

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

JANUARY 2005



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 333-4531 Editor: Warren Miller 393-9385

Climb and Maintain Flight Level 55

Another year has passed under our wing. We had some good times and had some bad. We lost some good friends, but gained some new ones. Had some bad weather and had some good. We had an event weathered out and had a good event and a wonderful Christmas Party. All in all, 2004 was a good year.

I would like to take this opportunity to welcome three new Board Members to the fold. They are Gary Long, Deanna McCreary, Doug Koons and Jack Toman Jr. I would like to thank the outgoing board members for their services to Chapter 55. With their help, expertise and greatly appreciated contributions, not to mention giving up part of their lives to keep the chapter running. So a hearty Thank You goes out to Renee Arntz, Bill Puroskey, Ernie Lutz and Doug Koons.



We also have to congratulate Vicki Vandenbelt, our Member of The Year for 2004 and I believe the first woman to be named member of the year.

I would also like to thank the following for their part in making our Christmas Party a success. First and foremost is Debbie Groh. She was instrumental in putting together everything to include the hall, the caterer and gifts. Debbie's sister Denise Droscha, Sharon Hacker, Renee Arntz and Karen Merindorf all pitched in to help set up the dining area and insure all went well for us.



Members model new cooks aprons



Outgoing Board Members



New Board Members: Gary Long, Deanna McCreary, Doug Koons and Jack Toman Jr. (not pictured)

Now for the fun stuff; I received a confirmation letter from Bob Selig, Capitol Area Airport Authority. The funds we had asked for have been approved and the contract has been signed for the Yankee Air Force's B-17 & C-47 to make an appearance at our event on August 20 & 21, 2005, so now the work begins. I will have a sign up sheet at the next meeting, so don't wait to get your name on the list. There have already been several people who have expressed their willingness to head up sections of the event. Let's make this one a big success.

As always take a member with you when you go flying, see you at the meeting.

Mike Arntz
President

Greasy Side Up

Truism

The only time you have too much fuel is when you're on fire.

<p>JANUARY SCHEDULE Board of Directors' Meeting Wednesday, January 5, 2005 Chapter 55 Meeting Saturday, January 8, 2005 8 – 9 Breakfast / 9:30 Chapter Meeting</p>
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December cooks: Bill Purosky, Doug Koons and Bob Noelp

BREAKFAST W/CHAPTER 55

<p>January Team Chris Bayley Larry Coryell Robert Harter David James George Spencer Don McAlister</p>	<p>February Team Robert Beck Jim Cushing Andy Hartsuff Delbert Johnson Gilbert McKessy Raymond Pruett Jim Spry</p>
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EAA Board of Directors Meeting

Board of Directors Meeting – December 8, 2004

The meeting started late at 7:05 PM on December 8th, 2005 → The secretary's report was approved. The Treasurer's report was approved. We are in good standing with the Chapter. The loss is due to the hangar door. → Attending the meeting was Renee and Mike Arntz, Ernie Lutz, Bill Purosky, Debbie and Dave Groh, Vickie and Ken Vandenbelt, Doug Koons and Gregg Cornell. → Bill talked about the Great Lakes Convention and we have enough volunteers for both days. → Mike Arntz, Drew Seguin and Joe Pirch went to Robert Selig and was told we would have a confirmation on the \$10,000 for the Air Show August 20-21st. He just needs to go to the CRAA and have it approved. → The Christmas party is a go and we have 80 people who have reservations. Debbie told us what she still needed for the party and Bill Purosky and Renee Arntz will make sure everything she needs is there that they volunteered to bring. → Young Eagles report from Renee Arntz stated that the awards certificates and pins were here and that headquarters stated the "Thanks a million" pins she requested were gone. → Mike Arntz has the plague ready for the Member of the Year and it will be ready to announce at the meeting. → Insurance renewal was gone over on the amounts and \$440.00 will be sent to EAA headquarters. We also paid for another year in the Chamber of Commerce which is \$85.00. → There will be a possible emergency training again at the airport this summer. → We also approved for a microwave. → Meeting was adjourned at 8:10 PM.

