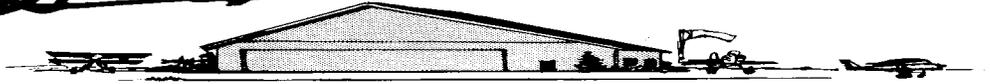


CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

APRIL 2004

Wingtips →



Meetings are the 2nd Saturday of each Month

Chapter 55 Hangar - Mason Jewett Field

Pres: Mike Arntz 694-4601 Vice Pres: Tom Botsford 663-1318 Treas: Gregg Cornell 351-1338

Sec: Drew Seguin 332-2601 Editor: Warren Miller 393-9385

Climb and Maintain Flight Level 55

Mother Nature is playing games with us. She gives a little tease of weather to come and then pulls it back; with the changing seasons, a pilot has to be on the alert for weather changes that can happen in just a few minutes. So get that briefing and check the METARS and SPECI's before you launch, even if it is to just go around the patch.

I received a call from Chuck Story a few days back. It seems that Chuck is looking to sell his Maule. If you are looking for an aircraft, here is one to consider.

Hey, if you have out of town friends who want to fly to Mason there is a courtesy car at the terminal now. I understand that Connie Kowalk announced that Andrews Chevrolet has loaned the new car to the airport.

There is a freezer to be had FREE in the back room. It is the one that we do not run and use for dry storage. All you have to do is haul it away. It is going to be removed from the back room so if you want it, come get it.

Spartan Wings are looking for fifteen new members see Bill Purosky and speaking of Bill Purosky, he would like an assistant to help with the planning on our part for GLFI. If you would like to get involved, see Bill or me.

Mike Arntz, President

APRIL SCHEDULE

Board of Directors' Meeting

Wednesday, April 7, 2004

Chapter 55 Meeting

Saturday, April 10, 2004

8 - 9 Breakfast / 9:30 Chapter Meeting

EAA Board of Directors Meeting

March 10, 2004

The meeting was called to order at 7:02 pm. → Attendees were President Mike Arntz, Vice President Tom Botsford, Secretary Drew Seguin, Renee Arntz, Dave Groh, Debbie Groh, Ernie Lutz, and Bill Purosky → The Treasurer's report was approved. → The minutes from the previous meeting were approved. → The new door was ordered for the EAA Hangar with a 25% deposit of \$1,093.00. We expect delivery on or about May 1. Dave Groh indicated that a hole in the head is not a valid reason for Drew to get out of helping him set the door. Doug Koons is getting the truss reinforcement for the door worked out. It will cost about \$800 to build. → A Dawn Patrol was set for Sunday, June 13. National Young Eagles Day is June 12.

We will plan on having a fly-in and steak fry on Sunday, August 15 from 12 to 5. → The official Chapter 55 Young Eagles days will be June 12 from 9:00 am to 3:00 pm and on July 10 from 10:00 am to 3:00 pm. → Bill Purosky agreed to arrange for tables for the new grills. →

After discussion it was determined we will not publish director's phone numbers and email addresses on the Chapter 55 Website → Doug Koons is working on cabinets for the kitchen area. He is waiting for the layout and specification to complete pricing. → A motion was made and carried to purchase a 25 cu. ft. freezer for the chapter at a price not to exceed \$450. Volunteers of America is interested in the old ones. The Board decided to donate them on the condition that they remove both of them. → Doug Koons suggested replacing the fiberglass light panels on the back of the Chapter Hangar. He will look into matching the existing. → Debbie Groh has reserved the caterer and the Vevay Township Hall for this year's Christmas dinner. → Debbie purchased some excellent serving bowls for the Chapter. → Capital Region Airport Authority (CRAA) is putting together a group to promote and raise awareness on the benefits of

Mason Jewett Airport to the community. Anyone interested in participating should contact Connie Kowalk, Airport Manager. → The meeting was adjourned at 8:30.

Thanks to all of you for your prayers and support during my recent surgeries ~ Drew

EAA Chapter 55 Business Meeting

March 13, 2004

The March meeting was called to order by Vice-President Tom Botsford at 9:30 AM. Mike for the last time for the Membership meeting had to work. → There were 47 members and guests present. → Minutes from the previous meeting were approved. → Tom gave the Treasurer's report. It was approved. → Tom Schroeder updated us about the Mason Balloon Rally. → Steve Houghton spoke about the contests that Spartan Wings is doing and our Chapter seemed to like this idea. → Thanks to breakfast crew Chris Bayley (clean up) Chuck and Sharron Hacker, Steve Houghton, Ted Lakin, Craig Tucker, Bart Smith, and Gilbert McKess. → Phil spoke about the Great Lakes Fly IN. The dates are Jan 20, 21, and 22. We are hoping for some key speakers to attend the 2005 event. → Renee collected dues from four people. Dan Schiffer, David James, Chris Bayley and one person who paid cash. With all the duties, she was performing that day please let her or Gregg know who you are. → A motion was passed to give 10% to only the person who has a value card (not everyone accompanying that person) at our breakfast and steak events. The motion was made and carried. → The meeting was adjourned at 10:05 AM.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

