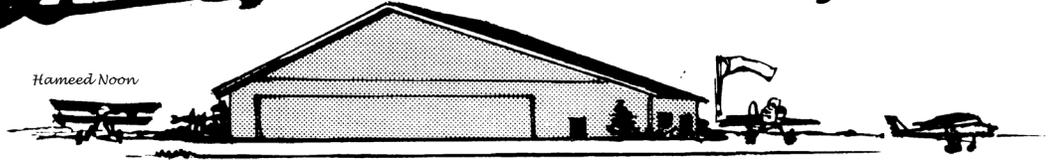


Wingtips

Experimental Aircraft Association
Chapter 55
June 2001

Hameed Noon



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

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THEY DID IT AGAIN Last month saw another fine breakfast and program thanks to the May Chapter Program Team. Thanks to

Kevin Haase	Ed Zdybel	David James
Mark Travis	Jim Spry	Ron Mudge
Lloyd Brown	Brent Andrews	Adam Fogg



for working together to provide edibles, entertainment and education. I was not able to stay for the formal part of the meeting, but I knew Art Sundeen casually years ago and knew him as an interesting and very informed person. Post-meeting feedback indicated he provided a good program. Thanks again to the Team – you guys had one of the strongest showings of team effort yet. Special thanks to Brent's wife. She was there first thing in the morning to help with breakfast and spent the whole day at the Chapter helping with Young Eagles also.

OFF TO A GOOD START



Following last month's regular meeting, our first Young Eagle Rally was organized to fill the balance of the day. Chapter pilots introduced a total of 26 kids to flight. We had a good turnout of pilots and ground crew so things went smoothly. This coming Saturday is the EAA International Young Eagle Day and we will be devoting the entire day to another round of first flights for kids. There will be the regular breakfast and hanger flying session, but no formal Chapter program. Mike Arntz informed me that close to 30 kids are already scheduled to fly. He has posters distributed

throughout the community and all the local radio stations have been notified to promote the event on their public service announcements. The local newspapers have been notified also. If the weather breaks, and with this publicity, we have the potential for LOTS of kids to show up. Plan to spend the day – the usual great breakfast, a gourmet lunch, airplanes and fun.

SUPPORT YOUR LOCAL CHAPTERS

A couple of weeks ago, Chapter 1060 at Grand Ledge, had their annual Dawn Patrol. Since I only live two miles from the Grand Ledge airport, it was easy to make a low altitude flight in the GMC and enjoy a couple hours of pancakes and planes. They had good weather and a good turnout of airplanes. Several Chapter 55 members were there also, which brought home the point that we should try to attend the events of other Chapters in the area when we can. We



certainly enjoy and appreciate when folks from other Chapters come to our events. It is good to reciprocate. Plus it was really nice to just look at airplanes, eat pancakes and chat without having to do any work!

MICHIGAN'S PREMIER



EVENT Just two weeks to go the second annual Great Lakes Fly-In. It is probably presumptuous to claim it as the number one aviation event in Michigan – yet. However, we have the foundation for it to become just that in years to come and it will be one of the best of the season this year. We have 19 forums and workshops



Board of Directors' Meeting

Wednesday, June 6
7:00 pm at Hangar

Chapter 55 Meeting

Saturday, June 9
8-9:30 am Breakfast
9:30 am Chapter Meeting



scheduled for builders and pilots. The FAA has several forums scheduled and we expect another good showing of aircraft component suppliers to be present as well. Several Chapter 55 members are presenters in the forums and workshops and others have volunteered to help. All volunteers will receive a free hat and a free barbecue dinner

Saturday evening. More helpers will always be appreciated – see or call me if you want to be on the “A Team”.

BOARD AGENDA – 6/6/01

- Roof repair field trip
- Young Eagle update
- MAD update
- Balloon Fest planning
- GLFI update

