

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

DECEMBER 2003



Meetings are the 2nd Saturday of each Month

Chapter 55 Hangar - Mason Jewett Field

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

OK! First things first, a hearty Chapter welcome to our new members, Robert Harter and Connie Kowalk. Connie is our airport supervisor and Robert is a powered parachute pilot. I know you both will find Chapter 55 people are the friendliest around.

Christmas Dinner will be held at the Vevay Township Hall located at 780 Eden Rd. just south of the airport on the right. Saturday, December 13th, social hour at 6:00 PM, Dinner at 7:00 PM. The dead line was December 4, but Debbie Groh talked the caterer into extending the dead line to the 10th of December. If you have not signed up, get your check of \$10 per person to Gregg Cornell. You must RSVP so we can get a count to the caterer.

Also this December is our annual meeting when we will be electing New Officers, so this is your chance to vote for your favorite candidate. Offices and candidates are as follows:

President  
Mike Arntz  
Bill Purosky

Vice President  
Tom Botsford  
Ted Lakin

Treasurer  
Gregg Cornell

Secretary  
?

So far I have not had anyone step up for Secretary. Now is your chance to run for office. We will be taking nominations right to voting time at the meeting.

Last month I received a call from Gregg Cornell, a very excited Gregg I must add. He had a call from Headquarters about the Fifty Flags to Kitty Hawk program. Gregg was selected to fly the State of Michigan Flag to Kitty Hawk. He asked if I would be interested in going with him. In the millionth of a second it took for the vision of us flying to Kitty Hawk to pop in my brain, I said YES!

We launched on Thursday around 2:00 PM and the rest Gregg can tell you. Looking back it was GREAT I will never forget it. "THANKS" for the opportunity Gregg.

Remember when you go flying, take a chapter member with you. See you at the meeting

*Mike*

### DECEMBER SCHEDULE

**Wednesday, December 10, 2003**

**Board of Directors Meeting  
7:00 pm at Hangar**

**Saturday, December 13, 2003**

**Members Meeting  
8-9 am - Breakfast  
9:30 am - Chapter Meeting**

### CHRISTMAS PARTY

**Vevay Township Hall, 780 Eden Road  
6 pm Social Hour - 7 pm Dinner**

## EAA Board of Directors Meeting

**Board of Directors Meeting – November 5, 2003**

The meeting was called to order at 7:05 on November 5, 2003. → Attendees were President Mike Arntz, Vice President Gary Long, Treasurer Greg Cornell, Secretary Drew Seguin, Renee Arntz, Dave Groh, Debbie Groh, Doug Koons, Ted Lakin, Ernie Lutz, Joe Pirch, and Bill Purosky → The Treasurer's report was presented and approved → There are no further Young Eagles flights scheduled for 2003. The next scheduled event will be on July 2004. → A motion was made and approved for Chapter 55 to join the Mason Area Chamber of Commerce. → Officer elections will be held at the next meeting (December) Chuck and Sharon Hacker are canvassing the membership for candidates. → Hangar Door. We are waiting on engineering drawings and specifications to modify the structure to support a new door. Drew Seguin will prepare a budget for the complete project when specifications are available. → There was

discussion of the color on the hangar and a recommendation to paint over the fiberglass insert on the back wall. → The planned electric on demand water heater will not be suitable for our needs. Gary Long will get information on a 30-gallon replacement. → The Chapter Christmas dinner will be held on December 13. The budget was set at \$1700.00 with tickets for \$10.00 per person. A motion was made and passed to authorize \$200.00 for decorations. → The meeting was adjourned at 9:10 PM.

