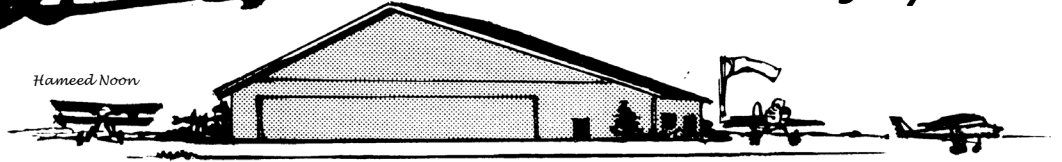



Hameed Noon



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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 YOUNG EAGLES SOAR Last month's Chapter Day was also the National EAA Young Eagle Day. Our Chapter pilots and ground crew did their usual fine job and a total of 77 kids received an airplane ride. Young Eagle Coordinator, Mike Arntz, and his "staff" have done a great job of planning and organizing these events and had placed special emphasis on marketing. The kids are the biggest winners, but there also seem to be a lot of Chapter members that are enjoying themselves too. With our rally in May and some other independent flights, the Chapter total of Young Eagle flights thus far stands at 110. Our goal for the year is 150 so we certainly have every chance of beating it with two more rallies planned.

Following our regular Chapter breakfast and program this Saturday, we will stage the third rally of the year. Flying starts at 11:00 am and will last until 3:00 pm. A couple of our regular pilots will be out of town, so any intrepid Chapter aviators that haven't had a chance to log some YE flights, now is your chance. We need all the pilots we can get -- Mike already has 30+ kids scheduled to come and has been working the media to bring in more.

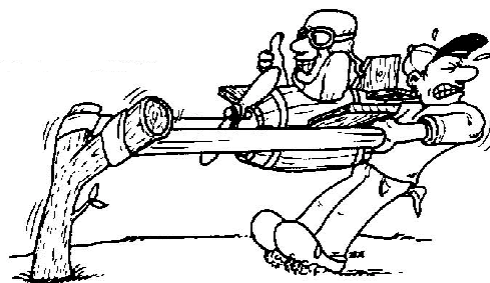
O'er THE SKIES OF MONTEZUMA In the very

beginning pages of Chapter 55's history, one occasionally will find the name Mike Rowell mentioned. Mike is the son of Ivan, a charter Chapter member who has been with the Chapter continuously for over 42 years. Growing up in an aviation family with an EAA Chapter literally in the family hanger must have had a major influence on Mike for it lead to a career as a Marine Aviator. Now recently retired, Mike is home for a visit and has volunteered to come to this Saturday's meeting and recount some of his experiences flying for the Marines. Doesn't this sound like the makings of a great Chapter Day? Good

breakfast, some unique hanger flying and Young Eagle rides as well – hope you got all your chores done.

ANOTHER FIRST FLIGHT IS IMMINENT George

Moore sent me an e-mail a few days ago with the subject: "Completion of a Dream". After more than five years of



effort, George's 2-place KIS is ready to fly. An FAA



Board of Directors' Meeting

Wednesday, July 11
7:00 pm at Hangar

Chapter 55 Meeting

Saturday, July 14
8-9:30 am Breakfast
9:30 am Chapter Meeting



inspection, some more taxi testing and another name will be ready to be added to the list of successful Chapter 55 builders.

NOT JUST ANOTHER FLY-IN A lot of hard work by EAA members all over lower Michigan plus some great weather led to another very successful Great Lakes Fly-In. Lots of airplanes flew in, a good turnout of people, good food, good programs and plenty of willing workers to make it happen flawlessly. Chapter 55 was well represented at the event: Gregg Cornell and Ron Filtz assisted in the workshops, Don Frank and Terry Lutz presented forums and Steve Kent demonstrated his powered parachute. Tom Botsford, Bob Noelp, Dick Wilke, Warren Miller and Max Hall were there lending a hand wherever needed. I want to offer special thanks to Bill Purosky and Joe Pirch, not only for their help during the event, but also for all their time and input in the planning sessions that led up to it. With all the energy and enthusiasm that was evident in the sponsoring Chapter members, the Great Lakes Fly-In appears certain to be a regular event in the years to come and will only get better. And, it's kind of neat to know that Chapter 55 is an integral part of it – good job everybody!