The Board meeting will start at 7:00 pm to allow time to survey the hanger roof

Bill Hanna, President &

EAA Board of Directors Meeting

Board of Directors Meeting - May 9, 2001

In Attendance: M. Arntz, G. Cornell, B. Hanna, G. Hover, E. Lutz, J. Pirch, B. Purososky, D. Seguin, Leah Volker. → Minutes from previous meeting were approved. → Treasurer’s report was approved. → Mike Arntz reviewed Young Eagles plans. Rides to commence at noon on Saturday, 5/12. → Mark Jacobs reserved “Chapter55.com and “Chapter55.org” for use in the chapter website. → Les Ojala, Airport manager, and Joe Watkins, Mason Chamber of Commerce were invited to the membership meeting. → Mason Aviation Day. Joe Pirch, program chairman, is working to get food sponsor donations. He will work with Bill Hanna to draft an event description to use for this purpose. → Mason Balloon Festival. Chapter 55 will have an informational booth. Mini-Max will be on display and for sale there. We will not be sponsoring any flying activities. Bill H. will prepare a letter of intent outlining chapter plans for the event. → After inspection it was determined not to replace the hangar roof. It will require a new ridge cap, patching nail holes and a few sheets need to be replaced. Some shingles on the West side of the addition need to be replaced. A chapter roof work day has been proposed for August 4-5. **The June 9 Board meeting will begin at 7:00 to allow time for roof inspection.** → Great Lakes Fly-in. Need Chapter 55 volunteers. There will be a planning meeting on 5/12. Chapter 55 will loan tables and chairs if necessary. → We have 170 points towards an air academy sponsorship. It was motioned and passed to use points and cash to match a candidate’s participation up to \$350.00 including points. The recipient will be determined at the 5/12 meeting.

EAA Chapter 55 Business Meeting

General Membership Meeting – May 12, 2001

(with a little help from my friends)

Attendance was at the usual levels including a couple of guests. → Minutes from the April, 2001 membership

meeting were approved as published → The Treasurer’s report was approved. → The Mason Balloon Festival will be held on 8/17 to 8/19. We will be manning a chapter booth as indicated in Board minutes above. → Joe Pirch is coordinating some Chapter activities for Oshkosh. Please see sign-up sheets. → The scholarship matching grant for the EAA Air Academy approved by the membership. Only one candidate has come forth and the offer was made. → We heard an excellent presentation on Tachometer calibration by Art Sundeen → The meeting was followed by a Young Eagles event where 26 Young Eagles got a ride.

Drew Seguin, Secretary &

For Sale

Fairchild PT19 project. Complete restoration in 1980, but never flown. In storage past 20 years. Now needs complete restoration. All parts including engine, instruments and radio. \$17,500

Doug 517-206-6404 (Jackson Mi.) or djshum@aol.com

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

First flights can be done only once, and although every airplane will have one, they are pretty rare events. In the last month, there have been two first flights in the Fowlerville Chapter, an RV-6 and Lou Farhood’s RV-8. I was fortunate enough to be the pilot on the first flight of the RV-8. After writing about, talking about, and advising about first flights and the maneuvers that might be flown, I had the unique opportunity to put it all together myself.

I started out by getting some flying time in Roy Thelen’s RV-8 back in April. The two airplanes are quite similar, although the cockpit arrangements and horsepower are different. This first step, getting flying time in an airplane almost identical to one I would make the first flight in, was very important. I did several takeoffs and landings to learn the techniques and sight pictures to be consistent. The RV-8 has an amazing speed range, and it is difficult to slow down to flap speed unless you go to idle and raise the nose more than you think would be necessary.

The second big planning factor was a visit by myself, a Flight Advisor, to another Flight Advisor for guidance on how to approach the first flight. This was a valuable tool as well. Perhaps the best piece of advice I received was to go through the flight control system with Lou, and look at every nut, bolt, washer, and cotter pin. We spent a couple of hours on this and came up with a short list of gripes. There was only one “catch,” and that was a jam nut on a rod end that had not been tightened. The rest of the gripes were bolts that were either slightly too long or slightly too short. Many of these

could be fixed by using different washers. And a list like this is not uncommon, considering that Lou did most of the final assembly himself, without an extra set of eyes, in a cold hangar without bright lights.

The third big planning asset was the FAA Flight Test Guide, which takes you step by step through the tough process of developing the test cards or the “script” for taxi tests and the first 10 hours of flight. Some of this guidance did not apply, but the majority of it did, and we used it to develop our test cards.

Lou had already spent some time taxiing the airplane, and noted that the brakes got pretty hot. So when it came time for taxi tests on the runway, I used every technique I could remember to avoid using the brakes. Taxi tests focused on two areas, aircraft handling, and engine parameters. We took the same set of engine numbers at start up, after 5 minutes of engine run, prior to each taxi run, and at engine shutdown. Taxi tests were done on the runway at 1200 rpm, 1500 rpm, 1800 rpm, and wide-open throttle. A brake temperature check was made after each run, and fortunately the braking techniques I used paid off. The brakes were definitely warm, but did not get hot.

