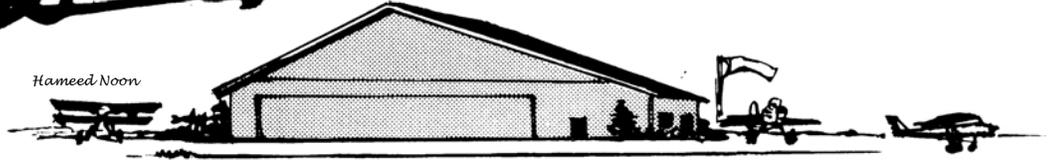


Wingtips

Experimental Aircraft Association
Chapter 55
March 2002

Hameed Noon

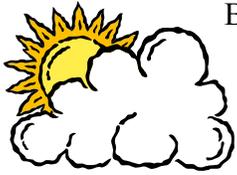


Meetings are the 2nd Saturday of each Month at the Hangar,
Mason Jewett Field, Breakfast at 0800, Meeting at 0930.

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

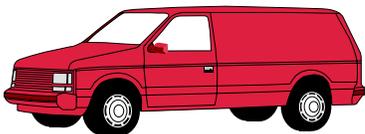
If you don't like the weather, wait a few minutes and it will change. Boy does that hold true in Michigan.



Before starting this new job I never realized how fast the weather can change; and forget the minutes, try seconds. It has given me a new appreciation for checking the weather before launching into the wild blue ever changing skies. I must stress for you fellow pilots how important it is to get a full briefing before you fly. Recently I sent out 45 METARs and Specials in eight hours. A perfect day is eight in eight hours. OK I'll get off the soapbox.

I had the pleasure of having lunch with Tom Botsford and Lloyd Brown.

The conversation, of course, was flying and eventually we got around to going to Oshkosh and getting together. The of caravanning to Oshkosh came up, and we agreed that would be a fun way to get there; so if you are driving to Airventure, we are planning to leave at 5:00 am from Mason airport. That would get us in at a round 9:00 or 10:00 am. It's never too early to start planning. Let's have a good showing at



Airventure.



Mark Jacob sent me an e-mail, and he indicated he would like to do the web page editor job. I feel he will do an excellent job. Welcome aboard Mark.

TEAMS

I feel I have caused some confusion about the groups by numbering them. If you are in Group #1, your month was February, and if you are in Group #2, your month is March, and #3 will be April, and so on. Don't be shy. All of you have great stories and talents we would like to hear about. Remember if you can't put together a program, you can cook; if you can't cook, how about clean up, if not we can come up with something.



BOARD MEETING

Climb and Maintain Flight Level 55

The board meeting will be at 7:00 pm, Wednesday, so let's be there on time. "OH! Wait I was the one who was late."

