

CHAPTER 55 SEPTEMBER 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
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Climb and Maintain Flight Level 55

Well, the Mason Centennial of Flight is in the past and it looks like it was a success. At least we didn't lose money. The numbers are not all in at this time, but we had approximately four to five thousand people show up. We had around 225 aircraft visit our airport and land safely with the help of Mary Schwaderer and Bill Baucom, who put in some very long hours over the two days in the tower giving advisories to aircraft. These numbers were great considering the media -- radio, television or newspapers -- did not even acknowledge the event even though numerous public service announcements were sent for the event for the 100th anniversary and in honor of the soldiers and veterans who have fought for our freedom. We also sold hundreds of breakfasts and dinners. My hat is off to all the folks who helped out in the hangar taking tickets, cooking, cleaning, and just picking up. I know this is not one of the most glamorous jobs but you hear first hand the comments of the people attending. Debbie Groh, Doris Noelp, and Vickie and Ken Vandenbelt had their tent for pilot registration and selling popcorn, water, candy and soft drinks to the public. Col. Terry Fobbs brought in hummers a mash hospital, provided the color guard, and various other Army equipment.

On Saturday, approximately at 2:40 PM two A10's were scheduled to fly over but only one was there, the other had fuel transfer problems and landed at Battle Creek. Numerous fly bys were performed by various aircraft such as the T-6's, Stearmans and numerous other war birds and civil aircraft.

We had a surprise visit on Saturday, a B25 landed while making its maiden voyage after five years of restoration. We sold forty seats for the B 17 ride, which surpassed the last event of twenty-seven which was one of the Yankee Air Force Museums better successes -- especially considering the thunderstorm we had on Saturday.

We even had volunteers from other Chapters help out including Denzel and Judy Williams, Rick Crepps and Pat Murphy. Chapter 55 members were there both days to include Sharon and Chuck Hacker, David James, Bob Smith, Gary Long, Renee Arntz, Bob and Doris Noelp, Dave and Debbie Groh, Ken and Vicki Vandenbelt, Tom Botsford, Karen, Gregg Cornell, Greg Hover, Terry Fobbs, Bill Purosky, Ted Lakin, Ray Fink, Ray Pruett, Dave Cook, and at least fifty-or more others

Senator Garcia presented the State Flag for the flight to Kitty Hawk; however Kevin Brennen was unable to attend so Gregg Cornell accepted the Flag on his behalf.

Hey, did you get a look at Ray Pruett, he was driving the tractor dressed in WW II era garb that was cool. The tractors were loaned to us by Joel Heckler, Pill Purosky, Dave Groh, and Raymond Fink. The tractors and trailers were a big hit with people visiting as was the mash hospital. There is so much I want to say and so little space in the news letter.

I would like to thank all the volunteers who made this event a huge success. You can be proud to be part of Chapter 55.

I would like to personally thank Bob Smith and Rick Ferral for all their help before and after the event, Bob was quite the gopher. I also would like to welcome two new members, Craig Tucker and Steve Meyer. I know I have missed some people, try as I may and for that you have my humble apologies.

See you at the meeting!

Mike

Board of Directors Meeting
Wednesday, September 10, 2003
7 pm at Hangar

Chapter 55 Members Meeting
Saturday, September 13, 2003
8 to 9 am-Breakfast
9:30 am-Chapter Meeting

TEAMS

September Team

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

October Team

Howard Gostnell	Chuck Hacker
Jim Hendrickson	Lloyd Brown
James Smith	Tyson Dekorse
Ken Vandenbelt	Vicki Vandenbelt

EAA Board of Directors Meeting

Board of Directors Meeting – August 6, 2003

The meeting was called to order at 7:05 on August, 2003. → Attendees were President Mike Arntz, Vice President Gary Long, Treasurer Greg Cornell, Secretary Drew Seguin, Renee Arntz, Doug Koons, Ernie Lutz, Bill Purosky, Dave Groh and Ted Lakin → The Treasurer's report was approved → The Treasurer's report was approved → The Chapter Website was temporarily closed down. Renee is working to get another host. → Young Eagles: We flew 221 Young Eagles on 7/12. This makes the Chapter total year-to-date 363 and overall 1453. We had to turn away 41 people and are planning to have a make-up rally on September 13 after the Chapter meeting from 11:00 to 4:00. Mike Arntz assures us that the weather will be fine. → Centennial of flight Celebration: The T-shirts are done and will be available at the Chapter meeting. Food will be picked up on 8/14. It was agreed to raise the steak count from 300 to 600 with the assumption that leftover steaks will be purchased by Chapter members. We have had several nice donations to the event including 1500 place settings from Dart Container. All contributors will be recognized on the event flyer. → The party to paint the hangar did not materialize due to equipment problems. We will schedule another shortly. Stan Chub offered to install gutters and downspouts for \$2.00 per foot. This was approved by the Board. → Bill Purosky is sponsoring a Boy Scout troop that will be here on the weekend of 8/30 to work on their Aviation merit badge. → The meeting was adjourned at 8:13.

