

CHAPTER 55 AUGUST NEWSLETTER

Meetings are the 2nd Saturday of each Month at the Hangar
Mason Jewett Field, Mason, Michigan

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 Website: www.eaa55.org

Climb and Maintain Flight Level 55

We have one new member join our chapter in the last month. We would like to welcome Bill Baucom.

Well Airventure is now in the past and Chapter 55 put in a real good showing with Tom and Karen Botsford, Bob and Kim Smith, Richard and Barb Bacon, Gilbert McKessy, Chuck and Sharon Hacker, Renee and myself all taking residence in camp Scholler - Del Johnson, Bill Purosky and others stayed in a house near by (ruffin it I guess). Jim Palmer was spotted on the grounds and I thought I heard Terry Lutz, but by the time I turned around he was nowhere to be found (must be a jet pilot thing). On the last day Gordon Hempstone stopped by the camp to say Hi! just before he left homeward.

I would also like to thank all of the 20 pilots and ground crew who made our July 12th Young Eagles Day the greatest success. We flew 231 Young Eagles. There are 40+ kids, which need to be flown. The most ever flown is 77 in one day. We also had 4 area pilots from other chapters and Pat Murphy flew his 100th Young Eagle at our rally. We were on Channel 6 and 10 for interviews. The new press releases really did a great job. We have flown 393 Young Eagles this year and 1,453 total for the chapter. Renee would like to know who would be willing to fly those from July.



Now for the update on our August B17 Fly In. We have sign up sheets for all the areas of need. We have the Army Reserves bringing in an Army Hospital. The Air Force has joined us also. We have for sure participating the B17, C47, warbirds, Army Reserves, Air Force Reserves, Army National Guard, our local National Guard, ultralights, powered parachutes, experimental and general aviation aircraft, Kevin Brennan who was selected to

fly our State Flag from Michigan to Kitty Hawk will be attending, Fly Bys, the breakfast and steak lunches, hummers, Hueys, and in the works, F-16 fly bys, static displays A-10 and C130, Pitts and N3N Stearman for rides. Diane Byrum will be there to present the State Flag. Senator Garcia and Bernero invited and all three have accepted our invitation. This event is getting bigger by the hour folks - we need everyone to volunteer for something, even if it's a little bit - a little bit is better than not at all.

The polo and shirts have been ordered but if any still need one call and let me know the size and type. Also I ordered some hats for the event 25 of them have SECURITY on the hat and the other has STAFF on the other 25 the hats are \$8.60 each Remember - Take a chapter member with you when you go flying
Michael Arntz, President-EAA Chapter 55

Board of Directors Meeting
Wednesday, August 6, 2003
7 pm at Hangar

Chapter 55 Members Meeting
Saturday, August 9, 2003
8 to 9 am-Breakfast
9:30 am-Chapter Meeting

Teams

August Team

Ken Gerow	Dave Groh
Gordon Hempstone	Sam Hines
Bart Smith	John Kennedy
James Downer	Tim Martinson

September Team

Ron Mudge	Chris Bayley
Tom Botsford	Tom Sheeman
Mark Jacob	Jennifer Jacob
Arthur Sundeen	Ted Lakin
Joe Whitesides	Ed Zdyel

EAA Board of Directors Meeting

Board of Directors Meeting – July 9, 2003

The meeting was called to order at 7:05 on July 9, 2003. → Attendees were President Mike Arntz, Vice President Gary Long, Treasurer Greg Cornell, Secretary Drew Seguin, Renee Arntz, Ernie Lutz, Bill Purosky, Tom Sheehan, and Ted Lakin → The

Treasurer's report was approved → The Secretary's report was approved → Gregg Announced that the final payment on the Mini-Max has been received → We are still seeking a replacement for Mark Jacob as Chapter Webb Editor → Young Eagles: The next Young Eagles rally will be held on Saturday, July 12. We expect a big turnout and will need volunteers for flying and ground support. Ted proposed and the Board approved the purchase of 100 Young Eagle medallions for \$300. → Steve Houghton presented options on T-shirts for the Celebration of Flight. A design and colors were selected. We will take additional orders at the Chapter meeting. → Celebration of Flight: Posters were ordered for distribution to airports and businesses. There will be a number of military displays and possibly fly-by's for the event. We have a waiver for fly-bys at the balloon festival. Diane Byrum will present the flag for the Kitty Hawk flight on Saturday at 2:00 pm. → We will plan to paint the Chapter 55 Hangar on July 19th with July 26th as a rain date. Volunteers should contact Mike Arntz. → The Chapter meeting will start at 9:00 instead of 9:30 to allow additional time before the Young Eagles rally → Bill Purosky will sponsor a scout troop that wants to camp on the field as part of their merit badge work in August. → The meeting adjourned at 8:53 →

