosts will be Bonn and Marilyn Wisner who live in Three Lakes a good portion of the year. On our cruise we may be able to spot eagles, loons and other assorted wildlife. If fishing is your thing, bring your pole and rent a fishing boat from the campground, or fish from the shore. Just don't forget to bring your fishing license.

The Three Lakes airport (40D) is 170 NM from Waukesha so you can estimate your flying time from there. Most of us should be able to get there in about 1½ hours of flying. Bring your own tie downs and also note there will probably not be fuel available, so if you need it you can either fuel up in Eagle River or stop in Antigo, or if you have the range fill up when you return. The elevation at 40D is 1636 feet and the runway (3/21) is 3400 feet of beautiful grass.

Two words of CAUTION: First – there is a tower at 3326 MSL (1682 AGL) 8.5 miles SW of 40D. If you are using a VOR, it is on the 77 degree radial at 10 NM of RHI VOR. Second Caution: If you come, you will want to come back again and again.

Plan on being at 40D around 10. We will set up camp eat an early lunch then play in the lakes the rest of the day. Bring a cooler for whatever refreshments you want to drink and for and taking your fish home. Bring some munchies for the campfire, but we will plan on eating all meals at one of the restaurants. We will plan on leaving Sunday after breakfast.

If you want to go but do not have a plane available please call Mike Woods at 414-791-6991. Also, if you are flying, please let Mike know and let him know if you have room to take someone else. We need a contact number for everyone too in case we scrub due to weather.

Chapter 18 Website

Did you know that our chapter website has a members only section with contact information for the chapter membership. The website is www.eaachapter18.org and the password for members only is MCW5275. The password is case sensitive. Check it out.

Historic Aircraft Events at the AHC Week of July 20th

B-17, B-24, TP-51C and T-28s

Sheboygan Falls, Wis. – The Aviation Heritage Center will be the center of activity for two events during the week of July 20th. Listen for the rumble and keep your eyes to the skies! Come to the Aviation Heritage Center, located at the Sheboygan County Memorial Airport, to see all the action. The first part of the week will feature WWII aircraft and the latter part of the week will feature the T-28 aircraft used during the Vietnam and Korean Wars. Admission to the Aviation Heritage Center is free. Check www.sheboyganaviation.com for additional information.

Wings of Freedom Tour (WWII Aircraft) July 20-22

The Aviation Heritage Center of Sheboygan County has been selected as the only Wisconsin stop for the Collings Foundation “Wings of Freedom” tour. The tour will include a B-17 Flying Fortress, a B-24 Liberator and a North American P-51 Mustang. This is a wonderful opportunity to visit, explore and learn more about these unique and rare treasures of aviation history. The B-17 is one of only nine in flying condition in the United States, the B-24J and Dual Control P-51C Mustang are the sole remaining examples of their type flying in the world! Tours of the aircraft can be purchased for a donation to the Collings Foundation of \$12 for adults and \$6 for children under 12. Anyone interested in the once-in-a-lifetime opportunity to take a 30-minute flight aboard one of these aircraft, can do so for \$425 per person. To make a reservation, contact the Aviation Heritage Center or call the Collings Foundation at 1-800-568-8924. The AHC museum will feature a special WWII artifact exhibit. Come watch the activity from our outdoor deck. Admission to the Aviation Heritage Center is free. Food and beverages will be available for purchase.

Trojan Horsemen/T-28s (Vietnam/Korean War Aircraft) July 23-27

T-28 pilots from throughout the nation will converge at the Aviation Heritage Center to practice their formation flying. The 30-60 pilots will come together for training sessions which are held in the AHC library. Watching the activity from the AHC deck provides an up-close view and experience. Last year this group practiced various formations including their 16-plane formation and did a complete “dress rehearsal” of their air show. This year marks the 60th anniversary of the North American T-28 Trojan aircraft. The T-28 Trojan aircraft were flown by the U.S. Armed Forces from the 1950s until the 1980s and were used extensively during the Vietnam War, as well as the Secret War in Laos. Local Vietnam Veterans will exhibit educational information and artifacts in the Aviation Heritage Center museum during the T-28 visit. Food and beverages will be available for purchase. Volunteers from the Sheboygan Downtown Rotary will be assisting. On Saturday, July 25, EAA Chapter 766 will host a pancake breakfast from 7:30am until 10:30am. Cost for the breakfast will be \$6 for adults. Proceeds from the food sales will be donated to the Aviation Heritage Center. (*Continued...*)

SCHEDULE OF EVENTS:

Monday, July 20 – Wings of Freedom Tour

- 10am-5pm WWII Museum Exhibit
- **2pm AIRCRAFT ARRIVE**
- 2-5pm WWII Aircraft Viewing and Tours

