

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

## JUNE 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

Last month, we were honored by Glenn Trommaeter's family and Glenn's very good friend, Dottie. Bill, Glenn's son gave a talk about Glenn. We all gained some insight as to what type of person Glenn was and - typical of most EAA members - that he was very resourceful and imaginative.



Dottie Feighner, Pat and Bill Trommaeter, and Peg Trommaeter

Dottie, Glenn's longtime friend said that Glenn was very motivated by the Young Eagles Program, so we dedicated this year's International Young Eagles day to Glenn. Dottie also said that in lieu of flowers that the money the chapter usually donates when someone passes on, be used for gas to fly Young Eagles in Glenn's name.

Speaking of Young Eagles, the weather and turnout was very bleak with only fifteen Young Eagles flown. Renee said we will have another Young Eagles rally on July 10, 2004. Renee Arntz and Vickie Vandebelt were at their usual post registering the kids and giving out certificates and goodies.

Speaking of goodies, I want to give a BIG THANK YOU to Mary Schwaderer for making the best brat's I have tasted in a long time. Mary made the brats by simmering them in beer and then cooking them on the grill . . . mmm GOOD. If you didn't get one, there are some in the freezer - pop it in the microwave and enjoy!

Our pancake breakfast was on Sunday after the Young Eagle's Rally was in a word a "bust". With ceilings in 100 foot range in the morning that didn't clear up until just before 11:00 AM, there were some aircraft that tried to get in but they were unable. Most of the sales were from chapter members and some folks who drove in. I would like to thank all who helped out even though the turn out was very light and A BIG HAND goes out to Joe Pirch, Dave Groh and Ken Vandebelt who manned the grills with no relief for the entire time. Also, Renee Arntz, Barb Bacon and Vickie Vandebelt who mixed the batter and bussed the tables, cleaned the meeting room and everything else they did which was too hard to keep track of, this trio was on the go from the time they got there and throughout the day. "If only I could bottle that energy."

Another person who deserves a BIG THANK YOU is Rick Ferrell, who takes it upon himself to keep the hangar clean. Setting up was much easier than before when there were lots of things that don't have to be move and rearrange. His work is certainly is appreciated.

Don't forget we are going to have our Steak Fry/ Flying In on August 15, 2004, Noon to 5:00 PM. Hopefully, the weather will be much better and we will have a better turn out for our event.

Don't forget the President's Challenge. I have challenged all of you, so don't let me down.

Remember take a chapter member when you go flying.

**Mike Arntz, President**

**JULY SCHEDULE**  
Board of Directors' Meeting  
Wednesday, July 7, 2004  
Chapter 55 Meeting  
Saturday, July 10, 2004  
8 - 9 Breakfast / 9:30 Chapter Meeting

<u>July Team</u>	<u>August Team</u>
William Bezdek	Kyle Bradford
Jim Cushings	Carl Darymple
Raymond Fink	Adam Fogg
Robert Harter	Gordon Hempston
Eugene Jones	John Kennedy
Ron Mudge	Gary Nesbitt
Thomas Schroeder	Mary Schwaderer
Rocky Stone	Dennis Swan
Dick Wilke	Ed Zdyble



June Cooks

Del Johnson, Terry Lutz, Rich Farrell & Joe Whitesides

## EAA Board of Directors Meeting

June 9, 2004

The meeting was called to order at 7:10 PM. → Attendees were President Mike Arntz, Secretary Drew Seguin, Treasurer Greg Cornell, Renee Arntz, Ernie Lutz, Dave Groh, Debbie Groh, Bill Purosky, and Rick Farrell → The Treasurer's report was approved. → The minutes from the previous meeting were approved. → Motion was made and carried to donate the tower to the Great Lakes Fly-In. Bill Purosky said it can be stored temporarily in the Spartan Wings Hangar → A motion was made and carried to ask for removal of unused items from the Chapter 55 hangar within 30 days. Mike Arntz will notify the owners. → The new eavestroughs have been completed at a cost of \$340.00 → Great Lakes Fly-In. Del Johnson volunteered to stand in for Bill Purosky who will not be available to participate. We need Chapter 55 volunteers to sign up for the various duties of the event. Setup will be Friday 6/18 with the event taking place all day on June 19. → The meeting was adjourned at 8:10 PM

## EAA Chapter 55 Business Meeting

June 12, 2004

The meeting was called to order at 9:35 am by Mike Arntz. → The key items of the June 9 Board meeting were discussed. The meeting was adjourned for the Young Eagles event scheduled for that day.

## Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

Space – The Final Frontier. Just as Burt Rutan predicted, he would find a way to fly into space, with no more government involvement than getting an N-number for SpaceShipOne,. In case you missed it, in the early morning of June 21<sup>st</sup>, the White Knight took off carrying SpaceShipOne, and about an hour later pilot Mike Melville lit the rocket engine about 10 seconds after launch. Ten seconds after that, he was supersonic. In a homebuilt. Ya gotta love it.

But as easy as the concept sounds, it was anything but easy, and it didn't go exactly as planned. Homebuilders everywhere take note: SpaceShipOne didn't fly hands off on its first flight into space. There were problems that the pilot had to take care of, and problems that the flight team will have to evaluate before the next flight. This is no different than making the first few test flights in your new homebuilt airplane.

Passing through roughly 50,000 feet, Mike encountered a windshear of about 60 knots, which was later confirmed by radiosonde data. The windshear caused a roll of 45 to 90 degrees of bank to the left, which he countered with rudder, rolling to nearly knife edge flight in the opposite direction. This changed the trajectory enough that it cost nearly 30,000 feet of altitude gain, and put the point for entry into the atmosphere about 26 miles from where it should have been. And the problems were not over.

SpaceShipOne has primary flight controls at the end of each tail boom. There is an outboard horizontal tail with an elevon, and upper and lower rudders. The stick controls the elevons for both pitch control and roll control, and the rudder pedals control the upper rudder. Electric trim controls the stabilizers and the lower rudder. When you get going supersonic, the control forces become unacceptably high, so the pilot has to rely on the trim system for precise control. Except that on this flight a rolling moment developed which Mike countered with roll trim. Engineers on the ground told him he need to re-center the roll trim, and when he did, it tripped a thermal overload circuit breaker, and he lost roll control. SpaceShipOne rolled into 130 degrees of bank, which is where he was when he entered the void of space.

Once on the zero g portion of the trajectory, the circuit breaker reset itself, so Mike centered up the trim so it would be ready for atmospheric entry. He brought some M&Ms along and tossed them into the air, and they are clearly visible in the pictures. Mike also did a roll using the compressed air system that controls attitude. Very cool. That was the fun part. The exciting part was reaching 328,491 feet, earning astronaut wings, and putting your name in the record books.

After the wings were put in the feather position, the airplane began to fall nearly vertically, with the airspeed reaching 130 knots and vertical g reaching about 5g. Ground observers reported a slight boom-boom as SpaceShipOne decelerated through Mach 1 at about 57,000 feet. Despite being a long way from where he wanted to be, Mike glided to a successful landing back at Mojave. There was a little damage to the fairing below the rocket motor nozzle, and some scorching of some heat

sensitive test strips, but otherwise, Mike and the airplane were “nominal”. One small step for Burt, one giant leap for adventurers and dreamers everywhere.

Tim Martinson is going to ask me this, so I’ll just get it into the newsletter so the answer will be ready. How in the world do you manage to land your high-tech Airbus at the wrong airport?

It is surprisingly easy, and here’s the scenario. There are two airports near Rapid City, SD. The southernmost is Rapid City Regional, which has an 8701’ runway. About 5 miles northwest is Ellsworth AFB which has 13,497 feet of runway, B-1B bombers, and more secrets than Victoria.

The two runways, 14/32 at Rapid City, and 13/31 at Ellsworth, are almost perfectly in line with one another. The instrument approach from the northwest to runway 14 at Rapid City begins with a 16 DME arc, which is a continuous left turn at 16 miles from the east until you turn onto the final approach course which is 141 degrees inbound. At that point, you are at 5600 feet, and can descend on course to cross the final approach fix at 4800 feet. Field elevation in that area is about 3100 feet msl, so that makes the agl altitudes on the approach about 2500 feet and 1700 feet respectively.

