

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

NOVEMBER 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
Web Manager: Craig Tucker Web Address: www.eaa55.org**

Climb and Maintain Flight Level 55

We will be electing new chapter officers on December 10, 2005 at the regular meeting. If you will be voting by proxy ballot, please make sure the ballot is delivered or handed in at the beginning of the meeting. Ballots turned in after the meeting has started will not be accepted.

Several members have asked why I have not been at the meetings lately. Obviously, the official word has not been passed to everyone, so here it is: I am working at the Lansing weather office at Capital City Airport. I transferred from the Flint office to Lansing, but had a schedule change which consists of four days on afternoons and one day on the day shift. Unfortunately, that one shift is on Saturday morning. With this schedule, I am unable to attend our board and membership meetings, which is the reason I am not seeking reelection this time around.

Remember take a friend with you when you fly.

Mike Arntz
President

BREAKFAST W/CHAPTER 55



October Cooks:

Bart Smith, Ken & Vickie Vandebelt, and Terry & Ernie Lutz

November Team

Don Chubb
Mary Gowans
Chuck Hacker
Sharon Hacker
Bill Purosky
Edward Manturuk
Dave Paul
James Smith
Robert Veltman

December Team

Dave Cook
Pete Greenfield
Greg Harris
Greg Hover
Tim Martinson
Joe Pirch

EAA Board of Directors Meeting Board of Directors Meeting – October 5, 2005

The meeting was called to order at 7:00 PM → There were not enough officers present for a quorum so those present had a meaningful and fulfilling discussion while no official business was transacted. → The meeting was adjourned at 8:05 PM.

NOVEMBER SCHEDULE

Board of Directors' Meeting

Wednesday, November 9, 2005

Chapter 55 Meeting

Saturday, November 12, 2005

8 – 9 Breakfast / 9:30 Chapter Meeting

EAA Chapter 55 Business Meeting

Membership Meeting – October 8, 2005

Meeting called to order at 9:30. → Drew Seguin presided in the absence of President, Vice President, and Treasurer, and in honor of Alexander Haig. → There were quite a few members and guests present. → The Secretary's report was approved →

The Treasurer's report was approved as presented for Gregg Cornell by Doug Koons → A motion was made and carried to authorize spending \$300.00 for repairs to the hangar roof. Doug Koons will lead the effort. → We still have one opening left for the coveted position of Young Eagles Coordinator for 2006. → Note that the various flying contests for this year will close with the November meeting. I hear at least one of them will be a real squeaker → A motion was made and carried to authorize \$200.00 for a septic tank pump-out. Doug Koons will serve as Field Marshal for the event. → A motion was made and carried to subsidize this year's Christmas party at \$10.00 per person. Tickets are available now and I think we need a count soon so get your checks in to Gregg. → Joe Pirch is coordinating a movie night with "The Blue Max" preceded by what promises to be a riveting warm-up feature. → Terry Lutz gave a presentation on the recent Airbus nose gear incident followed by a report from his recent attendance at the Test Pilot Society meeting. → November's speaker will be Leah Volker sharing her experiences as a C-130 Driver in the Middle East. → The meeting was adjourned around 10:30 or so.



Terry Lutz giving his talk at the October Meeting on the Euro-fighter Disorientation Recovery System and electronic Gyro

Tidbits

By Vicki e Vandebelt

NOMINATIONS FOR OFFICERS:

Elections for the positions of Chapter 55 President, Vice-President, Treasurer and Secretary will take place at our December 2005 meeting.

Elected officers will serve for a two-year term commencing January 1st, 2006. Board of Director meetings are held at 7:00pm the Wednesday preceding the general meeting which, of course, is held the 2nd Saturday of each month.

Dick Bacon is spearheading our nominating committee. If you are interested in being a candidate OR if you know of a potential candidate for any of the positions - please let Dick or myself know. Dick can be reached at (H) 517-694-0715 or (C) 517-230-7808 or rhbb27@comcast.net and I can be reached at kv_vand@core.com

2005 CHAPTER 55 FLYING (FLY-A-MEMBER) CONTEST & FLYING (AIRPORT PHOTOS) GAME:

Remember – contest ends at the November meeting. So, gather your tally sheets for the FLY-A-MEMBER contest and round up all your photos for the AIRPORT PHOTOS game and bring

your bundles to the meeting on 11/12/05 for judging !! Prizes await the lucky winners !!

THE CHAPTER 55 CHRISTMAS PARTY:

Have you marked your calendar for Saturday December 10th?? The evening starts at 6:00pm. We have a new location this year: **Aurelius Township Hall**; 1939 S. Aurelius Road; Mason, MI. The hall is just north of Barnes Road.

