



**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: Warren Miller 393-9385**

Climb and Maintain Flight Level 55

Hey, what happened to summer? We are recording snow depth in Kazo. On the 21st we recorded 1.2 inches of snow, as my daughter would say Eewhuuuu!! A word of caution to all you pilots, old man winter is hovering close by so be aware of the freezing level and conditions conducive to icing. Even if you fly VFR you do not have to be in the clouds to pick up ice although rare it does happen.

Speaking of snow, our Christmas Dinner will be on December 14, social hour starting at 6:00 PM. Dinner at 7:00 PM.-till? We have been able to contact the caterer from last year and made arrangements for them to do it again. We will need to know how many people will be attending so RSVP Gregg Cornell or me as soon as possible. So far Vicki, Marilynn, Rose, Joyce and Renee are helping with the decorations.

If you haven't been to the hanger lately you will be in for a surprised, when you walk in, our new room has made great strides in becoming a reality thanks to Ted Lakin and Doug Koons. Doug roughed in the room and put up the drywall and installed the electrical. Ted took on the taping and mudding, sanding, priming and painting the new walls inside the meeting room and the hanger with such determination, that only Ted can muster. Or as Ted says MIH (Make It Happen). In the last two weeks Ted has been at the hanger everyday working hard to get the room done. He even went out and bought the floor tile and by the time you receive this letter that too will have been completed. Ted said he would have it done by the next meeting and it looks like he will make his goal.

Board of Directors' Meeting

Wednesday, November 6, 2002
7:00 pm at Hangar

Chapter 55 Meeting

Saturday, November 9, 2002
8-9:00 am Breakfast
9:30 am Chapter Meeting

We have three new members who have joined the chapter recently at this time I would like to welcome Daniel (Dan) Beckett; Dean Sims, and Joel Hekler. I know you will enjoy all the great people who make up Chapter 55. Again, Welcome!

We had another Young Eagles rally on October 19th and flew 70 kids. Talk about over achieving Renee beat my 232 kids from last year. The total for the year is at 291. It was a cold and at times a windy day. Parents and children were in and out of the meeting

room. Gary Long, Dick Bacon, Jim Andrews hardly ever ventured inside. They just kept the pilots and young eagles in and out the planes. Ted Lakin flew 35 out of the 70 having the only four place airplane besides Ernie. Other pilots included Russ Hilding: 3, Dale Buttermore: 4 (he came in from Hastings to fly YE), Drew Seguin: 8, Ernie Lutz: 9 and Tim Martinson; 11. These pilots could only fly one at a time. Many parents and children had to wait for 1-3 hours for their rides but to see their faces when they came in that door was priceless. At times the rides were not the best but it didn't seem to bother them. We did not let them eat though before they went for their ride.

Vicki a new chapter member helped Renee with signing up the kids and helped her enormously. Joe Pirch filled in all the forms which this in itself is time consuming. Jack Toman was also there all day and made popcorn and whatever else we needed. Thanks also to Ken Dreywor who helped with the kids. I was even able to stay until 12:30 and talked with the kids outside and do what I could.

Who wants to be a Director, nominations will be taken this month and voting will be in December at the meeting.

Remember if you are going flying take a chapter member with you!



Mike

Teams for 2002

NOVEMBER TEAM #10

Robert Smith
Bob Noelp
Jennifer Wells
Mark Jacob

Thomas Sheehan Jr.
Bart Smith
Ed Zdybel

EAA Board of Directors Meeting

Attendees: Pres. Mike Arntz, V. P. Gary Long, Treas. Greg Cornell, Sec. Drew Seguin, Joseph Pirch, Bill Purosky, Jack Toman, Renee Arntz, Ted Lakin, Tom Botsford → The Treasurer's report for September was approved. → Renee Arntz announced there is a Young Eagles rally scheduled for October 19 and we have 50 signed up so far. We have flown 220 so far this year. → Mike A. indicated Mark Jacob says we need to purchase Dream Weaver for the chapter website. Renee A. has located it at a heavily discounted price of \$99.00. A motion was made and approved to purchase the software. → We have an offer on the Mini-Max. The Board reviewed the offer, found it to be low, and authorized Mike to counteroffer and also announce at the membership meeting. → There was discussion on purchasing or building a grill for the chapter. The discussion was tabled for the present with no action. → The hangar ridge vent needs work.