COMING ATTRACTIONS In case anyone has forgotten, the Program Team for our August Chapter meeting is made up of the following members:

Dick Wilke	Carl Dalrymple	Mark DeGroot
Gilbert McKessy	Jeffrey Stetson	Max Hall
Ron Filtz	Thomas Schroeder	Keith Crawford
	Bill Landucci	

The program can be anything you folks collectively want to do so long as it's legal and loosely connected to aviation. If anyone has questions about inventing a program for your Chapter member's enjoyment, see Gregg Cornell or me.

BOARD AGENDA – July 11, 2001:

- Young Eagle update
- MAD update
- Balloon Fest planning
- GLFI debrief
- Roof repair work party
- Ercoupe National

Bill Hanna, President &

Meeting Teams

Our monthly meeting teams continue to do a great job in putting together interesting chapter meetings. The July meeting is being produced by: Ken Distler, Jim Doerr, Dick Coleman, George Moore, Jim Andrews, Gary Nesbitt, George Benson, Ivan Rowell, and Mary Gowans.

Get ready for the August 11 meeting! The following members are on the team that will bring you the August meeting: Dick Wilke, Carl Dalrymple, Gilbert McKessy, Max Hall, Ron Filtz, Tom Schroeder, and Bill Landucci.

Thanks to all the chapter team members for their help in putting our monthly meetings together.

Greg Cornell &

EAA Board of Directors Meeting

Board of Directors Meeting – June 6, 2001

In Attendance: M. Arntz, P. Barbour, T. Botsford, B. Hanna, E. Lutz, J. Pirch, B. Purosky, D. Seguin, L. Volker. → Minutes from previous meeting were approved. → Treasurer's report was approved. → Mason Aviation Day. A solicitation letter for donations was approved. → The Mason Balloon Festival is moving ahead. Chapter 55 will have a booth and a banner to promote chapter activities. → The Michigan Cessna 120/140 club will have their meeting in the chapter hangar on September 14 → The Board members went up on the roof to inspect the condition. Greg Cornell had previously replaced shingles that were blown off. The decision was made to keep the existing roof and perform needed repairs. Paul Barbour and Bill Hanna will prepare a list of actions and materials required. → The Great Lakes Fly-in will be held on June 23-34 at Livingston County Airport. Chapter 55 members are encouraged to sign up for various duties. → The Ercoupe Club wants to hold their annual meeting here in June of 2002. It would be third or fourth weekend. There would be about 50 to 100 aircraft and 200 people in attendance. It is an opportunity for Chapter 55 to make money and have fun. We will need to get a proposal to them. They plan to commit in February of 2002.

EAA Chapter 55 Business Meeting

General Membership Meeting – June 9, 2001

Due to the Young Eagles day as part of National Young Eagles day, there was no formal membership meeting.

Drew Seguin, Secretary &

Local Boy in the News

Mike Rowell, one of Chapter 55's favorite sons, has retired from the Marine Corps. The following is a chronicle of his career as it was presented at this retirement ceremony.



We expect Mike at the meeting, and his proud papa, Ivan, says Mike will be available to answer questions about his career.

