



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

## Page 55

**JUST LIKE THE EVERYREADY BUNNY** Our third Young Eagle rally following last month's Chapter meeting was almost too much of a good thing. Illness and vacations prevented some of our regular pilots from being on hand, but the supply of kids was unchecked. By 1:00 pm, the queue of kids waiting was getting too long to manage and we had to start offering rain checks for the next rally. Just like the little bunny though, our pilots kept going and going, and we managed to fly a total of 75 kids for the day. Added to the total from the previous rallies, we now have a total of 185 kids flown for the year. That beats our goal for the year of 150 by a wide margin and also beats last year's total of 177 kids. With another rally scheduled for August 19th and, hopefully, many fine Fall flying days available for individual flights, it seems certain we'll pass the 200 mark before the year is out. There's certainly more to the Young Eagles program than just numbers – the kids, parents,



pilots, and ground crew all are having a great time. With one more rally coming up, make sure you are there so you don't miss the fun.

**CHAPTER KID MAKES GOOD** One of the Program Team members for last month was Ivan Rowell. Our guest speaker for the program was Mike Rowell – the connection should be easy to figure. Since Mike was around



when the Chapter was first formed, he is a familiar face, and it was interesting to hear his story of a career as a Marine Aviator. Now retired, Mike is starting a second career in the San Antonio area. We hope he will continue to visit his "home" Chapter frequently. As members of the Program Team, Jim Doerr and Dick Coleman flew the grill and did a good job of feeding a hungry crowd. Thanks to Mike and the rest of the Team that helped out.



### Board of Directors' Meeting

Wednesday, August 8  
7:00 pm at Hangar

### Chapter 55 Meeting

Saturday, August 11  
8-9:30 am Breakfast  
9:30 am Chapter Meeting



**THE GREAT WAR** We have several Chapter members that are WWII veterans. Occasionally, we get a program and frequently informal accounts of their experiences from that historical period. However, World War I has practically passed the stage of living memory. Now our knowledge of that important conflict is dependent on the history books and the stories that were passed on to the descendents of its veterans. Dick Wilke is acquainted with one

such person: Tony Watson, the son of Lieutenant John Kenneth Watson who served in the Royal Flying Corps. As a member of this month's Program Team, Dick has invited Tony to make a presentation on his father's service and experiences in the Great War. This is definitely a topic where NONE of us will have personal experience. The Program Team has also stepped up to prepare our breakfast -- wonder if they had pancakes in 1916? The August Program Team is comprised of:

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

**A SPORTING PROPOSITION** One of the anticipated events at AirVenture this year was the announcement by the FAA that the Sport Pilot and Light-Sport Plane FAR proposals would have reached the NPRM stage – didn't happen. The FAA was upbeat about the proposals and encouraging that they were on track going through the necessary steps before being offered for public comment. These new rules may be the biggest thing to happen to recreational aviation since the end of WWII. Literally hundreds of new and existing light planes will be included in the Light-Sport category: Cubs, Champs and a whole array of two-seat, cabin-style homebuilts – not just the two-place ultralights. The Sport Pilot certificate will be designed to cover all the common skills and knowledge needed for someone that just wants to fly without the rigorous medical requirements of a Private Pilot license. It can be upgraded to add higher ratings for those that wish to do commercial or more sophisticated flying. However, for the recreational pilot, it promises access to flying and a class of aircraft that will meet the needs of many existing pilots -- and many new ones. I hope everyone is following the development of this proposal and will be prepared to comment on the NPRM when it is issued. The EAA will keep us informed of its progress and how to respond.

**A LOT OF HOT AIR** The weekend of August 17, 18 and 19th will see the first Balloon Festival ever held at Mason. We have maintained coordination with the Mason Chamber of Commerce on the event and are invited to set up a promotional booth. We will set up on Friday afternoon, and will need to staff the booth on Saturday and Sunday until early

afternoon. Chapter volunteers are needed. I will have more specific information at this Saturday's meeting and will be looking for a few willing workers to represent the Chapter. This will be EASY duty, but also important – one of our primary motives for being there is to promote our last Young Eagle Rally (August 19) and our annual fly-in on September 16th.

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

Ken Drewyor	Tom Sheehan
Kyle Bradford	Hugh Fuller
Howard Gostnell	J Morris Hickman
Bart Smith	George Spencer
Dennis Swan	

**BOARD AGENDA – August 8, 2001 – 7:00 pm:**

- Young Eagle update
- Balloon Fest planning
- MAD update
- Ercoupe National Convention update
- EAA Grassroots Fund
- Chapter Membership Committee

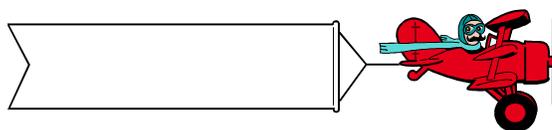
*Bill Hanna, President &*

**August Program**

The program for August is the story of reconnaissance pilot Lieutenant John Kenneth Watson of the Royal Flying Corps in WWI, as told by his son, Tony Watson of East Lansing. Tony will bring photos taken by his father of German and British planes, crashes, and battlefield scenes, and will read passages from his father's log books. Lieutenant Watson also served as a training Squadron Leader in WWII.