Doug Koons will be asked to recommend a solution. Doug is planning a workday on Sunday, 10/13 to work on the meeting room extension. → Mike Arntz is working on the details and requirements for the leadership conference. Bill Hanna was handling this before. No news yet. → Bill Purosky suggested we consider getting a permanent food license. The cost is \$500 vs. \$40 each for 1 event and we are limited to two events per year. The discussion will be continued in the November meeting. → Renee Arntz will make new nametags for new members and those that may have been lost. (tags, that is) → There was discussion on putting a phone line and computer in the Chapter meeting room. The board decided not to proceed. → The Chapter Christmas party will be on December 14. Renee Arntz will coordinate. → We will need to select member of the year at the next meeting. → Tom Botsford volunteered to help with and participate in the airport authority plans to do a disaster drill at Mason.

EAA Chapter 55 Business Meeting

The meeting was called to order at 9:32. → There were 45 people in attendance including members and 7 guests. → Minutes for the last meeting did not make the publishing deadline but were available in hard copy at the meeting. → The Treasurer's report was approved as presented. Greg summarized the financial impact of the recent fly-in and steak cookout. → Ted Lakin purchased a new refrigerator to supplement the one we currently have. → Young Eagles. Chapter members have flown 220 Young Eagles so far this year. The total to date for the chapter is 1017. Renee Arntz indicated we have sixty eagles signed up for the October 19th rally. We will need all the help we can get. →

Mike announced the board approval of software purchase to support the Chapter 55 website. → Mike indicated the chapter has received an offer for sale of the Mini-Max. Mike indicated the board was planning to counter offer. He said that anyone who may be interested should come forward. → There will be a work session for the meeting room expansion on October 13. Volunteers needed. → A spot landing contest will be organized to follow the chapter meeting on November 9. Bring your plane and your best piloting skills. → The Chapter Christmas dinner will be held on Saturday, December 14 at the Chapter hangar. It will be the same cost and menu as last year. Cocktails at 6:00 PM, and dinner at 7:00. See Renee Arntz for details or to volunteer. → We need a volunteer to coordinate with the Great Lakes Regional Fly-in to replace Bill Hanna. Please contact Mike Arntz if interested. → The Great Lakes International Aviation Conference (GLIAC) will happen at Kellogg Center on January 17-19, 2003. The featured speaker will be Captain Al Haines, former DC-10 captain who survived the Souix City Iowa crash a number of years ago. This has been a great conference in the past and all are encouraged to participate. → Joe Whitesides offered to put a timer on the restroom light switch. It was approved. → Members note: please do not block taxiways when parking, especially at Young Eagles Rally's. If you see somebody doing so please remind them. Many of our guests are not aware of the problem for airplanes and we need to be good neighbors. →

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

There is an old Bob Stevens cartoon where a young WWII Lieutenant is proudly standing in front of his P-47, with a B-17 parked nearby. Two older ladies walked by, and they stopped to ask the Lieutenant some questions. "Who's the pilot for this airplane?" "Why, I am", the Lieutenant replied. "Who navigates while you're flying?" "Well, I do", the Lieutenant beamed. "Who raises and lowers the landing gear?" "I do, Ma'am", the Lieutenant said as he pushed his chest out a little farther. "Who fires the guns?" "Why, I do!!" said the Lieutenant with pride.

"Then, how long do you have to fly this airplane before they let you fly one of those 4 engine airplanes?", they asked, pointing to the B-17. (insert sound of large balloon losing air really fast.....)

There will come a time in the life of a homebuilder where someone will stop by and ask, "Who put the fabric on those wings?", or "Who installed those radios?" Every hardworking and pride-filled homebuilder will answer, "Why, I did!" This is a really a lot of fun, but the lift will go right out of your balloon if some of those critical tasks, you know, like putting in the wing bolts, is done backwards and crooked.

Putting an airplane together is a discipline. Steady, exacting steps are necessary, and even the big boys get it wrong on occasion. We've all heard of airplanes that got airborne with the controls hooked up wrong (believe it or not, something like that happened on the first flight of the F-117A). So how do you avoid

the surprise of a mistake, when you do a lot of the work yourself, and often *by yourself*?

