



Meetings are the 2nd Saturday of each Month at the Hangar,
Mason Jewett Field, Breakfast at 0800, Meeting at 0900.

Pres: Bill Hanna 627-4360 Vice Pres: Paul Barbour 627-3381 Treas: Gregg Cornell 351-1338
Sec: Drew Seguin 332-2601 Editor: Charley Downey 349-3903 Graphics Editor: Sue Downey

It was a sad day for the United States and especially New York City on September 11, 2001, when this great country was attacked on our home ground. Chapter 55 had planned months in advance to hold our annual Fly-in Drive-in breakfast on September 16.

A lot of events nationwide were cancelled, but our day went on as planned with a good turn out of Chapter members attending and assisting with the many chores involved, but all were thinking and remembering the past days events. Unfortunately, the beautiful Sunday sky was not filled with airplanes coming for the great pancakes and eggs being served that morning, due to the grounding of all aircraft by the FAA. And the drive-in public attendance was very sparse as it appeared folks were attending the church of their choice on this day.

Chapter members were not going to be discouraged by the lack of planes and everyone who had one stored in the local hangars brought it out and parked it proudly.

The image seen here, perhaps as if you were in church, is one's way of reflecting on the beautiful day, the flag at half mast, honoring the dead and injured, the material objects we all work so hard for and the most important part, the freedoms we all have and are entitled to in this great county. Let's all hope and pray that our lives as we know them today, but without sacrifice, continue on forever.

God Bless Us All.

Warren



IT'S ALREADY BEEN SAID Warren Miller's comments and picture on the front of this month's newsletter sum up very well the report on this year's fly-in. I've been involved with the Chapter fly-ins for 14 years and I think this one will be the most memorable for me. It marked the conclusion of a sad and tragic week, and it was a struggle to determine if we should cancel or not. Once the crew decided our efforts would be channeled toward relief for the New York and Washington victims, the spirit and enthusiasm to go forward was the best I've ever seen. Although our customer turnout was low, there were many generous people and the Chapter will make a nice donation. Thanks Joe Pirch and all who pitched in to make this one of our most successful fly-ins – ever.

HEAVY IRON Many of us will never fly an airplane that weighs more than a couple of thousand pounds. At last month's meeting, Ken Drewyor gave us the opportunity to glimpse a little of the life of those who regularly fly aircraft that weigh hundreds of thousands of pounds. It was interesting to have an insight about UPS and the airplanes that Ken operates for a living -- that was the closest many of us will ever be to the world of commercial aviation. Thanks for sharing your experiences with us, Ken, and thanks to those of your Program Team that lent a hand with the breakfast.

WHEN IT RAINS, IT LEAKS Periodically, we've had discussions about the hanger roof and its tendency to leak when it rains (it's perfectly OK the rest of the time). The final solution was to do some spot repair in certain areas and I was supposed to organize a work party in August to get it done. I made an "executive" decision that no one wanted to work on the roof in 80-degree weather and put it off. I'm sure no one wants to work on the roof in 20-degree weather either. If the weather after Saturday's meeting is somewhere between the abovementioned limits, and a few folks can stay for an hour after the meeting, we'll go aloft and do the deed.

CHANGING OF THE GUARD Time flies when you're having fun and the two-year term of your current Chapter officers is drawing to a close. We'll set up a nominating committee to canvass the membership over the next month recruiting candidates for the Chapter officer positions: president, vice-president, secretary, and treasurer (and newsletter editor – ed). If you have an interest in serving the Chapter as an officer, now is the time to make it known. If you don't want the job, but there is someone you think would really benefit the Chapter from a leadership position, encourage them to run (sometimes people are bashful and

need a little help). The candidates will be announced at the November meeting and additional nominations will also be accepted from the floor. The elections will be held during the December meeting.