EAA Chapter 55 Business Meeting

Membership Meeting – August 9, 2003

The meeting was called to order at 9:35 → There were 42 members and guests present. → The Treasurer's report was approved. → The secretary's report was approved → Young Eagles: See above. We have received contributions of \$514.00 in support of the Young Eagles program → Mike Arntz noted that this day marks the anniversary of dropping the big one on Nagasaki and Renee's birthday. Hmmm. → There is one space available in the Chapter 55 Hangar. → Final plans for The Centennial Celebration of Flight were reviewed. Bill Purosky asked for equipment to be loaned. Volunteers will be needed as we expect a big turnout for this one. → Mike Arntz announced that the Airport Authority had unanimously approved inclusion of a North-South runway on the Mason Airport Master Plan. Mike acknowledged and thanked Dave and Debbie Groh for their persistence and hard work in getting this thing done.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

Hats off to the entire chapter for putting on such a terrific flying weekend in association with the Mason Balloon Fest. The weekend itself was just the tip of an iceberg labeled "work". Countless hours were spent behind the scenes and before the arrival of the B-17 that graced our skies for two beautiful days. Things like Carl Dalrymple smoothing the edges of the wood for our picnic tables. Del Johnson put together the forums for our WW II and Viet Nam veterans, who if you missed them, rivaled anything you can see on the history channel.

Chapter leadership, with the lion's share of credit going to Mike Arntz, who made countless phone calls, many contacts, and put a program together that at times seemed like a moving target. Aircraft parking went smoothly thanks to Gary Long. The food was terrific, particularly the steaks. Oh, man, I want another, medium well, please! It was a huge effort by Ted Lakin and Bill Purosky, and they made it look easy. My favorite was watching Mary the gypsy controller, who kept everyone informed up there in the pattern. There were many more who helped, and in more ways than I can mention. But good things happen with good leadership, so be sure to say thanks to your elected officials because they did a *great job*.

From August 18-21, I attended Air Safety Week in Washington and learned more about what's going on in commercial aviation. One of the speakers was Emily Warner. As a young lady, Emily was about to graduate from high school, and thought she might like to become a "stewardess" (it was the late 50s, and that's how they were referred to back then). So her parents arranged for her to take a flight from Denver's Stapleton Airport to Santa Fe, NM and back, with a pause to visit relatives.

On the trip home, she was the only one on the airplane, and the pilots invited her to the cockpit of the DC-3. Emily thought the stewardesses had an interesting job, but she was fascinated by what she saw up front. First of all, those pilot seats were windows to the world, and she was struck by the sounds and the details in all the controls and switches. Emily decided right then that she would learn to fly, and the pilots on that flight told her about a flight school on the Stapleton Airport. When they landed, she went straight to the school and signed up for lessons.

Emily earned her Private Pilot's license and quickly flew enough hours to become a flight instructor. From there, she picked up the rest of her ratings and eventually became the Chief Flight Instructor. Time was marching by, the Viet Nam War had ended, and a lot of soldiers were training under the GI Bill. Emily was in charge of 10 other instructors and several hundred students. Then, United Airlines put an add in the Denver Post saying that any pilot with 300 hours and an instrument rating should apply for a job. Emily thought "why not", applied, and never received a response. Yet, she continued to train pilots for the exact job she was trying to obtain.

Frontier Airlines was also based at Stapleton, and one day she was talking to a few of their pilots and one of them arranged for her to meet the Chairman of Frontier. No promises were made, but Emily applied and hoped that she would get an interview. Almost the next day, she was on approach to Stapleton and the tower controller said, "Hey Emily, we heard you have an interview with Frontier!". News to her, so she called and was disappointed to find that no interview was planned. She continued to communicate with Frontier through friends and contacts and eventually was hired. Emily Warner became the first female airline pilot hired in the United States, and the first female member of the Air Line Pilots Association. Her story is contained in a just released book titled, "Weaving the Winds, Emily Howell Warner", by Ann Lewis Cooper. She is proof that careers in aviation are generated by the simple act of taking a young person flying.