Mike Arntz, President &

Teams for 2002

MARCH TEAM #2

Brent Andrews
Ron Filtz
Russ Hilding
Warren Miller

Lloyd Brown
Mary Gowans
John Kingsbury
Jim Palmer

APRIL TEAM #3

James Andrews
Raymond Fink
Sam Hinez
John Mireley

Lynn Brown
Peter Greenfield
Doug Koons
David Paul

MAY TEAM #4

Richard Bacon
Adam Fogg
Greg Hover
George Moore

Carl Dalrymple
Dave Groh
Ted Lakin
George Spencer

JUNE TEAM #5

Thomas Bancroft
Robert Fox
Ron Mudge

Ken Distler
Bill Landucci
Steve Ramey
Jim Spry

JULY TEAM #6

George Benson
Don Frank
David James
Gary Nesbitt

Jim Doerr
Max Hall
Terry Lutz
Arthur Sundeen

AUGUST TEAM #7

Willam Bezdek
Hugh Fuller
Dennis Swan
Delbert Johnson

James Downer
Jim Sawyer
Bill Hanna
Tim Martinson

SEPTEMBER TEAM #8

Tom Botsford
Ken Gerow
Deanna Kennedy
Gary Nicola

Ken Drewyor
Gorden Hempstone
Morgan McCalla
Thomas Schroeder

OCTOBER TEAM #9

Glenn Trommater
Mary Nestell
Richard Wilke

Jack Toman Jr.
Ivan Rowell
Joe Whitesides
David James

NOVEMBER TEAM #10

Robert Smith
Bob Noelp
Jennifer Wells
Mark Jacob

Thomas Sheehan Jr.
Bart Smith
Ed Zdybel

Board of Directors Meeting – February 6, 2002

Directors present: Joe Pirch, Gregg Cornell, Gary Long, Bill Purosky, Bill Hanna, George Haley, Ernie Lutz, Mike Arntz. Members present: Ted Lakin, Renee Arntz, Chris Bayley → George Haley accepted appointment to the Board of Directors to fill the position vacated by Leah Voelker. → Young Eagle Coordinator Chris Bayley and Renee Arntz proposed dates for four (4) Young Eagle rallies during 2002: May 11, June 8, July 13 and Aug 10. The June date would be an all-day rally, the others will be half-day rallies starting after the regular Chapter program for that day. The Chapter currently has a cumulative total of approximately 750 Young Eagles flown since the program began. The goal for 2002 will be to exceed the 1000 mark. → The 2001 contribution to the Newberry Scholarship at the LCC Foundation of \$2500 has been deposited. → The Board approved a motion to donate \$100 to the Newberry Scholarship in memory of Chapter 55 member Richard Coleman who recently passed away. → Bill Purosky reported on the planning status for the Ercoupe Reunion/National Convention to be held at Mason-Jewett field on the weekend of June 20-23, 2002. A coordination meeting has been held with the Staff of the CRAA and no problems were identified. The Chapter will be responsible for all breakfasts, lunches and the Friday evening dinner. In addition, the Chapter is also coordinating arrangements for facilities required on the airport. Coordinators will be required for four primary task groups: Meals, Aircraft Parking, Car Parking and Facilities Management. Bill will solicit volunteers at the next Chapter meeting. It was reported that AeroGenesis is changing the operations currently housed in their main hanger facility. Alternate plans may need to be developed if the AeroGenesis facility cannot be used as originally planned. It was agreed to apply a 10% surcharge for the general facility expenses that the Chapter will bill to the Ercoupe Association. → Need for a new public address system was discussed. Gary Long was authorized to select and purchase a portable system not to exceed \$200. → In order to meet the deadline for the Michigan Bureau of Aeronautics Dawn Patrol calendar, a date for the 2002 Mason Aviation Day Fly-In was selected. The event will be held on September 21 and will be advertised as a Fly-In lunch, 11-3pm. → Bill Hanna volunteered to be the Program Team Coach publishing reminders to the teams as their turns approach and offering help when needed to organize their programs. → The Board approved a resolution to be a sponsor of the 2002 Great Lakes Fly-In. The motion included a \$250 sponsorship contribution and designated Bill Hanna and Bill Purosky to be Chapter representatives on the GLFI Steering Committee. → The need to initiate a Chapter web-page was discussed. Del Johnson has the structure of a page developed and is ready for content. Mike Arntz will solicit the membership for anyone interested in becoming a web-editor for the

EAA Board of Directors Meeting

Chapter. ➔ Joe Pirch volunteered to Chair an activity to sell the Mini-Max. It was decided to attempt a sale by offering the aircraft on e-bay. A reserve price of \$6000 was agreed on and the Chapter will reimburse any auction expenses incurred by Joe. ➔ Chapter participation in the 2002 Mason Balloon Festival was discussed. Topic was tabled to allow more time for evaluation. ➔ It was agreed that all Board of Director meetings will begin at 7:00pm.

EAA Chapter 55 Business Meeting

General Membership Meeting – January 12, 2002

There were 48 people in attendance, including 3 new members and guests. ➔ Meeting minutes of January were approved ➔ The Treasurer's Report was presented by Joe Pirch and approved. ➔ The chapter will donate \$100 to the Newberry Fund in memory of Richard Coleman Two Hundred Dollars was also approved for allocation to purchase of a new sound system. Bill Purosky presented an overview of the Ercoupe Convention to be held at Mason on June 20-23. See director meeting minutes for more information. We expect to have 100 airplanes and 200 to 300 people. We will need volunteers for meals, parking, maintenance, and so forth. This is a nice opportunity for the chapter to have fun and make some money. ➔ Two Hangar spaces are available, with no names on the waiting list. ➔ The following new members were introduced. Renee Arntz, Duane Dusseau, Jim McFadden, Craig Teal. ➔ Terry Lutz presented a builder's plaque to George Moore in recognition of completion of his airplane project in 2001. ➔ Joe Pirch will promote the Mini-Max project on E-Bay. We will auction it with a reserve of \$6,000. ➔ Mike announced the sweepstakes sponsored by Headquarters to promote member recruiting. Prizes will be awarded for the top recruiter in the chapter as well as a raffle for national prizes. See Mike for details. ➔ Renee Arntz outlined Young Eagles plans for 2002. The goal is to bring the Chapter total over 1000 since the program began. Planned Young Eagles dates are 5/11, 6/8, 7/13, and a date in August TBD. ➔ Ted Lakin gave a presentation on "Glacier Girl". The project to recover and restore a P-38 Lightning from under the ice in Greenland.

