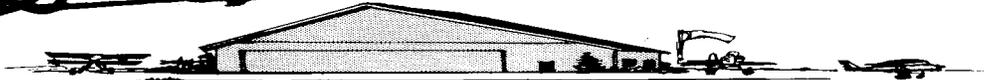


CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

DECEMBER 2005

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 333-4531 Editor: Warren Miller 393-9385

Climb and Maintain Flight Level 55

Reflections

I have been reflecting on my past four years as President of EAA Chapter 55. I had been Young Eagles Coordinator for a little over a year when one evening the late Bill Hanna called and asked if I would be willing to run for Chapter President. My answer was, "NO". I felt that I had only been in the chapter a short time and members who had been in the chapter for a very long time might not like the new person coming in and trying to take over.

After four years, I believe Bill would be proud of me and say I have filled his shoes and will be a harder act to follow. In the beginning, we had about 60 to 65 members. The big projects were to put up a new flagpole, finish the mini max, and sell it.

With yours truly, as President our membership has grown to over 100 with one 125 as the highest number of members ever. We sold the mini max, put up a flagpole, held one of the largest Leadership conferences, and hosted the successful national Ercoupe convention. I pushed the idea for our very successful steak fry/ fly-ins; we have had several pancake breakfast/ fly-ins, some good, some not so good (due only to weather).

Added the extra space to the meeting room; after coaching for some time the library is finally shaping up; we have new a refrigerator and a freezer along with counters tops, cupboards and sink, a new water heater, picnic tables, new gutters, several new grills, the well was repaired, new shelving in the back room, a very nice television VCR/DVD; the builders' hangar and all the spaces in the big hangar have been continually rented.

DECEMBER SCHEDULE

Board of Directors' Meeting

Wednesday, December 7, 2005

Chapter 55 Meeting

Saturday, December 10, 2005

8 - 9 Breakfast / 9:30 Chapter Meeting

ELECTIONS

Dick Bacon reports he has candidates for all offices except that of Secretary. All volunteers or nominations are welcome!

The Website, (which has been the source of many new members) after having to resurrect it twice, it is one of the best EAA Chapter websites around. Our Christmas parties all have been

catered and have become gala events to which all participants look forward to with great anticipation. The curtains in the chapter consisted of a couple black cloths suspended on a rod. Now, we have very nice blinds in place. Since becoming President, our financial status has greatly improved allowing the building to be professionally painted, the new hangar door installed, and we repaired the roof. By my contacting headquarters, I made it possible for Gregg Cornell to fly the State of Michigan flag to Kitty Hawk for the 2003 Centennial of Powered Flight Celebration and associated news media exposure for the flight.



In five years, we have flown 1,235 Young Eagle's for a total of 1,890 Young Eagle's with 231 of those in one day.

I have exposed our chapter to governmental dignitaries such as Governor Granholm, Senators Garcia and Stabenow, Representative Byrum, and numerous news media outlets. I arranged for the military hospital display and the A-10 flyby at our Centennial of Flight Celebration, which was extremely successful with over 220 aircraft and thousands of people

coming in from all over the country. I also secured the funds, (\$16,000 total) for both Centennial Flight Celebration 2003 and Mason Aviation Days 2005 events from CRAA. I must admit a successful fly-in of the magnitude of the last two we have had take over a year to plan and it is a seven day a week, sometimes eighteen hours a day effort on my part. Events like these are not thrown together in four or five weeks.

All the events, items, and improvements I have mentioned have taken place during my two terms as President of EAA Chapter 55. It is not the result of any one person or a small group of persons. It is the result of the combined efforts of All Chapter 55 Members, no matter how big or small the effort, it is WE not me that makes the Chapter.



Renee says I worried too much, lost too much sleep, worked too hard and cared too much about the chapter and the many fine members like you; she is right. I never tried to profiteer, never wanted a room, door, or building named after me and never wanted to collect my ten percent. My only goal was to make the chapter bigger, better more active, and friendlier to all whom visit us.

I have mixed feelings about retiring as Chapter President. I worry about the future of the chapter on one hand but I am relieved not to have the burden of leadership on the other. I will pledge the new President and board the same support I have received.

