



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 Graphics Editor: Sue Downey 349-3903

Climb and Maintain Flight Level 55



One of the duties of the President is to inform the membership of news, good or bad. Unfortunately, I have to be the bearer of sad news and must report the loss of one of our members Richard (Dick) Coleman, who passed away on the nineteenth of January. Our condolences go out to his wife, Joyce, and Richard's family. He will be missed. See article below.

Christopher Bayley and Renee Arntz have accepted the positions as Young Eagles as co-coordinators.

George Haley accepted the position on Board of Directors, which was vacant.

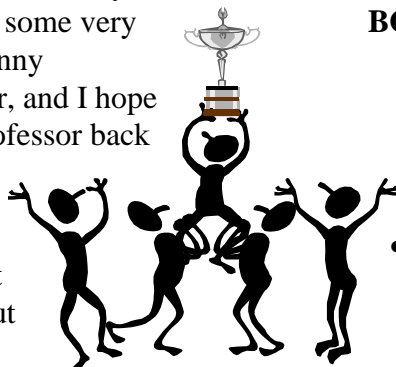
TEAMS

I have finally arranged the list for the teams for the year. Each team will be responsible for the program and breakfast for the month in which they are



assigned. We had some very interesting and funny programs last year, and I hope we can get the professor back again.

Also the first person on each list will be the team captain, but that person is not expected to put



the program together. You all have interesting backgrounds in aviation or related field subjects, so remember we are a team. Ted Lakin, who volunteered to present the program, has saved the team for February on short notice, and it sounds like a good one.

See below for the list of the ten teams.

LOST AND FOUND

Board of Directors' Meeting

Wednesday, February 6
7:30 pm at Hangar

Chapter 55 Meeting

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

My wife, Renee would also like to thank all of those who searched for her necklace after the last meeting. She had lost it outside, just before breakfast and found it. Then after she left the meeting and she went over to Meijers, she looked to make sure it was in her purse and it was lost once again. She drove back several times checking the hangar and around the parking lot and many of you

also looked for it. Some even braved the garbage can. After a week went by, she went to the store, and it was in the lost and found items.

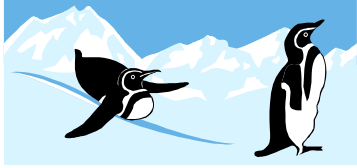
BOARD AGENDA

- Young Eagles dates and goals
- Flying contest-continuation
- Program Team Continuation - Groups
- Status of Ercoupe convention
- Newberry scholarship

Mike Arntz, President &

February Meeting Program

A story, the demise and resurrection of a P-38 destined to complete its mission 60 plus years later. Called "Glacier Girl," it had crashed on the Greenleaf ice cap enroute to England in 1942 along with 5 other P-38s and 2 B-17s, now known as the "Lost Squadron."



Entombed for half a century under 268 feet of ice, Glacier Girl was brought to the surface by a dedicated group of enthusiasts in 1992. The

plane has since been undergoing total restoration and is expected to fly again soon.

She will be flown around the country and at airshows, then complete her mission from Maine, Labrador, Greenland, Iceland, and on then to England.

Capt. Ted Lakin &

Teams for 2002

TEAM #1

Arnold Albrecht	Kyle Bradford
Rick Duckworth	Howard Gostnell
J Morris Hickman	Steve Kent
Gilbert McKessy	

TEAM #2

Brent Andrews	Lloyd Brown
Ron Filtz	Mary Gowans
Russ Hilding	John Kingsbury
Warren Miller	Jim Palmer

TEAM #3

James Andrews	Lynn Brown
Raymond Fink	Peter Greenfield
Sam Hinez	Doug Koons
John Mireley	David Paul

TEAM #4

Richard Bacon	Carl Dalrymple
Adam Fogg	Dave Groh
Greg Hover	Ted Lakin
George Moore	George Spencer

TEAM #5

Thomas Bancroft	Ken Distler
Robert Fox	Bill Landucci
Ron Mudge	Steve Ramey
Jim Spry	

