

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

I missed last month's meeting due to the fact that my two kids decided to bring me a present not once but twice. It was a present I could do with out; it's call the flu. I would like to thank Tom Botsford who presided over the meeting in my absence.

At Christmas the party, Marilyn Bezdek had made some very nice aprons, which Bill presented to the Chapter. We had a picture of them in last month's newsletter but did not mention the Bezdek's contribution, for which we apologize. The aprons are sky blue with big puffy clouds. On behalf of Chapter 55 members and myself, I would like to THANK Marilyn and Bill Bezdek for another of their fine and thoughtful gifts.

Hey, did you see one of our own on television last month? Ernie Lutz was recognized and awarded the Distinguished Flying Cross by State Representative Mike Rodgers. It is one of the highest awards this country has to honor it military heroes. It was quite overwhelming to see all the people who came to witness a long awaited honor bestowed on this man of great modesty. Included in the crowd, estimated to be one hundred, were Ernie's family, his commanding Officer who recommended Ernie for the long awaited award, The City of Mason mayor, members of the VFW, several dignitaries and an many chapter members were in attendance for the presentation. Renee and I felt privileged to have witnessed the occasion.

I received a call from Ernie Lutz a couple nights ago. He said he had arranged to take the father of Mason's Mayor for a flight in his airplane but due to the gentleman's difficulties to enter a low wing aircraft he wouldn't be able to fly him. Ted Lakin stepped in and took both the Mayor and her father up for a nice flight in Spartan Wings 172. I understand they were very pleased. Good job guys

See you at the meeting. Remember take a chapter member with you next time you go flying.

Mike Arntz
President

Greasy Side Up

WORST AIR DISASTER IN HISTORY!
API WORLD NEWS

Today in the very small country of Werenotsobrightscia, the country's worst air disaster happened when a Cessna 152 crashed into a cemetery after take off from the capitol's international airport.

The recovery effort is going well with three hundred bodies recovered and more being discovered as time goes on, the pilot and passenger who survived the crash and are helping with the recovery effort.

FEBRUARY SCHEDULE
Board of Directors' Meeting
Wednesday, February 9, 2005
Chapter 55 Meeting
Saturday, February 12, 2005
8 - 9 Breakfast / 9:30 Chapter Meeting



January Cooks: Don & Deanna sporting the new aprons designed and made by the Bezdeks

BREAKFAST W/CHAPTER 55

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| <p><u>February Team</u> Robert Beck Jim Cushing Andy Hartsuff Delbert Johnson Gilbert McKessy Raymond Pruett Jim Spry</p> | <p><u>March Team</u> to be announced</p> |
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EAA Board of Directors Meeting

Board of Directors Meeting – January 6, 2005

Thanks to Renee Arntz for collecting these minutes. → The meeting was called to order at 7:08pm → Attendees: Mike Arntz, Renee Arntz, Doug Koons, Jack Toman, Gary Long, Ken Vandenberg, Vicki Vandenberg → Treasurer's report was approved. → Tom Boxford will assign program teams for 2005. → Mason Aviation Days. Mike Arntz indicated with Bob Selig's support the CRAA board has committed \$10,000 to sponsor the event. Mike has reserved the necessary rooms. Requests for military displays and fly-by's have been put in. → Connie Kowalk and Deanna McCreary are looking to put together some flying events. → Chapter 55 insurance has been renewed → The meeting was adjourned at 8:29pm

EAA Chapter 55 Business Meeting

Membership Meeting – January 8, 2005

The meeting was called to order at 9:32 a.m. → 48 members and guests were present. → Ernie Lutz was recognized for his upcoming presentation of the Distinguished Flying Cross for his actions in World War II. → The Secretary's report was approved. → The Treasurer's report was approved → Young Eagles. Renee Arntz handed out certificates of appreciation to volunteers from 2004. Renee outlined goals for 2005 with lots of interest in upcoming events. → Chapter dues are now due for 2005. \$25.00 per member and \$40.00 for a family membership. → Bill Purosky gave a last minute update on the upcoming Great Lakes International Aviation Conference. → Mason Aviation Days, August 20-21, 2005. Some team leaders have been announced: Tom Botsford – Security/Safety; Bill Purosky and Debbie Groh – Food; Gary Long – Plane parking; Renee Arntz – Photo's and Promotion. We need help with publicity to make this event a success. → Volunteers are needed for the 2005 Christmas event. A motion was made and carried to have the event at the Vevay Township Hall again. → Terry Lutz proposed another movie night for Saturday, January 29. → Ted Lakin presented a plaque to recognize contributions by Dave Groh. → The meeting was adjourned around 10:30 AM.

