

Inside: Lots of ideas for Summer Flying Fun!

Volume #44 Number 5 May 2004

EAA Chapter 18 – IT ALL STARTED HERE!

THE FLYPAPER

“The Worlds Greatest Newsletter”



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	fjorg@execpc.com
	Newsletter	Fareed Guyot	414 708-6588	roperworld@sbcglobal.net
	Membership	Dave Alberti	414 543-7138	daberti@execpc.com
	Young Eagles	Dean Bourgeois	414 762-5002	CarolynAndDean@wi.rr.com
	Web Editor	Doug Landmann	262 594-3430	douglanmann@wi.rr.com

Tech Counselors

Carl Schultz (262) 895-6194; Ron Scott (262) 642-7423, Fred Keip (262) 835-7714

Flight Advisors

Bill Bateman (262) 241-5234; Jerry Thorpe (262) 593-5470; Ron Scott (262) 642-7423

The monthly meeting will be held on, Tuesday May 25th, at 7:30 p.m. the CAP Hanger, Timmerman Field. **Name tag patrol will be back this month, save your money for that much needed new sump pump...bring your name tag!**

This Month's Program: Chapter member Jim Rodrian talks about the glass panel in his Defiant Project.

Chapter 18 Calendar of Events

May 2004

5/25/04 --- Membership Meeting, CAP Hanger Timmerman Field, 7:30pm

5/23/04 Chapter 572 Breakfast @ FLD

5/29/04 Spring Picnic @ HXF

June 2004

6/6/04 Chapter 18 D-Day fly-out to UNU

6/8/04 --- Board Meeting Dave Alberti's Home 7:30pm

6/22/04 --- Membership Meeting, CAP Hanger Timmerman Field, 7:30pm

6/26/04 Annual Chapter 18 work party at Airventure grounds, OSH. Carpool leaves Timmerman parking lot at 7:30AM

July 2004

7/13/04 – Board Meeting Dean Bourgeois's Home 7:30pm

7/20/04 – Membership Meeting, CAP Hangar Timmerman Field, 7:30pm

EAA Airventure Oshkosh 2004 July 27th- Aug 2nd

From the mouths of babes

It seems as though even the weather is running late this year. The April Showers didn't bring May Flowers as the old saying goes, but the May monsoon season did bring a very large mess into my basement. Fortunately no aviation related items were damaged, although I have been thinking about starting to build a very large boat instead of an airplane.

Thankfully the rains gave us Armed Forces Weekend off, allowing us to have a tremendously successful event. Thanks to everyone that helped out this year. I always look forward to that Young Eagles event since Dean and his troops do an excellent job of getting everything organized and we never have a shortage of kids, which for some strange reason seems to be the hardest part of the Young Eagles Program, to find the kids!

It seems like every time we fly Young Eagles, there is always one of the kids that really makes everybody chuckle. This year, I was fortunate to have such a passenger. He was a boy about 7 or 8 years old, going to ride with his older sister. He was a bit nervous about his flight and after we walked all the way across the ramp started getting excited and announced he had to use the bathroom. After he made it clear that he had no intention of holding it until we returned, Gert offered to walk him back over to the flight line and bring him back after he had taken care of business.

The other kids and I continued with our preflight and soon I noticed Gert coming back with our Young Eagle in tow. The Young man was talking a mile-a-minute, and I could see Gert responding to the flurry of questions. When we returned from the flight and the kids where back to their parents, Gert told me what his conversation with the little guy was all about. It seems he wanted to be sure I really new how to fly, to which Gert responded, "Yes, he is an instructor and taught me to fly."

The kid looked at Gert and said, "So he's a pretty good shit huh?"

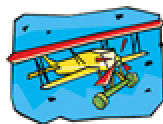
7 years old! No wonder Gert was laughing when he brought him over to the plane! Over all we flew a record number of kids and I thank everyone in the chapter that made it possible. I am already looking forward to doing it again next year. I am also looking forward to the Spring Picnic to be held at the end of this month at Hartford. I hope to see you all there.

See you at the Chapter Meeting.....