EAA Chapter 55 Business Meeting Membership Meeting – July 12, 2003

The meeting was called to order sometime between 9:00 and 9:30 there were 38 members and guests present. → The Treasurer's report was approved. → The secretary's report was approved → Young Eagles: On June 13 we flew 69 Young Eagles. On July 7 we flew 28 Young Eagles. The city of East Lansing donated \$150.00 to the chapter for hosting the event on July 7. There was a rally after this meeting. → Mark Jacob has resigned as Web Editor and we still need a replacement. → Mike announced a work party on July 19 to clean up the hangar and paint it. → Mike Arntz reviewed plans and expected participants for the Centennial Celebration of Flight next month. We need volunteers, please sign up on the sheets posted in the Hangar. → The CRAA board will be voting on the North/South runway on August 5. Contact Dave Groh for details. → Ted Lakin provided an update on plans for food service for the Celebration of flight. Please volunteer. See Ted. → The meeting closed at 10:23 and was followed by a presentation on flight physicals by Dr. Robert Gordon and then a Young Eagles Rally

Notes from Cape July

By Terry L. Lutz, Chapter 55 Flight Advisor

On September 13, 1944, Captain Harry A. Parker spotted a Me-109 below him, and rolled his number 57 Mustang downward to engage the enemy. The outcome of the fight is not known, but when he did not return from the mission, Captain Parker was listed as Missing In Action. It was the end of a brief, but razor-sharp tour of duty for the young P-51 pilot. He was flying with the "checker tails" of the 325th Fighter Group operating out of Italy and had completed 273 missions when he faded into history. Captain Parker had 13 kills total, making him a double Ace. His best day was July 15, 1944. While escorting bombers to Bucharest, Rumania he had 4 confirmed kills and 6 damaged, which at the time brought his total to 8 aerial victories and made him an Ace.

On September 13, 2002, Robert G. Parker from Tripp Creek Airport near St. Johns, received a certificate of airworthiness for an RV-8 with the same paint scheme and markings as the one flown by Captain Harry A. Parker. Bob created the airplane in tribute to the fallen Ace who shares his name. If you walk the flight line at Oshkosh where the Mustangs of war are parked, you walk with a certain reverence. Not for the airplanes, but for the men whose lives are remembered in buzz numbers, paint colors, nose art and small iron crosses.



Robert Parker's RV-8 remembers a fighter Ace with an unknown fate. Using a combination of outstanding paintwork and graphic applications, the "checker tail" Mustang of Captain Parker is accurately captured. The prop is a three-bladed Hartzell, painted black with military markings. A spinner and nose bowl painted in red surround the prop. Along both sides of the cowl are the 6 short stacks of a Merlin engine in graphic relief, with the color and look of hot stainless steel. Look at the picture and tell me those stacks aren't sticking out of the cowl! Buzz number 57 is ahead of the stars and bars, invasion stripes are on the fuselage and wings, and the tail perfectly captures the black and yellow checkerboard pattern of the 325th. Perhaps the true measure of tribute is "Capt Harry A. Parker" in large letters on the canopy skirt and the 13 iron crosses just below the canopy. Robert Parker's name is just a footnote by comparison in small letters.

Unlike most homebuilders, Robert continued the Mustang fighter theme into the cockpit design. I saw the airplane during the construction phase and knew that he intended to use military style engine control quadrants, front and back. They are mounted inboard of the bulkheads and a little further aft than Van's design. They are connected by red pushrods. Robert has modified the glare shield over the instrument panel from the rounded line of Van's design, to the angular lines of the original airplane. He also selected race car seats, which provide excellent lumbar and lateral support for the pilot.

With an authentic look on the outside and the hint of "Mustang" in the cockpit, Robert decided to give the 200 hp Lycoming IO-360 as much of the sound of a P-51 as he could. He took two Vetterman exhaust systems and modified them to provide a single stack for each cylinder. The four exhaust stacks are nestled in a tight row at the bottom of the cowl.



On a cloudless day in mid-July, I paid a visit to Robert at Tripp Creek Airport. We talked about the airplane, the way it was built and the combat record of Captain Harry A. Parker. I was humbled when he asked me to fly the airplane that morning, so he could see it and hear it from an observer's perspective. The preflight and strap in are typical of the RV-8, and then you have to locate the important switches. With the engine controls located inboard and a little aft, Robert was able to box in the spaces where the controls and switches are normally placed. The boost pump and mag switches are on the left, just ahead of the throttle, prop and mixture.