Your invitation and remittance form is attached. Your reservation form and payment must be returned to Gregg Cornell by November 24th, 2005.

WHAT'S A "WHITE ELEPHANT" GIFT AND HOW DOES THE EXCHANGE WORK??:

A White Elephant Gift is something that you generally already have but have never used.... Maybe it's the Easter socks you got from Aunt Martha but will never wear; the scented candle set that just doesn't go with your décor; the bright yellow tie the kids got you that just "isn't me"; the cookbook that's just like the one you already have.... That sort of thing – all gift-wrapped to go to a new owner.

Each person who brings a gift to exchange will draw a number for the order in which they will be able to select a gift from the table. As you open your gift, you decide whether you will try to keep that gift or "swap" it for the gift someone picked before you. The first persons never know what they will end up with and the later persons, well, who knows ... Whoever has what after everyone has been given a turn is how it ends!!

SILENT AUCTION FOR TRADE-A-PLANE & EAA MEMBERSHIP:

And the winning bidders are/were: Bill Purosky; EAA Membership; \$40.00 and Debbie Groh; TradeAPlane; \$15.00 and Bob Smith; TradeAPlane; \$16.00. Thanks to all who participated !!

NOVEMBER MOVIE NIGHT = MARK YOUR CALENDARS NOW:

Saturday November 12th (same day as our regularly scheduled meeting). A delightful evening starts in the Chapter meeting room with a social hour from 6:30pm - 7:30pm. Our feature film will be hosted by Steve Houghton, who will start the feature presentation of the recent release "The High & the Mighty" starring John Wayne at 7:30. Steve will be bringing in his LCD projection equipment so this is a movie not to be missed !! We picked up a few tips following the last movie - wear warm shoes (floor never gets warm when it is cold out), bring pillows or a comfortable chair, and tell the host there must be an INTERMISSION at the halfway point !! We will fire up the popcorn machine once again. Pop & water are available for purchase from the chapter or bring your own preference. Come one; come all (spouses and guests welcome!!)

WANT MORE CHAPTER DOINGS?:

I've heard more than once that people like this chapter because we DO things !! Suggested so far: domino's night (those little black chip things; NOT pizza); card party night; K-Zoo museum trip; more movie nights and more bonfires (next year!)more ideas ALWAYS welcome!!

As we schedule events, info will be sent in email broadcast (or newsletter if time permits) as details become available. If you don't have email – you might want to solicit the aid of a fellow member who does and ask that they give you a call if something comes up. If that won't work – let me know and maybe we can set up a “give call” list for those of you who need a message via landline!!

CHAPTER MEETING ROOM & TABLES AND CHAIRS:

Speaking of “doings” – members are allowed to use the meeting room and/or the table & chairs for non-chapter uses. To avoid conflict, we do ask that you make a reservation on the sign out sheet (posted on the meeting room bulletin board) **AND** that you return all the items taken off premises in a timely manner.

POP & WATER:

We keep a supply of pop & water available in the chapter refrigerator. A “Donation Can” is also in the refrigerator shelf. I am trying to keep it stocked with popular flavors. So, if you plan to visit the hanger and have a flavor preference, let me know!!

YANKEE AIR FORCE “THUNDER OVER MICHIGAN 2005”:

A DVD of this truly GREAT event will soon be available for only \$25.00 each. This is a professionally produced DVD and it promises to be truly spectacular especially since it features the largest gathering of air worthy WWII heavy bombers since the end of WWII. Contact Debbie or Dave Groh to order your copy today.

MASON-JEWETT FIELD - TAXIWAY CONSTRUCTION:

News from Connie Kowalk, Airport Manager: The taxiway construction is slated to start on April 1st, 2006. Construction is scheduled to take thirty (30) days and there will be no disruption to service at the airport.

EMAD WRAP UP:

The Peddle Plane was completed and awarded to raffle winner Col. Terry Fobbs. Here's a picture of the plane showcasing the work of fabrication & assemblymen Chuck Hacker; Ken Vandenberg; Dave Groh; & Jack Toman along with painter/detail man Joe Pirch !!



We presented a B-17 Yankee Lady poster to each of the scouts thanking them for their work. Here's a pic of the memorabilia poster Debbie Groh did up and presented to each of troops in appreciation of their service.