I feel the time I have spent at the helm of Chapter 55 has been a very good learning experience. I have made many good friends and had many good times. Whether I have done a good job or a bad one, that is neither here nor there. I did the job when nobody would; I did the job the best I could; I did the job amidst controversy, and I did the job when things were good. What kind of job did I do? An excellent one.

Remember the next time you fly, take a friend with you.

Michael J. Arntz, President

Greasy Side Up

Late one afternoon, the Air Force folks out at Area 51 were very surprised to see a Cessna landing at their "secret" base. They immediately impounded the aircraft and hauled the pilot into an interrogation room.

The pilot's story was that he took off from Las Vegas, got lost, and spotted the Base just as he was about to run out of fuel.

The Air Force started a full FBI background check on the pilot and held him overnight during the investigation. By the next day, they were finally convinced that the pilot really was lost and wasn't a spy. They gassed up his airplane, gave him a terrifying "you-did-not-see-a-base" briefing, complete with threats of spending the rest of his life in prison, told him Vegas was that-a-way on such and such a heading, and sent him on his way.

The next day, to the total disbelief of the Air Force, the same Cessna showed up again. Once again, the MP's surrounded the plane... only this time there were two people in the plane.

The same pilot jumped out and said, "Do anything you want to me, but my wife is in the plane and you have to tell her where I was last night!"

BREAKFAST W/CHAPTER 55

<u>December Team</u>	<u>January 2006 Team</u>
Dave Cook Pete Greenfield Greg Harris Greg Hover Tim Martinson Joe Pirch	To be determined



November's Cooks: Wendy Veltman, Sharon and Chuck Hacker and Bob Veltman

EAA Board of Directors Meeting

Board of Directors Meeting – November 9, 2005

The meeting was called to order at 7:00 PM → Attendees: Tom Botsford (presiding), Gregg Cornell, Doug Koons, Deana McCreary, Jack Toman, Gary Long (thanks for taking minutes) → Treasurer's report was approved → Doug Koons reported on repairs to hangar roof. Gary long is working on the errant restroom fan → Dick Bacon reported on Chapter Officer nominations. We have candidates in place for President, Vice President, and Treasurer. Still looking for candidates. → Chapter 55 is invited to participate in the 2006 Great Lakes Aviation Conference. We will need volunteers → We have a proposal from Gibson Clone Communications for a new PA system. No action taken → The Board voted to renew membership in the Mason Area Chamber of Commerce → CRAA Executive Director Bob Selig and Mayor Doug Cline and their families will be invited to the Chapter 55

Christmas Party → The meeting was adjourned at 8:00 PM

EAA Chapter 55 Business Meeting

Membership Meeting – November 12, 2005

Meeting called to order at 9:30. → There were 62 members and guests present. → Chapter members gave recognition and applause to Veterans among and around us → Connie Kowalk announced plans for repaving the Mason taxiway next spring. Construction will commence on 4/1/06 → There will be an openhouse for the community at the Mason airport terminal building on 12/2/05 from 4-6 PM. → The Secretary's report was approved → The Treasurer's report was approved → Doug Koons announced the new ridge vent is installed. → The Chapter Christmas party will be December 10. We will have a white elephant gift exchange → Candidates are in place for the upcoming officer's election but we need more. Contact Dick Bacon. → Flying contest winners were announced. For the A-Z airports event first place goes to Doug Koons, second to Ken and Vickie Vandenberg. → Dave & Debbie Groh have a number of Thunder over Michigan DVD's. Contact them to purchase. → Leah Volker gave a presentation on her experiences flying C-130's in the Middle East. → The meeting was adjourned at 11:00.



Leah Volker giving her presentation.

TIDBITS, JUNE 2006

By Vickie Vandenberg

MASON-JEWETT FIELD - TAXIWAY CONSTRUCTION (REVISED):

News from Connie Kowalk, Airport Manager: The taxiway construction start date has been pushed back to the end of April or first of May, 2006. Construction is scheduled to take thirty (30) days. There WILL BE A DISRUPTION of service at the airport for a short period. It is expected that the airport will be closed 2 days +/- . Connie will keep us abreast of the dates as information becomes available.