Greetings from the far side of the world. The 59th Conference of the International Federation of Air Line Pilots Associations (IFALPA) has just concluded in Sydney, Australia. It takes a long time to reach the land down under, about 26 hours travel time from home to hotel. The flight from Los Angeles to Sydney alone was 14 ½ hours. Except for the last 2 hours or so, the entire flight is at night, a very long night. And you arrive in Sydney 2 days after you left. Leave Tuesday, arrive Thursday. This has something to do with crossing the International Date Line. Apparently, the same devious group of people that decided where to put the beginning of the 24 hour clock stuck the International Date Line waaaay out in the middle of the Pacific. They were mean people, which is why Zulu time was originally called Greenwich Mean Time. Remember this when you're filing a flight plan and can't figure out your departure time.

To make matters worse, while we were here in Australia, we had to change our clocks due to daylight savings time.

Except that down here, it is Fall, so while you set your clocks ahead 1 hour, I set mine back 1 hour. This means that I will lose 2 hours when I have to set my clock forward on arrival back in Michigan! Finally, we flew to Ayers Rock, which is in the center of Australia, about 3 ½ hours west of Sydney. At Ayers Rock, we showed up ½ hour early for our tour bus, because Ayers Rock time is ½ hour earlier than Sydney. The GMT people must have been here before the Aborigines, who date back about 30,000 years.

It's really fun meeting pilots from around the world, and to hear their stories and meet their families. They are very much like us, even though where they live and the language they speak can be vastly different. We spoke with pilots from Turkey and Poland, Bangladesh and Namibia, Brazil and Slovenia. They all share the common goal of making air transportation safer, and securing the future of their individual airline and their own careers. We heard several presentations about the health of airlines worldwide. It is still not very good and the big challenge right now - over and above security and the economic aftermath of the 9/11 attacks - is the rapid rise of Low Cost Carriers (LCCs).

The LCCs have been growing steadily in Europe the last few years, and today there are 33 LCCs operating throughout the European Union. While this is not the case yet in the U.S., everyone points to Southwest Airlines as the beginning of the revolution. Economists and market analysts disagree on where these changes are headed, but seem to feel that in 5 years or so the ratio of LCCs will control about 40% of the market. Some carriers, large and small, will disappear. Only time will tell if the Network Carriers (NCs) can control costs, and improve both productivity and quality soon enough to compete with the LCCs.

Now that winter is officially over, I won't be able to spend as much time in the shop working on my RV-8 project, but a lot of progress was made while the snow was flying.

Even though the furnace didn't work properly until the day before I left for Australia, Roy Thelen and I proved that the team approach works very well when you have a lot of work to do. The wiring and hook ups to the engine are essentially complete, and the baffling is as far along as we can make it before fitting the cowl. On the cockpit side of the firewall, we mounted all the instruments, and have begun the long process of providing power and ground to all the systems. As you can imagine, a lot of decisions have to be made along the way, and some of them aren't exactly easy.

One of the lessons learned is not to run wires to the tail and through the wings before you need to. Been there, done that. I had to crawl the tail, pull out the wires that I had installed at least a year ago, and add the antenna wire for the ELT and the shielded wire for the tail mounted strobe. I'll have to do the same thing on the wing wiring (OK, I'm not going to crawl the wings). Which reminds me of another big decision: the type of strobes and their locations. I decided that having the nav/strobe light fixture hanging out in the breeze was too draggy, so I bought a kit to recess them in a fairing in the front corner of the fiberglass wingtip. Then, I visited Dave Pohl and his RV-7A project, and saw that the "raked wingtips" that Van sells already have the recess molded in. Aha, the opportunity to save about a week of work! So I ordered the raked wingtips, and in the best move I made all winter, shipped the other wingtips back in the same box!

So I will have a combination strobe/nav light on the tail and each wingtip, fired by a single flash unit. That was the next problem: where to locate the flash unit. The easy way to do this is to locate a separate flash unit in each wingtip, but you can't easily do that in the tail, and there is a weight consideration as well (3 units are heavier than one, and the one in the tail affects W&Bal). So we decided to mount the flash unit next to the battery, which is behind the rear seat. This simplifies the amount of wire I have to run, and helps the W&Bal just a bit.