I flipped the red-guarded Master switch to on, put the boost pump on, mags on and hit the start button. After three blades flashed by, the engine crackled to life and settled to a brisk snarl. As I mentally went around the cockpit getting ready to taxi, I couldn't locate the flap switch. Robert came up on the wing and told me that the flap function is on the "coolie hat" switch on top of the military-style stick grip. With that necessary clue, I set the flaps to 10 degrees, closed the canopy and taxied the short distance to the runway. Visibility over the nose is excellent because the seating places the pilot a little higher, which puts the nose just below the horizon line in a three-point attitude.

As you might expect, the constant speed propeller provides a lot of thrust on takeoff, and I estimate the takeoff roll at a scant 300 feet on the 2491' x 50' runway at Tripp Creek Airport. A light touch of right rudder kept the airplane tracking right down the center of the runway. I lifted off, retracted the flaps and climbed out at 110 mph. About the time I was trying to set climb power, Robert came on the radio and said "Set it at 25 inches and 2500 rpm, and just let it run." Knowing this was more than a cruise power setting, I adjusted the mixture and got ready to pull some Gs.

I made one trip around the pattern and then climbed out to learn as much as I could about the airplane before doing some serious

I think that every pilot has the dream of being in Bob Hoover's Mustang and flying his air show routine. We've all seen the video from both the ground and cockpit perspective. Flying Robert Parker's Mustang (whoops, I meant to say RV-8) gave me the feeling of freedom that you see in the video. Enough power to maneuver at will. Excellent visibility. Exceptionally smooth

aerobatics. Robert uses a manual trim knob, which is located inboard of the left landing gear tower. His arms are longer than mine, and I had to go slightly head's down to reach it and adjust the trim as required when changing airspeed and configuration. Not much different from the real Mustang, where the pilot goes slightly head's down to raise and lower the gear. Rudder trim is dead-on in climb and in cruise, which is an interesting difference from other RVs that I've flown. RVs typically have a little residual roll, and Robert's was no different. It was neutral in roll during climb, but required a little left stick at 165 mph IAS cruise speed.

Climbing at 2500 ft/min put me quickly at 4500 feet where I checked engine instruments and slowed for some stalls. Clean stall occurs at about 65 mph IAS with 2-3 mph of warning buffet. There is no roll or yaw at the stall, and you can actually hold the stick full aft with light buffet and excellent roll control. The stall with flaps 40 degrees came at 55 mph IAS and nearly the same buffet characteristics.

With the nose back down and the flaps up, I accelerated downhill to set up for some aerobatics just north of the airport. Through Cuban 8's, Immelmann's, loops, aileron rolls, and great big barrel rolls, the airplane was a joy to fly. Over the top maneuvers are typically entered with cruise power and 3g's, which puts the minimum airspeed at 75-80 mph IAS over the top. I could complete an Immelmann with 80-85 mph IAS, and with a little cheating to accelerate, I think the airplane will do a double Immelmann. The constant speed prop keeps engine speed under control with the throttle set, and with less than 1g the airplane really accelerates.

After 35 minutes of fun in a sunlit sky with a beautiful airplane, I cranked it around to the downwind, slowed to below 100 mph and dropped the flaps. You can fly the base and final completely power off, but the approach is just a tiny bit steep, and you need just a touch of power on short final to make a smooth, precise touchdown. From my stall series, I knew that I could fly final with full flaps at 70 mph IAS. I landed just past the displaced threshold and with light braking, turned off after a landing roll on the grass of about 900 feet.

With the three-bladed prop, 4 exhaust stacks, the race car seats and cabin modifications, Bob's RV-8 is a little heavier and has a more forward cg than average. This was apparent in the higher stick forces necessary for aerobatic maneuvers, but I did not consider it objectionable. There was plenty of elevator authority for low speed flight, stalls, and landings. I expected the cockpit to feel narrow and a bit cramped with the modifications set inboard of the bulkheads, but that was not the case. The position of the throttle quadrant put the controls in easy reach, and there was no "reaching around" to find things. The seats were superb and provided excellent support, so much so that you really felt like a part of the airplane.

flight controls. Precise and predictable flight path control. Robert's airplane has all the qualities of a high performance prop-driven fighter, which makes his tribute to Captain Harry A. Parker and the legendary P-51 even more authentic.

OK, back down to earth. Sit down and fasten your seat belts, folks, it's August! Oshkosh, WOW! Young Eagles, WOW! The

Mason Balloon Fest, WOW! The CRAA vote on the crosswind runway, WOW! Did I say back to earth?? Get in and get involved. Support all those great Chapter 55 people who are giving an extraordinary amount of their personal time. And as always, try to lend a hand to your fellow pilot when they need it.

