



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

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ALL ABOUT AIRPORTS After listening to **Jim Downer's** presentation at our last meeting on the *Michigan Airport System Plan*, several thoughts were generated:

- Michigan is fortunate to have an extensive inventory of public use airports
- Michigan has a progressive plan to support General Aviation
- There's not enough money to support the plan

The traditional economics that enabled FBOs to be viable and support the recreational flyer seem to be rapidly disappearing. As recreational flyers, we need the commercial side of General Aviation to remain healthy and growing if we want to have an airport system to use in the future. Jim's story was mostly good news, and important news; this is an area where we will need to be well informed and proactive to assure a flying future. Thanks to Jim for an interesting, and provocative, presentation.

FORMATION LEADERS The first Program Team for this year will provide the education, entertainment and nourishment for this month's meeting. The Team is comprised of:

Jeffery Lape
Ted Lakin

Lynn Brown
David Paul
Steve Ramey

Gary Long
Bob Noelp

Their program is noted elsewhere in the newsletter. While the plan does not call for the Teams to prepare breakfast (unless they want to), it's hard to imagine any team that includes **Ted Lakin** that wouldn't do the food thing.

BIG SHOES After serving as our Young Eagles Coordinator since the program's inception, **Max Hall** has stepped down from that position. In his place, we now have TWO Young Eagle Coordinators: **Mike Arntz** and **Mark Jacob**. While Max certainly did leave some big shoes to fill, M&M are off to a strong start. They are developing an ambitious plan for Chapter Young Eagle Rallies that will assure a lot of kids get airplane rides and lot of Chapter pilots will get to log some fun flying time. If anyone finds a kid(s) that is a Young Eagle candidate, contact Mike at 694-4601 or Mark at 371-4137. They can also be reached via e-mail at Youngeagles55@aol.com.

A LITTLE BIGGER, A LOT BETTER Serious planning is underway for another Great Lakes Fly-In. It will be held at the Livingston County Airport again on the weekend of June 23-24. We have comprehended a long list of improvements

from the lessons learned last year, and the team is working on a longer list of forums, workshops and displays for this summer's event. We have ten Chapters on the team so far and a couple more "possibles." Mark your calendar and stay tuned for more details. Thanks to **Bill Puroskey** and **Joe Pirch** for joining me on the planning team.

START OF SOMETHING GOOD The weekend of January 27-28 marked the first Great Lakes International Aviation Conference. It was held at the Kellogg Center on the MSU Campus and provided a day and half of aviation education. Many seminars were offered, a number of displays and some excellent speakers provided lots to choose from. Several Chapter 55 members were observed taking it all in. The EAA was conspicuous in its absence, but I have already taken steps to explore some kind of booth or seminar next year to highlight the EAA and our activities across the state.

Board of Directors' Meeting

Wednesday, February 7
7:30 pm at Hangar

Chapter 55 Meeting

Saturday, February 10
8-9:00 am Breakfast
9:00 am Chapter Meeting

A PIONEER AMONG US Without a doubt, the best by-product of the Great Lakes Conference was Scott Crossfield. He delivered a very interesting presentation at the Conference on Saturday, but better still, he was able to visit the Chapter on Sunday and entertain and inspire us again. Forty Chapter members and guests had the privilege to be close up and personal with Scott. I think all would agree, he has led a very interesting life, has had some very unique experiences (how many rocket pilots do you think there are in the world?), and is also a regular guy. **Terry Lutz** arranged Scott's visit – he did good!



A LITTLE PHILOSOPHY New Board member **Joe Pirch** has introduced a neat concept that is helping to frame our planning for the Chapter's future direction and activities. The idea is that our efforts and services as a Chapter should support four guiding principles:

- AIRMANSHIP – becoming better, safer pilots
- CRAFTSMANSHIP – building and maintaining safe, high quality aircraft
- CITIZENSHIP – representing and promoting aviation
- FELLOWSHIP – supporting our fellow members

Our past activities have been generally supportive of these principles, but as we go forward, testing our plans and actions to assure they are compatible with one or more of these principles will help keep us moving in a very positive direction. A simple and powerful tool.