The next big decision was where to locate the ELT. We tried several possibilities, including adding a mount on top of the strobe flasher unit. We finally settled on a location beneath a structural member just ahead of the spar on the right side. We planned to mount it to the floor, but would have to use rivnuts because there is a closed area beneath the floor that can't be accessed. I called Ron Cooper and asked if rivnuts were a good fastener for the job. Whoa, got the big ixnay from Cooper on that, just as we were practicing with the rivnut tool. Rivnuts are not strong enough to take the shear loads necessary. And, if they are not tight when installed, they end up spinning, and you can't tighten the fastener. So we ended up essentially hanging the ELT from the structural member (Roy did the eyeball engineering), as you can see in the attached photo. That location provides the best combination of mounting strength, functionality, accessibility, location for W&Bal considerations, and for wire runs. The best part: it looks cool.

Throughout this phase of construction, I've received a lot of good help from the folks at Grand Rapids Technologies for wiring the Engine Information System, and the manual provided by Bob Nuchols of the Aero Electric Connection has been very helpful as well. In fact, Bob Nuchols was in Kalamazoo a few weeks ago, and put on a great seminar for several EAAers that attended. They included Carl

Franz, who has laid out my wiring design, and stops in from time to time to laugh about how slow it's going. The last time he stopped by, he said that by the looks of things, he'd have his RV-10 done before my airplane is flying!

Well, by the time I get home, I hope Michigan will actually look like spring is taking hold. The flying will start to get good really fast, but there is still the possibility of carb ice on the cool moist days, and the sod fields will be really soft, so be careful out there. And as always, don't forget to give your fellow pilot a hand when they need it.



Florida Tripping

By Warren Miller, Chapter 55 News Editor

Bonnie and I left for our annual winter Florida trip on Feb 2nd and after driving a couple of days, found our way to St. Augustine, the oldest city in the U.S. We camped at the KOA for a week and toured the town and old fort, then moved on down the coast, stopping at several RV camping sites along the way. All the campgrounds were nice and sites were plentiful, but the weather was **COLD** for the first couple of weeks.

We stopped in Daytona to enjoy some of the Bike Week activities while exercising the Harley and blowing out the carbon. Traffic in this area while all the bikers are around is unbelievable and the stoplights all have a five-minute duration.

We moved on down to a little town about 60 miles south of Orlando called Frostproof. This town is in the middle of nowhere in the orange groves, but the RV Park, **Camp Inn** was very nice. We signed up for a month and picked a spot and set up camp. Guess who were the first persons I saw--- Jim Andrews and his wife Jo. They have a permanent spot right across from our site.

During the month of April with the temperature in the 80's every day, we drove to both coasts, while visiting some relatives and just hanging at the beach. Life is good.

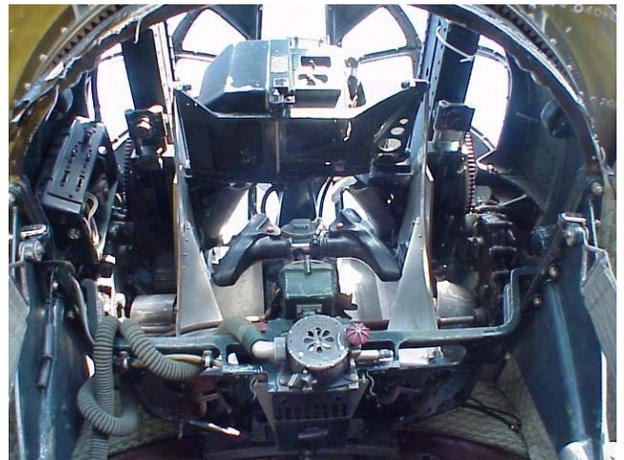
One day while riding the Harley, I was going past Avon Park Airport, which is a small field and was surprised to see an old B-17 parked up next to a building. Upon pulling in to see the old gal, I found some guys working on installing 3 newly rebuilt engines. One of the guys took me through the facility and I was amazed at all the round engine repairs going on. He said they only work on radials. I hung out for most of the day checking out what was going on. Later in the day, a pilot appeared to start and check out the engines. He said he was the only guy the planes owner allowed to run and fly this plane. The engines were all started one at a time and warmed up to proper temperatures and the oil pressure was adjusted. The throttle linkages were adjusted and later the pilot deemed the B-17 ready for flight. The plane was later flown to Titusville where some wiring repairs were going to be performed.



Looking down the inside of the fuselage at the waist guns



The nose art indicated the B-17 is the Memphis Belle. This was true in a way, but it was not the original ship. This plane performed in the movie, Memphis Belle.



Looking up into the top turret gunner position



The last of the three rebuilt engines had been run up and the oil pressure was adjusted, as was the propeller.



Looking up in the cockpit while the pilot runs up the engines.