TEAM #6

George Benson	Jim Doerr
Don Frank	Max Hall
David James	Terry Lutz
Gary Nesbitt	Arthur Sundeen

TEAM #7

Willam Bezdek	James Downer
Hugh Fuller	Jim Sawyer
Dennis Swan	Bill Hanna
Delbert Johnson	Tim Martinson

TEAM #8

Tom Botsford	Ken Drewyor
Ken Gerow	Gorden Hempstone
Deanna Kennedy	Morgan McCalla
Gary Nicola	Thomas Schroeder

TEAM #9

Glenn Trommater	Jack Toman Jr.
Mary Nestell	Ivan Rowell
Richard Wilke	Joe Whitesides
David James	

TEAM #10

Robert Smith	Thomas Sheehan Jr.
Bob Noelp	Bart Smith
Jennifer Wells	Ed Zdybel
Mark Jacob	

EAA Board of Directors Meeting

Board of Directors Meeting – January 9, 2002

Attendees: Mike Arntz, Greg Cornell, Bill Hanna, Gary Long, Ernie Lutz, Joe Pirch, Drew Seguin → Minutes from previous meeting were approved → Treasurer's report was approved. → Greg Cornell presented a proposed budget for 2002, which will put the chapter in a net/net position. → Leah Voelker has resigned her board position due to relocation. The Board approved a motion to endorse a candidate, which Mike will recruit from potentials identified in the meeting. → We still need to find a newsletter

editor to replace Charley Downey when he moves in the spring. → Mike Arntz resigned as Young Eagle coordinator. Renee would like to continue to contribute. Mike will talk to members who have expressed interest. → The Board reviewed Chapter goals and agreed to reinstate the goals as set forth for 2001. → The suggestion was made to have a traveling trophy for challenges between various Michigan EAA Chapters. More discussion later. → There is a need identified to formalize the policy for sign-ups and policies regarding the builder's space and hanger space. Bill Hanna will draft a policy proposal. → Chapter 55 has 230 points available for the EAA Air Academy. A motion was made and carried to match this with funds up to a total of \$500 as a scholarship for the school. Drew will make up applications. The Board will select a candidate from applications received by February 28, 2002. → A motion was made and approved to release \$2500 to LCC for the Newberry Scholarship

EAA Chapter 55 Business Meeting

General Membership Meeting – January 12, 2002

There were 54 people in attendance, including members and guests. → Meeting minutes of December were approved → The Treasurer's Report was approved. → Chris Bain volunteered to be Young Eagle Coordinator → Terry Lutz presented Builders plaques to Kyle Bradford, Dave Groh, and George Moore (in absentia) → Terry Lutz also produced an oil can and signed picture of Bob Hoover to authenticate his article in the last newsletter. → We still have a few 2002 calendars available for \$10. See Greg Cornell. → The scholarship for the EAA Air Academy was announced. See the minutes from the Board of Director's meeting. → Bill Hanna gave an informative program on Michigan's contribution to Aviation History.

Drew Seguin, Secretary &

Tribute to Dick Coleman

After spotting and naming dozens of old planes during Dick Coleman's first trip to Oshkosh, Dick shouted, "Look over there! There goes a B. One. R. D." It took me a minute (and prompting from Dick to spell it out) before I realized he was pulling my leg. Well, my old friend and EAA Chapter 55 member, Dick Coleman,

died three weeks ago from this Saturday following complications from an auto/semi truck accident that he was in three years ago.



The first time that Dick and I went to Oshkosh, the sky was filled with planes. As an old Air force veteran of the Korean War, he could name every military plane and most of the restored civilian aircraft. I thought about him at the last meeting when we were "Naming That Plane." He probably knew the names of many, if not most, of them. He missed the meeting because he was not feeling too well.

Dick was a retired State trooper, who was also the personal bodyguard for at least two Governors. I've known Dick for over 30 years, but didn't know he was a pilot until a few years ago when I started work on my pilot's license. When Dick found out that I was flying, he started to tell me about his flying days. It turns out that early in his State Police career he quit (but later returned with the State Police) and took job with a company flying around in the country making sales calls with the company plane. Dick got back into flying about the time that I got my pilot's license and flying was once again a passion for him. He loved flying low over the rural areas using his in-law's and son's homes as pylons to circle above.