EAA Chapter 55 Business Meeting

Membership Meeting – December 11, 2004

The meeting was called to order at 9:32 a.m. → 46 members and guests present and two new members were recognized. → Mike Arntz, President, announced that this is the official annual meeting of Chapter 55. Chapter 55 has 106 active members. → Secretary's report was approved → Treasurer's report was approved as presented by Joe Pirch → Service awards were handed out to Chapter 55 officers. → Chapter dues will be due in January of 2005 → Phil Tartelone described the upcoming Great Lakes International Aviation Conference → Elections were held for Chapter 55 Board members. Doug Koons, Gary Long, Deanna McCreary, and Jack Toman were elected. → The Chapter 55 Christmas dinner party was to be held that evening at the Vevay Township Hall. → There will be an open house for the community at the Mason-Jewett terminal on December 17 from 4-7 PM. → Mike announced a contribution by the chapter in memory of Ivan Rowell. → Mike recognized and thanked Doug Koons for his work in building and install in new cabinets and shelving at the Chapter 55 Hangar. → The meeting was adjourned at 10:14 PM.

Tidbits

By Vicki e Vandenbelt

NAME TAGS:

Please take a moment to stop by the board and pick up your nametag. Our chapter has grown to over 100 members and the nametags are a great asset to new and old members alike (speaking personally, I know 90% of the names on the list; but heaven help me when I try to match the name to the face)!!

“ABOUT CHAPTER 55”:

We recently updated the promotional flyer for Chapter 55 and the membership application. Copies are available at the chapter hangar. Feel free to pass these out to individuals interested in our chapter. Contact me (kv_vand@core.com) if you would like a printable copy to keep on efile.

CHAPTER 55 HOSTS THE 2005 MASON AVIATION DAYS ON AUGUST 20ST AND AUGUST 21ND –

Mark your calendars for an event not to be missed !

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

It's a brand new year, and one that is bound to contain some interesting events in aviation. There is a good chance that the Great Lakes Aviation Conference will be overshadowed by the first flight of the Airbus A380 (man, I love those metaphors!). The A380 is significantly larger than a Boeing 747, and is designed to carry up to 880 people. First flight is set for January 18th, although weather and technical problems are always a factor, so keep your eye on the news.

Another airplane will start flying fairly soon, the Boeing 777-200LR. This is an extremely long-range version of the B777, with range predicted at 9500 nm and flights in the 18-20 hour range. It makes my backside hurt just to think about a flight that long. What Boeing has done is research all the possible city pairs that people are likely to want to fly. Auckland, New Zealand to New York, for example, and determined that they can do all of them with a 2-engine airplane. The problem is gaining certification for those long over water legs, considering engine failure.

The current ETOPS rules (Extended Twin Engine Operations) dictate that at no time can a twin engine airplane flight plan for more than 180 minutes from an alternate should an engine need to be shut down (180 minutes sounds a lot like 3 hours to me, but if the Feds allowed 3 hours, some dispatcher would round it up to 3 hours and 29 minutes). An airplane has already experienced an engine failure, on a leg from Auckland to Los Angeles, and diverted for exactly 180 minutes to Kona, Hawaii with an engine shut down. Boeing expects that at some point in the fairly close future, they will gain certification for ETOPS of 300 minutes. What this really means is that a Boeing 777-200LR will be able to fly any city pair currently flown by 4-engine airplanes, which have no ETOPS restrictions. Hey, if an engine fails, they've got 3 left.

All of this means that there will be a clash of titans at the Paris Air Show in June '05. Godzilla meets King Kong. All of France and Airbus will proudly display the 4-engine mega-people-lifting A380, and Boeing will display the mega-big-motored-long-range B777-200LR. Watch carefully, as Boeing will likely try to set either a duration or distance record on the inbound leg to Le Bourget.