MORE OF THE STORY Many of us have heard Russ Hilding's account of his WWII experiences flying B-17's and becoming a POW. This month, as part of the October Program Team, Russ will tell us some of his earlier experiences that lead up to his adventures in Europe – namely the flight training and exercises that eventually won him the left seat of a B-17. The rest of his "crew" is:

Tim Martinson	Ken Gerow	Bob Smith
Sam Hines	George Haley	Steve Kent
Doug Koons	John Mireley	Jim Sawyer

Intelligence reports indicate that the crew may prepare breakfast for us. Come and see.


SHE'S GONE! Another flight training story is in the making. Chapter member Leah Voelker has left for her training with the National Guard. Her aircraft of choice will be the C-130. I just finished reading a book on that aircraft and it is an awesome flying machine. I'm sure we will hear some great flying stories when Leah comes back to visit.


MORE TRAINING A notable trait of good pilots is they know they must never stop training if they want to remain good pilots. As a service to "good" pilots, Spartan Wings and AeroGenesis are sponsoring an aviation Safety Seminar on Wednesday, October 17 at 7:00 pm in the AeroGenesis hanger. The topic

will be *Runway Incursions*, a subject that has drawn much national attention in the last few years. Attendance satisfies the safety meeting requirements for the FAA Pilot Proficiency Award Program.

Board Agenda ~ 10/8/01 ~ 7:00 pm

- Fly-In donation
- Nomination process
- Christmas Party status
- Chapter Business Video review

Bill Hanna, President 




Board of Directors' Meeting

Wednesday, October 10
7:00 pm at Hangar

Chapter 55 Meeting

Saturday, October 13
8-9:30 am Breakfast
9:30 am Chapter Meeting



The Chesaning Connection

September 1 dawned clear and cool. It certainly looked like a good day for the “Cook Your Own Steak” Fly-In at Chesaning. Bill Purosky, Greg Hover, and I departed Mason a little after 11 am in Spartan Wings Skyhawk for a half-hour flight. Mike and Renee Arntz left a little before in Mark Jacobs’ plane. Gil McKessy flew up with friends on motorcycles.

We picked out our steaks (good size sizzlers) and put them on one of the many grills until done to our liking. Included was a large baked potato, cole slaw, roll, cupcakes, and a beverage. All for \$7.50.

We went uptown to look over the antiques and things. Came upon a 1930 Lincoln that was being raffled off. Bought tickets? Sure. Stopped at Frosty’s on way back for ice cream.

Back at the airport, people were still coming in. A good crowd. The “Steak-In” seems like a good idea and fun.

Mike and Renee left for another gathering at Marshall. Bill flew us home. I remarked how on a day like that we hadn’t seen another aircraft. Having said that, another Cessna crossed 200-300 feet diagonally and directly above us. We were at 2700-2800 feet, he at 3000. Shows the value of staying off those 500-foot increment altitudes.

We had a super time and enjoyed the meal, the company, and the joy of flying. Wish more could have joined us.

Ted Lakin &

EAA Board of Directors Meeting

Board of Directors Meeting – September 5, 2001

Attendees: Mike Arntz, Tom Botsford, Bill Hanna, Greg Hover, Ernie Lutz, Drew Seguin → Minutes from previous meeting were approved. → Treasurer’s report was approved. → Mason Aviation Day. Bill H. will get food permit and arrange for a port-a-potty. Greg Hover volunteered to clean the floors on Monday evening. We will give complimentary breakfasts to Meijers and Krogers, as they contributed food to the cause. Down Home Days in Mason is September 5. It would be nice to have a booth to promote the event. We need sign ups for the various duties. → Motion was made and approved to buy a small gas grill to facilitate cooking for the smaller events we sponsor from time to time. Greg Hover will make the purchase. → 224 Young Eagles flown to date. Ted Lakin would like us to get the word out that he will fly a few kids after each of the next Chapter meetings, weather permitting. Two Young Eagles have expressed interest in participating in the Air Academy. →