ANOTHER GREAT PROGRAMS NOT TO BE MISSED:

This month we have Drew's son, Elliot Seguin, as our guest. He will speak at our December meeting about his "summer vacation" working in the Mohave Desert.

NEXT UP = EUCHRE TOURNAMENT – JANUARY 14TH, 2006:

Jim Spry has suggested we have a Euchre Tournament. We have set the date for Saturday; Jan 14th – probably start dealing the cards about 7:00pm.

We must have an even number of players - so you must bring a partner or arrange team up with someone. (or there's no reason why you can't just come to visit and watch.) I've never played a tournament but Jim tells me you start out with your partner then move to different tables based on win or loose !!

We hope to drum up some prizes for first, second, & third place winners. As always, munchies welcome but not required. BYOB or pop and water will be available from the chapter refrig for a donation. This will be great fun and wonderful opportunity to mix & mingle and chase the winter blahs away!! Hope you can make it !!

MORE COMING TO A CHAPTER MEETING ROOM NEAR YOU :

Ted Lakin has some great footage on the reclamation and restoration of the P-38 Glacier Girl. Bart Smith has added some great VHS videos of various planes to our library collection that we can also sample. And, hope to have more movies on the docket. It's a great time to gather, kick back and relax !! Stay tuned for dates and times...

Young Eagles

By Renee Arntz

My goal as Young Eagle Coordinator for this year was once again achieved. I have set a goal every year for the Young Eagles program and it has been attained each year. I had a personal goal this year to attain 1000 Young Eagles and this also was accomplished this summer. We also had another monumental amount of kids flown in June. We flew 125 total kids that day. We would have flown more Young Eagles but Mother Nature decided to rain. We are currently closing in to our 2000 Young Eagle mark. I would like to see this happen in the year 2006.

Once again I want to thank all of the pilots and ground crew for all their help this past year. These goals would not happen if it were not for all the chapter members in one way or another donating their time, planes, gas, and energy to each event. Each person is important in order to make these events safe and successful. In the last thirteen years we have flown safely almost 2000.



Terry Lutz and Young Eagle from Germany



Col. Terry Fobbs when he came and picked up the pedal airplane.

To all of Chapter 55, have a Merry Christmas and a Happy New Year. from Renee

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

Once in awhile, you come across an airplane that is not only unique, but also historic to all of us within the EAA family. I happened to be in Portland, Oregon last weekend and spent the afternoon and evening with Jerry VanGrunsven. After flying with Jerry in his RV-8A, we went over to his brother's workshop to see the progress on an RV-10 quick build project. Jerry's brother is Dick VanGrunsven, the designer of the RV series of airplanes, and the man who started Van's Aircraft.

After a short drive from the airstrip where Jerry lives, we were standing in Van's workshop on Sunset Airstrip, where many of the prototype RVs were built. There in the workshop was a different kind of airplane, called the "Little Gee Bee". Van and the members of EAA Chapter 105 are restoring it to its original condition. It was the airplane that a pilot named George Bogardus used to convince the CAA to create a type certificate for experimental aircraft. When the restoration is complete, the airplane will go to the Udvar-Hazy Center of the Smithsonian Air and Space Museum.

Before WWII, you could build and fly your own airplane, and a lot of the plans came from Mechanics Illustrated and other magazines. Sometimes the airplanes and pilots were licensed and sometimes they weren't. Before and after the war, both the CAA and local authorities had restrictions in place that made it quite difficult for homebuilders to fly. For certain routes, Milwaukee to Madison, Madison to Lacrosse, and Lacrosse to Minneapolis, for example, straight lines were drawn on the map between the cities. A five mile corridor, centered on the line, was established and homebuilt aircraft were not allowed to fly in or across the corridor. And because of the frequency of accidents, the county surrounding Milwaukee suspended homebuilt flying entirely.

