



Meetings are the 2nd Saturday of each Month at the Hangar,
Mason Jewett Field, Breakfast at 0800, Meeting at 0930.

Pres: Mike Arntz 694-4601 Vice Pres: Gary Long 676-3867 Treas: Gregg Cornell 351-1338
Sec: Drew Seguin 332-2601 Editor: Charley Downey 349-3903 Graphics Editor: Sue Downey

Climb and Maintain Flight Level 55

Happy New Year to all of you in Chapter 55. I want to thank all of you for electing me as the new President. I hope I will do just as well as Bill Hannah has the last six years. Here is a small bio on myself. I have been a pilot since 1969. I am instrument rated and have logged over 675 hours. I have been a member of the Olds Forge Flyers Club off and on since 1974. I am a member of the EAA and the AOPA. A friend in Alpena introduced me to the EAA. I joined Chapter 55 and have been a member for almost two years now. Mark Jacob and I were the Young Eagle Coordinators for the year 2001. We had set a goal publicly for 150 young eagles but the both of us really wanted at least 200. We attained that goal and then some. To date we have flown 234 YE's. I am currently working on the Smith Mini Plane, which I purchased, from Ivan and Mavis Rowell about a year ago. My goal is to have it completed for by the year 2003 and hopefully fly it to Oshkosh, WI.



I have recently come out of retirement and have a new job. I am now certified as a weather observer and employed full time at the Kalamazoo Airport.

ELECTIONS:

At the December meeting we elected the officers. President: Mike Arntz, Vice-President: Gary Long, Secretary: Drew Seguin, Treasurer: Greg Cornell. We, the new members of the board will serve just as great as the last ones.

CHRISTMAS PARTY

We had approximately about 52 people at the Christmas Banquet and party this year. We even put Christmas lights on the flagpole and windows so all of you could find your way to the hangar. My wife, Renee Arntz had made glass ornaments for each couple, and all the tables had centerpieces, candles, confetti (which she went a little overboard) and other decorations on the table. The food table and the hall were also decorated with snowflakes, banners, Christmas bulbs, (Sorry no Bomber Bulbs this year) garland, and assorted centerpieces.

Bill and Marilyn Bezdek made four lovely greenery centerpieces, which were given away at the end of the night. The food was great and seeing so many of the members at the party. I would like to thank those who stayed after the meeting and help us clean and decorate, it was greatly appreciated. Next year will be bigger and better.

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Board of Directors' Meeting

Wednesday, January 9
7:00 pm at Hangar

Chapter 55 Meeting

Saturday, January 12
8-9:30 am Breakfast
9:30 am Meeting

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RECOGNITIONS

At the December meeting, we elected the new officers, gave away the awards for all the participants for the Young Eagles rallies. Thirteen pilots were given EAA 2002 calendars and certificates and the volunteers were given pins and certificates for their participation. We had a total of 234 Young Eagles flown for the year. Thanks again to all those who help in one-way or another, if I missed anyone who helped I sorely apologize Next year I hope we exceed this and attain the 1000 mark for our chapter. Since the last meeting we have another member added to our group. Chris Bayley is a pilot, Young Eagles participant, and certified flight instructor. He works for the State of Michigan as an accountant and works with my wife Renee Arntz.



BOARD AGENDA

- Chapter Goals for 2002
- Program Team Continuation- groups
- Goals for Young Eagles
- Flying contests

Let us have a great and happier new year!

Mike Arntz, President &

EAA Board of Directors Meeting

Board of Directors Meeting – December 5, 2001

Attendees: Bill Hanna, Paul Barbour, Greg Cornell, Joseph Pirch (appointed acting Secretary), Bill Purosky, Tom Botsford, Greg Hover, Gary Long, Mike Arntz

- I. Minutes of the Board meeting of November 7, 2001 were reviewed and approved.
- II. Greg Cornell presented the Treasurer's Report. The Board will confer with LCC before the end of the calendar year 2001 to determine the continued support of the scholarship. The membership will be advised of the recommendation of the Board by February 2002.
- III. The Treasurer's Report was accepted with the recommendation from President Hanna that it be presented at the Membership Meeting of December 8, 2001.