EAA Chapter 55 Business Meeting

General Membership Meeting – September 8, 2001

There were 42 people in attendance, including members and guests. → Meeting minutes of August 11, 2001, were approved → The Treasurer’s Report was approved. → Young Eagles Report was provided by Mike Arntz. We have flown 224 Young Eagles against our goal of 150. → Mason Aviation Day Report was provided by Joe Pirch; Volunteer Lists will be posted for Food Service, Parking, Traffic coordination. The Cessna 120-140 club will be joining us for the event. → The Michigan RV club is planning to have a fly-in event at Chapter 55 facilities on the weekend of September 22-23. → Brent Andrews invites all Chapter 55 members to a fly-in and lunch at his new digs at Hastings Airport after the November meeting. → Ken Drewyor gave a talk on his experiences as a pilot for UPS.

Drew Seguin, Secretary &

Book Review – by Dick Wilke

A Few of the First by Bruce Lewis

After Tony Watson gave us the presentation on his father’s experiences as a Royal Flying Corps pilot in WWI, he loaned me this book, which he ordered from England. It contains the first-hand accounts of 13 men who were in the Royal Flying Corps or the Royal Navy Air Service in WWI. Their experiences mirrored those of Tony’s father, and their bravery and resourcefulness in the face of incredible situations are hard to believe.

In one case, a large flying boat landed in rough seas off the coast because of a broken fuel line. The crew thought the engineering officer had been lost overboard, but there he was, out on the lower wing, repairing the break. When he climbed back into the cockpit, he convinced the pilot that he had been on planes that had taken off in similar conditions and told him how to skim across the tops of the waves. In actual fact, he had never been in a similar situation, but he knew that if they didn’t make the effort, the plane would soon break up and they would all be drowned. Incredibly, the pilot did as he was instructed, and the plane cleared the wave tops and made it back to the nearest base!

Among the aircraft mentioned are the B.E.2 and the R.E.8, both flown by Tony’s father, as well as the S.E.5a, the Sopwith Camel, the Nieuports, and the Vickers F.B.5 “Gunbus.” Also mentioned are the German reconnaissance planes, scouts, and bombers. There are lots of interesting pictures taken at the time. Probably not generally known is that some of the WWI bombers were as large as the WWII Lancasters.

None of the 13 are names most people would recognize, but all were certainly heroes.

The book was published by Leo Cooper, an imprint of Pen & Sword Ltd., 47 Church Street, Barnsley, South Yorkshire, England S70 SAS, U.K. and the price is £19.95 or about \$29.00 U.S.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

The September 11 terrorist attack on the United States was not just an assault on the World Trade Center and the Pentagon, it was an attack on the very soul of our country. It attacked who we are, what we believe in, and the sense of security that we feel while surrounded by friends on both borders, and great oceans to the east and west. Our freedoms gave terrorism everything it needed to succeed: easy entry, free movement, access to flight training and licensing without restriction, and an airline industry running in such high gear that mishandled luggage rates were looked at more closely than security issues. The last thing it was given were 4 magnificent jet transports with the excellent flying characteristics that Boeing is so well known for. How ironic it is that in the nation that gave birth to aviation, terrorists would visit to use aviation against us.

In the days following the attack, the air was noticeably silent. It was if the birds had stopped singing. I saw one single contrail in two days. Usually the sky is criss-crossed like cotton gauze with contrails. It's pretty amazing that every airplane was cleared from the sky in about 2 hours, and it stayed that way until Washington began releasing airplanes in a carefully phased plan. The plan wasn't perfect, nor did any of us really know what the plan was. But gradually airplanes began to appear in the sky, and soon the familiar sounds over familiar tracks could be heard.

