



**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

The first anniversary of September 11th is only a few days away, a very sad day in our aviation history. A lot of things have changed in one year with all the TFR'S and the new awareness of how quickly our rights can be taken away. As pilots and aviation enthusiasts, we must constantly be on the alert for the knee jerk reactions of groups and people who think that a new law will stop the criminals and fanatics from some form of illegal activity, a law that will only restrict freedoms of the law-abiding citizens of this great country of ours -- freedom that many of our Chapter members have fought for in the many wars since World War One to whom we are forever grateful. When you see one of these Heroes, thank them for their sacrifice and let's not forget the veterans of peacetime who were willing to put their lives on the line for freedom. Also think of ones who made the ultimate sacrifice.

The balloon festival came off very well with the weather sort of cooperating in the end. I must thank everyone who helped with the booth, Ted Lakin, Jack Toman, Tom Botsford and especially Bob Smith who was released from the hospital just a few days earlier. He helped with set up Friday and arrived at the booth

at seven Saturday morning and stayed until seven that night, then came back on Sunday. Hats off to you Bob

We had two things going on that day -- the balloon festival booth and the roof repair work party led by Doug Koons, Dick Willkie, a father and son team Terry and Ernie Lutz, the newlyweds, Mark and

Jennifer Jacob (do we call Jennifer JJ for short) Gregg Cornell and Joe Pirch. The repair looks good and from what I have been told no leaks. Doug's expertise and all who helped have saved the Chapter many dollars, thanks to all the volunteers.

Speaking of goals, our Chapter coordinators Renee Arntz and Chris Bailey announced that

Young Eagle **one thousand** for the Chapter was flown by Ernie Lutz, who also on the same day flew **his one-hundredth** Young Eagle, a personal goal that he can be very proud of. To have touched the lives of over one thousand young people is something that we all can be proud of whether your participation was flying, ground crew, cooking hot dogs, or just hanging around and watching the fun. Ted Lakin, Jack Toman, Gary Long and Renee Arntz on August 25th flew six more boys and one girl that were recruited at the Balloon festival. Ted's new goal is to fly 300. Our total for this year is at 212, and for the Chapter, 1013.

Board of Directors' Meeting

Wednesday, September 11, 2002
7:00 pm at Hangar

Chapter 55 Meeting

Saturday, September 14, 2002
8-9:00 am Breakfast
9:30 am Chapter Meeting

Don't forget Mason Aviation Day on **Sat, Sept, 21**. It will be our first steak-fry lunch instead of a fly-in breakfast. We will need lots of volunteers to make this a success, so if you have not signed up do so and see what you are missing out on. After all Chapter 55 would not be what it is without **you**.

I realize that we have had a very aggressive summer and I am beginning to sound like an old record calling to get people to help out, but let me tell you I am very proud to be President of this Chapter and have received many compliments on the accomplishments of our Chapter from people bringing their children to Young Eagle rallies, new members who are coming from other chapters, to the people at headquarters, we have a very active group with all the aircrafts being built and flown.

The web page is coming along very well. The newsletter is getting bigger with more people contributing articles to it. We have folks in the Chapter that are making a special effort to share their aircraft by giving rides to Chapter members.

Make sure to fly your plane to the meeting, we love seeing them. Remember next time you go flying take a Chapter member with you -- Double the Chapter membership bring your wife or a friend with you

Mike

Teams for 2002

SEPTEMBER TEAM #8

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

OCTOBER TEAM #9

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

NOVEMBER 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 – July 10, 2002

Attendees: Mike Arntz, Renee Arntz, Tom Botsford, Greg Cornell, Doug Koontz, Ted Lakin, Gary Long, Ernie Lutz, Drew Seguin, Joe Pirch, Bill Puroskey. → Minutes from the previous meeting were approved → Treasurer's report was approved. → Young Eagles flights to date are 910. Next rally is on August 10. → The Ercoupe fly-in was a financial success so we are in the black for the year to date. Please contact Greg or Drew for financial details → There is a strategic plan review going on at CRAA regarding Mason Jewett field. The Board felt it would be wise for a few members to represent the interests of the Chapter in this regard. Bill Puroskey, Ernie Lutz, and Drew Seguin volunteered to participate. → The Mini-Max is being advertised on Barnstormers. There has been some interest but no activity to date. The board elected to leave it as is for now. → Greg Cornell will be meeting with LCC regarding the Newberry Scholarship in August. He will report back at that time. → There is space available in the builder's hangar. Rent is \$100.00 per month including utilities. V The hangar roof just won't seem to fix itself. We have a quote of \$5,797 to repair with removal of old shingles, \$4,848 without removal. Doug Koontz offered to lead a member effort and the date was set for August 17-18 to do it. We need volunteers to help. No experience necessary. Rain date is 8/25-8/26. → Chapter members are entitled to use equipment that is owned by the chapter. Please communicate with Mike Arntz beforehand to try and avoid conflicts. → Babe Ruth has a Starlite airplane she would like to put on display in the hangar. The board elected to decline the offer.