The weather on that day was a ceiling at 2100 feet above ground, or about 5300 feet msl, with good visibility underneath. So you fly the arc, turn onto final, begin descent, break out almost immediately, and find this beautiful white concrete runway just 5 miles ahead of you, and you are almost perfectly on the visual glideslope. Only it isn’t the correct runway. The correct one is an asphalt colored runway another 5 miles ahead, which blends in very well against the surrounding terrain, and is quite hard to pick out. The question you really have to ask here is: Could this happen to me in the same situation? While we might all say “probably not” because of this and that, there is a higher than normal discomfort in the back of our minds that says “I have never seen this airport alignment/approach configuration before, and my confidence level that I could avoid landing at Ellsworth is lower than I would like it to be”. In the final analysis of this event, a lot will be learned, and a few good changes will be made to the approach plates and procedures. Sometimes profound embarrassment is a good thing.

My RV-8 project is coming along slowly, and I finally finished the design and construction of a “hands-on-throttle” system that will allow me to transmit on the radio, and raise/lower the flaps, all with a single 4 way switch embedded in the throttle handle. It took a good deal of design work to do the integration. A lot of ideas were floated around, and eventually we decided to offset the throttle connections enough to cut a slot in the throttle arm to run the wires. The next challenge was how to secure them in the slot to protect them from damage. Finally, I had to figure out how to curl the wires in the throttle handle to I could pull the switch out and service the connections if necessary. It all came together a few days ago, and if it works as good as it looks, it will be terrific to fly with. Stay tuned.



That’s it for the July article. Next stop: Oshkosh. Fly safe and drive safe. And along the way, don’t forget to lend a hand to your fellow pilot when they need it.

## Young Eagles

By Renee Arntz

As stated in the President’s column, our turnout for the Young Eagles was not as favorable as it was in the past. We did have the word out. It was published in the Lansing State Journal, The Noise section of the State Journal which tells of events of that week and community news. We also had Channel 6 and Channel 47 who called me the night before and were to televise it on TV. We did make it on the 10:00 o’clock news for Channel 47. We are having over 70+ kids coming from Leslie and Dean Sims whose children are home schooled is trying to get as many kids as he can from their group for the July rally. Last time we gave rides to 70+ home schooled kids. The July 10<sup>th</sup> event will be from 10:00 a.m. - 2:00 p.m. unless we have more kids and we need to fly later which we have done in the past. I hope we will have more volunteers for greeting the kids, bringing them to the airplanes and to help with the flight line. I know that many of you help every year and it is greatly appreciated. I hope those of you who can would please donate your time this month. This is the last major rally for the year. It seems that if we have more rallies the turnout for volunteers is low because of vacations and other obligations.

Please call me and let me know who can volunteer!!



## OSH KOSH by GOSH and more . . . .

By Vickie Vandebelt

The time for EAA AirVenture-Osh Kosh is fast approaching. I haven’t heard too much news from those that hope to be attending.

For those camping, we plan to try to get sites in the area of Elm and 14-15<sup>th</sup> Avenue (close to the showers & the all-important bus stop for easy travel to the gates). Dick & Barb Bacon hope to arrive on Sunday July 25<sup>th</sup>. They will have a CHAPTER 55 sign in the window of their motor home for anyone looking for the sites. Ken & I hope to get there on Monday. Chuck & Sharron Hacker hope to be there early too. I’ve hear Bob & Kristen Smith, Gilbert McKessy, and Mike & Renee Arntz plan to be there. Greg Hover said he and Dave Cook are going to try out Camp Scholler this year too!!

For anyone attending, a common meeting place for us all to gather during the daily air shows is on the flight line in the Vintage Aircraft area and in front of the Basler Fuel house. It's a little to the right if you are coming out from the Theatre in the Woods toward the flight line.

Hope to see you there !!