Tidbits

By Vicki e Vandenberg

NAME BADGES -

Remember to pick up your nametag as you come into the meeting!! The nametags are a great asset to new and old members alike!! Plus – you don't want to be caught without it and have to forfeit 25 cents to the Nametag Penalty Can !!

2005 MASON AVIATION DAYS –

Mark your calendars for Saturday August 20th and Sunday August 21st, 2005. Chapter 55 will create an aviation weekend to remember !!

LANSING FLIGHT SERVICE – CLOSING?:

For those that did not attend the Great Lakes Aviation Conference, I picked up copies of the bulletin regarding the fight to keep the Lansing Flight Service from closing. I also picked up additional copies of the post card/mailers that can be sent to your representatives. They are available at the hanger.

YANKEE AIR FORCE:

YAF is hosting a Dinner, Dance, and Auction Fund Raising Event in Ann Arbor on Saturday, Feb 19th. Flyer with additional information is posted at the hanger.

NASA ANNOUNCES PLANS TO SCRAP HUBBLE:

You may have seen a recent article in PropWash (1/23/05-Aero-News.net) or from other news sources indicating NASA has been told by the Administration that the only funds available will be those set aside ensure a safe re-entry... and destruction... of the Hubble. Quoting the article "It sure seems short-sighted to us" – I hope many would agree. Further sources indicate that some senators and representatives have been heard to support finding funds to maintain and upgrade Hubble. The final quote "Perhaps now is a good time to start a letter-writing campaign to your Congressional representatives and Senators if you do not agree with the Administration's decision?"

CHAPTER EVENTS:

Dead of Winter Movie Night was a big hit!! Does anyone have any other ideas or suggestions for chapter activities? We have a great meeting room for gathering – what do you think?? Maybe the fourth Saturday of the month could be set aside for a movie, card party, bar-b-que ... thoughts??

EMAIL ADDRESSES:

Are you new to email or have you changed your email address recently? Is your correct email address listed in the www.eaa55.org members list? Are you getting your monthly copy of WingTips via email? Please contact me at kv_vand@core.com of any changes.

Young Eagles

By Renee Arntz

Nothing to report for February.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

Despite the big snowstorm, the Great Lakes International Aviation Conference was a very pleasant success. I saw a lot of EAA members there, some manning the EAA booth, and others just enjoying the conference. The featured speakers like John and Martha King, aerobatic pilot Julie Clark, and Rod Machado were excellent and made it easy for those in attendance to make plans to be there next year. Sitting in the EAA booth, I made friends with some guys from Hartzell propeller. One was their Chief Pilot, and the other their Chief of Maintenance. While talking props, they told me that their company is very pilot-friendly. For example, the cost of a C-172 rental at the local flying club is very low, and if you spend the money to get an advanced rating, the company will reimburse you for the cost. My kind of company!

The GLIAC was also the chance for chapter officers of several EAA chapters to get together with staff members from Headquarters and discuss common problems that are faced by all chapters. These include bringing younger members into the chapter, and trying to encourage all members to participate in chapter events, not just the same group that always seems to be there to pitch in. We discussed the Young Eagle Program and where it will go from where it is today. I was impressed by the fact that the EAA staff was there more to listen to us than they were to tell us what was going on at Headquarters. If there was a clue in what they said about our future, it was that the Light Sport Airplane will bring large changes to our sport aviation world.

Among many interesting booths at the GLIAC, there was one set up and manned by a pilot based at the Mason Airport. He has come up with a time saving solution for those of us who want to know the weather at airports around the country, if you have only a phone available. The company name is "AnyAWOS". If you take your phone and dial 877-ANY-AWOS (877 269-2967) and key in the 3 letter airport ID (Q is 7 and Z is 9), you can then pick the airport from a list that comes up on the phone.

Chose your airport, and voila, you get at connection to the AWOS. The theory is that you don't have to carry a list of phone numbers with you. You just make one call, toll free (pilot pricing!), and you are connected. The service is paid for by a brief commercial that you will have to listen to in the process. Try it by calling the number and for LAN, keying in 526, then choice 3. For more info, try the website www.anywos.com.