Board of Directors Meeting – August 7, 2002

Attendees: Mike Arntz, Renee Arntz, Tom Botsford, Greg Cornell, Doug Koontz, Ted Lakin, Gary Long, Ernie Lutz, Drew Seguin, Bill Puroskey. → Minutes from the previous meeting were not available for the newsletter and will be published in the September

newsletter. → Treasurer's report was approved. → Young Eagles flights to date are 989. Next rally is on August 10. The stated goal will be to break the 1000 eagle barrier. Press announcements were sent last week. → Mark Jacob provided an update on the chapter web page. He asked for approval to put board members names and phone number in it. Approved. We need a release policy and a form for pictures to be used on the web site. → There has been a limited amount of interest in the Mini-Max. Questions about our willingness to deliver. It was agreed that we would find someone to deliver in Lower Michigan, etc. if the opportunity arises. → Doug Koontz proposed a solution for the hangar roof. Motion was made and approved to provide funding as required for materials. There will be a roof workday on August 17 starting at 8:00 am. We need volunteers. → A motion was made and carried to replace the gutters on the hangar. Gary Long will handle this. → The Mason Balloon festival will be on August 17-18. We will have a booth there and Jack Toman volunteered to man it. → Mason Aviation day is coming on September 21. We need a volunteer to organize the event. Bill Purosky and Ted Lakin offered to help out. The meal will be a steak dinner. → Time to start planning for the Christmas party. Need a volunteer to head this one up. → Bill Purosky proposed building a barbecue grill for chapter events. It would be simple to build, we have an expert who will consult at no charge, and we can generate good revenue using it for events. No action at this time. Bill will look into the details. → There was discussion on how to expand the meeting area to accommodate the growing attendance at meetings. One option is to build into the hangar; another is to add on to the building. No action at this time.

EAA Chapter 55 Business Meeting

General Membership Meeting – July 13, 2002

40+ attendees were counted in the room. → Introductions: New Member: Pete Chestnut; owns and flies a 1941 Stearman based at Skyway Estates. Guest: Dave Perry; flew in with his Veri-Eze. Guest: Babe Ruth; 2002 Amelia Earhart Award Recipient; publishing a book in fall of 2002 titled, "Airport Kid Ready to Fly" → Minutes for the Meeting of 6/8/2002 were approved. → Treasurer's Report was approved. Greg Cornell forecast that the Ercoupe convention

would contribute significant surplus to Chapter funds; and it appears that net proceeds could pay for the needed repairs to the hangar roof. → Past Chapter "Wing Tips" Newsletter editor, Charley Downey, was presented with a plaque in recognition of his outstanding contributions to the Chapter. Mike Arntz also recognized Susan Downey, who was the real production coordinator! → "Young Eagles" update provided by Renee Arntz; 910 flown to date, next event 8/10/2002, expected that the 1000 mark will be reached on that date. → Web Site Update provided by Mark Jacobs; goal is to provide a "profile" of each member, also useful info. on various topics, a member's only section similar in concept to the national EAA site. His goal is to enter the web site in the national competition in Bill Hanna's name. → Update on Chapter 55 MiniMax Project for sale; ads published in Barnstormer's with numerous calls generated; no takers to date; ads will continue in Barnstormer's. → "3rd Annual Great Lakes Fly-in" Update provided by Bill Purosky; event was held 6/29 and 6/30, attendance estimated to be down about 50% from previous two; a review of the event will be arranged in August

to conduct a financial accounting and to review the future of the event. → Capital Region Airport Authority meeting of 7/8/2002 held at Chapter 55 headquarters; attended by over 40 members and guests. Meeting was arranged to address a issues raised concerning the operations at Mason-Jewett airport; concern with the availability of fuel service and informed the Authority Directors of recent outages that jeopardized flying safety and pilot perceptions of the facility; Authority responded with assignment to review the installation of automated "self-serve" fueling operation to be ready by mid-August 2002; concerns were expressed about the lack of FBO services, including instruction and maintenance operations, and the Board responded with comments that indicated they were soliciting interest from parties to provide these services on the field Attendees also expressed interest in making a "crosswind" runway available, preferably "grass" and the Authority Board ordered the staff to examine the property and the define the requirements for this proposal; Mike Arntz suggested that all Chapter 55 members consider accessing the Airport Authority web site and provide their feedback on the selection of a Mason-Jewett friendly candidate for the vacant position of permanent Director. Mike suggested that

