

EAA Chapter 55



Mason, MI

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

www.eaa55.com

MARCH 2005

**Membership Meetings are the 2nd Saturday of each Month at the Hangar
Chapter 55 Hangar - Mason Jewett Field (TEW)
Breakfast at 0800 Meeting at 0930**

**Pres: Mike Arntz 694-4601 Vice Pres: Tom Botsford 663-1318 Treas: Gregg Cornell 351-1338
Secretary: Drew Seguin 332-2601 Editor: Warren Miller 393-9385**

Climb and Maintain Flight Level 55

The news letter is a little late with Warren Miller on vacation. Renee took over and had to wait for the articles, which some are still have not been received so I apologize for this inconvenience.

In the Mason Community News there was an article about Doug Koons and the Young Eagles program. It was very positive toward Aviation, EAA, Young Eagles and the airport.

Doug Koons at our last Young Eagle rally flew his 100th Young Eagle; so on behalf of Chapter 55, I would like to congratulate Doug for his contribution to the chapter, EAA and most importantly the children whose lives have been affected by Doug's flights. Also I want to thank all of the pilot's who unselfishly fly Young Eagles as we all know is not cheap.

August 20-21, 2005 are the dates of Mason Aviation Days; so make plans to spend a weekend with us, pitch in, and lend a hand. It's not work, it's fun and socializing and helping our chapter to get bigger and better.

Our first event planning meeting was held last month. The first thing agreed on was to change the meeting date so from here on the event planning meeting will be held on the third Tuesday of the month at 7:00 PM. There are still openings for chairperson's and lots of openings for volunteers. I have broken the work schedule into two hour shifts that way no one person is at same job all day (Except me). Hurry, sign up for that specialty you have.

Last month our chapter showed the mayor of Mason what it looks like above her city. Ernie Lutz was to do the honors but the mayor's father could not board on his airplane. The Mayor and her father were given a ride by Ted Lakin in one of the Spartan Wing's airplanes. Both really enjoyed it. The mayor was present at Ernie's Distinguished Flying Cross medal on January 19th, 2005.

Remember to take a chapter member with you on your next flight.

Mike

Greasy Side Up?

RULES IN THE AIR

Every takeoff is optional. Every landing is mandatory.

If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.

Flying isn't dangerous. Crashing is what's dangerous.

It's always better to be down here wishing you were up there than up there wishing you were down here.

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

The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.

When in doubt, hold on to your altitude. No one has ever collided with the sky.

A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

You know you've landed with the wheels up if it takes full power to taxi to the ramp.

The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.

Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.

Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.

Always try to keep the number of landings you make equal to the number of take offs you've made. .

MARCH SCHEDULE

Board of Directors Meeting

Wednesday, March 9, 2005

Chapter 55 Meeting

Saturday, March 12, 2005

8:00-9:00 Breakfast/9:30 Meeting

BREAKFAST WITH CHAPTER 55

March Team

George Benson
Carl Dalrymple
Richard Haas
Nark Kaufman
Steven Meyer
Steve Ramey
Al St. George

April Team

Bill Bezdek
Alex Decess
Joel Heckler
John Kennedy
John Mireley
Bill Rider
Rocky Stone

EAA Boards of Director's Meeting 55 February 9, 2005

The meeting was called to order at 7:05 PM → Attendees: Mike Arntz, Renee Arntz, Dave Groh, Debbie Groh, Doug Koons, Gary Long, Bill Purosky, Drew

