

EAA Chapter 55



Mason, MI

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION FEBRUARY 2004

**Membership Meetings are the 2nd Saturday of each Month at the Hangar
Chapter 55 Hangar - Mason Jewett Field (TEW)
Breakfast at 0800 Meeting at 0930**

**Pres: Mike Arntz 694-4601 Vice Pres: Tom Botsford 663-1318 Treas: Gregg Cornell 351-1338
Secretary: Drew Seguin 332-2601 Editor: Warren Miller 393-9385**

Climb and Maintain Flight Level 55

You wouldn't believe it by looking out the window but spring is only six weeks away and flying weather will be upon us. But don't hold me to that because I have seen it snow on the first day of summer.

The mini max is gone. Leslie McDonald sold it to a friend of his and from what I have been told; you will see it flying in the Grand Ledge area. Leslie will be moving out east and we all wish him good luck and Happy Flying.

If you have not visited our chapter web site do so soon, Craig Tucker and Renee Arntz have been getting it up to date and adding new things such as member profiles, updating, and pictures. If you would like to have your profile and pictures placed on the web site contact Vickie Vandebelt. Write about your project what you are flying, where you went or anything you would like, even your cat if you are so moved.

Hey! How many of you went to the Michigan Aviation Conference? Gregg Cornell said it was very good and it appears to be growing with new

vendors showing up. As usual I had to work.

I have been to the chapter hangar and someone has been straitening up things inside the big hangar and it looks very good. I have no idea who the Good Samaritan is but their work is appreciated very much.

Warren is in Florida for the next few months. Renee is filling in as newsletter editor so you may notice some changes.

Remember if you go flying take a chapter member with you.

Mike

Board of Directors' Meeting

**Wednesday, February 11, 2004
7:00 pm at Hangar
Chapter 55 Meeting**

**Saturday, February 14, 2004
8-9:00 am Breakfast
9:30 am Chapter Meeting**

Teams for 2004

Paul Barbour
Dale Buttermore
Ken Drewyor
Dave Groh
Leo Holmes
Connie Kowalk
Deanna McCreary
David Paul
Robert Smith
Jack Toman Jr.

EAA Board of Directors Meeting

January 7th, 2004

The meeting was called to order at 7:35 pm. → Attendees were President Mike Arntz, Vice President Tom Botsford, Renee Arntz, Dave Groh, Debbie Groh, Doug Koons, Bill Purosky and Tom Schroeder → The Treasurer's report was approved. → The minutes from the previous meeting were approved. → Tom Schroeder, President of the Mason Chamber of Commerce was there to discuss ways Chapter 55 can and the Chamber can collaborate on various events. There was also discussion on having the Balloon Festival at Mason-Jewett Field. No action was taken. → Doug Koons updated on the Hangar door project and need to get a structural engineer. He will work to get one on the project. → Mike Arntz and Tom Botsford installed the new water heater. Thanks. → Debbie Groh suggested programs be held only in winter months as members are interested in getting out to fly in the summer months. → Discussion on two events for 2004, a steak fry in the fall and possibly a breakfast fly-in in the summer. No resolution. → Renee is planning at least two Young Eagles events, June and July after the meetings. → The meeting was adjourned at 8:35.

Membership Meeting **January 10, 2004**

Membership Meeting - January 10, 2004

The meeting was called to order at 9:30 am → There were 47 members and guests present. → Phil Tarteloni gave an update and invitation to attend the Great Lakes International Aviation Conference on February 6-8. → Minutes from the previous meeting were approved. → Joe Pirch presented the Treasurers report in Greg Cornell's absence. It was approved → Renee Arntz handed out Young Eagle certificates for 2003. → The Mini-Max is for sale again only this time it is complete. \$3000. Contact member Leslie McDonald. → Tom Schroeder of Mason Chamber of Commerce invited the chapter to participate in a Mason Balloon Rally in 2005 at Mason-Jewett field. A committee was formed to investigate, led by Tom Botsford and including Gary Long, Vickie Vanderbilt, George Haley, and Bill Purosky. → Mike Arntz asked if anyone has a refrigerator to donate → There was open discussion of activities for 2004. Several goods ideas were put forth. → Please see Renee if you need a nametag or need yours fixed. → The meeting was adjourned at 10:25 am.

Notes From Cape Juby by Terry Lutz

It was so cold the other day, I saw a lawyer walking in front of the courthouse in Mason, with his hands in *his own* pockets.... We've sure had a lot of winter this year. Weatherman Mike Arntz could probably tell us how much worse it is than average, but from what I remember as a young lad, it seems kind of normal. We did a lot of

ice skating back then, and cold temperatures kept the ice smooth and hard. This was, of course, before the Zamboni was invented.

I flew the Luscombe Silvaire Bullet a few weeks ago, and it was 12F on the ground, and 2F at 2500 feet. Airplanes fly very nicely in cold temperatures. Engines, however, require extra care. In past years, I've written about various ways to preheat engines that work and do the job safely. I pumped gas for Hughes Flying Service over the Christmas holidays a few winters, and learned a lot about what not to do. If you just pull the prop through a few times, and have a fresh battery that will do a lot of cranking, you are likely to get the engine to fire a few times, then remain silent for the remaining life of the battery. When a really cold engine fires, there is enough moisture in the air to condense, then freeze on the cold plugs. Or, you can prime the engine too much, and get a dandy carburetor fire (I saw that a few times!).