IT'S YOUR HANGER Several Chapter members have asked if it is appropriate to use the Chapter meeting hall for personal use (i.e., parties, reunions, etc.). If you are a paid-up, member-in-good-standing, the answer is absolutely yes. The Chapter facilities are there for the benefit of us all. The policy is to leave it in as good condition as you found it and replace any materials consumed. We've never charged members for using the hall, but donations are certainly welcome. Please contact me for scheduling so we don't double book.

BOARD AGENDA – February 7th

- Finalize Chapter goals
- Refine calendar of events
- Finalize budget
- Chapter role and support of GLFI
- Establish key committees

Bill Hanna, President &

February Program

The February program team will present “Anatomy of a Flight Review” with satire, an account of a recent extensive and expensive experience.

Enjoy a special aviation breakfast:

- VFR or crash landed (eggs)
- Turbulent pork (chop)
- Tarmac bacon (slab)
- Farm strip patties (hash browns)
- Cross country toast (Texas)
- Barrel (rolls)
- Crank case and lowlead (coffee)

The team will meet at 6 am to prop and launch the breakfast.

Ted Lakin &

Young Eagles Coordinators

We would like to take this opportunity to introduce ourselves - we are Mike Arntz and Mark Jacob, your



Young Eagle Coordinators. Mike started flying in the late 1960s after getting out of the navy. A private pilot and instrument rated, I've flown to Oshkosh twice. I am currently working on the oldest new Smith Miniplane

in the world and plan to fly it to Oshkosh in 2003.

Mark Jacob was born and raised in southwest Michigan and started flying at age 15. I earned my CFI at FlightSafety and have time in aircraft ranging from the experimental Flightstar to Piper Aztecs. I currently own a 1947 Cessna 120.

We plan to have at least 4 rallies this year with a goal of fifty YE"s per rally that is only 5.5 per plane based on 4 place planes and 3 aircraft. "Fair Warning" - Be prepared to be approached to volunteer. We will need 10 people for each rally. All will be paid in smiles and lives changed forever. Mark and I have studied "Guilt Trips 101, Arm Twisting 6.0, and Dragin' 'em off by their Heels.com."

Most important, let's have fun and do it safely.

Thanks

Mike and Mark &

EAA Board of Directors Meeting

Board of Directors Meeting – January 10, 2001

In Attendance: P. Barbour, G. Cornell, B. Hanna, G. Hover, E. Lutz, J. Pirch, D. Seguin, B. Purosky, Leah Volker. ➔ Minutes from previous meeting were approved. ➔ Treasurer's report was approved along with a budget for 2001. ➔ After review and discussion of the objectives, costs, and other factors, a motion was made and carried to raise the monthly hangar rent to \$60.00 per month effective 3/1/01, with paid ahead rents as of 1/10/01 being accepted at the rate paid. A motion was made and approved to assess current builders 1/3 of the 2000 electric bill or \$180.00 each. And finally, a third motion was made and carried to raise builder's rent to \$100.00 per month. This rate will include electricity, with gas costs to be shared by the builders. Prepaid rents as of 1/10/01 will be accepted at the rate paid. ➔ Bill reviewed chapter goals set for 2000 and discussion was held without resolution on goals for 2001. Objectives for next meeting include finalizing 2001 goals and plans for Mason Aviation Days or it's replacement. ➔ The chapter is interested in participating in the balloon festival to be held at the trap range. Greg Hover will follow up. ➔ The Great Lakes Regional fly-in will be held on 6/23-6/24.