Hang on to your seatbelts . . . it's time for some hair-raising pilot stories. The Air Line Pilots Association gave out two air safety awards to flight crews who had to deal with airplane problems not covered by the flight manual or existing emergency procedures. The first was a Federal Express crew flying from Bangkok, Thailand to Subic Bay in the Philippines, in an MD-11 (this is an updated version of the 3-engine DC-10). During a night approach to Subic Bay, they had been cleared for the approach and the Captain requested "Flaps 50", which would be the final flap setting for landing. When the First Officer selected Flaps 50, there was a huge "bang" and the airplane rolled rapidly to the right. The Captain called for go-around and that decision probably saved them because they needed nearly full thrust to keep flying.

Numerous cautions were indicated and they knew almost immediately that they had lost the No. 3 hydraulic system. Retracting flaps to the go-around flap setting allowed them enough time to run through the hydraulic failure procedure, but they knew that a lot more was wrong, because the Captain was holding a large amount of aileron to keep the wings level. After determining the maximum flap setting and speed to fly on final, they intercepted the final approach and made a normal landing.

Once on the ground and in the chocks, they did a walk-around inspection and were shocked to find that the right inboard flap had separated at its outboard attachment, and was bent back along the fuselage. This particular section of flap is as big as one of the wings on a DC-3. When it separated, it ruptured the No. 3 hydraulic line, and failed the right wing spoiler actuator in such a way that the flight spoilers fully deployed. The opposite aileron the Captain was using to keep the wings level deployed the flight spoilers on the opposite wing, meaning that all the spoilers were up on both wings, requiring lots of thrust and speed just to fly.

But the real shocker was that they saw that the flap had also pulled out the hydraulic lines for the No. 1 and 2 hydraulic systems, which were still intact, but simply hanging in the breeze. Had those two failed, they would have augured into the ocean and become castaways like Tom Hanks, with lots of mute friends named Wilson. There is no doubt that the Chief Pilot was looking after those guys.

Captain Frank Geib was at the controls of a B747-400 on a flight from Detroit to Osaka, Japan (I flew with Frank when he was Captain on the B727 at Northwest. He owned a Bonanza for many years and just recently sold it.) . They were just about to enter Russian airspace about 500 miles west of Anchorage, Alaska when the lower rudder went full hard over. Frank disconnected the autopilot and had the airplane headed back to level flight after it rolled to about 45 degrees of bank.

By the time the Captain assigned to command the flight (Frank was the relief Captain) arrived back in the cockpit, Frank and his First Officer had turned the airplane back toward Anchorage and declared an emergency. With two full crews now on the flight deck, they began to assess what they had. Working through HF radio with tech ops at Northwest Airlines, they tried to get the lower rudder to return to its normal position. Nothing worked, so they began to plan for how they could configure the airplane and still have enough control to fly final approach. Like most large airplanes, as speed decreases, the rudder has more travel, and

with this situation, as they slowed down, the lower rudder became more and more deflected.

Approaching Anchorage, they began extending flaps, and did controllability checks in 5-knot increments. They determined a minimum speed to fly, then discussed the use of braking and thrust reverse to keep the 747 on the runway after touchdown. Since the rudder was deflected to the left, they would require a lot of right brake. Final approach and touchdown were fast but normal, they lowered the nose, and began right braking. But the airplane continued to drift left. With maximum right braking and asymmetric reverse thrust, they managed to stop the airplane on the runway. Tower reported that the *left* wheel and tires were smoking heavily.

Since they hadn't really used the brakes on the left side, they eventually called Boeing and asked what was up with the left brakes. Boeing said that the system is designed to provide symmetric braking when brake demand exceeds a certain level. "You mean it's supposed to work that way?" So not only did the crew keep the airplane on the runway with a malfunction, they did it while fighting the left side brakes!!

Well, fall is upon us. Football, colorful leaves, and cider will soon be all around. The winds of fall are fair winds, and you will find them demanding at times, but predictable on those spectacular fall days. In October, nearly a front a day will pass overhead, so plan your flights accordingly. And as always, don't hesitate to lend a hand to a fellow pilot when they need it.