Seguin, Jack Toman, Ken Vandenbelt, Vicki Vandenbelt → Treasurer's report was approved. → Secretary's report was approved → Chapter insurance papers have been completed and submitted to HQ → Mason Aviation Days: Rooms have been reserved at Heb's Inn. Dan Schiffer is inviting a gaggle of T-6 pilots. We need a better system for administration of meals for event guests. Greg Cornell offered to prepare a budget for the event, based in part on the last one. We will plan to hold two pancake breakfasts and two lunches/steak fry's. Planning meetings will be held on the third Saturday of each month beginning in February. We need members to sign up to head activities → Vickie Vandenbelt has put together a New Member Packet. → The Aurelius Town hall has been reserved for the 2005 Christmas party. → We are looking for ideas for a flying contest for 2005. → Vickie V. offered to run a 50/50 raffle at the membership meeting to pay for a bookcase for the Hangar. Approved → The Michigan Aerospace Alliance is holding a teacher's symposium on May 21. → To date 57 members have paid dues for 2005, 44 have not. → Motion was made and carried to raise the rent to \$70.00 for the main hangar and \$115.00 plus gas for the builder's hangar. Effective April 2005. → Bill Purosky described the meeting with Katrina Bradshaw of EAA Headquarters as part of the GLIAC. Is there a name change in the works? → Ted Lakin flew the Mason Mayor's father, a WWII vet around the town. → Bill Purosky will act as coordinator and put together a Mason Airport Open House in conjunction with CRAA and other interested parties.

EAA Chapter 55 Business Meeting Membership Meeting – February 12

The meeting was called to order at 9:31 a.m. → 54 members and guests were present. → The Treasurer's report was approved → The Secretary's report was approved → Mike Arntz gave an update on the upcoming Mason Aviation Days event → Bill Purosky introduced plans to host a Mason Airport Open House → We watched an interesting DVD on Firewall Integrity. → Mike Arntz recognized Greg Hover for his efforts in support of Chapter operations → Mike recognized Craig Tucker for his efforts in taking care of the Chapter 55 Website. → Warren Miller will include the Mayor on the Chapter 55 newsletter distribution → The meeting was adjourned at 10:22 AM. →

Notes From Cape Juby by Terry Lutz

Last week, a guy flew solo all the way around the world, and almost nobody noticed. Most of us in the aviation world noticed, because it really was a great achievement. We noticed because the airplane was designed by Burt Rutan, and we always cheer for that guy because his creative mind has added so much to our lives. Steve Fossett's flight around the world did not seem to come from a burning desire to accomplish the impossible. Burt could build the airplane, Richard Branson could finance it, and Steve could put another notch in his belt full of aviation records. Even though it wasn't "easy", it was far easier than the flight by Dick Rutan and Jeana Yeager.

Let's look at what Steve did accomplish. First of all, to qualify for the record, the airplane had to fly the

equivalent distance to one of the “tropic lines”, the Tropic of Cancer or the Tropic of Capricorn, or 19,864 nautical miles (be careful of wild distance claims...several reports used statute miles without comparing what was actually required). According to John Krakow, chief engineer of the GlobalFlyer team, the airplane was designed with a still-air range of 19,000 nm, and would require an average 12 knot tailwind to fly the distance required.

The route that was flown on the 67 hour, 1 minute flight was 19,913 nm (this is an estimate, and needs to be confirmed by the Federation Aeronautique Internationale to qualify as the record), only 49 nm farther than necessary to qualify as a flight around the world. The good news: Dick Rutan and Jeana Yeager still hold the record for the longest unrefueled distance flown, 21,713 nm. Steve did set multiple records on the flight, which include an absolute speed record around the world, unrefueled and non-stop, at 297.2 nm/hr. In the category of jet aircraft, Steve Fossett will likely hold the records for distance without landing, and for the closed circuit from Salina to Salina. In the end, however, the most significant thing about the flight was that he did it solo. And to do that means staying awake and solving problems for 67 hours, 1 minute, including sweating about fuel from Hawaii to Salina, and making the landing when you're really tired.

In my view, to really make the Global Flyer a record breaking airplane, instead of putting it in the Smithsonian to gather dust, Steve should continue to fly it and really break some new ground. He could fly around the world

in the southern hemisphere, or fly around the world in the opposite direction (if you recall, Dick Rutan and Jeana Yeager flew from East to West and did not take advantage of the geostrophic wind). He could also attempt to fly around the world from North to South, over both poles. And finally, he could attempt to break the absolute distance record, non-stop and unrefueled. I think that flights like those would be the true measure of man and machine. Steve Fossett's flight “around the world” just didn't seem to push the limits, and perhaps that's why almost nobody seemed to notice.