After the taxi tests, we took the airplane back to the hangar and did a cowl off inspection of the engine. Lou and Ron Cooper have done a tremendous job under the cowl, and we really didn't find anything that would present a problem. So the next day, at about 7 am, with light winds and smooth air, I opened the throttle and put some air under the wings.

Our first flight plan was to do a normal takeoff, retract the flaps, climb safely past our pre-determined emergency landing fields near the airport, and begin a turn over the airport, climbing to 4500 feet. Our focus was still on engine parameters, considering that this was a freshly overhauled engine. I took engine readings at level off, flew for 15 minutes at three different power settings (per the recommendations of the Millennium cylinder people), and took engine readings at the end of each interval. After about 50 minutes of flying above the airport, I slowed the airplane to flap speed and put the flaps down to 40 degrees. I slowed further to 75 mph, my planned approach speed, to check the flight controls for basic handling characteristics. I then slowed to 65 mph and repeated the handling check, which revealed no surprises. Now I knew that I could be “on speed” to 10 mph slow without any handling changes.

The moment of real truth was coming...the first landing! By now, the usual crowd of onlookers had gathered at the airport. I flew the same profile that I used with Roy Thelen's airplane. Throttle idle, raise the nose, slow to flap speed, drop flaps to 40 degrees, trim to 75 mph, and fly a good pattern. With a good sight picture, and about 1200 rpm on final, I rounded out to a nice three-point landing. God must have helped on that one, because I haven't made one as pretty since then!!

We did another cowl-off inspection, and I took off on the second flight. This was essentially a repeat of the first, except that our engine intervals went to 30 minutes. As you might

expect, we found some problems that needed attention. The airplane had a pronounced roll-off to the right, beginning about 140 mph, and we found an oil leak and a couple of fuel leaks. Nobody should expect that the first few flights on a new airplane will be trouble free. Once the airplane has flown, you enter a development phase, where you work out the problems, one by one.

So far, we have 12+40 on the airplane, and are very pleased with what we have learned. The envelope is expanded to 190 mph and 3g, the engine is broken in, and the airspeed calibration is complete. We hope to have it at Mason next Saturday for all to see.

No fueling around now, I have some big news about 100LL avgas. Randolph Air Service in Owosso has installed an automated fuel system. These systems have been in use for many years in other parts of the country, but this is the first one I have seen in Michigan. You pay for fuel either with your credit card, or a Smart Card that you can get from Randolph Air Service. Insert the card in the machine, and it starts by asking some basic questions. The first is “Did you ground your airplane?” It will then ask you to punch in your tail number (a bit tricky, but you'll get through it), and the amount you want to pay. If you will need \$35 worth, punch in \$40 and the pump will keep running. After you are done, turn off the pump, wait 30 seconds or so and a receipt will appear.

The really big news is the price. I was told that the credit card price would be \$2.28, smart card price \$2.18, and pre-paid fuel \$2.16. I used a credit card a week later and paid \$2.14. Wait a minute! That's less than the premium unleaded that people are pumping into Cadillacs!!

While flying the RV-8 at the Livingston County Airport, I watched a guy pull a floatplane out of his hangar a few doors away. Without any water around, this was not exactly normal. The airplane, a Stinson 108-3 with an O-360 and constant speed prop, was loaded on a rather small single axle trailer, and he pulled it out with an International Scout (by itself, an interesting vehicle). My first impression was that he would pull it over to some lake, back it into the water, and float the airplane off the trailer. But wait a minute! How do you take an airplane down the road to a lake? Every tree and wire along the way would grab onto it.

So I asked him what was up. He said that every Spring, he hooks the trailer to a powerful pickup truck, starts the airplane, and they run the whole works down the runway. At 75 to 80 mph, he opens the throttle and flies the airplane, floats and all, off the trailer, a scant 5 or 6 feet from the pickup truck. This is a case where ingenuity and taking a chance are 5 or 6 feet from a collision. No, he doesn't land on the trailer in the Fall. Floatplanes have regularly been flown onto wet grass or snow at the end of the season, which is what he does. Then they use a fork truck to load it back onto the trailer.

Well, that's it for now. Remember to fly safe, and give your fellow airman a hand if and when they need it.