- Jan 1979 Graduated from Michigan State University with a B.S. in Mechanical Engineering. Entered active duty, commissioned a Second Lieutenant.
- 1979 The Basic School, Quantico, VA
- 1979-1980 Flight School, NAS Pensacola, FL
Received Naval Flight Officer wings on 17 Oct 1980
- 1980-1981 EW School, Mather AFB, CA
EA-6B training, VAQ-129, NAS Whidbey Island, WA
- 1982-1986 Marine Tactical Electronic Warfare Squadron 2 (VMAQ-2), MCAS Cherry Point, NC. Served as the Drug and Alcohol Control Officer, Legal Officer, NATOPS Officer, and Aviation Safety Officer. Completed two six-month deployments to Japan, Korea, Philippines, and Australia.
- 1986-1988 Naval Postgraduate School, Monterey, CA. Received M.S. in Computer Science.
- 1988-1992 Naval Air Warfare Center, Point Mugu, CA. Tactical Electronic Reconnaissance Processing and Evaluation System (TERPES) Project Manager APR-39, AAR-47, AVR-2 Project Officer.

- 1992 EA-6B Refresher Training, VAQ-129, NAS Whidbey Island, WA.
- 1993 MAG-14, MCAS Cherry Point, NC
Assistant Operations Officer.
- 1993-1994 Marine Tactical Electronic Warfare Squadron 4 (VMAQ-4), MCAS Cherry Point, NC.
Served as the Aircraft Maintenance Officer, completed one six-month deployment to Japan, Korea, and Australia.
- 1994-1995 Naval War College, Newport, RI.
Completed College of Command and Staff, received M.A. in International Studies.
- 1995-1998 Joint Command and Control Warfare Center, San Antonio, TX.
Demonstration Manager, High Power Microwave Advanced Concept Technology Demonstration.
- 1998-1999 1st MAW, MCB Camp Butler, Okinawa, Japan. Served as the Wing Future Operations Officer
- 1999-2001 Joint Information Operations Center.
Served at the CENTCOM Team Chief.



Michael O. Rowell
Lieutenant Colonel
United States Marine Corps
Jan. 1979 – Jul. 2001



Open House

There will be an Open House on July 14, 2001, from 2:00 to 5:00 p.m. in the All-Purpose Room of the First Presbyterian Church of Holt, located on the corner of Aurelius and Holt Roads.

This will be a celebration of Mike's retirement from the Marines and Mavis and Ivan's 60th wedding anniversary. All Chapter 55 members are welcome to come. Cake and punch will be served.

Notes from Cape Jubj

By Terry L. Lutz, Chapter 55 Flight Advisor



This is Professor Heinz Funfundsieben giving a lecture on Weight & Balance at the Great Lakes Fly-In. The Professor sometimes uses the alias of Terry Lutz.

Growing up with aviation in the late 1960's, the wide variety of airplanes that we saw came mainly from the past. Sure, there were brand new airplanes being built, but new models were few and far between. Cessna introduced the C-177 Cardinal, Beech came out with the King Air, and Bellanca offered the Viking. It was a lot of fun to spot unusual airplanes passing through the Lansing airport. Airplanes like the Meyers 200, Lockheed Lodestar, and Grumman Mallard could be seen on the ramp. One morning, a Found was found. If you went to a fly-in breakfast, you'd see a Piper Vagabond, L-2 Taylorcraft, and an occasional Waco UPF-7.

If I tried hard enough, I figured that I could learn the names of them all. Hanging around the antique boys made it easy. There were all the models of Piper: E-2 Cub, J-3 Cub, PA-11, PA-12, Vagabond, Clipper, Pacer, Colt, Tri-Pacer, Cherokee, Comanche, and on up the line. There were the Culvers: Cadet, and V. Don't forget the Q model that started life as a drone, and could be converted to a nice single seater. The Mooneys started with the Mite, went to the wooden wing Mk-20, and then the metal wing Mk-21. Before the Viking, Bellanca had the "cardboard Constellations", the 14-13 to 14-19 series. Waco had the most different versions, and you needed a codebook to figure out all the fuselage, wing, and engine variations. Try Waco 9, Waco 10, ASO, DS0, ATO, UPF, IBA, UBA, QEC, and on and on.