EAA Chapter 55 Business Meeting

General Membership Meeting – January 13, 2000

41 people in attendance, including guests. ➔ Minutes from previous meeting were approved. ➔ Treasurer's report was approved. Greg Cornell recapped our year-end financial position. See financial statement for details. ➔ New rates for hangar rent and builder's rent were announced. The increased rates will allow the chapter to recover the current costs of the facility. ➔ Mike Arntz volunteered to serve as Young Eagles Coordinator. Mark Jacob volunteered to help out. The first Young Eagles day for 2001 has been set for June 9. ➔ Bill Hanna re-iterated the plan for member sponsored chapter meetings. A list of suggested topics has been posted. The options are unlimited, it just has to relate. ➔ Jim Downer gave an informative presentation on the Michigan Airport System Plan 2000.

Drew Seguin, Secretary &

Book Review

I just finished reading a wonderful book about flying..."

"The Flight of the Gin Fizz," subtitled "Midlife at 4,500 Feet," by Henry Kisor, published by Basic Books. This is a flying story within a story. It's about the author, a books editor for the Chicago Sun Times, who's going through a

mid-life crisis because things aren't going well at the paper. On a trip to California, a friend takes him for a flight in a Cessna 172, and he decides to take up flying when he returns home to Chicago. He signs up for instruction at a small airport near Wilmot, Wisconsin, and manages to overcome a serious obstacle: he has been deaf since the age of three. The methods he uses are quite resourceful, and he gets his Private Pilot certificate.

He buys a 1959 Cessna 150 and reads the true story of the first flight in 1911 of a Wright biplane from New Jersey to California. The pilot was Calbraith Perry Rodgers, the descendant of two famous naval officers. Ridgers convinces Amour & Col, which is introducing a new grape-flavored soda drink called Vin Fiz, to sponsor his flight and provide a train, mechanics, spare parts, and space for himself and his wife while he flies cross country. What a promoter! The drink name "Vin Fiz" is painted on the wings of his plane. Cal smokes cigars, lands and takes off from primitive airports and farmers' fields, fights bad weather, and has many crashes and some injuries. The plane he finally lands in California has only a few parts of the one he started with!

Henry Kisor decides to duplicate the original flight as closely as possible, using mostly small fields on or near the route of the original 1911 flight. He names his plane the "Gin Fizz," a takeoff on the original plane, carefully plans his itinerary, takes a leave of absence from the paper, and starts off. He meets all kinds of interesting people at airports along the way, and faces many challenges but he makes it to California. The flight chases away his mid-life blues and is the high point of his life. An inspirational story for all pilots!

Dick Wilke, EAA Chapter 55 &

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

In 1994, an RV-3 showed up at the antique airplane fly-in in Merced, CA. Instead of a cheeky cowl with a Lycoming underneath, it had this slender, round nose cowl that made it look like there was a turbine underneath. But it wasn't a turbine, it was a two rotor Mazda 13B with a planetary gear reduction drive designed by Everett Hatch. Those of you who remember the story, as it was originally told in Sport Aviation, will recall that Everett Hatch was working on this engine for aero applications and asked Allen Tolle to build up an airplane and test it. Those of you who know about Allen will remember that he built some of the first RV's. I met him several years ago in Buffalo, where he had just flown in with the first plans built RV-6.

Everett Hatch had developed racing engines for sports cars and boats using the Mazda 13B, and was trying to develop a gear reduction drive so the engine could be used in a

small airplane. He contacted Allen and told him he would pay for an RV-3 kit if Allen would build the airplane, do the engine integration, and fly it around the country to show it off. The airplane was finished and flying in 3 ½ months. How he did that is a story by itself. The engine worked fine, but there were some installation problems along the way, resulting in no less than 3 successful forced landings. Remember, he had to figure out the cooling system, radiator location, fuel system, exhaust arrangement, and finally the cowl design. Throw in a few problems along the way, and you have plenty to keep you busy.