After returning from Oshkosh about four years ago, Dick bought the Kitfox that was parked in the EAA hanger until about a year ago. Bill Puroskey and I decided it was a good deal and we begged Dick to let us go in on it with him. After the Kitfox was sold, Dick continued to pay for the hanger rental in hopes of buying another (completed) plane. During that same time, he had failed his flight medical and was appealing FAA's decision in hopes of being able to fly once again. Dick never gave up hope of convincing the FAA to let him fly.

When I learned of Dick's death, I offered a silent prayer asking God to give Dick a strong set of wings because he sure as heck will try to use them.

Delbert Johnson &

Thank You

I would very much like to thank our Chapter 55 members for the beautiful plaque that was awarded to me by Terry at January's Chapter meeting.

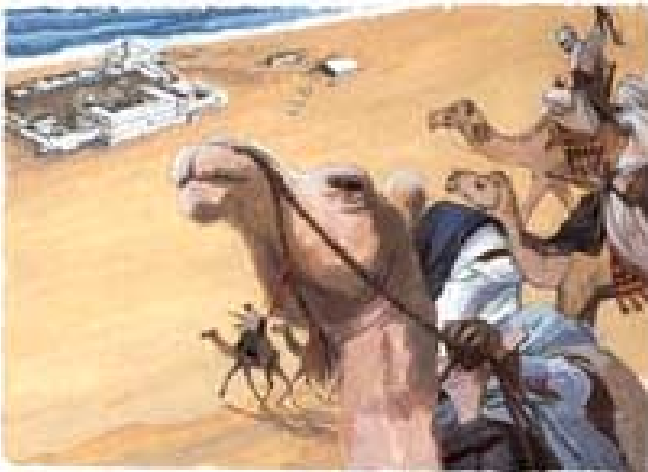
On the way home from the meeting with Charley Brown and Gilbert McKessy, Charley remarked that I would have to cut the plaque into three pieces and share them with him and Gilbert. Charley and Gilbert were a lot of help in both my Pietenpol projects. I appreciate their help, but did not want to praise them too much as they probably would want pay as well as all the glory!

Building an airplane is not one big job, but hundreds of little jobs. Don't be a loner, take all the help you can get. Work on it a little each day, and as Ted says, "Make it Happen"!

Thanks . . . Kyle R. Bradford

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor



Normally, January is the most boring month of the year. All the holiday celebrations are over, there are a lot of abandoned Christmas trees waiting to be picked up, and there is nothing but an expanse of white to look at outside. This year stacked up to be even more boring than normal, because the Super Bowl is being played in February, to join other interesting things like Ground Hog's Day, Valentines Day, and Mardi Gras.

It turns out that January 2002 did very well for itself, beginning with the weekend of January 18-20, when the Great Lakes Aviation Conference was held at the

Kellogg Center. For aviation enthusiasts, what an exciting weekend it was! I was astonished at the number of people attending and at the wide diversity of interests among the attendees. I met corporate pilots that flew Learjets, members of the Michigan Aeronautics Commission, flight instructors, FBOs, EAA members, and even a few Ercoupe pilots. The displays were very interesting, and I had the chance to speak with our own Brent Andrews about Aerosky Aviation in Hastings. Before the conference, I only knew of 3 schools offering flight training here in Michigan. I learned that there are several more, including schools in Jackson and Muskegon.

The GLAC had programs for everyone, from discussions on GPS navigation to the dynamics of spin recovery. The highlight, however, had to be the luncheon presentation by Bob Hoover. If you have never seen the video where he pours tea into a cup sitting on the glare shield, while doing a roll with his other hand, I have to tell you that it is a priceless piece of aviation history. I was also amazed to see him do a roll on takeoff in all sorts of airplanes from fighters to the Shrike. The incredible thing is the high pitch attitude he uses to begin the roll, then the ease at which he coordinates it to smoothly recover on runway heading. Wow!