When I researched this article, I spoke with Paul Poberezny, and he related some of the history about homebuilt flying during that time. When the area around Milwaukee was suspended, the homebuilt activity moved to an airport in an adjoining county. Then they found themselves in the 5 mile corridor established between Milwaukee and Madison. So they moved again to a spot just north of the corridor, which some people called "Outlaw Airport". They were testing the system while the system tested

them. A few pilots got some time off from flying, courtesy of the CAA. Can you imagine what life would be like for us today with restrictions like that? Maybe we can live with Class B airspace after all.

On the west coast, sport aviation was being advocated by Leslie LeRoy Long, who formed the Lightplane Association of America and the Amateur Aircraft League. These organizations were early attempts to form a national organization for homebuilders. As Long's health began to fail in 1944, George Bogardus took over and using a mimeograph machine published the Triple "A" Flyer. In 1946, he changed the name of the organization to the American Airman's Association and published a magazine called Popular Flying. Bogardus could see that laws were coming in Oregon which could curtail sport flying. Several had been proposed and narrowly defeated, and other states were doing the same.

George Bogardus began a dialogue with the CAA in Washington, DC, and in the spring of 1946, the members of the AAA pooled their money to send George and his 1937 Chevy to our nation's capital. Can you imagine? A long distance trip on two lane roads leading straight to the mountaintop of the U.S. government. George presented the AAA's proposed rule changes, and agreed to revise the proposal as a result of the discussions. In October 1946, the CAA sent George a letter stating that "X" designations for homebuilt aircraft built before the war would be granted in 1947.

These events prompted Bogardus to get an airplane of his own, and therein begins a story within a story. A fellow named Tom Story was working for Eyerly Aircraft at the time, and had built an airplane loosely based on one of Les Long's designs. George Bogardus bought the parts of this airplane, completed a restoration, and named it "Little Gee Bee". In May, 1947, it was given an NX certificate. After flight testing the airplane, including some cross county flights up to 400 miles, he decided to fly it to Washington to again meet with CAA officials regarding the licensing of homebuilt aircraft. The Little Gee Bee only had a small header tank up under the instrument panel, so a larger fuel tank was mounted behind the pilots' seat for the long distance trip. A wobble pump would transfer fuel to the header tank, using an externally mounted fuel line. Can you imagine? The longest cross-country flight of your life, in a small 65 hp airplane across several mountain ranges and weather systems, straight to the mountain top of the U.S. government! Bogardus departed on August 11th, and returned to Oregon September 25th, staying with his many flying friends along the way.

The 1947 meeting with the CAA resulted in more changes to the regulations regarding homebuilt aircraft. The "X" certificate for homebuilts would be granted and renewed every 6 months. A new category would be drawn up and submitted to the Civil Aeronautics Board. Here are some of the points proposed by the AAA for homebuilt aircraft:

"1. Homebuilt craft will first be flown under an "X" for a proving period of 50 or 100 hours.

2. Such craft will be flown by the owner or associates who must have a private pilot's certificate (recall my earlier mention of airplanes and pilots flying without a license).

3. If after the proving period the plane seems to be satisfactory in regards to performance, structure, control, and flight characteristics, the new category certificate will be issued.

4. Two place aircraft that have category certificate will have the passenger cockpit placarded in such a way that the passenger will know what he is getting into.

5. If the plane is sold, the new owner must put the plane through for a category certificate as if he had built the airplane.

6. Flight restrictions will be similar as if for the "X" certificate. The main one is that of being restricted from flying over thickly populated areas."

As written, you can see that today's rules have evolved from this basic proposal. We have a flight test period, we have an "Experimental" placard in the airplane, and we have a different set of rules if the airplane is sold. One thing that has changed over the years is lifting of the restriction for flying over densely populated areas.

Altogether, George Bogardus flew the Little Gee Bee to Washington 3 times, in 1947, 1949, and 1951. An amendment to the Civil Air Regulations dealing with experimental certificates finally became effective in January 1951. The November 1951 Federal Register contained detailed definitions for homebuilt aircraft, and the new Civil Aeronautics Manual No. 1 containing procedures for issuance of airworthiness certificates for amateur-built was officially adopted on September 19, 1952.