## **EAA Chapter 55 Business Meeting**

### **Membership Meeting – November 8, 2003**

Meeting minutes were taken by Joe Pirch. Thanks. → The meeting was called to order at 9:30 am → There were 46 members and guests present. → Special request made by Pres. Arntz for a volunteer to accommodate a Young Eagles flight for two unscheduled rides. Ernie Lutz volunteered. → Pres. Arntz requested that the chapter members observe a “moment of silence” in memory of those service men and women who have made the ultimate sacrifice to their country in the Iraqi conflict. → Minutes of the previous meeting were approved. → The Treasurer’s report was approved. → Pres. Arntz announced that the EAA 55 web editor position was still vacant. → Young Eagles. Renee Arntz declared that through 11/8/2003, a total of 1,532 Young Eagles were flown by Chapter members, while 410 of those were flown YTD in 2003. The next scheduled activity will be June, 2004. She also mentioned that a group of “covered wagon” travelers were tentatively scheduled to pass through the area on or about July 10, 2004 and we would like to provide rides. Pres. Arntz noted that she was responsible for organizing the efforts that resulted in 603 of the Young Eagles rides. → Pres. Arntz noted that the Chapter still had some Centennial of Flight t-shirts available and that interested members should contact Renee Arntz. → Pres. Arntz announced the Board had voted to join the Mason Area Chamber of Commerce. The cost is \$85. → The nominating committee, comprised of Sharon and Chuck Thacker, reported that they had made calls to over half of the membership to date and have the following candidates: President – Bill Purosky, Vice President – Ted Lakin, Tom Botsford, Treasurer – Greg Cornell, Secretary – none to date. Members interested should contact Sharon or Chuck. Elections will be held at the next meeting. → There was discussion on the paint color of the building. Yes, it’s blue. Mike indicated the paint looked good in the can. Pres Arntz polled the members present informally and there was not a majority dissatisfied. A motion was made without vote taken to charge the Board with pursuing various plans of action to enhance the appearance of the building. → Debbie Groh reported on the Christmas Party. The Party will be at the Vevay Township Hall on December 13, 2003. The party will start at 6:00 p.m. with dinner served at 7:00 p.m. See Debbie for the menu. EAA 55 will cover half the expense with tickets at \$10.00 per person. The cutoff date for tickets December 1, 2003. See Greg Cornell. → Pres. Arntz announced that the locks were replaced on the EAA hangar building with a single combination lock on the meeting room door only. See mike for the code. Please do not share with non-members. → Bill Purosky informed the members that the Great Lakes Aviation Conference is scheduled for February 6-8, 2004, at the Civic Center. Speakers will include AOPA Pres., Phil Boyer, John Wood, Hubbell Telescope Project Director, and others. → Dave Groh announced that CRAA will update the

“Master Plan” to include North/South runway. Cheers erupted from the room and congratulations to Dave and Debbie Groh for all their work. → The meeting was adjourned at 10:20 a.m. → The meeting was followed by a presentation by Chuck Story, below, who related his tales of float flying in the great north of Canada and the mountains of the northwestern U.S.



## **Notes from Cape Juby**

**By Terry L. Lutz, Chapter 55 Flight Advisor  
and Rick Duckworth**

Not many of us can imagine the airline industry in its infancy, particularly from the pilot’s seat. The airplanes were slow and noisy, and the temperature in the cabin was either too hot or really cold. Pilots followed pressure patterns to increase groundspeed, flying was mostly in the weather, and navigation was by ADF and A-N ranges.

With Model T Fords buzzing down the assembly line and into American life, Henry Ford ventured into aviation and produced the Ford Tri-Motor. With an all-metal airframe and three engines, it provided good reliability, considering the environment in which it had to operate. A total of 199 Ford Tri-Motor aircraft were built in various models, and today about a dozen survive. Those of you who saw the recently concluded Ford Air Tour probably noticed a Ford Tri-Motor and a Bushmaster (an updated version) that participated in the Tour.

What you may not know is that about 120 miles west of where the original Ford Tri-Motor aircraft were produced, there is an amazing shop in the small town of Vicksburg, Michigan where good-as-new Fords are again being turned out. My Dad, Rick Duckworth and I heard the Ford story from Tom Schroeder so we made the trek to Vicksburg. Tom’s Dad lives on the airstrip that’s right next to where corrugated aluminum is providing strength and shape to these vintage airliners. If you didn’t know where it was, you’d drive right on past the sign that says “Studebaker Drive”.

Looking like anything but a place where vintage airplanes are being built, the modest steel building currently houses the better parts of three airplanes and the tools required to build just about any part they need. We introduced ourselves to Mike Westveer, who oversees day-to-day operations at Hovair. Hovair was

formed by Maurice Hoviar, a Vicksburg resident, and one of the original founders of the Kalamazoo Air Zoo. Keeping a careful eye on all the work that was happening around us, Mike gave us a casual tour of the airplanes. He told us of the processes and the people (16) required to rebuild a Ford Tri-Motor.

The two airplanes that really look like they are on track for flying are owned by Greg Herrick of Minneapolis and Kermit Weeks of Kissimmee. Greg's 4AT S/N 10 will be the next to fly, and is one of the earlier Fords. Its history includes being flown by Charles Lindbergh, with future wife Anne Morrow and his mother Evangeline Land Lindbergh as passengers. It has a bright blue Ford emblem on the side, and looks like a brand new airplane. Kermit Week's airplane, which was rebuilt by Maurice while he was in charge of Kal Aero's Rebuild shop, was later damaged by Hurricane Andrew. It is a later model 4AT, and the restoration is proceeding at a slower pace.



Mike explained some of the differences by showing us the progression of types of seating and cabin design. They had versions of all three seats that were used in the Fords, from the earliest wood framed wicker seat with a low back, to the latest version with a steel frame and high back. They also had an original rear bulkhead seat that Russ Hilding provided. Russ put the seat in his Citabria flew it down to Vicksburg. They discovered that it was an original seat from one of the aircraft they are rebuilding!