I was reading in Van's magazine, "RVATOR" about headsets, among other esoteric stuff like collecting performance data while on the autopilot (yawn). The piece was written by Ken Krueger, the acerbic flight test engineer that works for Van. Ken heard about some headset "improvements". He assumed that it was some sort of noise canceling technology, and feared that it would be very costly. If you have priced the Mercedes-Benz of ANR headsets by Bose (about \$1000.), you know what I mean. But this was about John Meyer in Hudsonville, MI that can take your headset and make some modest modifications to improve what you hear. He improves stock headsets by installing better ear seals and speakers with a much wider dynamic range. There isn't much noise reduction, but the improvement in sound quality is significant. Ken said it is easier to understand voice transmissions, and he can keep the volume

considerably lower than before. Those two reasons alone are worth the \$50 or so to do the headset upgrade. I'm going to have my Dave Clark headset modified and see for myself. To see for yourself, try www.dipple.com/jmeyer.

There was an article a few weeks back in Aviation Week & Space Technology by Maj Gen Bob Behler (USAF retired). It was about some flights he did in the SR-71, which some of us may not have heard about. Back in the autumn of 1984, U.S. intelligence indicated that the Bulgarian ship *Bukuriani* had been loaded with crates thought to be Mig-21 aircraft, and was headed for a destination in South America. Satellites tracked the *Bukuriani* across the Atlantic, but some images were obscured by clouds (this confirms that clouds spend time in other places than over Michigan!). So Bob Behler and his reconnaissance systems officer Ron Tabor launched in an SR-71 to confirm the ships' location.

Their reconnaissance imagery showed that the *Bukuriani* was definitely not headed to South America, or to Cuba. On November 7th, the ship docked in the Nicaraguan port of Corinto. The Reagan administration, willing to risk their goal of peaceful and improved foreign relations with the Soviets, sprung into action against this attempt to deliver advanced weapons systems to the Nicaraguan defense ministry. Behler and Tabor again launched in the SR-71 from Beale AFB at 3 a.m. on November 8th. They were flying the fastest, most advanced, and most physically demanding aircraft in the world. Their mission was to defuse the escalation of military power in Central America, without challenging or embarrassing the Soviets.

Thirty minutes after takeoff, they air refueled over Idaho, and then began a Mach 3 dash to the second refueling point over the Gulf of Mexico. Bob Behler was an experienced blackbird pilot, and he was also a test pilot, having graduated years earlier from the USAF Test Pilot School. This would provide him with the skills necessary for the mission at hand. They were to fly over Nicaragua early in the morning and collect imagery over a small area of interest. To do this required steep bank angles and precise control of the Mach 3 blackbird at 80,000 feet. Bob was chosen as pilot because if a system malfunction occurred and the airplane became uncontrollable, his experience in flight test might come in handy.

They arrived over Nicaragua just after sunrise. The double sonic boom of the SR-71 was magnified by the steep bank angle being flown, and sent a strong message to the Sandinistas: "The U.S. is watching, and we know what that Bulgarian ship at Corinto is carrying." People living in the capital of Managua ran into the streets, fearing a U.S. invasion. The blackbird returned to Beale and landed about 9:30 a.m.

Political tension continued to rise, with diplomatic barbs fired both ways between the U.S. and Nicaragua. A few missiles were fired, too, at a U.S. C-130 patrolling in international airspace. The decision was made to launch the SR-71 a second time. Because of the tight turning radius required to gain imagery, the mission would be flown slower, at Mach 2.8. The thunderous double-crack of the sonic boom came at 8:30 a.m. Tensions continued to rise, and a third mission was planned. Physically exhausted from two long and intense blackbird missions in a short time, they were called in to fly again on Nov 11th. But the State Department intervened and declared the

crisis over. The crates carried by the *Bukuriani* left Nicaragua, and the Soviets never had to say what they contained. "Blackbird diplomacy had worked."

While those may sound like intense missions for Bob Behler, 4 years earlier, he had to fly an even more dangerous mission: he had to fly with **ME!** Bob was an instructor at the USAF Test Pilot School when I was a student. The mission we were flying was a spin profile in the A-37. I had to demonstrate all the entries and recoveries in the syllabus profile. Usually, we operated in Spin 1, a 5 mile circle of airspace located west of Edwards AFB, but on that day, we were assigned Spin 4, which was located east of the base, which put Rogers Dry Lake between us and the main runway.