Breakfast will be in the capable hands of Gilbert McKessy, Carl Dalrymple, Mark DeGroot, and Bill Landucci. Greg Hover will have the food on hand.

*Dick Wilke &*



## **EAA Board of Directors Meeting**

### **Board of Directors Meeting – July 11, 2001**

Meeting minutes were not available at press time due to a cognitive retention failure incident by the Chapter 55 Secretary. They will be combined with minutes for August 2001.

## **EAA Chapter 55 Business Meeting**

### **General Membership Meeting – July 14 2001**

**(Thanks to Joe Pirch)**

Approved the meeting minutes of June 6, 2001 → Finance Report approved as provided by President Hanna in absence of the Treasurer, Greg Cornell → Young Eagles Report provided by Mike Arntz; 34 Young Eagles were scheduled; four pilots on hand included: Ernie Lutz, Joe Pirch, Mike Arntz, Ted Lakin; Young Eagles flown as of 7/14/01 were 105, on schedule to meet the chapter goal of 150 for the year 2001. → Mason Balloon Fest report was provided by Greg Hover; Chapter 55 to have a booth during the event from 8/17 - 8/19; Mini-Max project will be trailered over for display and offered for sale; need 3 or 4 volunteers to man the booth during the event; Young Eagles rides to be promoted at the event → Mason Aviation Day Report was provided by Joe Pirch; Cessna 120/140 club is scheduled to be hosting regional fly-in of members during the event; Formal requests for donations from area food suppliers were sent along with letter from the President - to date Meijer's Mason store has approved a \$50 in-store charge for the event; Volunteer Lists will be posted for Food Service, Parking, Traffic coordination; please sign up before the end of August. → President Hanna noted that member Kyle Bradford had finished making airworthy an "Aircamper" with the installation of a Lycoming aircraft engine; 32 hours accumulated on it to date. → Spartan Wings member Ted Lakin reported that the Flying Club was co-sponsoring an FAA Safety Program on Wed. 7/18/01 at 7:00 pm in the Aerogenesis hangar; Spatial disorientation demonstrator and other subjects to be the topics → President Hanna provided a report of the results of the Great Lakes Fly. Estimated that 700 to 800 attendees were registered and that the funds received appeared to be in excess of the expenses for the event; when final accounting occurs, it is projected that the \$200 contribution made by Chapter 55 will

be substantially returned. → Dick Wilke, requested that all members of the program committee for the August 2001 meeting contact him to prepare for the meeting. → Terry Lutz, presented a short tape that showed the launching of a Stinson 108 on floats from a speeding pick-up drawn flat bed trailer. → Meeting Program: President Hanna introduced Mike Rowell, Col. USMC (recently retired), and the son of Chapter 55 founding member Ivan Rowell; Mike reminisced about the chapter's early meetings in Ivan's garage and was pleased to see the growth and activity that was the goal of the first members; Mike reviewed the role and mission of Marine aviation and held his own while clearly outnumbered by Air Force types. → Meeting Adjourned at 10:20 am with Young Eagles set to go.

*Drew Seguin, Secretary &*

## **Member's Book Review**

**by Dick Wilkie**

***Wings of Yesteryear***

**“The Golden Age of Private Aircraft”**

**Written by Gezra Szurovy**

**Published by MBI Publishing Company**

This book spans the period in aviation from the end of WWI until the beginning of WWII. It tells the stories of many of the great designers and builders, such as Clyde Cessna, Eddie Stinson, and his flying sisters, Lloyd Stearman, Walter Beech, and Don Luscombe. Among the aircraft depicted in beautiful photos and articles are the Travel Airs, Wacos, Fairchilds, Stinsons, Stearmans, and Great Lakes. The struggles of these mostly small builders to survive the Great Depression and the transition from biplanes to cabin class monoplanes is quite a story. Airframe construction went from wood and fabric to tube and frame and eventually to aluminum monocoque. Engines evolved from inline and expensive radial engines to four cylinder opposed engines that helped to bring the cost of airplanes within the reach of many. Of particular interest to Lansing residents are the references to the talented Ivan Driggs, who worked for Monocoupe and Luscombe, as well as building the Driggs airplane in Lansing. This book is available at the East Lansing Library.

## Notes from Cape Juby

### By Terry L. Lutz, Chapter 55 Flight Advisor

On July 14th, Bastille Day for you connoisseurs of French stuff, I departed Chicago on a United Airlines Boeing 777 and headed south to Brazil. I would have taken the RV-8, but couldn't scrape up the gas money. So I settled for the cockpit jump seat. The purpose of this trip was to visit the Brazilian aircraft manufacturing company, Embraer. The company is located about an hour drive north of Sao Paulo, in the town of Sao Jose dos Campos. For those of you that may not be familiar with their products, Embraer makes commuter aircraft. The turboprop Brasilia, and more recently the turbojet EMB 135/145 are the ones that you may have seen at commuter terminals around the area. In the cockpit, we call them the "jungle jets".