The airplane was very successful and made it to Oshkosh and Sun 'n Fun several times. Since Allen lives in California, that's a lot of trips across rough terrain. The only problem along the way was a bearing failure in the reduction drive that occurred just after a race down at Sun 'n Fun. He was lucky, and Everett Hatch had some more work to do. I ran into Everett at Oshkosh the following year and talked to him about the engine. One point that he wanted to make was how small the gear lash was in the reduction drive. His reduction gear system uses an internal planetary gear, so he asked me to walk down the line of airplanes with automotive engine conversions and check the gear lash. Those that were gear driven had about a ½ inch of movement at the propeller tip, including the prop tips of Beechcraft Twin Bonanza that was sitting there minding its own business (geared Continentals on that one). The movement at the prop tips on Everett's Mazda powered RV-4 was about an 1/8 of an inch.

Unfortunately, Everett lost his life the following Fall, and the future of this engine was in doubt. Finally, a group from Osceola, Wisconsin, bought the rights to the engine, including the changes Everett had made to better carry the harmonic loads in the reduction drive. Powersport Aviation flew their first rotary powered airplane, an RV-6 to Oshkosh in 2000. It develops 215 horsepower, and the engine is controlled by electronic ignition and electronic fuel injection, through what is essentially a FADEC (full authority digital engine control). They have firewall forward packages for the RV-6 and RV-8, and it should be a great engine for both of those airplanes. Check out it out at www.powersportaviation.com.

Actually, there are two groups working on rotary engines. The other one is more of a grass roots effort with engines flying in several different homebuilts. They have a Ross reduction drive and have developed both 2 rotor and 3 rotor engines. Check them out at www.rotaryaviation.com.

I usually don't get to read Flying magazine that much, but the February 2001 issue had a lot of interesting stuff in it. The first was about the Cirrus SR22, a 310 hp version of the SR20. This would usually be boring news except the part about Cirrus having produced nearly 100 airplanes, with orders for 463 SR20's and 188 SR22's. Cessna was

reportedly still building 182's.

Another interest note (hold on to your wallets) indicated that there may soon be a requirement for radios with 8.33 frequency spacing. That would divide the .25 kHz spacing we now using by 3, giving us access to three times more frequencies. This has already been done in Europe. On the dimly lit side, because the radio manufacturers have already developed these radios, they might be a little cheaper than if we invented the idea here. This is probably coming, but it is still some years away. However, those of us who were at the last Chapter meeting heard Jim Downer predict that radios in the future will have the same technology that cell phones now. Maybe the two concepts will happen together. By the way, aren't we fortunate to have talented people like Jim in our Chapter? Even more important, we are fortunate that Michigan aviation is in such good hands.

I was in Martinsburg, West Virginia, some years ago and happened across a high wing, twin engine homebuilt made entirely from welded steel tubing. It was like, heavy, Dude! Powered by two 85 hp Continental engines up on the wings, the airplane was being built by two brothers with the last name of Auger. They affectionately referred to it as the "Auger In Twin." I sure hope it never flew. Today at the Martinsburg airport, you will find the Tiger Aircraft Company. Some guy named Rockefeller cut the ribbon at the opening of their new facility. They are trying to bring back the American General Tiger, which originally got its stripes from the old American Yankee. The Yankee, Cheetah, and Tiger were great little sport airplanes. It would be nice to see a few more in the air.

Having Scott Crossfield visit Chapter 55 was an invitation to read from the history book of a few brave men who flew rocket powered airplanes. At age 80, he seems to retain every detail, and every sense of importance of what he and others accomplished at the dawn of supersonic flight. Being able to speak



with Scott one on one, in our own Chapter clubhouse, was a great experience.

Finally, after pounding a few nails in the Concorde coffin, there may be some tapping noises on the inside. British Airways is spending quite a bit of money to prevent a catastrophic fuel leak should a tire fail, sending fragments into the lower wing skin. The French are still in shock, but at least they have an airplane at the French Flight Test facility in Istres, France, to verify that the changes will work. As always, fly safely and remember to give your fellow airmen a helping hand when they need it.