Eric

See chapter news for a complete wrap-up of the chapter's Young Eagle rally

Pictures from the rally are available on the Chapter 18 website (EAChapter18.org)



Chapter News

CHAPTER 18 MEMBERS COWBOY UP ON THE PRE-PUBESCENT HOARD DURING ARMED FORCES WEEKEND

It was a record setting day for Chapter 18 and the Young Eagle program. Despite the achievement of 1 million kids flown several months ago by all EAA members; there are still more to fly and they all seemed to show up on Armed Forces weekend at Mitchell field.

Led by highly organized chapter Vice-President Dean Bourgeois, Chapter 18 and visiting EAA members flew 252 kids on Saturday May 15th and 285 on Sunday May 16th for a grand total of 537 for the weekend. Approximately 25 different aircraft participated including a Cessna 337 (push-pull twin), Piper Twin Comanche, Piper Tri-Pacer, Robinson R22, and a Vietnam-era UH-60 Loach flown Peter Bales, brother of Chapter member John Bales. EAA's RV-6A 6YE also participated in the event, flown by Young Eagles Executive Director Steve Buss.

The weather was nice both days, with Saturday featuring 17 planes available for rides although the higher winds and mild temperatures kept the kids down to a manageable level. Sunday brought warmer temperatures and a steady stream of kids. At one point in the early afternoon over 115 kids were on the waiting list for rides! As the waiting list grew on Sunday, the volunteer pilots were up to the task as they flew from 8:30am to 3pm without any breaks!

ATC was a big help over both days as the rally was given 19L-1R as a dedicated runway for operations. The route featured a scenic flight along the Lake Michigan shoreline before being turned for the arrival into MKE. All pilots were briefed by ATC and Young Eagle rally veterans Lynne McCarthy (who took over as MKE Tower Chief for recently retired Don "Grey Eagle" Gunderson, who also was in attendance Saturday) and Controller Terry O' Neil. Their constant communications with their controllers in the tower kept operations running smoothly.

Pilots

Peter Bales
Jeff Barnes
Trace Blakey
Dave Broadfoot
Steve Buss
Bill Butler
Phil Graybar
David Hemmy
Mark Hislop
Tom Hoffman
Mike Holzberger
Fritz Jorgenson
Chet Keiser
Tim Lent
Warren Levin
Tom Lubben
Dan Mayworm

Paul McAllister
Bob Pieters
Tim Skloss
Charley Ventura
Shelley Ventura
Todd Wenzel
Eric Whyte

Ground Crew

Dave Alberti
Jeff Bales
Bill Bateman
Jim Becker
Dee Becker
Dean Bourgeois
Tiffany Clark
Fareed Guyot

Dori Hoffman
Andy Jaskie
Stephanie Murray
Al Radaj
Gert Van der Sanden

FAA

Lynn McCarthy
Terry O' Neil

128th ARW

SM SGT Steve Soresk
SM SGT John Wicinski
SM SGT Kathy Baierlipp
(Unk Rank) Pat Lalonde

CHAPTER NEWS CONTINUED

From the Young Eagles Coordinator:

I cannot sufficiently express my gratitude for all of the hard work you all did this last weekend, from the pilots and ground crew, to our friends in the FAA, and last but certainly not least, the 128th. It made SUCH a difference to have you all there, willing to do whatever needed to be done, and with a smile no less. And the results show it - 537 Young Eagles flown! Safely!! I am blessed to have been able to work with such a great group of friends. Thank you all so much.

Dean

MOVE OVER HUGH HEFNER, CHAPTER PROJECT FEATURED IN CATALOG

Congratulations to Chapter member Mark Jones! His KR2-S is featured on the cover of the Wicks Aircraft Supply 2004 catalog. We don't have a picture of that but check out his KR-2S CorvAIRCRAFT web site at:

<http://mywebpage.netscape.com/n886mj/homepage.html>

CHAPTER FLY OUT JUNE 6th

Celebrate the 60th Anniversary of the Normandy invasion by joining the Chapter 18 Pancake Destroyer Squadron on a mission to Dodge County Airport. We will seek out and destroy Pancakes and all associated supporting trimmings, including coffee. The event is being held by the EAA Chapter based at Dodge County. If you are interested in flying and have extra seats available I am sure there are Chapter 18 members willing to take care of any empty seats. See Dean at the meeting for more info.