Terry Lutz's Silver Bullet Lines Up With the Ladies!



Leslie MacDonald posed with B-17 Yankee Lady



Future Young Eagle Flies His Pitts Bi-Plane



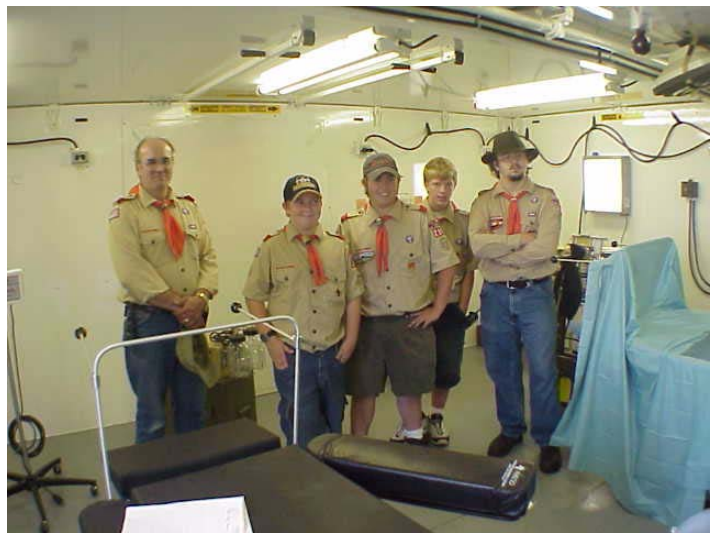
Honor Guard Raises Flag at Chapter 55 Event



National Guard Portable Mash Unit



Would you like to have the belly-gunner position?



Local Scout Troup tour the Mash Unit

Mini Max to Oshkosh

Yes I still have my Cirrus and Varga but this year I wanted to see if I could go cross-country in a more basic airplane. Since this is the 100th anniversary of flight and I had just completed the building of my Mini Max I thought WHY NOT!

After disregarding my wife and children's pronouncements of my mental illness I first struck out on Saturday July 26th into the teeth of a 10K head wind – after flying as far as Rochester I realized my first fuel stop at Howell was unattainable and was forced to turn back.

On Monday the 28th the winds were out of the east so I went. That day I had fuel stops in Howell, Coldwater, Goshen, Valparaiso, Lincoln, Clow and Dacy. By this time I was pretty tired and with the airport's help found a room for the night. The next day stops at Watertown, Fond du Lac and Oshkosh. Total 9 hours flying time. Average I remember as 51.8 knots.

Lots of fun in Oshkosh, many compliments including an "attaboy" from a judge (no award though). Then the return.

Monday the 4th Dodge County, Fort Atkinson, Poplar Grove, Morris-Washburn. Tuesday the 5th Valparaiso, Goshen, Coldwater, Howell then Wednesday the 6th Home by 10:30 am.

Total flight 18:08 – 959k – average 52.4k.

Lots of fun, lots of good people. Tough weather but on a flight like this the big limiting factor is the fuel load of only 5 gallons and the full power burn of 3.5 g.p.h. gives you only about 1 hour and 20 minutes then you better be in the pattern for gas.

In my test cross country around our area I got lost twice, having trouble adjusting my thinking back to 55 m.p.h. so a necessary concession was a G.P.S. (I'm spoiled) but I still consider the airplane pretty basic.

The ½ VW engine only caused concern 3 times and for me and VWs that ain't bad.



330 345 N 015 030 NE		
SPEED	TRIP TIME	SUNRISE
0.0	08:48	10:39
AVG SPEED	TRIP OBOM	SUNSET
51.8	456'	01:22
43 58.236	06-08-03	
088 33.787	30-JUL-03	

Other than my family and Doug only 1 other person questioned my sanity after learning I had a Cirrus in the hangar at home. Most said they understood and would do the same given the opportunity.

See you at the meeting

Dave Shirey

Bye Aldo



1st flight

Nick Seraphinoff has done it again. Nick spent his 85th birthday at the St. Clair Co. Airport with his family, his RV-6, and a newspaper reporter. He went for a short 1st flight, and said it flew just like his daughter's RV-6 that he helped build and flew just a few years ago. Note that the tail number is Nick's birthday, the 3rd of July, 1918.

As far as we can tell this is his 8th homebuilt that he has built and done 1st flight in.

Good job Nick!

-6-

Warren E. Miller
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