As you might expect, we were curious about the corrugated skins. Mike explained that the skin provides strength to the structure, and yes, it does improve the aerodynamics. Surprisingly, the skins are .012 and .019 thick, depending on the location. This is amazingly thin for those of us that think that .025 is good, 0.32 is better, and .020 should be used to cover a Thanksgiving turkey. The corrugations provide strength with lightweight skin an idea originally developed by Junkers of Germany. They have the tooling to roll 10-foot sections of skin, and narrower pieces as necessary. Hovair also has most of the parts, tooling, fixtures and castings left over from Bushmaster production.

One of biggest challenges is building up the wing center section, which sits above the cabin. Built with 3 truss type spars, the center section is fastened with no. 8 rivets (1/4 inch dia.). It is

no easy job to hammer rivets that big, as evidenced by the special gloves and bruises on the fingers of one of the guys in the shop. He told us that they use over 1000 rivets per spar. We noticed that the rivets used are not the standard AN470 rivets we use today. Instead, they are AN430 rivets with a domed head instead of a truss head. Where the top and bottom skins meet at the trailing edge, rivets are carefully placed where the skin changes from a valley to a ridge. Even then, those thin skins can crack during riveting, and you have to make a tiny patch to repair it. As evidence of how authentic this process is, we took a look behind the building at the bones of other Fords, and noticed the same tiny patches among the corrugations of some original wings.



Altogether, Mike said that they have enough material to restore about 10 airplanes. It takes a couple of years and \$2.5 – \$3.0 million to finish them, so a modest career could be made just restoring Ford Tri-Motors. After Greg Herrick's and Kermit Week's Fords, the bones of another sit on the floor that was once flown by Island Airways. That one will be next, along with the rebuild of the center section from the Kalamazoo Air Zoo Museum Tri-Motor, which has been grounded by corrosion.

We had lunch in Vicksburg, and sat next to some guys that obviously were "talking airplanes". They were from an EAA Chapter based in Port Clinton, OH, where Island Airlines used to operate. They will be restoring a 5AT owned by Maurice Hovias. That airplane was somehow shot down in Honduras, eventually located by an airline pilot, and brought by barge to the U.S. back in the 1970s. With the help of Hovair, the Port Clinton group will create a living museum around that flyable airplane. What an incredible challenge it will be for an EAA chapter to achieve that goal. It shows how diverse all of our dreams really are.

December 17<sup>th</sup> is nearly here and the Centennial Year of Flight has been richly rewarding for all of us. EAA achieved the goal of flying 1 million Young Eagles, and while our individual names may be lost to time, our contribution to 1 million young lives is not lost. There is literally no parallel to what EAA has accomplished. I know of no other organization where volunteers have given their time, talent, and resources to an entire generation. If you haven't seen Sport Aviation this



month, take a look at pages 12 and 13. It is a light-hearted look at the numbers to put this effort into perspective.

In 100 years of flight, aviation has far exceeded the wildest dreams of the Wright Brothers. It has indeed succeeded the wildest dreams of barnstormers, and those of the Greatest Generation that saved the world with airpower in World War II. Who would ever have dreamed in 1960 that we would fly into space, walk on the moon and return, by 1970? While the human spirit is unpredictably going to forge ahead and shape the future of aviation, what lies ahead for the pilot of the future? Will man continue to try to go where no other has gone before, or will we explore through the eyes of an automated vehicle? A million people know the answer, but it hasn't come to the center of their consciousness just yet. It will.

#### NOVEMBER COOKS



Gregg Hover, Steve Kent and Bob Noelp

#### EAA Chapter E-Gram

Vol. 5 No. 12 November 13, 2003

EAA Searches for a Member and Chapter Relations Leader

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We understand that PARTICIPATION and SATISFACTION are what membership in EAA is all about. Connecting with each other - member to member - and participating at the grassroots level is an important part of the membership experience. Our chapter leaders and members, as well as members not currently in chapters, have shared their views about involvement and participation in EAA - and we're listening. To provide the best possible membership experience, management of the Chapter Office has been refocused and integrated with other existing programs and services that involve member participation. The new area, called MEMBER AND CHAPTER RELATIONS exists to facilitate member involvement and satisfaction through programs and services that enable member participation, and support a network of shared interest groups encouraging member participation.

We're looking for an active EAA member and effective leader with extensive volunteer experience to lead the Member and Chapter Relations area. A complete job description may be found at [www.eaa.org/employment.html](http://www.eaa.org/employment.html).

To apply for this position, please submit your resume and a cover letter describing your experience and your views related to grass-roots participation opportunities within EAA via fax to 920/426-6775, e-mail to [hr@eaa.org](mailto:hr@eaa.org) or mail to:

Experimental Aircraft Association  
HR-VP, MCR  
P.O. Box 3086  
Oshkosh, WI 54903-3086.