A race with even more importance is shaping up in the engineering offices of both Boeing and Airbus over airplanes that haven't been built yet. All of this started when Boeing announced the project launch for the B7e7, which is a highly

efficient airplane to replace the B767. The big challenge is cut fuel consumption by 20 to 30 percent. Airbus is responding with a design they call the A350, but they are far behind in the design process, and will have difficulty bringing the weight down to what Boeing is trying achieve.

In addition to a composite structure, the B7e7 will be designed with bleed less engines. On today's engines, power to run the air conditioning system, airframe anti-icing system, and for engine starting comes from high-pressure, high temperature air that is bled from the compressor section of the engine. All of this air must travel through numerous valves and ducts to get to where it needs to go, and safety systems must be installed to warn of over temperature conditions and for bleed air leaks. The bleed system represents a lot of weight to carry around, and presents problems from both a design and a maintenance standpoint.

Instead of bleed air to provide air conditioning, pressurization, and airframe anti-icing, each 7e7 engine will have two starter-generators. Either starter-generator will be capable of handling its' share of the electrical load, and either can start the engine. Well, why do you need two? Because if you are in Auckland and one starter-generator fails, you can dispatch with the other one and have the bad one changed out at the next maintenance base.

An even more complicated situation comes up with the generator located on the APU. The Auxiliary Power Unit is a little jet engine back in the tail that normally provides electrical power and air conditioning on the ground, and is used for engine starting at the gate. If the APU fails in Auckland, the 7e7 will need a lot of ground electrical power to start the first engine. New Zealanders hope this will happen during the day, so the lights won't go dark if it happens at night.

The interesting thing, in the intense competition between Boeing and Airbus, is that GE will develop the new engines for Boeing, and Airbus will have to wait for the same engine to be available for the A350. Score one for the home team!

You-Gotta-Be-Kidding-Me Dept. - There was an article in the current issue of AOPA Pilot that talks about the flight test department at Embry-Riddle University in Daytona, FL. Like the Skunk Works at Lockheed, and the Phantom Works at Boeing, Embry-Riddle has its own version, the Eagle Works. I think the name Skunk Works came about because you go through a lot of stinky designs before you come up with an SR-71. At the Eagle Works, a stinky one slipped out the door before anyone noticed. It's a Cessna 337 Skymaster with a hang glider wing mounted on top. They call it Frankenplane. If I were Frankenstein, I'd file an ugly lawsuit.



The Cessna 337 was a great idea that never lived up to its potential. It was designed to eliminate the problem of asymmetric thrust following engine loss. But poor performance and load capability combined with low cruise speed and engine overheating problems kept it from being a success in the business airplane market. So Embry-Riddle has taken probably the worst possible airplane, stuck a hang glider wing on top, and they are trying to get the Skymaster in and out of a football field. This is the worst idea I've seen since someone cut the front end off a 337 and installed a Ford Pinto, all in an attempt to make a roadable airplane.

In current news, fellow EAA member Dave Pohl, whose father had local aviation connections, has nearly completed an RV-7A. It's up at Tripp Creek Airport in St. Johns getting paint and final finish work, and will enter flight-testing in the next couple of months.

I want to thank Bill Bezdek and his wife for the great raffle gift at the Christmas party. For those of you who missed it, the Bezdeks provided the book, Beyond The Horizons – The Lockheed Story, for the raffle. The book is spectacular, and has a unique Michigan connection: Willis Hawkins, Michigan native and designer of the C-130 spent a great deal of time editing the book for detail and accuracy.

We still have a lot of winter ahead of us. When it's cold, everything slows down, and sometimes things don't work exactly as they should. Be careful when you are flying and working around your airplane and as always, don't forget to lend a hand to your fellow pilot when they need it.

Young Eagles

By Renee Arntz

If you were not at the last meeting, I will be awarding the certificates for those who helped us last year. We are hoping to have an even better year in 2005. Once again, thank you to all of those who helped make last year a success.



Doug Koons flies his 100th Young Eagle