- IV. President Hanna reviewed the status of candidates for the election scheduled for the membership meeting of December 8, 2001. Candidates proposed by the Board:

President: Mike Arntz
Vice President: Paul Barbour, Gary Long,
and Steve Kent
Secretary: Drew Sequin, George Haley
Treasurer: Greg Cornell

President Hanna stated that solicitation for additional candidates from the floor would occur at the meeting of December 8, 2001. The Board agreed that in keeping with the by-laws of Chapter 55, which requires that voting members also be active members of the EAA, all candidates for officer positions of Chapter 55 will be confirmed as to their membership in the national EAA organization.

- V. President Hanna called for discussion of the open Director position created by Leah Voelker's departure for Air Force Reserve duties. The consensus of the Board was that appointment of a replacement would be postponed until after the election of officers on December 8, 2001.
- VI. President Hanna advised that Newsletter Editor, Chares Downey, expects to relocate to Indiana in the spring of 2002. With his departure, Chapter 55 will be faced with replacing the "irreplaceable" Charley Downey. Bill Hanna has solicited interest among the membership for the position and will confer with the incoming President as Charley makes his move to Indiana.
- VII. President Hanna reviewed the "2002 EAA Chapter/Squadron Charter Renewal Agreement" and the application for Liability Insurance Policy. The Board affirmed support of the Charter Renewal Agreement with specific approval of the continued requirement for voting members and officers to be active members of the EAA. Discussion regarding the Liability Policy centered on two issues; first, the premium scale for the various limits and second, the increase in administrative fee. The Board approved application for General Liability coverage of \$1,000,000.00, including "Clubhouse & Hangar" for less than 10,000 square feet. The Board also approved expenditure of \$260.00 for the premium and \$40.00 for the administrative fee totaling \$300.00 for the calendar year 2002.
- VIII. President Hanna provided update on the Christmas Party scheduled for December 8, 2001. As of 12/5/2001, 45 confirmed and paid reservation on

hand. Paul Barbour then asked that 2 guests be added, bringing the total to 47. A clean-up and decorating session for the hangar/meeting room is scheduled for after the morning meeting on December 8.

- IX. President Hanna asked for discussion regarding the nomination of the EAA Chapter 55 "Member of the Year". Bill noted that many volunteers enabled the Chapter to far exceed the goal for "Young Eagle" flights in the year 2001. The Board agreed that while it would be appropriate to recognize all the volunteers who contributed to this effort, that the "member of the Year Award" should remain singular. Mike Arntz was nominated as "member of the Year for 2001" by Bill Hanna, seconded by Bill Purosky, and unanimously approved by the Board.
- X. President Hanna advised that in keeping with the Board's decision in November 2001, awards are to be provided to "First Flights" for projects completed in the year 2001. Those to be recognized at the regular morning meeting and at the Christmas Party are: George Moore, Dave Groh, and Kyle Bradford. In addition, "Young Eagles" pilots and ground crew will be honored for their outstanding efforts and success.
- XI. President Hanna asked that Bill Purosky provide an update to the Board regarding the Great Lakes Fly-in. Bill reported that EAA Chapter 55 received a check for \$359.12 on December 1, 2001, representing a return of the \$200.00 advance contribution and the distribution of surplus share from the results of the Fly-in proceeds for 2001. Bill further reported that Board Members Hanna, Purosky, and Pirch prepared a proposal to operate the Fly-in for 2002 by a Letter of Understanding and formal resolutions of support from other EAA Chapters willing to contribute to running the event.
- XII. President Hanna asked Bill Purosky to provide an update on the National Ercoupe Fly-in proposal submitted by Chapter 55 to host the event for compensation in June 2002. Bill stated that since the last meeting Les Ojala was contacted and he had agreed that the Aerogenesis hangar and meeting rooms would be available, most likely at no charge, and that they would support campers needs in the proximity of the Aerogenesis building. The Ercoupe association representatives were quoted meal fees and responded with a request that other arrangements and pricing be obtained before deciding on the final arrangements. Bill will continue to work with the Ercoupe association and has targeted completion of the final specifications for the event by January

2002. He will ask for Chapter 55 volunteers in February 2002 to form a working committee for the event.

- XIII. President Hanna presented the Board with a copy of his assessment of the Chapter's efforts applied to the goals established by the Board for the Year 2001. This exercise allowed the Board to consider the interests of the members as we enter a new year.