For those of us who remember the days before ELTs, transponders, ARSAs and TCAs, a certain fear could be felt that reminded us of how those changes affected our aviation lives. Sport aviation has grown within this framework, and for that we should be thankful. Events like Sun 'N Fun, Oshkosh, and the Chapter 55 fly-in breakfast have flourished. In other free countries, events like these simply do not exist. We're free. But now, we're less free. The certain fear has returned that aviation again will change. It was my personal fear that Part 91 VFR operations would never return. I am thankful that it did. But security concerns will mandate changes to our world, and there will be no exception for sport flying. If history teaches us anything, it will be that as free people, we will meet these challenges, and at the same time preserve our way of life.

"Let every nation know, whether it wishes us well or ill, that we shall pay any price, bear any burden, meet any hardship,

support any friend, oppose any foe, to assure the survival and the success of liberty."

A few days after the VFR flight restrictions were lifted, I was back in the air with the Luscombe Silvaire Bullet. After a few minutes airborne, I went trolling on 123.0 and asked in the blind if 43LF (Lou Farhood's RV-8) was on the frequency. Turns out that he was, but thinking that he might be intercepted by an F-16, he finally came up and said "Who's that calling 43LF?" We switched to an air to air frequency and discovered that we weren't that far apart, so Lou zoomed over toward Webberville, and we joined up (the Bullet doesn't do much zooming). I flew formation on the RV-8, and Lou was slowed to 95 mph with 10 degrees flaps. To our pleasant surprise, a conversation popped up on the frequency between Robert Parker (Luscombe) and Roy Thelen (RV-8), who were flying out of Tripp Creek Airport. Now what are the random odds of two flights of airplanes, both Luscombes and RV-8s would be in the air at the same time on any given day. It was wonderful way to return to the air. Let freedom ring!

Now it's time for my annual report from the Society of Experimental Test Pilots symposium in Los Angeles. There were some great technical papers this year, but no hairy video of spin tests or cross wind takeoff tests gone wrong. The guest speaker at the Friday luncheon was Captain Eric "Winkle" Brown, who had a 31-year career with the Royal Navy and is the most decorated Fleet Air Arm pilot and British test pilot. The luncheon chairman, Jim Brown, began the introduction by asking the assembled group of about 200 test pilots, "How many of you have flown over 50 different airplanes?" Many of us raised our hands. So did Eric Brown, seated at the head table. "How many have flown over 100 different airplanes?" A few of us kept our hands up. So did Eric. "Over 150 different airplanes?" Just a couple of hands stayed up. So did Eric's. "200?" Only Eric's hand stayed up. It stayed up for 300 and 400 too! It turns out that in his flying career, he had flown over 487 basic types including gliders, fighters, bombers, airliners, amphibians, flying boats, and helicopters, which have been powered by just about every imaginable means of propulsion including reciprocating, jet, diesel, and rocket.

Amusingly, the game didn't end there. Jim Brown then asked the crowd, which included a good number of naval aviators, "How many of you have made over 100 arrested carrier landings?" Twenty or thirty hands went up. "How many have over 200?" Most of the hands stayed up, including Eric's, up at the head table. "500?" Only one or two stayed up, plus Eric's. "Over 1000?" Now, only Eric's hand was up. It stayed up for 2000 as well! It turns out that in his flying career with the Royal Navy, he had made 2407 arrested carrier landings, and 2721 catapult launches. Both are world records.

Eric Brown stood up and gave a riveting account of flight testing during WW II. The allies were beginning to stage large daylight raids in B-17s and needed a fighter that could escort the fleet and engage the German fighters coming in to attack. Eric and his group at Farnborough heard reports from returning bomber crews that they had seen P-47s dive from high altitude while chasing the Germans and just continue down into the ground in a straight line. The German fighters they were chasing could pull out of their dives and continue the attack. Using a captured FW-190 and Me-109, Eric began to learn about compressibility, which is the change in control characteristics at high subsonic mach numbers. They instrumented the German fighters and found that their control characteristics began to change at about $M=.75$. Similar tests on allied fighters yielded the following: P-47 $M=.71$, P-38 $M=.68$. It wasn't until they got hold of a P-51 and tested it to $M=.78$ that they found a fighter with the combat characteristics that were superior to the German fighters.