You could write whole sentences using the different types of airplanes: The Courier Thomas Morse hoped to make a Bonanza, so he Found a Stout Skywagon, and flew the Cadets to Waco. After cataloguing all of this in my brain (with a few peeks in Joe Juptner's books on U.S. Aircraft), I could tell the difference between a Welch and an Aeronca K, a Harlow PJC-2 and a Spartan Executive, or a Dart and an Arrow F. I could leap tall Staggerwings in a single bound!!

By far the most prolific period in our aviation history began about 10 years ago, and just keeps accelerating. If

you open up your July Sport Aviation and read the 9 pages from 39 to 48, you'll find the Bellaire SE, Bearhawk, WeTTrike, Pioneer 300, Spectrum, Zodiac 640, Comet XP, OMF Symphony, 4 Star, the P92-2000 RG, Orion TS, TD-2 Tempest, JAG helicopter, and Liberty X-2. They are not all built here in the U.S., coming from countries around the world, like the Ukraine, Korea, Germany, and Italy. Then there are the RV's: 3, 4, 6, 6A, 7, 8, 8A, and 9; the GlasAir's II, III; the Mustang clones: S-51, Thunder, and 5151. The ultralights – I forgot the ultralights. And the Trikes. Woe is me!! I can't keep up. If you see someone wandering aimlessly around Oshkosh dragging a Cray computer, get them in the shade fast, because the computer they're using to keep track of airplanes is about to overheat!

I want to thank Mike Arntz and the entire crew that ran the Young Eagles program at the June meeting. It was terrific. Did you see Tom Botsford giving rides in his Cessna 140? Did you see Drew Sequin wheeling that Swift around on the ground like it was a P-51, with his arm hanging out the side? Did you catch Greg Cornell cranking that Warrior around the final turn like it was an F-111? And wow, there were many others. We had a ramp full of airplanes, and the crew kept them moving and moving safely. Mike, I don't know how you scheduled it, but the weather that day was the best I have ever seen for flying. Warm, clear, nearly windless, and unusually smooth for most of the day.

We will be flying Young Eagles again next weekend, and it would probably be good for everyone to note that while we have had great success with the YE program so far, we need to keep up our vigilance in all phases of these operations. While the main purpose is introducing aviation to as many young people as we can, success really means doing it safely. As good as we think we are doing, we can always find ways to improve. Let's keep improving.

Lou Farhood's RV-8 has all 40 hours flown off, and is now officially out of the 25 mile circle. First flight was May 20th, and the 40th hour was flown July 6th. That's 40 hours in 47 days. Doesn't seem like much, but believe me, that's a lot of flying, coordinating, inspecting, modifying, fixing, and visits to the gas pump. It was almost a campaign! It was mostly uneventful, but we did find a problem at forward cg. With the fuel down around 15 gallons (42 gallons total), and a 180 lb pilot, the airplane lands slowly enough that it runs out of elevator authority in the flare, even though the airplane was built to plan, and was in the allowable cg limits.

What would happen was that you would get the airplane into the flare, needing to raise the nose just a bit more, and find that you had full aft stick. If you were still a foot or so off the ground, the airplane would pitch down slightly as it quit flying. This would give a bounce or a skip, which felt awfully funny because you needed to keep the tail on the

ground, but couldn't with nearly full aft stick. This wasn't a stability issue, but an issue of the airplane flying so slowly in the flare that the tail runs out of authority. It's one of those limits that Prof Heinz Funfundseiben keeps bugging us about. So we did the W&B over again, and came up with essentially the same result. I ran some numbers with various ballast weights for the aft baggage shelf, and decided to experiment with two 10 lb bags of Kitty Litter. I wrapped them with duct tape so they wouldn't spring a leak in the airplane, and went flying.