In the really old, cold days of arctic flying, pilots would install a shroud over the engine immediately after shutdown, then drain the oil and keep it in a little sleeping bag. If there was a cabin nearby, they would heat the oil on the stove and pour it back in the engine before starting. They also preheated the engine with small charcoal pots placed under the shroud. This would often lead to spectacular fires on those old fabric covered airplanes, beginning with the sound "Foomph".

I used to preheat the Bullet with a dryer hose routed from the heater duct in my truck to the engine cowl. It took about an hour, but worked just fine. If

there is one good piece of advice on preheating, it's that you have to give it enough time. You want to bring the whole engine and engine oil up to 40F or higher. After that, it's a normal start with minimum priming, just like on a cool morning in May. But it could take an hour or more to do it. Better bring some coffee!

Handling the engine properly in-flight is important, too. Back when I was a student at Michigan, a friend of mine and I flew a Cessna 120 to New Carlisle, Ohio in early January. The air temperature had been below zero for several days, and that day was no exception. When we landed on the narrow and icy runway in New Carlisle, the engine quit as we rolled out. Even after 2 hours of flying, the engine was too cold to run smoothly at idle!

Even a properly preheated engine can have a lower oil temperature after you start flying than it was after preheating. So handle the engine carefully in-flight. Find ways to keep the rpm up when you need to be slowing down and descending. A slower descent at partial power, and configuring with flaps a little earlier will provide rpm to keep the engine temperatures up, and the engine running smoothly. It helps keep the cabin warm, too!

My favorite winter story is that of George Hubert Wilkins and Ben Eilson, who in the Spring of 1928 were the first to fly over the North Pole. They did it in a Lockheed Vega, and it was anything but easy. Wilkins was an expert navigator, but they didn't have very accurate weather forecasts. The pair departed from Barrow, Alaska and intended to land on Spitsbergen, an island in the North Sea off the east

coast of Norway. They made it over the North Pole, and then encountered a fierce storm as they approached Spitsbergen.

Through gaps in the storm, Eilson spotted land. It was Spitsbergen, all right, but they didn't know exactly where on the island they were. So in the middle of the storm, Eilson landed in the snow with the ski-equipped Vega. They drained the oil and put it in a sleeping bag to keep in warm. Then they drained the remaining fuel from the various tanks and poured it into one main tank. This didn't take long in the frigid air, and they retreated to the cabin where they waited out the storm. It took 5 days.

When the weather finally cleared, the pair stomped a path through the snow for the airplane to follow on takeoff. But with full power, the airplane was still stuck to the snow. So Wilkins got out and began rocking and pushing on the tail. Finally, it began to move, but before Wilkins could scramble in the cabin door, the airplane accelerated and Eilson took off. He soon discovered that Wilkins was not aboard. Back around came the Vega to pick up Wilkins.

Once again, the airplane would not move without a push, and again Wilkins was left face down in the snow as Eilson took off. On the third try, Wilkins managed to scramble in the door, and they flew about 30 minutes to the settlement they were trying to reach on Spitsbergen. The residents had been hoping for news of the overdue airmen. The local radio operator was concerned enough that in the raging snowstorm he had gone out to check his antenna mast. He never

made it back to his cabin, a distance of only a 100 yards. I offer this story as something to compare with Michigan in winter, and the courage of pioneer airmen.

In a recent issue of Aviation Week and Space Technology magazine, a number of aviation laureate awards were given, which is an annual event. This year, in the Aeronautics/Propulsion category, Ken Hyde, Scott Crossfield, Kevin Kochersberger, and Terry Queijo were named for their efforts on the Wright Experience.

In the Operations category, Greg Herrick was named as a Laureate for sponsoring the National Air Tour of antique transport aircraft that reminded us all about the airplanes that made commercial aviation in the United States a major industry. And finally, the Experimental Aircraft Association was named for its accomplishments in the Young Eagles program. So congratulations to all of you who made it possible to fly 1,000,000 young people in commemoration of the centennial of flight. You are all Laureates!

A few weeks back, the Boeing Company called me and asked if I would like to join them on a test flight in the B777-300ER. I tried to book the Concorde to Seattle, but they are all in museums. Turns out they had some flight testing to do at negative g, and my guess is that they were looking for some pilots who wouldn't throw up. That's easy, just don't eat breakfast! Of the four people on the flight deck, 3 pilots and a flight test engineer, 3 were Michigan grads. We learned a lot, and put 600,000 lbs. of airplane to the test. I did about a third of the flying, and tried

not to distinguish myself by exceeding a limit, or breaking something. There we were, in a highly instrumented airplane, and I knew that the slightest boo-boo could then be analyzed in minute detail. We survived. I made the landing, which was slightly over the max landing weight and didn't bend any metal or torch the brakes. It was a good day.

There are good days ahead for us, weather-wise, but don't overlook a good day for flying when the outside world is a little too white. But do it safely, and as always, don't forget to lend a hand to your fellow pilot when they need it.



Scott Crossfield when he visited our chapter a few years back.

Col. Terry Fobbs

Col. Terry Fobbs will be deployed on February 14th for six to nine months to Kosovo. Renee will have a small section of the newsletter for him. He stated to her that he would like to hear from us while he is gone and looking forward to reading our articles. Renee will ask Col Fobbs if he would keep us updated on life in Kosovo.



Do you remember this kind of weather? The Flagpole doesn't look like this anymore.

January breakfast crew: George Spencer, Bob Noelp, Doug Koons, and Vickie Vandenberg. Thanks again!