During the compressibility testing, one of the British chaps was testing a Spitfire. With a full set of instrumentation, he climbed to 40,000 feet, rolled over and entered a full power vertical dive. With the data all recorded, he started a pull out at 28,000, at which time the prop and gear reduction drive departed the front of the Merlin powered airplane. With the loss of weight in the front, the airplane pitched up at 11g, briefly blacking out the pilot. When the lights came back on, he was at 31,000 feet and realized that to preserve that data he collected, he would have to make a dead stick landing back at Farnborough. Which he did! Eric had a picture of this airplane, sans prop and a bunch of other stuff on the front end. But the real scary thing that we couldn't see was that during the dive and pull out, the wings had become slightly swept, enough so that a 3 inch gap could be seen on either side where the wing leading edge met the fuselage. The Mach number recorded on that flight was the highest ever recorded in a piston engine airplane, $M=.92$.

At the banquet on Saturday evening, I felt like an ant in a sea of giants. Crossfield was there, and so were both the Rutan brothers, Burt and Dick. Jeanna Yeager was there, too. Every year the Society advances some of its members to the grade of Fellow. The way this goes is Associate Member, Member, Associate Fellow, and then Fellow. This year, Burt Rutan was honored and became a Fellow. There is another category called Honorary Fellow, for those who were never members, but worthy just the same. This includes folks like Jimmy Doolittle and Paul Poberezny. Finally, anyone can become a Jolly Good Fellow at the hospitality suites after the banquet!

To open the Banquet, the MC, Ed "Fast Eddie" Schneider, introduced a video tape of a presentation made at the Aviation Hall of Fame Enshrinement in Dayton last July. The Society received a special award from the Hall for its 45 year history of advancing aviation through flight testing. The

interesting thing about the tape is that the presenter was Neil Armstrong (did the moon walk way before Michael Jackson), and it included some personal comments, via videotape, by President George W. Bush.

Finally, during the course of the symposium, there were several papers about the intense competition going on right now to develop a new ground attack airplane called the Joint Strike Fighter. In case you haven't noticed this in the aviation press, there are two teams, a Boeing team and a Lockheed Martin team that are competing for what will be a large contract to build a new ground attack airplane. This airplane will eventually replace the Harrier and earlier F-18s in the Navy arsenal, and the A-10 and early F-16s that the Air Force flies.

Each airplane was first flown in normal configuration, then modified to a Short Takeoff-Vertical Landing, or STOVL configuration. Boeing's X-32 does this by closed off the rear exhaust nozzle and redirecting the hot flow to nozzles mounted mid-fuselage, like the Harrier. The Lockheed Martin X-35 accomplished the same thing using a 1000 lb lift fan mounted mid fuselage. With the X-35, the rear nozzle rotates to point straight down, and a clutch engages the lift fan to blow cold air straight down. Two different approaches with similar results. The real challenge to the program was to transition from normal flight into the STOVL mode, and make a vertical landing. Great technical challenges for both the teams and their test pilots.

I have to tell you that while this is not a beauty contest, Boeing's X-32 is not particularly good looking. So as you might expect, the various speakers picked up on this and the appropriate jabs were made. The X-35 team would only say that the X-32 was "cuddly." To which the X-32 team answered, "We didn't build the X-32 so you could take it to the Junior Prom, we built it to go to war." In the end, it was Marine Major Art Tomassetti, who gave a paper titled "Building the Bridge – X-35B STOVL Envelope Expansion." At the end, Major Tomassetti said that after all the papers presented, he finally knew what organization would win the JSF competition. The next slide up was a brilliant image of the American Flag. We all stood up and cheered!

Remember to fly safe out there, and as always, give your fellow airman a helping hand when he needs it.