Tuesday, July 21 – Wings of Freedom Tour

- 10am-5pm – WWII Museum Exhibit
- 10am-5pm – WWII Aircraft Viewing and Tours
- 11am-4pm – Food and beverages available for purchase

Wednesday, July 22 – Wings of Freedom Tour

- 10am-5pm – WWII Museum Exhibit
- 10am-12pm – WWII Aircraft Viewing and Tours
- **1pm – WWII AIRCRAFT DEPART**
- 11am-2pm – Food and beverages available for purchase

Thursday and Friday July 23 & 24 – Trojan Horsemen/T-28s

- 10am-5pm – Vietnam Veteran display in museum
- 11am-4pm – Food and beverages available for purchase
- T-28 aircraft begin arriving

Saturday, July 25 – Trojan Horsemen/T-28s

- 7:30-10:30am - EAA 766 Pancake Breakfast (\$6 adults)
- 7:30am-5pm – Vietnam Veteran display in museum
- 11-4pm – Food and beverages available for purchase
- Pilots will be flying throughout the day

Sunday, July 26 – Trojan Horsemen/T-28s

- 11am-4pm—Food and beverages available for purchase
- 10am-5pm – Vietnam Veteran display in museum
- Pilots will be flying throughout the day

Monday, July 27 – Trojan Horsemen/T-28s

T-28 pilots will fly out together early afternoon to Oshkosh EAA AirVenture

The Aviation Heritage Center is a 501 (c) 3 not for profit educational facility and museum located at Sheboygan County Memorial Airport. The center is completely funded by private and corporate donations. For more information, please call 920-467-2043 or check our website at

www.sheboyganaviation.com.

Aviation Heritage Center of Sheboygan County: (920) 467-2043 www.sheboyganaviation.com

For more information:

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MORE UPCOMING EVENTS

Date	Time	Event	Location
7.21.2009	1930	Chapter Monthly Meeting - Program TBA (Board meeting starts at 1830)	Timmerman CAP Hangar
7.27.2009 - 8.2.2009		EAA AirVenture Oshkosh Convention	Oshkosh, WI
8.25.2009	1930	Chapter Monthly Meeting – Air Traffic Control with Don Mildebrandt (Board meeting starts at 1830)	Timmerman CAP Hangar
8.22.2009 - 8.23.2009		Camping Trip/ Fly-out	Three Lakes, WI
9.22.2009	1930	Chapter Monthly Meeting Wood Aircraft Construction (Board meeting starts at 1830)	Timmerman CAP Hangar
10.27.2009	TBA	Fall Dinner Meeting	TBA
11.24.2009	1930	Chapter Monthly Meeting - Program TBA, board and executive officer elections. (Board meeting starts at 1830)	Timmerman CAP Hangar
12.8.2009	TBA	Board Dinner Meeting – Grill your own steak!	Prime Quarter in Milwaukee.

**CHECK OUT THE NEW
CHAPTER 18 PATCH!**

**On Sale at the July Chapter 18
meeting
for only \$2**



presidents corner



President's Rant- July 2009-Y78

Welcome to the July Flypaper. It has sort of become my custom to begin my monthly rants with some commentary on the weather. Small talk, so to speak, but conversations about weather take on a much greater level of importance, not to mention sophistication, when those conversations are between pilots. I'm not sure what I can say about the weather as of late, but whatever I would say wouldn't be suitable for young ears, so I'll skip it for this month.

A long standing Chapter 18 tradition is the after-the-meeting meeting, usually held at a local watering hole, where a small group of chapter members (mostly those of us who don't have to get up for work in the morning!) get together for cocktails and conversation. All manner of topics are discussed, both aeronautical and other, less-important ones. At a recent such gathering, the topic of conversation turned to that of local airports that had "flown west," so to speak. The names of many of these former fields are familiar to many Chapter 18ers: Hales Corners. Dodgeville. Aero

Park. Mount Horeb. Rainbow. We all had a good time swapping stories about flying into many of these airports back during the "good old days." And, of course, we lamented the fact that small airports like these, the backbone of our flavor of aviation, are in a short and dwindling supply.

One of these airports in particular brought back some memories for me, and that is Rainbow. Many of you remember Rainbow airport, and it's proprietor Leon Redinski. For grins, I dug out my old logbooks, in search of notations about ol' Y78. The last entry I could find had me flying in there on 2-17-93, with a primary student. That flight was part of a 2.3 hour round robin to half a dozen different uncontrolled fields in the area, and must have been part of a lesson on uncontrolled field operations (I was instructing out of Timmerman at the time.) I haven't heard from this particular student in the last 10 years or so, but the last I heard, he was flying cargo 747s internationally. At least one of us made it in aviation!