Drew Seguin, Secretary &

Ercoupe Fly In June 20, 21, 22 & 23

This June, the Chapter will sponsor the annual fly-in of the Ercoupe Owners Association at Mason Airport. Bill Hanna and I have been working for about a year on this project and as it continues to get closer, we will need some help. We expect about 100 airplanes

and between 200 to 300 people to attend. We have been working with the Regional officers of the Association, Ruth and Marv Dunlap. If you were at the last meeting, you may have gotten a chance to meet them. They are a truly aviation-oriented couple. They recently got 90 investors together and bought the Brighton Airport. Through the use of private, state, and federal funds, they have improved the facility and have given access to the homeowners that border the airport. But that is another story.



We need some volunteers to head some of the functional committees that will help coordinate and run the event. Each volunteer would receive help from the rest of the membership. I have listed below the ones that come to mind. This list may not be complete and may grow as we determine other jobs that need to be done.

Meals Coordinator would be in charge of providing the meals that the Chapter has committed to prepare. We are responsible for lunch and dinner on the 20th; breakfast, lunch, and dinner on the 21st; breakfast and lunch on the 22nd; and breakfast and lunch on the 23rd. Some work on this area has already been done. Obviously, we know how to make breakfast and should have no problem providing these meals. Ercoupe has agreed that the lunches could be cold sandwiches or hamburgers with condiments and side dishes. We would expect to buy the side dishes from Gordon Foods or other suppliers. Dinner on the 20th is still open for suggestions. Dinner on the 21st will be cooked by an individual from another chapter who specializes in Bar-B-Que (and will teach us how to do it) with us supplying the side dishes (Gordon Foods or other) and labor to serve it. Dinner on the 22nd will be handled by the local Knights of Columbus but needing our help in setting up tables and chairs. Ercoupe will supply the decorations. Meals Coordinator is probably the hardest job of the fly in.

Aircraft Parking Coordinator would be responsible for suggesting how and where to park about 100 airplanes most of which will be Ercoupes. The actual parking of the craft will be done by the Ercoupe people and thus relieve us of the liability of this part of the function.

Motor Vehicle Parking Coordinator would be responsible for developing a plan to park cars, motor homes, and trailers on or near the airport. This individual may also be responsible for the actual

parking of these vehicles. We are working with Ercoupe to take this responsibility also but haven't gotten a clear answer yet.

Sanitary Coordinator would be responsible for trash barrel placement and removal as well as obtaining and positioning porta-johns. He or she would also coordinate with AeroGenesis and the airport manager to get buildings with bathroom facilities to be accessible during the nighttime hours. General conditions with regard to trash and clutter would also fall under this individual's job.

Safety Coordinator would be responsible to monitor and enforce the rules for the airport as set by the Capital City Airport Authority and EAA Chapter 55. Most of this function will be handled by Ercoupe but it must be coordinated properly.

Facilities Coordinator would be responsible for helping the Ercoupe folks find and use what is available on the field. Answer questions, point out facilities, find materials needed and generally be a supportive "go for" group. Procurement of PA systems, easels, meeting rooms (hangars or rooms on the airport in buildings), etc.

The above Coordinators readily come to mind as a need to help insure the success of this Fly In. This is the first time that we, as a Chapter, have taken on a responsibility at this level. We will have the opportunity to make a considerable fee to help support Chapter 55 and the projects that we may need in the near future; i.e. possible new roof, etc. But most of all this is an opportunity to have fun promoting something that we all love: aviation and the love of flying. If you don't feel that you can handle a coordinators job, please set some time aside to actively participate in this venture in June. Thank You

Bill Purosky



Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

It's one thing to predict six more weeks of winter, but this time the Ground Hog has gone too far. The middle of February was terrific for flying. It was warm and the winds were fair and light. I managed to get in one good flight in Lou's RV-8 and one in the Luscombe Silvaire Bullet. Looking outside today, March 2nd,

you'd think we were living in Anchorage in the middle of winter.

The Ground Hog's luck runs out the middle of March, and we can look forward to improving flying weather. But it will still be weather we have to watch out for. All this white precipitation we have on the ground will melt and be compelled by the sun to return to the atmosphere. There will be flying days when even though the sun is out and winds are light, there will be increased risk for carburetor icing, even if you are flying one of those Lycoming powered machines.