We did all the normal spin entries and recoveries, and climbed back up to 25,000 feet to do the inverted entries and spins. For inverted spins, there were two entries that would usually result in a steady state inverted spin. The first was a pull-up to 80 degrees nose high, followed by a full forward stick push over. When the nose was passing through the horizon, the throttles were reduced to idle, full rudder was applied. The airplane would stall at negative AOA and pop into an inverted spin at low airspeed. The second entry was much more dynamic. On that entry, we would pull up to 60 degrees nose high, unload to 0g and begin a maximum rate aileron roll. When the airplane was inverted, we would push the stick full forward and apply full rudder opposite the direction of roll. This would usually result in a dandy, inverted, roll-coupled departure into a full developed inverted spin. Thrust was not reduced to idle until the spin reached steady-state.

I finished the first entry and recovery and set up for the roll-coupled entry. It was terrific! When the post-stall gyrations subsided, the airplane was inverted and spinning rapidly inverted while I was still holding pro-spin controls with both hands. The first step in the recovery was to bring the thrust levers to idle. When you are spinning inverted, everything is "Up". Loose objects are up, loose seat straps are up, and your arms and legs tend to be up. With the airplane in a steady-state spin, I reached for the throttles and brought them to idle. But when I grabbed them, I forgot that my arm was "Up". So instead of snapping the throttles to idle, I snapped both throttles up and over the idle detent, to OFF!

With both engines unwinding, the airplane spinning wildly in the inverted position, raw jet fuel streaming into our wake, and enough red lights on the panel to make an ambulance driver happy, Bob looks over at me and calmly says, "Well, what are you going to do now?" I replied, "Probably ought to do a normal recovery, point at the lakebed for a possible flameout landing, start this thing up, and climb back into Spin 4 to finish the ride." I popped it out of the inverted spin, turned toward Rogers Dry Lake and established glide speed. The engines started fairly easily, because they were started electrically, rather than pneumatically. After repeating the roll-coupled inverted entry and recovery (carefully keeping the engines running), I finished the rest of the syllabus events, and he signed me off for my spin check ride. Shortly after that, Bob Behler left Edwards for his assignment as an SR-71 pilot. Anyway, he never had to fly with me again!

My homebuilt project reached another milestone in January. Roy Thelen and I finished the wiring, re-checked instrument functions, and riveted the top skin on the airplane. We fitted (and refitted and refitted) the forward baggage door, and finally, we installed the Hartzell blended airfoil constant speed propeller. No, I did not drop it and have to file it back to the normal shape. That's the way it's designed! Spinner, cowl, and baffles are next.



We had a good showing for the Dead of Winter Aviation Film Festival. Twenty-six chapter members, spouses, and friends attended to watch "The Battle of Britain". Dave Groh brought in a video of the Ford Motor Co in WWII, which was also very interesting. A lot of good snacks were brought in, and we all had a good time watching the British defend England against the Luftwaffe. Someone suggested that we schedule a movie night in mid-summer. That would make it the Mid-Summer Aviation Film Festival. DWAFF/MSAFF. Maybe we should invite more folks and make a little money at the same time. We definitely will if Debbie Groh brings in some more of that divine popcorn she made! Oh, man was it good.

Well, the weather is still a wintertime pattern, and there will still be some good days for flying until the fickle winds of Spring begin to blow. So get out there and do some flying, and always remember to lend a hand to your fellow pilot when they need it.

CITATION TO ACCOMPANY THE AWARD OF THE DISTINGUISHED FLYING CROSS

The Distinguished Flying Cross is awarded to Lt. Col. Ernest W. Lutz, USAF (Retired) for courage and demonstration of exceptional flying skills during a combat mission in the B-26 during World War II. On May 29th, 1944 then Lt. Ernest W. Lutz was flying as copilot on a bombing mission with the 397th Bomb Group, 599th Squadron against a heavily defended German V-1 missile launching site near Beauvoir, France. Inbound to the target, the 36-airplane formation encountered heavy and accurate anti-aircraft fire. His airplane was hit, wounding the aircraft commander, Lt. Everett Willemsen. Lt. Lutz immediately took control of the airplane, and flew it back into formation position. He then instructed the top turret gunner to administer first aid to Lt. Willemsen, and continued flying the airplane to the target. By maintaining formation position, Lt. Lutz assured that the airplane would not be singled out by enemy gunners, and further assured the integrity of the box formation and the destruction of the target. The singularly

distinctive display of courage, airmanship, and devotion to mission accomplishment by Lt. Lutz reflects great credit upon himself and the Army Air Force.