the interim director, Mike Lynn, had been very responsive to Chapter 55 needs and he was instrumental in having the Authority meeting at the Chapter's facility. → Hangar Roof Update: member Doug Koontz volunteered to provide an estimate of the time and materials required to make necessary repairs. The plan is to have members volunteer labor to assist skilled labor and supervision in the completion of work; goal is to complete the work in August. → Mike Arntz announced that there were numerous members planning to attend Oshkosh 2002, asked that everyone be aware that camping spaces would be coordinated for those interested in getting together during the week. Look for information at the Chapter headquarters on the Oshkosh flightline. → Final Business before adjourning for the program: Mike Arntz asked for volunteers to assist in the design and construction of a "Memorial Wall", this would be a tribute to all deceased members; Announcement made that Bob Smith, Chapter 55 member had renewed his Tech Counselor designation with EAA headquarters; his specialty is wood, fabric, and sheet metal work; if members need help, advice, or sign-offs, contact him at 517-694-1520. → Meeting adjourned at 10:10 a.m. for the program: Poly-fibre Covering Process, presented by: Jack Toman and Bob Smith.

General Membership Meeting – August 10, 2002

The meeting was called to order at 9:38. → Minutes for the last meeting were not available at newsletter press time so will be included with the August minutes. Copies were available at the meeting. → Treasurer's Report was approved. Hangar rent income is down due to vacancies. We may have commitment for a builder's hangar tenant. → Mark and Jennifer Jacob were congratulated on their recent wedding at Oshkosh. They received a gift of towels to polish the airplane. → Jim Andrews relayed his experience at Oshkosh in the dinner to recognize volunteers. → The roof repairs will cost \$300 to 400 not the several thousand we had anticipated. There will be a work party to get it done on August 17 with a rain date of the next weekend. → Terry Lutz provided insight on the Varieze rocket plane, which Dick Rutan demonstrated at Oshkosh. Proteus is developing a prototype mother ship to carry rockets aloft. The X-Prize program is a grass-roots program to put people in space and surely will involve EAA people, whomever actually succeeds. → There have been 981

young eagles flown by chapter 55 members thus far. The hope was to fly our way past the 100 mark on this day.

Notes from Cape Jubj

By Terry L. Lutz, Chapter 55 Flight Advisor

During the Young Eagles flights following the August meeting, EAA Chapter 55 etched itself in the book of aviation history by flying Young Eagle number 1000. Think about it: Of the 1 million Young Eagles EAA hopes to fly by December 7, 2003, our chapter will have accounted for flying one in every thousand kids. And we are still counting. Will the number exceed 1500? 2000? Only our efforts over the next year will tell.

Young Eagle number 1000 was flown by Ernie Lutz in his Cherokee 140, N4636U. A veteran of WW II and the challenges of the Martin B-26, Ernie also logged his 100th Young Eagle. Quite an achievement for an aviation background that spans 6+ decades, from the age of gosport tubes to the age of the GPS. Judging from the consistent chirp from the tires when he lands, Ernie continues to keep a sharp edge on his flying skills.

Now, there is also a heroine involved in our Young Eagle success, and most of you know it's our own Renee Arntz. Move over, Mike!! Renee has adopted our Young Eagle affairs in a big way, beginning with some in depth discussion and investigation at Headquarters during AirVenture 2002. Armed with the knowledge on how to report this, and how to get that, Renee can now operate the pipeline between Chapter 55 and Headquarters with her own unique expertise. Now for the story about the 24 Young Eagles we flew at the August meeting.

As of about 10:00 am, we had flown 3 kids, and there were no more in sight. So Renee told everyone to stick around and while she went out to beat the local bushes. The first stop was at Meier, just a few blocks up the road. After making our pitch out in front of the store and rounding up another 3 kids, she got the boot from management. Same treatment at the Sunoco station across the street, and at the MacDonald's restaurant on Cedar Street. Undaunted by the lack of community involvement and the shoe prints on the back of her white shorts, Renee started calling all the local radio stations. That did the trick, and at about

Noon, cars started pulling in and we flew another 18 kids. Those “radio station kids” included the Chapter’s 1000th Young Eagle, and the 100th flown by Ernie Lutz. This, my friends, is pure aviation history.