In October 1993, along with Paul Poberezny and Steve Whitman, George Bogardus became one of the first inductees into the EAA Homebuilders Hall of Fame. Unable to attend due to health concerns, a separate ceremony was held for George in Oregon, through the efforts of Dick VanGrunsven. The Little Gee Bee didn't fly very much after the early 50s, and languished outside at the airstrip by George's home in Oregon. Chapter members finally convinced him to take it apart and preserve it inside. When George passed away in September 1997, he left his entire estate to EAA Chapter 105, including the Little Gee Bee. Chapter 105 began the restoration in January of this year, and as you can see from the picture, it is well along in its journey to the Smithsonian, and one final trip to Washington. The Little Gee Bee is truly the genesis airplane for the creation of a separate category for homebuilts.

EAA was officially formed in 1953, and while we can speculate about why the name George Bogardus faded into the fabric of aviation, perhaps it is best to say that the timing and energy were right for George Bogardus to do the long distance work that made it possible for us to build and fly airplanes today.

Much of the reference material for this article came from the June '86 and Oct '97 issues of Sport Aviation (many thanks to Bart Smith!), and from discussions with Dick and Jerry VanGrunsven, and Paul Poberezny.

Footnote: Tom Story went on to design and build a few versions of an airplane he called the "Story Special". These airplanes were eventually bought up by a few guys up in the Seattle area. One of them was Peter Bowers. It is thought that the Fly Baby design is an all-wood airplane based on the tube and rag Story Special. The exhaust system for the restoration of the Little Gee Bee was welded up this year by Mike Story, the son of Tom Story, thus ending the "story within a story".....



Bone chilling cold outside, it is. Now that ice and snow have arrived, it's time to move more slowly, and move more carefully when around our airplanes. Pre-heat carefully, and remember that the airplane will seem a little smaller when you crawl in with lots of warm clothes on. And as always, remember to help you fellow pilot when they need it, including manning the snow shovel, and a providing a friendly push when someone needs it.



An aerial view of the first EAA Oshkosh Airshow in 1970 from a Ford Tri Motor



Connie Kowalk, FBO Operator

Hosted an Openhouse at the Mason-Jewett Airport

NEWS FROM FLORIDA

By Richard Wilke

Joan and I returned to Florida on November 1, and I went to the AOPA Convention in Tampa on November 5. At the members' meeting, Phil Boyer introduced his top people and gave an upbeat presentation on programs for the coming year. The Exhibit Hall was filled with lots of glass cockpit stuff, and there were even fuselages of aircraft with equipment displayed. At the Maule Aircraft booth, I was fortunate to meet Ray Maule, son of B.D. Maule, and told him about my friend, Merl Trowbridge, who worked for B.D. in Michigan before WW-II, and later was a Navy aircraft mechanic and B-26 air crewman in the South Pacific. Ray seemed very interested, and gave me their catalog, and a magazine article on the story of Maule Aircraft, which I sent on to Merl.

At Peter O. Knight Airport on Davis Island, south of the Convention Center, there was everything from new versions of the J-3 Cub to Very Light Jets. Randy Schlitter, President of RANS Aircraft, the who made my S-6S Super Coyote II kit, had flown in from Hays, Kansas in a RANS S-7, one of their Light Sport Aircraft. I had a nice chat with Randy, and told him that my plane was ready for final assembly next Spring. While there, I met a

fellow from Lansing who had been an F-4 pilot in Vietnam, and who was interested in the S-7, but with full IFR panel.

The following week I went to Wimauma Airpark and showed my Cessna 150M to a fellow whose son has a Cessna 172 near mine. I helped them ready it for an Annual, and he decided to buy it, and plans to fly it to the Florida panhandle. I am sad to see it go, but decided one plane is all anyone needs, unless you're Kermit Weeks.

October 15th and 16th our EAA Chapter 180 here at Sarasota/Bradenton Airport hosted the B-17 "Fuddy Duddy", which is on lease to EAA from the warplane museum in Elmira, New York. I worked at the souvenir trailer, and talked with the crew, and a number of interesting fellows who had flown in WW-II and later. Six of us were lucky enough to fly to Lakeland on the 17th for their next stop. We had low ceilings that day, so the flight was at 1600 to 1700 ft., and we saw a lot of Florida up close! What a thrill!