Up in St. John's, at Tripp Creek Airport, a small group of guys who you could only describe as truly “nuts” are getting an RV-7A ready to fly (and it should fly in time to report about it next month). We have taken to singing, joke telling, prank pulling, and nicknaming our friends (at least they were friends until we starting giving them nicknames). Part of the challenge to flying a new airplane and a new engine for the first time is properly breaking in the engine. Builder Dave Pohl sent me two reports on how to do this, and after reading them, I found that they couldn't be more different.

Dave's engine was built by Superior and is an XP 360. It's a great engine and has Millenium cylinders. To properly break the engine in, Superior recommends a few straightforward procedures. First, run the engine with the cowl off, briefly, to determine that you have the proper oil pressure, then shut it down and check for leaks. Second, put the cowl on and run the engine at 1000 rpm and bring the oil up to normal operating temperature.

Check mags, and cycle the prop to drop no more than 100 rpm. Third, fly the airplane at 75% power for the first hour. Then on subsequent flights, vary power every 15 minutes from 65% to 75% power, and adjust mixture to maintain 75F rich of peak EGT, keeping an oil temp of 180F to 190F.

The second procedure is recommended by the Cessna Pilots Association, and while it has some redeeming qualities, it is a bit wacky. They start out with a detailed discussion about the peaks and valleys in the cylinder walls, what they do, and what they won't do if the cylinder wall glazes over. They recommend the same ground runs, but with the first one with the cowl on. They do not allow the pilot to cycle the prop, either on a ground run, or prior to first flight. Hmm. The prop is kind of important, isn't it? For the first flight, they provide detailed instructions on what to look for, in terms of oil temp, oil pressure, and EGT. You should takeoff as quickly as possible with the oil pressure in the high green and oil temp off the peg. Then, there is a lot of discussion about aborting the takeoff if some specific parameters, within the normal operating range, aren't met! Abortng the takeoff is probably not what a new engine wants, and you can't forget to fly the airplane, whether you fly or abort.

They recommend flying for the first 30 minutes with rpm or MP at the high end of the green arc. You should fly over the airport, in case a problem develops. Then for the second flight they recommend flying for 1 ½ to 3 hours "balls to the wall" (an old aviation expression that stems from pushing engine controls with balls on

the end all the way up). Now here's the really wacky part: They say to fly the airplane as low as possible at wide open throttle, to achieve the highest possible MP. So just a few flying minutes ago, you were worrying about an engine failure, and now you are going full throttle, asking the maximum performance from the engine when it is brand new, at 500 feet agl (or in the case of article, written by a Californian, above the Pacific Ocean!). And we thought we were going nuts trying to finish up Dave's airplane! I think we'll go with the guidance that Superior has provided, and adjust our thinking as necessary, to keep the oil temperature in the operating range.

You probably remember the Northwest Airlines crew that landed at the wrong airport last summer, landing at Ellsworth AFB instead of Rapid City, South Dakota. Well, several years ago, another Northwest airplane, this time a DC-10 on a flight from Detroit to Frankfurt, landed instead at Brussels. The Captain pulled up to the ramp, realized the mistake, and make this announcement, "Ladies and Gentlemen, I think I have made a career-ending mistake.." His career did end, and he never flew the line again. But his aviation life didn't end. I recently learned that he has completed a full-scale Spitfire replica, built from plans. The airplane has a steel tube fuselage and wooden wings. Loft lines for the fuselage come from formers, and are skinned with aluminum to look just like the original.

Power for the replica is from an Allison V-12 that was once used in a P-40. He found the engine still in a can at the Kingman, AZ airport. Apparently, Kingman was where hundreds of P-40s

were scrapped after WWII. Although a lot of the Allison engines were used for racing boats, a number of engines remained, and the cost was pretty reasonable, about \$14,000. The replica swings a DC-3 propeller, and flies at speeds close to those of the original. According to the guys I spoke to, it will be at Oshkosh this summer. That assumes, of course, that he finds the right airport!