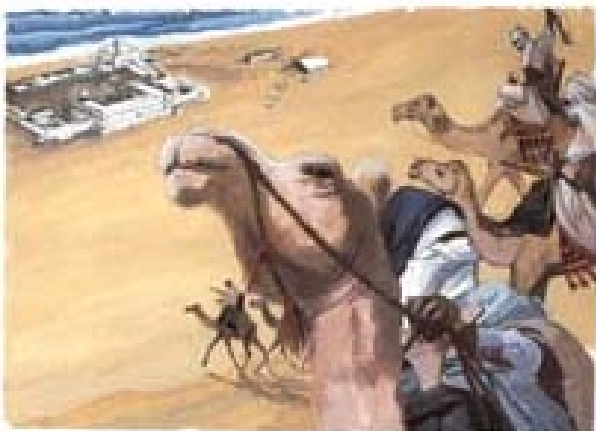
While testing with the ballast, I started with both bags, then one, then none, to compare trim settings, power settings, descent rate, and control power in the flare. I did this up at Owosso (where 100LL is \$2.20 a gallon!), and it was a Chinese fire drill. Working alone, I had to shut down, jump out, unstrap the rear seat belts, pull out the ballast, restrap the belts, jump in, run the checklist, and go fly. I left the kitty litter ballast at the edge of the taxiway to avoid going all the way to the ramp. The first bag, all wrapped in tape, and sitting by itself, was noticed by a flight instructor, who called on the radio and asked what it was. His first thought was that I had dropped off 10 lbs of drugs, and he was trying to decide if he should call the Sheriff.

For myself, 20 lbs of ballast is just enough. For Lou, who is closer to 200 lbs, it's just right. And that was my objective, to provide a safe handling airplane for Lou to fly the airplane solo. And on July 16th, he did!

I will finish up with some basic flying rules:

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees, and interstellar space. It is much more difficult to fly near the edge.

To that I will add: Fly safe, and don't forget to give your fellow airman a hand when they need it.



The Tale of Captain Bradford's Cat

Captain Kyle loved his wife and family and home. In the 1960s, his trips for Pan Am often kept him out in the Pacific and Far East for 3 or 4 weeks at a time. He made it a habit to call home from his layover stops just to see how things were going. His wife, Margaret, always had his itinerary and pretty much knew when to expect the phone to ring.

On this particular trip, Kyle had already been away for 2 weeks, having had layovers at Honolulu, Midway, and Wake Island. Now he was going to spend the next 48 hours at Guam. He arranged the call with the overseas operator, heard the phone ringing at his home, and sure enough, Margaret's voice came to him from 7,000 miles away, weak but readable. He told about snorkeling at Wake and a rough landing in bad weather at Guam. He asked her about herself and the kids. They were all fine. And then he said, "How's Trixie?" his beloved cat.

Margaret replied, "She's dead."

For a moment, he was unable to speak. When he got his voice back, he exploded, "Dead! What do you mean, dead?"

"She was out in the street and got hit by a milk truck," explained Margaret.

All Kyle could say was, "Oh, my God --- Poor Trixie."

After a moment's contemplation, Kyle said, "Margaret, you know how much that kitty meant to me. You could have been a lot more gentle in the way you told me about her. You knew that I would call you from here and then from Manila and then from Hong Kong. When I called you from here and asked about Trixie, you could have said, "She's up on the roof," and then when I called from Manila, you could have said, "She fell off the roof and was hurt, and she's at the pet hospital. We don't know what her chances are," and finally when I called from Hong Kong, you could have said, "The vet did everything he could, but Trixie didn't make it. Now wouldn't that have been much better?"

Margaret admitted, "Yes, you're right dear. I'm sorry."

That being over for the moment, Kyle asked, "How's Mother?"

After a few seconds of silence, Margaret replied, "Uh,--she's up on the roof."

Excerpted from the "Clipper Pioneer Newsletter"

Oshkosh Briefing

Tuesday, July 17, 2001 7:00 p.m.

Everyone planning to fly in or drive in to the Convention or just wanting to coordinate their plans with others is invited to meet at the EAA Hangar to review notams, Oshkosh video, flight simulator or just chat.

Call Joe Pirch – Phone (cell) 927-5808.