CHAPTER MEMBER CLEARED FOR TAKEOFF, CLOSE FRIEND STILL QUESTIONS SANITY

Fareed Guyot, who presented a program on mental illness and your FAA medical to Chapter 18 in April, was ruled "eligible for a medical certificate" recently by the FAA. After getting treatment for his anxiety, Fareed took a unique route to medical re-certification by using a "medical expediter" to reduce the amount of time it takes the FAA rule on disqualifying medical conditions. Fareed also avoided medical purgatory by having the FAA rule on his disqualifying condition prior to renewing his medical certificate.

If a pilot with a disqualifying condition applies for a medical with an Airman Medical Examiner without any "notes from their doctor" or other supporting documents, it will force the AME to defer the application and submit it to the Airman Medical Branch in Oklahoma City. Typically it will take the FAA four, sometimes six months to rule on an application. This is mostly due to requests for additional information which normally takes place through the U.S. Mail.

Here are some tips to avoid extensive delays in medical certification:

1. Do research. If you may have or know you have a disqualifying condition, talk to your doctor, EAA, AOPA, use the internet; call an AME or the FAA. As long as you

haven't actually completed an application for a certificate, talking to an AME or the FAA will not poison your chances. Most AME's are willing to talk confidentially about your condition. Fareed also found the FAA Regional Medical office very helpful in discussing what steps to take and what documents were required.

2. Choose an advocate. There are several companies that offer advocacy for your application, however there is usually a fee. Almost all offer a free consultation, but beyond that services can range from \$300-\$1600 depending on the complexity of the case. All of these advocacy groups have extensive information available free on their websites. EAA and AOPA also offer advocacy and many pilots have found success through this route as well. The benefits of outside advocacy is that these organizations know the rules by which the FAA operates and can usually make an end run around many of the road blocks the un-initiated pilot may encounter.
3. Be prepared. Whether you use outside advocacy or 'go-it alone', work with your doctor to develop a comprehensive summary of your condition: how it has been treated, and how your present condition will not affect your safe operation of the aircraft. Be sure to include dates of when medication was begun and discontinued. Also, make sure you help your doctor with writing the summary. Many family physicians are un-familiar with flying and how your medical condition applies. Ask to see the summary before it is submitted and don't be afraid to be picky about wording. This summary is about you, ambiguities however small may delay an application while the FAA seeks clarification from you through the US Mail.

Give your doctor contact information for the FAA Regional Medical office or refer them to the FAA web site (www.faa.gov) for information that is written in terms a medical professional can understand. Medical advocacy services offer to consult directly with your doctor as part of their package services. Also, get a second concurring opinion. Fareed took advantage of the benevolent largesse of fellow chapter member Gerry Clinton who, being a former AME and a practicing psychiatrist; provided an independent evaluation of his condition and treatment progress. This was crucial overkill which no doubt made an overwhelming case before the FAA.

4. Take the proper steps. A pilot is not required to report to the FAA a disqualifying medical condition. The Airman must however stop flying in the interim until he re-applies for a new medical. At that time the condition must be reported.

If you plan to use an advocacy service, follow their recommendations as much as possible. Fareed used Virtual Flight Surgeons (VFS), which recommended that he get pre-approval for his anxiety condition, then re-apply for the medical certificate with his local AME. VFS submitted a request to the FAA to only consider Fareed's disqualifying condition and to issue a "pre-approval". 3 weeks later the FAA signaled their approval

For those not using an advocacy service; it may not be possible to submit for pre-approval of individual conditions. The only route may be through an AME. Make sure you have all of the documentation in order before visiting your AME. This will reduce the chances of the FAA needing to request further information.

5. Be patient. The FAA Airman certification process is a paleo-bureaucracy that is resistant to change and at times logical thinking. Whether you are trying to sustain a career or just the right to bore holes in the sky on a weekend, stay focused on why you are going through all this effort. While you may not be able to act as pilot in command, stay fresh by flying with friends, or use this time to dust off some of that little used knowledge you gained in ground school.

Resources: Virtual flight Surgeons: www.aviationmedicine.com
Pilot Medical Solutions: www.leftseat.com
FAA: <http://www.faa.gov/licenses/medicalexams.cfm>

Treasurers Report - Fritz Jorgenson

The Alan Greenspan of Chapter 18 to present a summary of Chapter 18 finances in Iambic Pentameter at the Membership meeting.