The first step is to read the directions and follow them carefully. Not the time to be doing the “guy thing” and wing it. Sometimes you have to read them over and over, and when you still can’t figure it out, find someone who knows the answer. Second, cfollow standard aviation practices. But don’t leave out one important thing: when you assemble something that isn’t coming apart again. Make sure the bolts are torqued and safe tied properly during the assembly operation. I can’t tell you how many times I’ve seen airplanes in the assembly process with fasteners installed that aren’t tight, or have no nuts on them at all.

Next, identify the critical tasks and events. Drilling holes for the landing gear is a good example. The old story, “Measure twice, drill once” counts in homebuilding. It’s always a good idea to have someone there to verify your work. Even then, you can both get it wrong. If it doesn’t look right, it probably isn’t. I was doing the ultra simple job of putting in just one dimple the other day. When I put the die through the hole, it didn’t look right. But, I whacked it anyway, and ended up dimpling for a number 6 screw instead of a number 4 rivet. So work smart, work slowly, and double check everything.

Finally, keep track of your tools. I was flying chase on a new A-10 a number of years ago, when the pilot reported control problems. He couldn’t move the stick to the left. Using rudder, he managed to return to the factory for a safe landing. It took 4 days to find the 7/16 socket someone left in the lateral control system. If you keep up the discipline, and someone asks, “Who built this airplane”, you can proudly say, “Well, I did!”. But say it carefully, just like the way you built the airplane.

Last week, I had the opportunity to the fly the Boeing 737 simulator at the Alaska Airlines Flight Training Facility in Seattle. We were evaluating the ability of the airplane to conduct extremely accurate instrument approaches using a new technique called Required Navigation Performance, or RNP. RNP uses dual GPS, dual DME, and dual ring laser gyro systems to produce an extremely accurate flight path. Instrument approaches with unique geometries can be constructed and flown to the same or lower minimums than a standard Cat 1 ILS. The River Visual to Washington National, or the Bridge Visual to San Francisco are examples of approaches that can be designed and flown to much lower minimums than currently allowed.

A few years ago, Alaska Airlines designed and certified RNP approaches to Juneau, Alaska. This was an essential step to insure that they could provide consistent, reliable, and safe approaches in most of the weather encountered at Juneau. Without RNP, the minimums were so high that there were a lot of days when the airline couldn’t provide service. I flew the approach first in good weather, so I could seen the mountain ridges towering on both sides of the airplane, as I flew 25 miles down a fjord, banked right, and then left to line up on final, just 500 feet above the ground. Then, I flew the airplane down to minimums of 200 feet and ½ mile, flying manually with the Head Up Display. Even when manually flown, the RNP approach is very accurate. As I flew the approach with the HUD, the first officer called out vertical and horizontal error, which were never more than 25 feet off the RNP path. RNP is the future of

instrument flying for airplanes with both Lateral NAV and Vertical NAV capability. Today’s method of “dive and drive” when flying non-precision approaches will eventually disappear in airline flying. Someday, it will become the method that everyone uses, and IFR flying will be a lot safer.

In summary, remember to work carefully on those home built and store-bought airplanes, and as always, remember to help your fellow pilot when they need it.



Young Eagles Oct 19th: The little girl is Josephine Sims who has a heart condition and is limited to certain activities. After being at the Steak Fry with her dad she wanted a ride in an airplane. Renee gave her all the treats we give other kids. Dean contacted Bill Purosky and the Oct 19th we had another Young Eagles Rally. She patiently waited for her ride and let others go ahead of her. She had to take medication while waiting. Josephine is in the pictures with her other brothers and sister. Her mom and dad were the ones who organized getting all the 70 kids for the YE rally. All the kids are home schooled. Dean Sims has been our food inspector at our Ercoupe and Steak Fry In and is one of our new members who joined. He joined at the end of the Young Eagles rally. Thanks for all your help!



Richard Bacon puts in a full day at the Young Eagles rally.



Ivan and Mavis Rowell came to the breakfast meeting last month and were all smiles. Ivan, who turned 88 this past August, recently had a hip joint replaced and is doing very well. Mavis bought him an electric powered wheel chair, which Ivan has put to the test. It has a joy stick for directional control, which a plane guy really needs to keep that flying feeling going. Ivan said he has learned to use the power chair like a little tow truck while taking out the trash container pulling items from the yard and getting the newspaper each day.