What determines our weather in late winter is the location of the subarctic jet stream. The TV weather guys show this as a big wavy line from one end of the country to the other. North of the jet, temperatures will generally be below freezing at the surface. South of the jet, the temperature will be above freezing and depend somewhat on the temperature and humidity of the wind flow at the surface. Because of surface moisture, increased time and inclination for the sun to heat the earth, and moisture from southerly flows, springtime weather can be unpredictable and sometimes violent.

You might think that flying will be great on a sunny afternoon in late March, but you'll find that the wind will be unpredictable and unforgiving. Just what you need when you want to knock the rust off your landing technique. Up and down drafts from thermals will be sharp due to the large amount of surface moisture rising into the air. The wind is forced around these strong thermals, and sharp horizontal gusts can also be experienced. Watch out for both. The winds of spring are unforgiving, unlike the favorable winds of fall.

The Mason Airport has a "wind mind" all of its own. Never take it for granted. From what I have observed, and it doesn't matter where the wind is, or from what direction you are approaching, the wind conditions are distinctly different for each one third of the runway. It seems to be affected by terrain, trees, buildings, open space, and hangars. If you plan your approach to land in the first third of the runway and encounter unpredictable winds, try landing in the second third (Note: the last third is not an option!!) You can fine-tune it even more, if necessary. Another technique is simply to go around and land again with the same aim point. Sometimes conditions are unpredictable for one approach, and stable for the next. Practice, practice, practice, and in the end you'll achieve great results.

Somebody said that if 100 monkeys were given 100 typewriters, they would eventually duplicate the complete works of William Shakespeare. No doubt this has already been accomplished on the Internet. I think I contributed to Act II of Hamlet, and it only took 17 bananas. If you look hard enough, you can probably find the web site.

The web is great for homebuilders. I ran into Loren Harmon, an F1 Rocket builder (that's a variant of the Harmon Rocket, but no relation to Loren), and he told me of a web site where you can design your own instrument panel. The web address is <http://sonexlinks.com/panelbuilder/>. That last "dot" is part of the address. This site is terrific because you tell it what type of airplane you have, and it draws a blank instrument panel just like the one you have in your kit. You can select the category of instrument from a menu, such as flight, navigation, engine, etc, and add switches or lights, too. You select the gadget you want and drag it up onto the panel. Then if you want to move them around, you just drag them with the mouse. You can print your design for later reference, and it remembers who you are for the next time you log in. All for free. Even if you aren't building an airplane, it is great fun.

For my RV-8, I am considering two electronic flight instruments. They can be viewed on different web sites, www.bluemountainavionics.com, and www.dynondevelopment.com. Both of these instruments provide attitude, airspeed, heading, and altitude (plus a menu of other stuff) on a single display. They use high tech gyros and provide an update rate that makes them appear smooth while you maneuver. They are not exactly inexpensive, but there is a cost differential for the instruments, vacuum pump, and plumbing you replace. They can be used as primary instruments in a small panel, or as backup flight instruments in a larger one.

Another web site to consider is www.controlvision.com. These folks have developed the software that you can load into one of those personal digital assistant gizmos, and give yourself a color moving gps map with all the bells and whistles. The cost is similar to a new hand held gps. They even have patch cords so you can use your existing handheld to provide the gps data. Controlvision also provides electrical system components for homebuilders. I was looking at their rocker switch panel, and froze in fear when I saw some electronic

gizmos on the back of the switches. I can do "wire A into slot B", but that's about it. So I called and asked about the magic. Their toggle switches and rocker switch panels have electronic circuit breakers designed into them. These circuit breakers come from the auto industry, where they are used as limit switches for power windows. When the window reaches full up or full down, the load on the motor goes up, tripping the breaker. When the operator releases the switch (or the pilot turns the switch off), the circuit is reset. Pretty cool stuff!!

In between monkeying around on the Internet, building a metal airplane can be a real challenge. Someday, you use every technique you can think of, and the rivets still come out wrong. I was skunked one day trying to put in the nut plates that hold the floorboards down. No matter what I did, the flush head rivets would be set too high. So I improvised a tool made from vice grips and found that I could squeeze the rivet just enough to set the head, then follow up with the squeezer. It got into tight places, too. Voila!! Then I looked at the bag of nut plates and realized that Van doesn't give you many extra parts. There are still a couple hundred nut plates in the bag!!

Fly safe in March, watch out for the fresh winds of spring, and don't forget to give your fellow pilot a hand when they need it.