Chapter 18 Minutes from the April Meeting

The April meeting was called to order by President Eric Whyte at 7:35PM at the CAP Hangar at Timmerman Field. Eric made the following announcements. The annual work party for Oshkosh will take place on June 26th. Meet at Timmerman and carpool up or go on your own. A college journalism student would like to meet with some people from the chapter for a school project. Eric has the phone number. Pioneer Airport opens on May 1st. Chapter 15 is having a fund raiser with the drawing for a ride in a P-51 taking place on May 15th. Eric has their phone number for details. Problems in getting the printed copy of the April newsletter out were discussed. It was also pointed out that the article about a letter from NWA was the incorrect letter. EAA's Sport Pilot magazine has replaced the Experimenter magazine. The FAA has granted the 2nd license to a civilian party for *aerospace flight*. KidVenture opens on May 15th at Oshkosh.

Neal Schowalter and his friend were introduced as members of the Milwaukee School History Society. They have received a plane built by high school students back in the 60's. They are trying to get more information on other such projects done by other Milwaukee public schools. Contact Eric for details if you feel you can help them gather historical information.

The chapter is looking for someone to volunteer to take up the new position of chapter historian. This would involve taking photos at chapter events.

Chapter 897 is having a fly-in, drive-in pancake breakfast and raffle on June 6th. Contact Dean for details.

On Aug. 6 thru 8, an event called Milwaukee Air & Water Show will be held at the lakefront. Our chapter has been asked if we would like to volunteer to help out with ticket sales or working a booth. This will be discussed in more detail at the May Board meeting.

Guests were asked to introduce themselves, and 6 people did so.

Building Reports: Bob Peplinski is working on the engine systems for his Cozy Mark 4. He should be ready to start the engine within the next few weeks. Marcus Collins is learning to weld in preparation to mounting his Jabiru engine. He would also like some help on converting the engine oil system from wet sump to dry sump. Paul McAllister reported that he has the Airworthiness certificate issued for his Europa after passing the FAA inspection. Darrel Kufalk reported that he has the airframe on his Velocity 90% finished, and is just doing filling and sanding now as preparation for painting this summer.

Flying Reports: Fred Keip and Paul McAllister both reported on their flights down to Sun & Fun. In April. Jeff Point reported that he now has 30 hrs. flown off on his RV6. He is now doing maintenance and fine tuning on the plane. Fareed Guyot reported on taking a flight to Minneapolis with his boss in a 172. They used the flight following service and found it to be quite helpful. Fareed also has submitted the paperwork to FAA to get his medical back. He hopes to have it back by the end of May. Jim Becker reported on flying to Mississippi with his wife in a Maule. It was reported that Craig Henry is receiving intensive flight training instruction from Budd Davidson in Arizona in a Pitts biplane.

Tech Counselors: Carl Schultz reported on a magazine article regarding the landing gear on a Hawk. Ron Scott reported on inspecting a Fisher Horizon being built by a non-pilot.

Flight Advisors: Bill Bateman reported that FAA is happy with the homebuilt movement, which now accounts for about 1/3rd of all GA aircraft. He also reported that the Sport License bill could pass before the Oshkosh convention. A medical exam will not be needed, only a drivers license or self certification. Ron Scott reported on test flying an RV-7 quick build at Air Troy Estates.

Minutes and Treasurers report were accepted as published in the newsletter. The password for the Chapter 18 website is MWC5275. It was reported that Joe Fricano is home and doing better.

Meeting break for coffee and donuts which was then followed by a tape entitled "Countdown to Kitty Hawk".

Meeting adjourned at 10:10 PM. Respectfully submitted, Jim Hatzenbeller (Secretary)

Board Meeting Minutes for April "04"

The meeting was called to order by Vice-President Dean Bourgeois at Fritz Jorgenson's house at 7:40 PM. Jim Hatzenbeller, Tom Martin, Dave Alberti, Gert Van der Sanden, Allen Bruggink, Bill Bateman, Paul Comte, and Todd Wenzel were present.

The minutes from the April Chapter meeting were read and accepted. The treasurer's report was also given and accepted. Programs for upcoming meetings were discussed. The tentative schedule is as follows: May will be a program on Jim Rodrian's glass panel in his Defiant. June will be Dave Alberti's building report on his Zenith 601. July will be a program on Rotax engines. Also upcoming is a mini ground school seminar on ground procedures at towered and radar controlled airports. Due to AirVenture, the July Board meeting will take place on July 13 and the Chapter meeting will be moved up to July 20th.