## Tidbits

Adventure – A lot of families make an annual pilgrimage to Cedar Point for fun and thrills. For an adventure package a little closer to home, the North American Top-Gun, Inc. will be at Brooks Field, Marshall, Michigan from July 5<sup>th</sup> to July 18<sup>th</sup>. Flights in their T-6 Texans are priced from \$195 for a 15 minute discovery flight up to \$2,870 for the two-flight WWII Air Combat Buddy Package.

Additional information is available at [www.marshallaviationcenter.com](http://www.marshallaviationcenter.com) and [www.natg.com](http://www.natg.com).

The Fly-A-Member Program – President Mike Arntz has always ended his monthly newsletter address with a little reminder “Remember to take a chapter member with you when you go flying”. This was the inspiration for the Fly-A-Member Program. A group of pilots have made a commitment to offer flight opportunities to other members. As the chapter grows, it becomes harder to know who is flying, who is grounded, who is or who is not a pilot. So, the Sign-up Sheet was born . . . The sheet is posted on the meeting room bulletin board. We have also posted the information in the Members Section of the web site for easy at home reference.

The Chapter 55 Flying Contest – Another challenge this summer is the Flying Contest which will run from May 1<sup>st</sup> to Sept 3<sup>rd</sup> 2004 – with 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place prizes to the winners!! A variety of challenges have been drawn up with various points assigned to each. The challenge point listing and rules are posted on the web site and a copy has also been placed on the meeting room bulletin board.

## Caught in the “55” Web

Speaking of the web site – we are always looking for info and input as to what members want to see added or available for access on our web site. Craig works hard to see that any news we come upon is available there for reference.

I have also been posting copies of various parts on the bulletin boards for review by those that don't use the internet.

## EAA Chapter E-Gram Vol. 6 No. 6 June 25, 2004

Chapter Activities at EAA AirVenture  
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EAA AirVenture 2004 is just around the corner and will be here before you know it. When planning your AirVenture visit, be sure to include the following Chapter activities:

Wednesday, July 28th  
9:00 AM to 10:00 AM  
Roundtable Discussion  
Topic: 501C3 Tax Exempt Status  
Location: Chapter Building

Wednesday, July 28th  
7:40 PM (Approximate time)  
Chapter Awards Presentation for Major Achievement, Newsletter  
Editor and Web Editor Awards  
Location: Theater in the Woods

Thursday, July 29th  
8:30 AM to 9:45 AM  
Chapter Leaders Forum  
Location: Pavilion No. 4

Friday, July 30th  
8:30 AM to 9:45 AM  
Chapter Newsletter Editors Workshop  
Location: Pavilion No. 4

Friday, July 30th  
10:00 AM to 11:15 AM  
Chapter Web Editors Workshop  
Location: Pavilion No. 4

Saturday, July 31st  
8:00 AM to 10:30 AM  
Chapter Leaders Breakfast  
Location: Nature Center  
Note: Reservations required. RSVP to [chapters@eaa.org](mailto:chapters@eaa.org) or call 920-426-4876. RSVP deadline is July 23rd.  
Breakfast served 8:00 AM to 9:00 AM (Approximate) followed by presentation.

See You at the New EAA Member Village!  
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The corner of Knapp Street and AirVenture's main thoroughfare, east of the main gate will have a new look at EAA AirVenture Oshkosh 2004. This intersection is now a "must-go-there" destination called the EAA Member Village at AirVenture. It includes the EAA Membership Tent, EAA's Sport Pilot Center, and an EAA Merchandise Tent. Previously this location was the Food Court which is now located south of the EAA Warehouse.

Within the EAA Membership Tent all attendees can learn more about EAA and our many programs and services and become our newest members. Current members can: renew their membership, take a turn at flying the 1903 Wright Flyer simulator, register for daily prize drawings, deposit their coupon for the John Deere Gator, view the Land-A-Member grand prize (a Zodiac XL kitplane), check their e-mail at the Internet Café, learn more about our partner programs, attend member-only evening receptions and after all that activity...refresh themselves with a cold drink of water.