U.S. Representative Mike Rogers making presentation



Distinguished Flying Cross/with valor



Retired Military Veterans Cpl. Thomas Bosford and Lt. Col. Ernest Lutz



Major General Thomas Cutler, Lt. Col. Ernest Lutz



Retired Military Veterans
Lt. Col. Everett Willemesen, Lt. Col. Ernest Lutz,
Captain Russell Hilding and Captain Bart Smith



U.S. Representative Mike Rogers

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NEWS RELEASE

FOR IMMEDIATE RELEASE

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Rogers Honors Mason Area WWII Pilot With DFC

Congressman: 'Ernest Lutz, A Quiet Hero, Answered Free World's Call'

MONDAY, January 10, 2005 — Mason veteran, Ernest W. Lutz, was honored for his World War II service to his nation during ceremonies presided over by U.S. Rep. Mike Rogers, MI-08, under the dome of the state Capitol rotunda today.

Rogers decorated Lutz with the prestigious Distinguished Flying Cross/with valor, which the 83-year-old WWII U.S. Army Air Corps veteran earned for heroism during a mission over France in 1944.

Lutz did not receive his honor at the end of the war, so the Congressman helped obtain the medal at the request of Lutz' family and a friend, Lt. Col. Everett Willemsen (Ret.).

"Ernest Lutz, like thousands of other young Americans, left family and home to go and fight a war the world could not afford to lose," said Rogers, a U.S. Army veteran. "We won that war because of the extraordinary efforts of men and women like Ernest Lutz."

The U.S. Department of Defense citation accompanying the medal relates the bravery of Second Lt. Lutz flying co-pilot on a B-26 Martin Marauders bomber crew with the 397th Bomb Squadron, 599th Bomb Group, out of Rivenhall, Essex, England. On May 29, 1944, during a bombing mission over a heavily defended German V-1 missile launching site near Beauvoir, France, Lt. Lutz's aircraft sustained heavy anti-aircraft fire and his pilot was seriously wounded.

Lutz took control of the aircraft, instructed the turret gunner to administer first aid to the commander, and flew back into formation position, assuring that the airplane would not be singled out by enemy gunners, and further assuring the integrity of the box formation and the destruction of the target.

"The professional competence, aerial skill, and devotion to duty displayed by Lt. Lutz reflects great credit upon himself and the United States Army Air Corps," the citation said.

Back home after the war, Lutz, now 83, worked as an electrician at Reed & Tyler Electric and Lansing Electric Motors. He has three children and currently lives in Mason.

"Ernest Lutz is a quiet hero like so many of his brothers who answered the free world's call to defend liberty and the right of self-determination," Rogers said. "Lt. Lutz braved the horrors of war, displayed awe-inspiring perseverance on that day in May and returned home to live humbly in the freedom he helped protect.

"On behalf of all Americans, we extend a belated but heartfelt 'thank you.'"

Also participating in today's ceremony were Lt. Col. Willemsen and Commander Doug William of American Legion Post 148, Mason.

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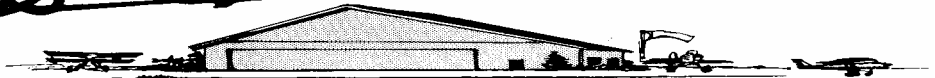
Note From A Snowbird

I was sitting on our patio Sunday afternoon about 4:30 PM reading the January issue of Sport Aviation when I heard the sound of a four engine aircraft approaching from the south at a low altitude and thought it might be the B-17 that was in Petersburg with a B-25 giving rides and on display. Of course I had to see that! **Wow !** it was a **B-24 at about 1,000 to 1,500 feet**, nearly over our park model trailer, which is just outside of Zephyrhills Fl. My hair stood on end, as I thought that there were none flying anywhere. It was shiny aluminum and looked like new. I watch until it disappeared to the north. That made my day. I asked another guy in the park in my age group if he saw it. He did and also thought that they were scarce.

Congratulations to Ernie on his Distinguished Flying Cross.

Dick Bacon

Wingtips →



WARREN E. MILLER
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