Located just south of S. 76th St. and Ryan Rd., Rainbow was one of many fields that

started out their lives out in the boonies, but by middle age, found that the boonies had given way to urban sprawl, sort of their own little "battle of the bulge" than we all seem to face in middle age. Some airports are able to adapt to their new, more populated environments and thrive (Waunakee comes to mind) but most are not so fortunate, and their runways become city streets, and the hangars are recycled into Mc Mansions in neighborhoods with catchy names like Greenwood Meadows or some suburban tripe.

But not so with Rainbow. While the airport ceased to be a going concern in about 1996, it is physically very much still there. Last week, on a whim, I decided to go pay a visit to the old field. And, in the tradition of airport kids for the last century, I rode my bike. It is about a 14 mile circuitous route one way from my house, so it makes for a good bit of exercise as well.

When I got to the site, what struck me most is how little things had changed in the 16 years since I was last there. Unlike much of suburban Milwaukee, there has been little development in the area (Continued...)

since Bill Clinton's first inauguration, and most of the buildings within a mile or so were the same ones that were there when I last flew in. The driveway leading to the main hangar was still there, guarded only by a small "No Trespassing" sign (the TSA clearly has no presence there-yet...) Most of the hangars have been torn down save for the main one (ingloriously used as a storage building for county grass mowers) but the main, paved runway is still there. Granted, better than a dozen years of benign neglect have left it in pretty sad shape (and it wasn't all that great in it's heyday) but I would rate it as still useable in an emergency. Just to make sure of this point, I felt compelled to ride my bike the

length of the runway and back, adding almost another full mile to my round trip.

An abandoned airport is a pretty depressing place. Perhaps the only place that can rival one on the depressing scale is an airport that is right on the verge of becoming an abandoned airport. There are local airports that we can all think of that we might be some day adding to the list of former fields. Capitol Drive is always the first one to come to mind; in the 18 years I've lived in and flown in Milwaukee, O2C has always seemed to have one foot in the grave, but somehow, manages to keep going. This is fortunate, because Capitol is a genuine treasure, and to lose it would

be devastating to aviation and aviators in this area. You may think it could never happen, but at some point, the same thing was said about each of the other places that I mentioned.

As I sat there in the middle of the X'ed off runway 9/27 at Rainbow, I thought I could almost hear the ghostly faint sound of aircraft engines on the breeze. Oh, wait a minute, those are aircraft engines I hear; a model aircraft club has set up housekeeping just off the east end of the field. A least there is still somebody turning gas into noise at ol' Y78.

Until next month, keep your airspeed up.

JUNE 2009 BUDGET

	CHECKING	SAVINGS
Beginning Bal. 6/1/09	\$630.45	\$2,879.74
Receipts		
Interest		\$0.70
Total Income	\$0.00	\$0.70
Expenses		
Cookies	-\$29.00	
Young Eagles	-\$103.89	
Total Expenses	-\$132.89	\$0.00
Ending Bal.6/30/09	\$497.56	\$2,880.44



Board Meeting Minutes for June, "09"

The June Board meeting was called to order at 6:30 by President Jeff Point at the CAP hangar at Timmerman Field. Jim Hatzenbeller, Tom Stranak, Darrell Kufalk, Chris Esselstyn, Joe Ptaszek, Ken Klima, Stephanie Murray, Mike Woods, Fred Keip, and Fritz Jorgenson were present. There was no newsletter published as of the meeting date due to a change in editors. Therefore, the treasurers report and minutes from the previous meeting were not published for approval. The newsletter should be published in a week

or two. The evening program will consist of the build report by Chris on his blended winglets. As chairperson of the October Dinner Meeting, Stephanie reported on finding a couple of restaurants for the dinner. After discussion, it was decided to have the dinner meeting at Clifford's in Hales Corners. Stephanie will put a hold on the date with the restaurant.

Jeff displayed the design of the Chapter 18 patch that he is proposing to order. Jeff will get pricing and determine price breaks and then update board members via e-mail. Jeff also reported that he was contacted by website editor, Todd Wenzel that the new Chapter website is nearly completed. More pictures are needed for the website. Submit anything you have of your project events to Todd. The issue of a memorial

plaque has been tabled for a future date. It was suggested that we make up a new brochure or flyer for the Chapter.

Young Eagles: Nothing to report.

Old Business: Mike reported that the fee for the August flyout/campout at 3 Lakes will be \$21 for every 4 people for the camp sites. The date is August 22nd and more details will follow. Jim reported that due to a schedule conflict, the fall hangar picnic will be held on Sept. 5th at his hangar at Timmerman Field.

New Business: There was no new business to report Meeting adjourned at 7:10

*Respectfully submitted,
Jim Hatzenbeller (Secretary).*

Contact!

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