EAA Chapter 55 Business Meeting

General Membership Meeting – December 8, 2001

There were 45 people in attendance, including members and guests. → Meeting minutes of October 13, 2001 were approved → The Treasurer's Report was approved. → Bill Hanna reviewed the outcome on the gun safety class. Mike Linn at CRAA approved the class but ultimately it was decided that should be dropped due to the potential for negative press. → The chapter Christmas party was to be held Saturday evening with 47 people in attendance. → The Great Lakes International Aviation Conference will be held January 18 to 20 at Kellogg Center in East Lansing. EAA will have a booth there. → Bill Hanna reflected on the goals and success of the Chapter for 2001:

Bill Hanna reflected on the goals and success of the Chapter for 2001.

- 1) The goal of a program for most meetings was achieved
- 2) We did not have a flying contest
- 3) We held a chapter event in EAA Airventure
- 4) For Chapter development we added 12 new members. At 87 members we have the biggest roster we've ever had.
- 5) We were successful in increasing membership in chapter activities
- 6) We did not sell the Mini-Max
- 7) We flew 239 Young Eagles against a goal of 150.
- 8) We made a donation as planned to the Newberry Scholarship
- 9) We supported the Mason Balloon Festival.

- 10) Mason Aviation Day was a success considering that it occurred four days after 9-11-01
- 11) The supported aviation in our response to the LCC aviation program issue and support of Spartan Wings.
- 12) Great Lakes Regional Fly-in was a success and is under way for the next year
- 13) In summary all agreed it was a very successful year for Chapter 55.

→ Officers were recognized for their contribution along with Charley Downey for his work on the newsletter. Young Eagle pilots and crew were recognized. Bill Hanna was honored for his many years of service as President of Chapter 55. Mike Arntz was awarded Member of the Year. → Elections were held for chapter officers from the list of candidates above. Election results are as follows:

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|-------------------------|---------------------|
| ➤ President | Mike Arntz |
| ➤ Vice President | Gary Long |
| ➤ Secretary | Drew Seguin |
| ➤ Treasurer | Greg Cornell |

Drew Seguin, Secretary &

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

This January, the most gifted pilot on the planet will speak at the Great Lakes International Aviation Conference. Sean Tucker may be more gifted at gut wrenching aerobatics, and Delmar Benjamin may have conquered the Gee Bee. But if you are talking about flying fighters in World War II, about being a test pilot at Edwards during the birth of the Century Series of jet fighters, and about the premier air show pilot over the last 40 years, you are talking about none other than R.A. "Bob" Hoover.

There are many Bob Hoover stories, and I have torn a whole bunch of them out of magazines over the years. They are just too incredible to throw away. Here's just a taste: During WW II, Bob was assigned to a unit in Europe that assembled a variety of airplanes that came across on ships. He did test hops on them after they were put together, prior to delivery to front line units. One day, a P-38 landed, which was an airplane that Bob had never flown. After some negotiating, he was

allowed to take it up on a one-time flight. To everyone's astonishment, Bob rolled it right after takeoff, and then disappeared for a while. When he reappeared, he put on an impromptu air show, which included rolling the airplane into a dead engine! I would have been happy just to get the gear up and down.

While most of us know about Bob Hoover from reading about him and watching him fly at air shows, very few of us know him as a person. For those of us whose lives he has touched, he is known as much for his grace as a human being, as he is for what he can do with an airplane. Here, from my own experience, is just a bit of insight:

In 1968, I drove from Ann Arbor to Cleveland to attend the Cleveland National Air Races at Burke Lakefront Airport. I had two of my flying buddies with me, and we didn't have 10 bucks between us. It soon became apparent that we couldn't watch the air show and the races from the road next to the airport. We had to be in the grandstand. When the cops weren't looking, I jumped the fence and ducked into the first tent I saw, which happened to be a small outfit called the "Warbirds of America". I found someone to talk to, and ended up with an ID badge that I could use to drive in and park in the pit area. This was great for me, but bad for my friends, who went through the gate in the trunk of my '62 Chevy. But we were in, and found our way to the grandstand. This was the first time that I ever saw Bob Hoover fly, and he had both his yellow Mustang, 2251D, and the Shrike Commander. The flying I saw was absolutely unbelievable, and I made a promise right then to somehow meet Bob Hoover.

The following year, Bob was scheduled to fly an air show at the Willow Run Airport. I had been to the Willow Run Airport enough times to know how to get onto the flight line, and got there early in the morning, before anyone else was around. There sat Hoover's P-51. I had never seen one up close, and inspected every beautiful inch of it. At Cleveland, I noticed an oil stain on the belly, just aft of the scoop. The oil was coming from the oil breather, and my plan was to offer to keep the belly clean for the air show. (Note: The breather on the Mustang was originally on the right side of the fuselage, just ahead of the wing. Against the advice of his mechanics, Hoover had them run the breather down to the belly, and today, they are all that way.)