For more information on the EAA Member Village, Sport Pilot Center and activities go to:  
[http://www.airventure.org/2004/news/040609\\_member\\_village.html](http://www.airventure.org/2004/news/040609_member_village.html)

Aeroshell Square Provides Aircraft's Center Stage  
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The line-up at EAA's main showcase AeroShell Square will provide several notable aircraft from the past and present, as well as several that represent the next century of flight. EAA officials confirm a considerable list of unique, interesting aircraft to appear during the 52nd EAA AirVenture Oshkosh convention, July 27th through August 2nd.

For additional information on the aircraft planned for display go to:  
[http://www.airventure.org/2004/news/040623\\_aeroshell.html](http://www.airventure.org/2004/news/040623_aeroshell.html)

EAA to Resume "Salute to Veterans' B-17 Tour  
At EAA AirVenture Oshkosh  
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Through special arrangement just recently finalized, a well-known B-17 Bomber will return to the sky and allow EAA's popular national B-17 tour to resume beginning at EAA AirVenture Oshkosh 2004. The return comes less than three months after the tour was temporarily halted when a landing gear malfunction sidelined EAA's B-17 Aluminum Overcast. The "Salute to Veterans" tour will continue with the famed B-17G Fuddy Duddy, which will fly through an EAA Partnership with the Wings of Eagles Discovery Center (formerly the National Warplane Museum) of Elmira, New York. The museum's B-17 will fly during the EAA AirVenture July 27 through August 2 at Wittman Regional Airport in Oshkosh, then pick up the regularly scheduled late summer and fall tour stops throughout the country.

For more details go to the story on the web:  
[http://www.b17.org/tour/tour\\_info.asp](http://www.b17.org/tour/tour_info.asp)

EAA Aeromart - The Swap Meet for Recreational Aviators  
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EAA Aeromart is the aviation swap meet of every aviator's dream. It takes place at EAA AirVenture and is your opportunity as an EAA Member to bring aircraft parts and accessories and put them on sale through a consignment arrangement during EAA AirVenture. For detailed information on how to register in advance to display items or to volunteer at EAA Aeromart, go to the EAA Aeromart website at:  
<http://www.aeromart.org/> or to  
<http://www.airventure.org/2004/whattosee/aeromart.html>

We Need Your Chapter's Young People's Help  
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Many Chapters have young people that are very active participants in their Chapter. They attend monthly meetings, help out at events, and shadow other EAA members in the building process. They are part of the EAA Chapter Family.

We are looking for a group of young EAA Chapter members that will be attending EAA AirVenture Oshkosh to take photos while they are attending AirVenture and write up a short article about their experience of attending AirVenture as a young Chapter member. We want to capture the AirVenture experience through the eyes of a young person. What is it like

to camp with your Chapter, volunteer, attend forums, watch the airshow, or attend AirAcademy? How has participating as part of a Chapter influenced the experience?

The plan is to have the young people take disposable cameras and capture some of their favorite Chapter and AirVenture moments while they are here and then send us a story about their experiences. It is important for the stories to reflect their Chapter involvement and also their reflections on AirVenture as a young person participating as part of a Chapter.

So if you have a young person in your Chapter between the ages of 8 and 17 that would be interested in being a "youth reporter" at AirVenture please contact Brenda Anderson at [banderson@eaa.org](mailto:banderson@eaa.org).

Wanted for Display at AirVenture: Bargain Homebuilts!  
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Have you built your airplane on a tight budget? EAA Homebuilt Headquarters wants to show others project examples that can be done on limited budgets, so they're looking for three representative airplanes to display in front of their new building at EAA AirVenture 2004. Specifically sought are aircraft completed within the last four years that totaled building costs of less than \$10,000; less than \$20,000; and less than \$30,000. If you plan to fly in your "bargain beauty" and would like to submit your aircraft for possible display, please e-mail Wally Anderson of the Homebuilt Aircraft Council at [info@synergysair.com](mailto:info@synergysair.com).