My host in the company was a man named Sergio Mauro Costa. He is the Manager of Product Support for the EMB 135/145. We sat down in his office and soon figured out that he had flown with some of us during our visit 20 years ago. I also learned that he has a homebuilt airplane! It's a Piel Beryl, which is a tandem seat airplane, similar to the Piel Emeraude. So we pulled out pictures, and I looked at his airplane while he looked at Lou's RV-8. I think the common bond of sport aviation opened up a lot of doors.

When I visited Embraer in 1981, they were producing the Commanche and Navajo under license from Piper. Facilities were old and dark, and it was clear that they had a long way to go to match the production facilities in the U.S. But a transformation was under way. They had done their structural homework, and built two prototype Tucano turboprop trainers using Navajo wings. The design was very successful, as was the Brasilia that followed. Today they have a modern production capability. It is obvious from their ability to modify the EMB 145 to military use, and from their construction of a new facility, specifically designed for efficient manufacturing, that Embraer is poised to become the world's third largest aircraft manufacturer. And the story doesn't end there.

The Brazilians are planning to move their flight test facilities to a new facility farther inland. This facility will feature a 5 km long runway, similar to the one at Edwards AFB. In the first kilometer, the runway will

widen from 150 feet 50 meters to 100 meters to allow for engine out testing. The center kilometer will be built perfectly flat, to allow for contaminated runway testing with water contained at a specific depth. Historians have chronicled runways built high in the Andes that may have been used by ancient astronauts. The Brazilians are creating a runway that the Space Shuttle could use. Not that they have a space program in mind, but think of the possibilities.

I flew the RV-8 to Oshkosh, just for one day. Lou couldn't make it, so he asked me to take Ted Gauthier (balloon pilot, and RV-6 builder) along. Ted recently took 2nd at the U.S. National Balloon Meet, in his own homebuilt hot air balloon! Oshkosh attendance was down, but that actually made it good. There were no lines for food, ice cream, or "the facilities". You could actually move around and talk to people in the vendor buildings. And there were still some interesting airplanes to look at. A Boeing 307, the world's first pressurized airliner came in, and it looked like brand new. If you looked closely, you noticed that the crew flew in wearing gloves and booties. The Smithsonian owns the 307 and they didn't want any scratches or dirt on the inside.

We walked around and came across a Long Eze with a rocket engine on the back. I asked the obvious "Has it flown yet?" "Yes, first flight was last week, then we loaded it up and brought it to Oshkosh". The engine looks good, but is not throttle able. So the concept is similar to the old rotary engines with "blip" ignition systems. I hope that Scott Crossfield made it over to talk to them, and give them his views on rocket shutdowns and restarts. Blips with a rocket engine could get instantly kind of loud.

Ted and I walked around and found the booth of a company called Blue Mountain Avionics. They have developed an electronic display that incorporates all the flight instruments, engine instruments, and moving map display. All parameters are software programmable to annunciate when limits are reached, so essentially, you can design your own displays, depending on what airplane you have, and how sophisticated you want to be. The surprising thing was the price: \$8800. Sound like a lot, but try finding one cheaper.

Allan Tolle was there selling kits for the resurrected Questar Venture. For those of you with a need for speed, Allan is the guy that flew the rotary powered

RV-3 with nitrous oxide that nearly out-climbed Bruce Bohannon a few years back at Sun and Fun. He bought a Questar Venture, and saw so much potential that he bought the company. So if you want to go really fast and are allergic to fiberglass, get in touch with him.

As reported earlier in this column, there is a looming problem with aviation fuel. I have been tracking the situation, mainly through sources within EAA. However, an extensive article appeared last week in Aviation Week & Space Technology. I will make copies and have them available at next week's chapter meeting. The problem is becoming more acute because there are now only two main manufacturers of Tetra Ethyl Lead (TEL), one in the U.K. and one in Russia. The reason is that most of the rest of the world is converting to unleaded auto fuel because it is cleaner and becoming cheaper to produce.

So a crisis is looming if these two companies cease production, and there is no suitable replacement. Even though EAA and the FAA came up with a specification for 82UL fuel, it is not currently being produced, and it will not work in most engines that require 100LL. The MTBE and ETBE alternatives are even more dangerous to the environment than lead. Ethanol based alternatives cut range 15 to 20 percent, and introduce other problems such as corrosion and ice formation in the fuel. So far, there is no clear solution ahead. Maybe we'll have to form a fuel cartel!

Finally, here something you WW II vets will appreciate. I was outside by my house the other day and noticed a black swallowtail butterfly flying quite nicely, but with a little less zip than I normally see. As it settled on a clover blossom, I noticed that the rear wing on the right side was completely blown off, and about a third of the front wing was missing at the trailing edge. No doubt it was returning from a daylight mission in hostile territory, and had survived an attack by some air superiority blue jay or barn swallow. Then again, it might have just been some "Far Side" kid, doing what kids do. In any case, the butterfly was courageously limping back to base, it's combat days clearly numbered.

This is a fun time to be in aviation, but as always, let's fly safely out there. And remember to give your fellow pilot a hand when they need it.