About 12:30, Bob Hoover drove up to the airplane, and before he even got out of the car, I introduced myself and pitched my plan. It must have worked, because a few minutes later, I was in the back seat of the Mustang.

Bob fired it up, and we taxied out to the show line. I will never forget the roar and mixture rich smell of the Merlin up front. During the air show, I sat with a man named Dave Lindsay, a good friend of Bob's, who at the time was editor of the newspaper in Sarasota, Florida. He also owned Cavalier Mustang, a company that rebuilt P-51s for the export market. I asked Dave how many airplanes Bob was checked out in. His reply: "Any airplane where he can find the switches!"

When the air show was over, Bob told me how to service the airplane, and headed off for some evening activities. One thing I needed was about 10 quarts of 50 non-detergent oil. After Butler Aviation fueled the airplane, I asked about the oil, and discovered that they didn't have any. So I drove to the Ann Arbor Airport, bought some oil, and returned to Willow Run. I saved one of those oil cans as a souvenir. By now, it was about dusk, and after the oil was serviced and the belly cleaned, I crawled into the cockpit, cranked the canopy closed, and logged some cockpit time in Hoover's P-51.

A few weeks later, I received a picture in the mail, with Bob in front of the Mustang. He signed it with the inscription: "To Terry Lutz... Thanks for your kind assistance". Knowing that I would be in Florida a few months later, I wrote back to Bob and asked if he would speak to Dave Lindsay about a tour of the Cavalier Mustang works. He set up the meeting, and for the better part of a day, I crawled over Mustangs in various stages of refurbishment. More Mustang cockpit time! For those of you who remember it, the turbine powered P-51 was in flight testing while I was there.

Several years later, while stationed in Europe, I decided to head for the 1973 Paris Air Show. If you can believe it, none of the other fighter pilots wanted to go, so I took along 2 jet engine mechanics that were good friends of mine. We took the overnight train to Paris, and a bus to Le Bourget. While we were strolling among the display airplanes, we found Bob Hoover standing in front of his Shrike Commander. I re-introduced myself, and he immediately remembered our meeting at Willow Run. He shook hands with my friends and we talked for quite awhile before he said, "Look, you guys need to have lunch in the Rockwell chalet, and watch the air show from there, too." So he led us past security and into the chalet, where we had lunch, and watched the whole air show, not just Bob Hoover (he flew both his Shrike and the F-5 that year).

In 1979, I had flying time in the F-4, T-39, and A-10, and was thinking of leaving the Air Force for a flying job with an aerospace company. So I wrote to Bob and

asked him if Rockwell had any jobs available for production test pilots on the Saberliner business jet. To my surprise, he called me one night, and we talked for over an hour about how things were going in the industry, and where the jobs might be. It was his opinion, at the time, that it would be better if I tried to find a job with the airlines. Eventually, I took his advice, but there were a few more interesting stops along the way before that.

I saw Bob again at the Paris Air Show, this time in 1983. I was visiting the test pilots at the Embraer chalet, which was right next to the Rockwell chalet. I was out on the porch and noticed Bob right next door. I shouted over to him, waved, and he said to come on over. I met him inside, and we compared notes as to where I had been since our phone conversation.

A year later, I was prowling around at the Mojave Airport, and noticed 2251D on the ramp. I walked up to it at about the same time Bob did, and we shared a handshake. He fired up the Mustang, took off, and came right back around and landed. Turns out that whoever had serviced the glycol tank had left the cap off, and the airplane was covered with glycol. This can be fatal to the pilot in more ways than one!

The last time I had the real chance to say Hi to Bob Hoover was out at Edwards AFB. I had briefed with the F-16 guys to fly chase on a High AOA test mission. Heading out to my airplane, I walked past one of the other briefing rooms, and noticed Bob briefing with one of the F-16 pilots. He was getting an evaluation flight in the F-16, and the words of Dave Lindsay came to mind: "Any airplane where he can find the switches....."

So while we admire the beauty of Bob Hoover's flying, we should not forget his ability to graciously give his knowledge and energy to others who would follow in his path. Please take the time to meet Bob at the Great Lakes International Aviation Conference, and shake the hand of the kindest, and most gifted pilot on the planet.

In case you're wondering, I always try to end this column by saying that we should be sure to lend a hand to our fellow pilots when they need it. A pilot named Bob Hoover taught me that.