Doug Landmann would like to see more input for the chapter website. Submit anything of aviation interest to him. He would also like to see the map of MKE updated. Dave Alberti volunteered to see if he could help.

Final details for Young Eagles on Armed Forces Week-end were discussed. EAA will have their Ford Tri-Motor there weather permitting. Dean will e-mail details to those who are helping on that week-end.

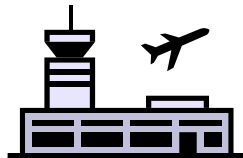
Old Business: The question as to whether or not the chapter should help at the Milwaukee Air & Water Show in August was discussed. It was decided that the chapter would not participate this year as it was too soon after the AirVenture at Oshkosh. We would leave our options open for the following year.

The chapter is still looking for a chapter historian. Duties would be to take pictures at chapter events. Dean reported that the trip to DC went well and 10 people took advantage of this opportunity. The work party for Oshkosh will be on June 26th this year. Meet at Timmerman and carpool up or go up on your own and report to the big red barn near the campgrounds. Call Eric or Dean for more details.

New Business: The CAP hangar is going to be repainted in August or September. Our chapter has been asked to help. Details will be forthcoming in the next few months.

The chapter spring picnic will be hosted by Bill Bateman at his hangar in Hartford. Bring your own chairs and a dish to pass. The chapter will provide the meat and soda. Bill informed the board that guests Joe Norris (1st ABDAR) and Charley Becker (Head of Information services) from EAA headquarters will be present.

Paul discussed merits and costs of the chapter purchasing a projector for use at meetings. He will get more pricing and will present to the chapter at the next meeting. It was decided to table the issue of the chapter trying to publish it's own newsletter. It is hoped that more members will go to the electronic version in order to keep costs down. Meeting adjourned at 9:45 PM to coffee, pie and brownies. Respectfully submitted, Jim Hatzenbeller (Secretary).



INVESTIGATION INTO ALUMINUM OVERCAST GEAR COLLAPSE CONTINUES

May 12, 2004 - As analysis of the landing incident that damaged EAA's B-17 *Aluminum Overcast* continues at Van Nuys Airport in California, EAA officials are examining video footage that shows the entire incident from approach to touchdown, rollout, and gear collapse.

"The video shows the whole landing sequence in great detail," said EAA Museum Director Adam Smith. "...As the landing roll out is completed, the tailwheel is unlocked and a severe shimmy is evident right away. A couple of seconds later, just as the airplane is beginning its turn to exit the runway, the right main undercarriage collapses followed almost immediately by the left."

Attention at this time is focused on the position of the landing gear as the airplane touched down. Close scrutiny of the tape indicates that the gear was not 100 percent fully extended on both sides.

"On at least one side the downward travel of the gear appears to have stopped slightly short of the normal position," Smith said.

Meanwhile, officials have a "reasonably good idea" of the repairs that will be needed. No timeline has been set for completion of the aircraft inspection or ensuing repairs. EAA has a long-established B-17 Maintenance Fund that is specifically earmarked for maintenance of the aircraft. To learn more, visit [EAA's B-17 website](#).

Chapter 18 Fly-Market

NEW! FOR SALE: Lycoming 0-290 D Excellent condition, no accessories, no logs
\$1,600 call Jeff 262 895 6690 or e-mail jht@wi.rr.com

RV-8 tail kit:: completed (with primer) at Alexander Technical Center Wing kit, prepunched 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; 920.685.5457.

RV-6/A wooden fuselage jig for sale: \$75 (OBO - just trying to cover the cost of the wood). Available immediately. Jim Schmidt - 262-644-1506

Somebody please buy this crap! You will be lining someone's pockets and possibly saving a marriage! Send classifieds to roperworld@sbcglobal.net

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 Tuesday before the monthly meeting. All copy and other materials should be mailed to the Newsletter Editor at 5937 N. 64th St., Milwaukee, WI 53218 or emailed to roperworld@sbcglobal.net.

EAA Chapter 18
Dean Bourgeois
1806 Spruce Court
South Milwaukee, WI
53172