Young Eagles Workshop  
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The Young Eagles Leaders Workshop will be held on Wednesday, July 28th, between 10 AM and 1 PM at the Nature Center. Because of the increasing popularity of the workshop - and a need for an accurate lunch count - YOU WILL NEED A TICKET FOR THIS YEAR'S EVENT. Please keep in mind the Workshop is for leaders in the program and active volunteers. You may call (920) 426-6828 to request your luncheon ticket.

Rutan, Melvill to Tell Space Flight Story  
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EAA President Tom Poberezny was personally contacted by SpaceShipOne designer/builder Burt Rutan late Monday, expressing thanks for the support and congratulations from EAA following that day's successful flight of SpaceShipOne over California. Rutan also said he was "looking forward to a good event" at EAA AirVenture Oshkosh this year, including four forum presentations by Rutan, plus his Theater in the Woods evening program "Fun at Mojave" on Thursday, July 29. The longtime EAA member has always been an active participant at Oshkosh, as his aircraft design and building roots with EAA go back more than 30 years.

For more information on this story go to:  
[http://www.airventure.org/2004/news/040622\\_ss1.html](http://www.airventure.org/2004/news/040622_ss1.html)

Important AirVenture Links  
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AirVenture Home Page: <http://www.airventure.org/>  
AirVenture NOTAM: <http://www.airventure.org/2004/flying/>

AirVenture Forums Schedule:

<http://www.airventure.org/2004/events/forums.html>

Where to stay at AirVenture:

[http://www.airventure.org/2004/about/where\\_to\\_stay.html](http://www.airventure.org/2004/about/where_to_stay.html)

Upcoming SportAir Workshops

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June 25-27, 2004 Lakeland, FL on the Sun 'n Fun Campus  
Topic: RV Assembly

\*\*\* No workshops are held in July due to EAA's AirVenture Oshkosh

August 28-29, 2004 Arlington, WA

Topics: Introduction to Aircraft Building, Sheet Metal Basics, Composite Construction, Electrical Systems and Avionics and What's Involved in Kitbuilding?

For detailed information on SportAir 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.

**My Dad, The "Do-It-Yourselfer"  
Dedicated to Glenn Alien Trommater  
By William D. Trommater his third son  
Written on January 23, 2004**

I'm not sure where Dad got it. Some have said it came from scratching a living out of an Oceana County sand hill farm where money was scarce and self reliance, creativity, and hard work were all required to survive. Others have said that living through the Great Depression caused people to behave this way when the only way to have anything was to make it yourself. Whatever the reason my Dad lived his life as a true "Do-It-Yourselfer."

The first memory I have of my Dad's "Do-It-Yourselfer" tendencies dates back to my preschool days in the early 1950's, though I'm sure his habits were well in place by then. We were living in the house on Wacousta Road north of town and Dad must have been working for REO Motors at the time. What I remember is a brand new shining clothes dryer that Dad was very proud of and Mom was very glad to have with three small boys to wash clothes for. This was no ordinary clothes dryer like most people would have delivered from the Sears store, oh no, not for my Dad's family. This one was hand crafted of galvanized steel and rivets, with nuts and bolts that were gleaned from the sweepings of the mechanics bays at REO Motors. This dryer was hand made by my Dad. I don't know how long Mom used this dryer or whatever happened to it, but I can still picture the rounded front and shining appearance of that remarkable clothes dryer.

I also remember a full size chest freezer made with plywood sides and a salvaged refrigeration unit from God knows where, that we used for years and years. Mom also had a beautiful cherry wood loveseat that she just loved. It had an attached end table and magazine rack on the

right side and was custom made for her by my "Do-It-Yourselfer" Dad. Oh, by the way, did I mention that the upholstered seat and back of this love seat were actually a bench seat taken from a car, no doubt a product of REO Motors.

As I grew older, I began to realize that there were darn few things that Dad would not do for himself or for his family. I remember sitting inside the engine compartment of a car he was rebuilding. He had me lapping in the valves on a flat head engine. I was most likely a 2nd or 3rd grader and my small size allowed him to get the job done without pulling the engine out of the car. I spent many hours with my "Do-It-Yourselfer" Dad in his shop getting his tools, searching for the proper size nut or bolt in the "hell box," holding this or pushing that, and just watching him work. By the way the "hellbox" was where he emptied his pockets of nuts, bolts, and washers each day when he came home from work. Dad rarely bought any hardware.