STILL ANOTHER NOTE:

Sunday, September 18th, was a very special day for Mr. Cliff Burk. Mr. Burk hadn't flown in a Stearman since he was washed out of the cadet program in 1942. But his long awaited opportunity to take to the skies again in one of these grand old planes finally came when he flew with Dave Groh in September. Mr. Burk's daughter, Cathy, says he is still talking about the great time he had!!



TWO GREAT PROGRAMS NOT TO BE MISSED:

Leah Voelker will speak at our November meeting about her adventures while serving our country in the Middle East and other. Elliot Seguin (Drew's son) will speak at our December meeting about his “summer vacation” working in the Mohave Desert.

Young Eagles

By Renee Arntz

I am not sure if all of you are aware (Our newsletter editor, Warren Miller sent the announcement for me a few weeks ago) but we had our first Young Eagles tragedy.

Two Young Eagles and the their pilot were killed on Saturday, October 15th at Paine Field near Seattle, Washington. It has still not been announced what actually happened but Steve Buss our Young Eagles director flew out to personally express EAA's condolences and providing as much support as possible in the local area.

When flying the Young Eagles it is extremely important that when a rally or just a few pilots fly Young Eagles that the flying

insurance is in place prior to the event. It is extremely important and necessary. This is why before every rally that I have been in charge, this is a number one priority of mine. Without this insurance, if anything should happen the chapter is less liable.

My one goal as the Young Eagles Coordinator was to fly 1000 Young Eagles as the Young Eagles coordinator. This year we have reached that goal. As a chapter our totals are nearing 1900. We as a chapter have attained our goals for the last five years in a row. Hopefully, next year we can make another milestone and hit 2000 as a chapter. We will then have attained the 1000 Young Eagles as a chapter to try reach for the next goal of two million Young Eagles for the National EAA.

I would like to thank all the pilots and ground volunteers for all their help this past year. These goals would not happen without the time and help of the members of the chapter. Each person is important to make our Young Eagle events both safe and successful. Let's see if next year we can make the 2000 happen.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

There is an old cliché in aviation that "safety is no accident". That's easy to say, but it is a lot harder to achieve. The Young Eagle program's stated goal of flying 1 million young people was achieved without a fatal accident, is actually quite amazing. Not that there was any doubt in my mind that it would happen that way, but because of the diverse conditions under which it was achieved. So many different pilots. So many different airplanes. So many different airports. And so many different organizations, each with their own separate operating environments.

All of this diversity is enough to make even the best mathematician throw up his hands, shave off that scraggly beard, and get a real job. One couldn't even begin to find a formula to predict the accident rate for the Young Eagle program, given that huge set of variables. But if you look at the GA accident rate, at about .2 per 100,000 flying hours, one might predict that if each YE flight took 30 minutes, there should have been at least one accident along way. But it wasn't until 2 years after the 1 millionth YE was flown that a fatal accident occurred.

How can we make some sense of this? The thing that pops out is that EAA flight activities, and flight activities of EAA members are perhaps a bit better than the average GA operation. Note that I didn't say "safer", because I really don't know that to be true. But what I do know is that people in EAA know that what we have achieved, the strong bonds we have formed with one another, and these interesting things we call airplanes, must be preserved. And that makes us just a little more careful, a little more considerate, and a little more conservative. So preserving what we have achieved so far means "no accident".

But is that good enough? No, it isn't. Accidents still happen. What we need is a consistent approach to flying that considers safety each step of the way. The airlines have achieved remarkable improvements in safety. Some of it has come from design features such as ground proximity warning systems, and collision avoidance systems. And some of it has come from a

new concept called Aviation Safety Action Partnership, or ASAP. What ASAP does is provide neutral ground for pilots when things don't go as they should. Pilots can freely tell their company and the FAA exactly what happened, without fear of certificate action. You learn a lot that way, and can make changes in procedures and training to keep from making the same mistakes over and over again.

So how does that apply to the GA pilot? The first step is information sharing. Once you know what the problems are, you should also find out what the solutions might be, and see how they apply to your own operation. The second step is to develop practices and procedures that enhance the safety of your operation. A good example is simply using your landing light in the traffic pattern. It makes you a lot more visible to other airplanes in the area. And I think a good third step would be to embrace the future as much as you can. If you have a GPS, be completely familiar with it. If you have a transponder, make sure it works and that you use it. And finally, never settle for good enough. Always try to be better.