Here are a few more thoughts about the Young Eagle Program and the goal to fly 1,000,000 kids by December 3rd, 2003. When EAA reaches that goal (and I have every expectation that we will), take a minute and think about the magnitude of the volunteer effort that would make it successful. In flying 1,000,000 kids, assuming 20 minutes per flight and 2 kids per flight, a total of 167,000 hours will have been flown. With an average fuel consumption of 8 gal/hr, the entire effort will consume nearly 1.4 *million* gallons of aviation fuel. Both the flying time and fuel used are big numbers. At \$2.00/gal, the cost for fuel alone will be \$2.8 million. There can be no doubt about the impact that EAA has had on the Young Eagles we have flown, and the boost we have given the aviation industry by volunteering our airplanes and flying time.

I expect a big push toward the goal over the coming year. A word of caution, however. I have said in these notes before, and it is as important today as the day the Young Eagle Program began, that safety should be the most important consideration on all of our minds. The general aviation accident rate is around 5 accidents per 100,000 flying hours. That should bring the sobering thought to all our minds that over the course of the Young Eagle Program, there is the potential for 50 flying accidents. Let’s do everything we can to make sure the number is 0 on our watch.

We worked on the hangar roof a few weeks back, and if it would just rain once in awhile, we could figure out if the repairs actually solved the problem. It was an interesting day. There was a high overcast, and the winds were a bit gusty and unpredictable. When I inquired about what sort of help was needed, some guy said that most of the help would be from the ground to hand materials up to the 3 or 4 people that would be working on the roof. About 10 people showed up, and within 1 minute of arriving, they were on the roof. What else would you expect from pilots, who would like nothing better than to “get up there and check out the view”? A few people actually knew what they were doing. It was a good thing everyone was up there, because we needed a lot of hands to

wiggle the paper and sheet metal into place. Then, sure enough, the wind blew the ladder down. Lucky for us, nobody was on it. Also lucky for us, somebody arrived shortly afterward to stand it back up.

Since 80-octane fuel has disappeared from Michigan, there has been a lot of talk about what to do so that lead fouling can be avoided in the smaller and older engines. The leading theory is to use Marvel Mystery Oil. This is generally regarded as good stuff, and a lot of people are using it. Mystery Oil is a top cylinder lubricant, so when it vaporizes during combustion, oil droplets are spread around the valves, guides, and rings to keep things moving. It works, and has for a long time. The old timers (who are they??) would use it to free up stuck rings and valves by giving the engine a “Mystery Oil Enema”. The trick on a 65 hp Continental is to take the primer line off the carburetor, hook up a tube and run Mystery Oil through directly through the carburetor while the engine is running. This creates great clouds of smoke, and extends engine a life for a few more hours. You can also just pour the stuff into the cylinders and run the engine.

Then there is ALCOR TCP. This is a fuel additive specifically designed to scavenge the lead from the fuel to keep lead from ever forming on vital engine parts. But, you ask, “How do it work?” Inquiring minds want to know, so I called the 800 number on the side of the can. A nice fellow named Rick told me that TCP stands for Tri-Cresyl-Phosphate. It was created during WW II because the cooler cylinders on the multi-row radial engines would lead foul, creating lots of engine problems. Remember too, that lead is added to aviation fuel to boost octane rating, and with the high manifold pressures the wartime engines were operating at, Tetra Ethyl Lead (or TEL) were a necessity.

When piston engines passed by the wayside in the military, Shell Oil bought the formula for TCP and used it for years in car gas, which was also blended with TEL. Of course, when unleaded fuel came out, there was no further need for TCP. But aviation fuel continued to contain lead, so the formula was purchased by ALCOR. 100LL fuel still contains 6 times the lead that our friend 80 octane had. So, “How do it work?” At the instant of combustion, there is a chemical reaction between TCP and the lead in the fuel to form lead phosphate, which comes out of

the exhaust stack as a gray powder. The lead does not remain in the engine, and can't build up on valves and guides to mess up your engine. It only takes an ounce or two of TCP to treat 10 gallons of gas. However, the carrier is toluene, and there's some xylene in there, too. You don't spill this stuff on your paint job, and is difficult to carry it with you in the airplane. The container says not to do it. Be careful and informed out there!!

The fly-in breakfast at Maple Grove had a great turnout, and we watched some great airplanes and great pilots make some great landings. Jack Toman was spotted in his beautiful mini-max, along with a few other members of Chapter 55. That's about it for this month. As always, fly safe and don't forget to lend a hand to your fellow aviator when they need it.



Chapter Crew along with Young Eagle and Family Ernie and the Chapter breaks 1000.



Ernie Lutz Breaks 100 Young Eagle Flights.



Jack and Ted man the Chapter Booth at the Mason Balloon Festival