I remember the whole family helping Dad rebuild our house on Herbison Road. This was a long, drawn out process because we did it room-by-room as the money would allow. I also remember rebuilding two "Old Town" wood and canvas canoes and coating them with fiberglass. My brothers and I spent many late nights with my Dad in those canoes silently paddling around the edge of a lake, plugging for bass by the light of the moon. We never caught lots of fish but I'll never forget that "edge of your seat" excitement when we would make a perfect cast into the shore line and start that black jitterbug pop-pop-popping slowly back to the canoe when, POW, a bass would smash into that plug and the fight would be on. Something about fishing in the dark, with no lights to kill your night vision and no motor to deaden your hearing, makes all your senses extra sharp, and all the memories extra sweet.

Dad's "Do-It-Yourselfer" streak was not just a tendency or a convenience; it was more of a compulsion for him. It was also not limited to mechanical and construction tasks, but also was expressed in the medical, health and beauty fields. I remember Dad coming home from work with a nasty cut on his hand, sitting down at the dining room table with a sewing needle and thread, a bottle of rubbing alcohol and an extra lamp, and patiently stitching himself back together. One Sunday morning Mom cut her finger badly before Church and couldn't get the bleeding to stop. Dad helped her stitch herself up in time to play the prelude on the organ and lead the hymns as she always did. I also recall the horror and shock our minister expressed from the pulpit when Mom let it slip out what had happened. I remember Mom was embarrassed by the fuss he made over her stitched finger.

The Health and Beauty aspect of my "Do-It-Yourselfer" Dad involved an endless string of haircuts for three growing boys. We would always enjoy teasing each other about having "white-walls" around the ears after one of Dad's trims. He called his haircut (he only had one hair cut to give) "a little to comb and a shadow on the side". My first trip to a real barber was late in High School when I went to Bruce Harlow's and came home with one side bum 3/4" shorter than the other. Oh well, I've heard it said the only difference between a bad haircut and a good one is about a week. Now, my barber gives me a discount due to lack of

material to work with. Dad didn't only cut my brother's and my hair; he also would cut his own. I can still picture him standing with his back to the bathroom mirror, looking into a hand mirror in one hand, with clippers buzzing away in his other hand. This is quite a trick if you haven't tried it, but my "Do-It-Yourselfer" Dad mastered the art of cutting his own hair in the bathroom mirror.

My Dad was not selfish with his talents and skills. While it is obvious he did many projects for his own family, he also did as many or more projects for others in his community. I wouldn't begin to try to count the number of hours Dad spent in his shop repairing, inventing and constructing projects for friends, neighbors, the Church, Lodge and Star, and his EAA pals. With all this work for others, I never once recall him taking any money for his labor, nor do I remember him ever turning someone's project away. Dad was not a "Wheeler and Dealer." He would tend to give things away rather than haggle over money. He truly had a great love for his community and his fellow man. Dad was not one to show his love in words and gestures, rather he showed his love by sharing his skills as a mechanic, a tradesman, a nurseryman and as an inventor. Dad was generous to a fault and invited many people into his shop and into his heart. He helped people with farm equipment, lawn mowers, cars, trucks, trailers, dune buggies, fertilizer spreaders, frozen fish thawing equipment and many other items too numerous to list. Many people have enjoyed the fellowship and creative camaraderie of Dad's shop. I, too, am counted among this number and will greatly miss the time we shared over one project or another.

What lucky people we all are to have known this wonderful and talented man. What a blessing it has been for the Trommater family to have had my Dad in our midst these many years. What a proud son I am to have been reared and mentored by this loving, gentle man. How fortunate my three sons are to have many of their Grandpa's traits passed on to them through me. Traits like self-reliance, creativity, manual skills, technical abilities and loving hearts. We are all grateful to my "DO-It-Yourselfer" Dad, Glenn Trommater, for his long life dedicated to his family and to serving others in all that he did.



Glenn Trommater as we remember him!