I came across an interesting story about 2 brothers from Pennsylvania, Bill and Jack Fallon, who enlisted in the Army Air Corps and entered pilot training in 1942. Graduating a few months behind his brother, Jack Fallon was eventually assigned to fly the P-47 Thunderbolt. While still in training, Jack learned that Bill had perished in the crash of a B-25 off the coast of South Carolina. It was a terrible blow, but Jack didn't pause and let his grief get the best of his ability to survive in combat. After checking out in the Thunderbolt, he was assigned to the 12th Air Force as a replacement pilot for the 318th Fighter Squadron of the 325th Fighter Group. The group was based in North Africa, but would soon be based in Italy.

The 325th was the famed "Checkertail Clan", so named because their commander, Lt Col Robert Baseler had the tails painted in the yellow and black checkerboard scheme. The unit had actually started out in P-40s, and while the German Me-109 outperformed the P-40, nobody told the pilots of the 325th. By the time they started flying the P-47, they had managed 3 kills for every one loss against the Germans and their Me-109s.

Jack Fallon's tour with the Checkertail Clan was fairly short. On one mission, he came back with .50 caliber bullets lodged in the back of the armor plating behind the seat. The thing was that those bullets could only have come from an American airplane! Then, about 90 days into his tour, Jack was involved in a mission with 60 other fighters and an equal number of Germans over Udine-Treviso in northern Italy. In the end, the Checkertail Clan recorded 36 confirmed kills. On the way back to base, Lt Fallon and another pilot left the group to attack an airfield and were downed by enemy ground fire.

With an injured leg, Jack found refuge with an Italian farmer, but was captured by the Germans. He was held briefly by the Gestapo, and was sent to Breslau, Germany for treatment of his leg injury. After leaving Breslau, he was sent to Stalag Luft III, the POW compound made famous by the "Great Escape" (and by our fellow pilot Russ Hilding). At Stalag Luft III, his leg completely healed, and he met up with a colleague from the 325th, Dennis "Denny" Parker. (Note: this is not the Harry

Parker from the same unit, whose airplane was marked like the RV-8 flown by our friend Robert Parker).

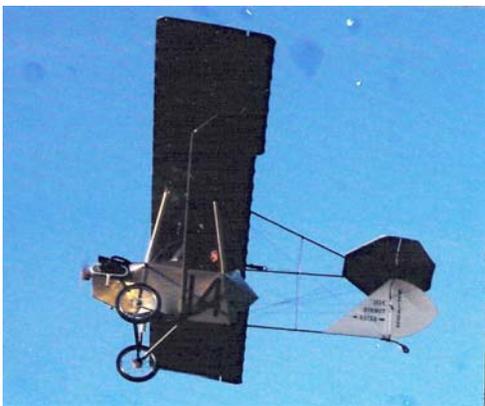
As winter approached in December 1944, the prisoners could hear the sound of Russian artillery in the distance. On January 27th, 1945, the camp was abandoned and the prisoners marched west in bitter cold weather. During a heavy snowstorm at night, Lt Fallon and four other prisoners escaped their captors by rolling down a hillside and into a canal. They foraged the countryside for food until their eventual rescue two weeks later by American forces.

Jack Fallon stayed on in the military, rising to the rank of Major. He became a test pilot for the Air Force, and lost his life in a mid-air collision in April 1954.

It looks like we've used up all the Indian summer Mother Nature is going to give us, so it's time to transition to winter flight operations. Airplanes get harder to start, and because of the clothes you have to wear, they get smaller inside. So don't forget to lend a warm hand to your fellow pilot when it's needed, because surely it will be.

First Flight

By Kyle Bradford



Kyle Bradford and Gilbert McKessy helped their friend, Kurt Gubert, who is the owner; construct a new plane called a Dormoy "Bathtub" in Kyle's workshop at his farm. Kyle said the project took 18 months to complete. He said the "Bathtub" is a rather basic machine and is powered by a VW engine.

The little plane has been up on four flights and with a few adjustments to the flight controls and engine; it's flying just fine.

Kyle said the plane is based at his home strip on Gale Road near Eaton Rapids and chapter members are welcome to come and see it.

*A. Scott Crossfield
Crossfield Associates
12100 Thoroughbred Road
Herndon, VA 20171-2009
Email: scxfield@msn.com
Phone: 703 860 4223
FAX: 703 860 9360*

October 11, 2005

To all my friends at EAA Chapter 55:

A very special thanks for your wonderfully thoughtful expressions of concern including also to the many friends I didn't know I had. There are some things never lost to memory and this will be one.

Not to worry though. I went to the mat with Mother Nature and won the decision. I am well on the way to recovery and will soon be as tough as wet old raw hide again. In fact I hung a new prop on my old 210 the last few days to prove I was up and about after two months of cabin fever.

Thanks again, you all just prove once more the kind of people who are EAA.

Cheers,