Watch out for the fickle winds of Spring, if it ever gets here. And as always, remember to lend a hand to your fellow pilot when it's needed.

TIDBITS

BY VICKIE VANDENBELT

2005 MASON AVIATION DAYS – ACTIVITIES SIGN UP:

Saturday August 20th and Sunday August 21st, 2005 are another month closer (but you would never know it by looking at the thermometer!!) The computer generated copy of the sign-up sheet is just about ready to go onto the web site for all to view. But, I was hoping that we would be able to fill in the Team Captain for Set Up/Tear Down and the Tractor/Public Shuttle Transport Teams. We also have spaces to fill in every category including Air Traffic and Announcers Tower. We have kept the shifts down to two hours during the heat of the day (optimism on this sunny but cold March day!!). Plus, shorter shifts give each member an opportunity to do several tasks rather than one thing all weekend. Lots of options are still open for Saturday & Sunday – plus set up and food prep on Friday night.

2005 MASON AVIATION DAYS – ADVERTISING:

We are looking to reach as many people as possible – with the most bang for the buck!! So if you have any ideas on newspapers, radio stations, TV channels, talk shows, meetings to attend, places to mail flyers, places to put banners, businesses willing to display posters – don't hesitate to email me, call me, or meet with me at the chapter!!

YANKEE AIR FORCE:

YAF is hosting a Musical Benefit Concert in Canton, Michigan on April 2, 2005. You also might want to mark your calendars for the Traveling Viet Nam Wall which will be on display at Willow Run the weekend of June 3rd – 5th, 2005. Posters with additional information will be on display at the chapter and up to date information can be obtained on their web site at www.yankeeairmuseum.org

EMAIL ADDRESSES:

Just a reminder – if you change your email address or if you are new to email, please drop me a line so that we update the website members list and Warren's newsletter list. Also, if you are not getting your monthly copy of WingTips via email, please contact me at kv_vand@core.com

Young Eagles

By Renee Arntz

We are hoping to have another successful year and pursuing new avenues to recruiting new kids this year. Starting in May I will be attending one of these functions. We had a total of 105 kids last year. Our total Young

Eagles to date is 1653. We now have four

Pictures of Doug's 100th Young Eagle on October 2004.



We have two flying activities this year and they both start this Saturday March 12, 2005, One is open to everyone, and the other is open to just Chapter 55 members. The one here is for chapter members only.

EAA CHAPTER 55

2005 FLY-A-MEMBER CHALLENGE

POINT VALUE:	DESCRIPTION:
1	Fly any Chapter 55 member*
2	Fly any Chapter 55 member* who does not have a current pilot license
3	Fly any Chapter 55 member* who is a veteran
4	Fly any Chapter 55 member* who is a veteran but does not have a current pilot license

RULES:

- 1) This challenge will run from **March 12th, 2005, through September 30th, 2005**. Any member who participates will be eligible to win PRIZES.
- 2) You may choose the highest score value per flight; but only one per flight. (Pilots who can fly multiple members do not have an advantage.) A change of passenger(s) will constitute a new flight.
- 3) Family members (example: spouse members) are not eligible to be counted.
- 4) Veterans must be named on or have information pending to be put on the EAA55.org Veteran Profile Web Page.
- 5) All scores must be recorded on the Pilot Tally Sheet. Incomplete entries will be considered invalid.
- 6) Tally Sheets must be completed and turned in to the Board of Directors no later than **October 31st, 2005**.
- 7) All scores are subject to review and verification by the Board of Directors.
- 8) Tie scores will be broken by a flip of a coin.
- 9) Winners will be announced at the **November 12th, 2005**, general meeting.
- 10) Prizes will be awarded as follows:

First Prize -	\$75.00 Gift Certificate to EAA's Aeronautica Gift Shop
Second Prize -	\$50.00 Gift Certificate to EAA's Aeronautica Gift Shop
Third Prize -	\$25.00 Gift Certificate to a Mason restaurant of your choice
And for the member who gets listed on the greatest number of Pilot Tally Sheets:	Tons of FUN and LOTS of flying time!!