This year, the size of the conference reached the capacity of the Kellogg Center to accommodate everything that was offered. If it continues to grow, the GLAC will soon need a larger facility. The really encouraging thing is how vibrant aviation is in our state. We have good leadership, we can learn to fly, we have maintenance facilities, and we have interesting destinations to fly to. My personal feeling is that perhaps Chapter 55 should allocate a portion of our scholarship money to send one or two young people to the conference. It wouldn't cost that much to provide such vast exposure to aviation opportunities in Michigan.

Let's not forget the January thaw that pushed temperatures up into the 50s. It was warm enough to open doors and windows to air out the house. It was warm enough to wash your car outside without freezing your hands. And, it was warm enough to change the oil in the Luscombe Silvaire Bullet, one day before the weather snapped us all back to reality.

It was also warm enough to keep even the most dedicated homebuilder out of the shop.

But the really big thing about January was, well, really big. About 18'x4'x4', with a smaller box about 10'x4'x2'. It arrived at the ABF freight terminal on Lansing's west side, and the boxes contained my RV-8 quick build kit. With the help of good fork truck driver and a good stake bed truck driver, Dad and I made the last leg of the journey from Van's Aircraft in Oregon, to Lou Farhood's airplane shop in Fowlerville.

The quick build kit looks like an airplane "right out of the box." The fuselage and wings are completed to the point where you normally remove them from the jig (Note, however, that with today's kits from Van's, the components are mostly pre-punched, and you can literally cleco the skins together, drill, dimple, and start riveting without a jig). There is still a lot of work to do, and we have been busy. The floorboards are nearly complete, and the seat structures are complete, so if we wanted to (and we do want to!) we could sit inside and make airplane noises.

Having the kit and beginning to work on it brings on a whole new set of decisions. I learned from Lou that you have to work hard to keep the weight of the airplane to a minimum. So I was investigating whether or not to put an MT prop on my RV-8, because it is lighter than a comparable Hartzell constant speed prop. I had breakfast with Ron Cooper the other day, and even before it came up in conversation, he wrote "MT Props" on his placemat, put it across his chest, and began stabbing it with a butter knife. Cooper is weird that way.

The next big subject, where I had to weigh the options and balance the decisions, was where to locate the battery. It can be firewall mounted, or mounted behind the baggage compartment. When I fly solo, I want the stick forces to be no heavier than in Lou's airplane, with the ballast. So behind the baggage compartment goes the battery, and hopefully I won't have to carry much ballast. I'm sure there will be a zillion more decisions like this, before the airplane flies. I just hope Cooper doesn't lacerate himself with the knife of opinion.

Finally, January was good for a little flight test work. I was in Toulouse for an Airbus meeting on security matters with a small group of pilots from around the world (Germany, Hong Kong, Australia, and Ireland),

and asked the Chief Test Pilot at Airbus for a copy of his report on counter-terrorist defensive maneuvering in Airbus aircraft. Not only did I get the report, but he also

offered a flight in A320-214 s/n 0001. That's right: the prototype A320. Four pilots in our small group got to fly a series of defensive maneuvers, including a rapid pushover to -1g. A maneuver like this has been widely discussed in the press, but believe me, while it fairly easily performed by a properly strapped in pilot, the violent effect on cabin occupants is obvious.

I was able to see the maneuver from both perspectives, the left seat, and the cabin. Seated at the flight test engineer's console (about mid-cabin) during the negative g maneuver, I could hold my notepapers down, but not my legs, which floated quickly to the bottom of the table I was seated at. Every scrap of dirt, paper, clipped off ends of tie wraps, went straight to the ceiling and rapidly back down again, as the pilot recovered with 2 positive g. Simply stated, while the airplane structure would survive, many passengers would not. We performed other maneuvers, which were quite effective, and we remain active in the effort to determine what the pilot can do with the airplane to prevent terrorists from taking control.

Now that winter is back with a vengeance, it's time to get back to the workshop and get as much done as we can before spring arrives, bringing better weather and more flying days. Even though the groundhog saw his shadow, remember that February is a short cut to spring. And always remember to help your fellow pilot when they need a hand.