CHEF'S

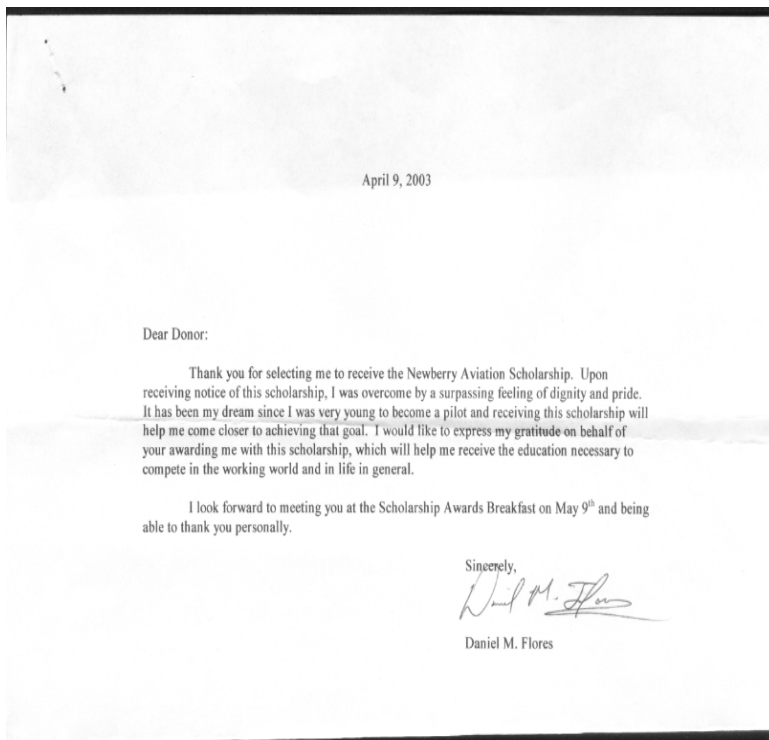


Bill Bezdek and Jack Toman came out last meeting day to cook an excellent breakfast. Thanx Gentleman, it was very good.

GUEST SPEAKER AT THE JULY CHAPTER MEETING.



Robert J. Gordon D.O. Senior A.M.E. was the guest speaker at the Chapter July breakfast meeting. Dr. Gordon operates Family & Sports Medical Center in Plymouth, Mi. He advised the members how to prepare for a flight physical with your AME to make your exam smoother and easier. Dr. Gordon said the AME wants you to pass your medical exam and how important it is to you to continue to fly. Contact him at his office, 734-455-2970.





July 15, 2003

Mr. Gregg L. Corneli
EAA Chapter 55
639 Orchard Street
East Lansing, MI 48823-3549

Re: *Newberry Aviation Scholarship*

Dear Mr. Corneli:

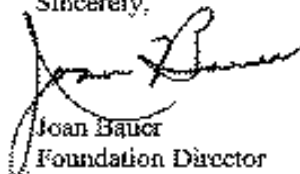
Once again your generosity has enabled Lansing Community College to award, to date, a total of 188 scholarships for fall and spring semesters with a combined amount totaling \$186,550.00 and we extend our sincerest thanks.

I hope you realize the significance of your scholarship and how it truly has made a difference to a student. Not only have you provided financial assistance, you have sent the message to the recipient that someone "cares" about them and believes in them. For many students, that message has a huge impact on their success at Lansing Community College. Enclosed you will find a personal expression of gratitude from the recipients of your scholarship. The recipients of your scholarship for the 2003-2004 school year are Daniel Flores and Eric Powers.

Please feel free to call the Foundation office at (517) 483-1985 if you have any questions or comments. You can also access our web page for a complete listing of scholarships at www.lcc.edu/fdn/scholarships/index.htm#Scholarships.

It is an honor and privilege to again celebrate our purpose and success through awarding donor initiated scholarships and funds. Thank you ever so much for your trust and support in what we do on behalf of students. We look forward to our continued relationship.

Sincerely,


Joan Bauer
Foundation Director



Enclosures: student letter(s)

520 North Capital Avenue • PO Box 49010 • Lansing, Michigan 489017210
Phone: 517-483-1985 • Fax: 517-267-5554 • E-mail: foundam@lcc.edu • Web Site: www.lcc.edu/fdn/

Dear Chapter 55 GLC of EAA

4-10-03

I am honored to receive the Newberry Aviation Scholarship that your Chapter has donated for my exceptional efforts in my study to pursue a career in the aviation profession. Thanks to your generosity, you have put me one step closer to making my dreams become a reality. I am earning an A+P certificate and will complete it with an Associates Degree at Lec. Again, Thank you very much.

Sincerely,