#### 2004 Tony Bingelis Award

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The Tony Bingelis Award recognizes EAA Technical Counselors for dedicated service and/or significant contributions in assisting members to build and restore aircraft. All honorees are carefully chosen by a committee of their peers as outstanding examples of people whose contributions have positively affected members' aircraft Building or restoration projects. But they have to be nominated to be considered for the award. You may have a qualified Technical Counselor in your chapter. Nomination forms for the Tony Bingelis Award can be obtained by contacting the

EAA Safety Programs Office  
PO Box 3086  
Oshkosh, WI 54903-3086

calling toll free 1.888.322.4636, ext 6864; or on EAA's website at

<[http://members.eaa.org/home/homebuilders/awards/bingelis\\_form.pdf](http://members.eaa.org/home/homebuilders/awards/bingelis_form.pdf)>

The deadline for nominations is January 1, 2004. Do it now before you forget!

#### Centennial Recognition Package for Homebuilts

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Does your chapter have any members finishing up a homebuilt this year? If yes, make sure they know about EAA's Centennial Package for New Homebuilts.

EAA members who complete a homebuilt aircraft between December 17, 2002, and December 31, 2003, are eligible to receive this special package from EAA to commemorate the centennial of powered flight. The package includes a centennial dataplate made of stainless steel and a certificate of accomplishment, signifying their link to the legacy of Orville and Wilbur Wright, powered flight's original homebuilders. In addition, a picture of the homebuilder and his or her project will appear on a special section of the EAA website.

<http://www.eaa.org/homebuilders/centennial.asp>

To receive the centennial package, homebuilders must complete their project between December 17, 2002, and December 31, 2003 and send their name, EAA number, a copy of the Certificate of Aircraft Registration (FAA Form 8050-3) or equivalent\*, a picture of the aircraft, and a brief description of the project to:

EAA Aviation Information Services  
PO Box 3086  
Oshkosh, WI 54903-3086

Please note that because we want the builder to use the dataplate on their aircraft, they can apply for the dataplate any time after it has been registered as long as they complete it before December 31, 2003

If you have any questions regarding the commemorative package, contact EAA Aviation Information Services at [info@eaa.org](mailto:info@eaa.org) or at 920-426-4821.

\*This requirement does not apply to ultralights. For non-U.S. members, please substitute the appropriate CAA registration document for your country. For Canadian members, you must have the dataplate before registering therefore you may omit this requirement.

#### Get Out the Word on Aviation!

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Many Chapters have found terrific ways to commemorate the 100th Anniversary of Powered Flight. Here's another great idea coming to us from a fellow Chapter. They are making a special effort to get the word out on general aviation in their local communities and to share the excitement of this monumental year. They have put together a panel discussion on aviation to air on their local public radio station. They plan on covering a broad spectrum of topics and familiarize their community about recreational aviation. What a great idea!

#### 25% Chapter Discount on EAA Merchandise

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Many Chapters are frequently looking to add special items to their Chapter Library, present a well deserving member with a token of appreciation or to add a little extra "sparkle" to their Chapter clubhouse. Don't forget Chapters are eligible to receive a 25% discount when ordering EAA merchandise for Chapter use. This is a great opportunity for Chapters to add to their book and video libraries as well. Chapters can also order the EAA merchandise to sell at Chapter events. It's simple, when your Chapter is placing an order for merchandise, simply call Membership Services at 1-800-564-6322 and tell them that you are ordering the items on behalf of your Chapter. They will make sure your Chapter receives the 25% discount. Sorry, but this applies to orders on behalf of the Chapter only and is not applicable for personal use. So be sure to keep in mind this special 25% discount for your EAA Chapter merchandise needs. Start your savings today!

#### Plan Ahead

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Now is the time of year for some Chapter events to begin winding down as most of us prepare for the winter months. We all look ahead to when the warmer weather and sunshine return.

If your Chapter is thinking about and planning on events in the upcoming months, give our Insurance Administrator, Tammy Thomas, a call with any questions regarding insurance coverage. The time is now, as we all know, the warmer the weather the busier we are! Tammy can be reached at 800-236-4800 ext. 6106 or via e-mail at [tthomas@eaa.org](mailto:tthomas@eaa.org). She'd be more than happy to help you out.

#### Upcoming SportAir Workshops

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November 22 - 23, 2003 Corona (LA Area), CA

Topics: Composite Construction, Fabric Covering, and What's Involved in Kit building?

December 5 - 7, 2003 Corona (LA Area), CA

Topic: RV Assembly

December 12 - 14, 2003 Oshkosh, WI

Topic: RV Assembly

For detailed information on Sport Air Workshops, including cost, course descriptions and how to register, go to the web at: <http://www.sportair.org/schedule.html> or call 1-800-967-5746.