

EAA Chapter 55



Mason, MI

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

www.eaa55.com

APRIL 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

Main Entry: teamwork

Pronunciation: 'tEm-"w&rk

Function: noun

Date: circa 1828

: work done by several associates with each doing a part but all subordinating personal prominence to the efficiency of the whole

This is what you find in the dictionary when you look up teamwork. When you look around at Chapter 55 Team work takes on a whole different meaning. You will see people having fun, getting to know other members, laughing, smiling, making new friends, renewing old friendships, exchanging idea's, looking at airplanes, helping people, answering questions of non-aviation folks, giving YE rides, all the while they are cooking, taking tickets, parking cars and airplanes, setting up and tearing down. At Chapter 55 Team work is just plain fun or Plane fun.

We will be hosting two events this year one On June 12, 2005, a pancake breakfast from 7:00-11:00 AM. Hopefully

We don't have 100 foot ceilings like last year, Pray to the weather gods. The other and larger event will be on August 20-21 with the B-17 and C-47 coming from the Yankee Air Force as the main attractions. We will be having a pancake breakfast and a steak dinner on both days; so lets get the word out and make this the best event Ever.

Remember when you go flying take a chapter member with you

Mike

Greasy Side Up?

Truism

Basic Flying Rules:

Try to stay in the middle of the air. Do not go near the edges of it.

The edges of the air can be recognized by the appearance of ground, buildings, sea, trees, and interstellar space. It is much more difficult to fly there.

APRIL SCHEDULE

Board of Directors Meeting

Wednesday, April 6, 2005

Chapter 55 Meeting

Saturday, April 9, 2005

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

BREAKFAST WITH CHAPTER 55

<u>April Team</u>	<u>May Team</u>
Bill Bezdek	Kyle Bradford
Alex Decess	Ken Drewyor
Joel Heckler	Gordon Hempstone
John Kennedy	Steve Kent
John Mireley	George Moore
Bill Rider	Richard Riisburg
Rocky Stone	Dennis Swan

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

The meeting was called to order at 7:15 PM → Attendees: Mike Arntz, Tom Botsford, Dave Groh, Debbie Groh, Doug Koons, Gary Long, Bill Purosky, Drew Seguin, Jack Toman, Ken Vandenbelt, Vickie Vandenbelt, Deanna McCreary → Treasurer's report was approved. There are 20 members with dues outstanding as of this meeting. 3 have indicated they are dropping out. → Secretary's report was approved → Mason Aviation Days: Notices have been sent to warbird invitees and websites. Insurance forms have been fax'd to HQ. Planning meetings will be held on the third Tuesday of each month at 7:00 PM. Dates are 3/15, 4/19, 5/17. → We have a food permit available for another fly-in. The date of 6/12/05 was set. Bill P. volunteered to handle food and Vicki V. will work with Tom B. on advertising. → Deanna proposed a flying contest where members fly over airports and collect one for each letter of the alphabet. → The meeting was adjourned at 8:18 PM.

EAA Chapter 55 Business Meeting Membership Meeting – March 12

The meeting was called to order at 9:31 a.m. → 52 members and guests were present. → The Treasurer's report was approved. Twenty members have not paid their dues at this time. → The Secretary's report was approved → Mike Arntz indicated Mason Aviation Days planning meetings will be held on Tuesdays. We need volunteers to sign up for various duties. AirBP has donated 250 gallons of Avgas. → We have two kits for pedal planes available. Chuck Hacker volunteered to build them for a Chapter raffle. → Greg Cornell has donated a bookcase for the chapter Library. Bill Bezdek donated a magazine rack. The membership decided to use the proceeds from the 50/50 raffles for library materials. Vickie Vandenbelt will take responsibility. → Deanna McCreary described the flying contest for this year. Motion was made and carried to award prizes of \$25, \$50, and \$75 for the winners. → Al St. George described the comparative list of homebuilts he has researched and prepared. Copies were made available. → There will be a workshop at the airport on 5/15 to educate local rescue and safety officials on how to act around airplanes in a post-accident situation. Tom Botsford, Bill Purosky, Terry Johnson (CRAA), and Connie Kowalk will be hosting the event. → We will have a pancake breakfast on June 12 from 7-11 AM. Mason Airport open house will be on June 11 along with a Young Eagles rally. → Dave Groh made a snazzy stainless backsplash for the kitchen and Doug Koons installed it. → Bill Purosky announced that there are a couple of spaces available for the house they rent at Oshkosh. Contact Bill for details. → Joe Pirch gave a presentation on the Voyager Flight Planning Software and handed out demo disks. → the meeting was adjourned at 10:20. →

Notes From Cape Juby

by Terry Lutz

Summer is still months away, yet it pulls us toward the amazing experience of Oshkosh. Just when it seems like we've

seen it all, there is something on the horizon that we just have to see and experience. Can you imagine hanging around the airport in St. Louis as Lindberg fueled the Spirit of St. Louis and departed for Washington, D.C., where he would land the Spirit for the final time and turn it over to Paul Garber for display at the Smithsonian? Well, imagine now that you are a witness to history as Burt Rutan, Mike Melvill, and the rest of the Scaled Composites team bring White Knight and SpaceShipOne to Oshkosh on one of the final legs of SpaceShipOne's journey to the National Air and Space Museum. Our annual trek to Oshkosh really is more about history than tools, kits, and the afternoon air show.

The April issue of Sport Aviation has one of the best written and most poignant articles about aviation people ever written. It is about Mike Melvill and his wife, Sally. When we think about the tail first composite wonders designed by Burt Rutan, we often neglect the human side of the people who built them, work on them, fly them, and take the risks of the unknown. "Shared Journey" traces the life of Mike and Sally. You understand them as grass roots people and inseparable companions, despite the risks and despite living in Mojave! What great reading. Don't miss it!

Also in the April issue is a summary of Young Eagle pilots worldwide, who flew 10 or more Young Eagles in 2004. Mentioned from the state of Michigan are Doug Koons, Theodore (Ted) Lakin, and Ernie Lutz. With everything else going on this summer, we shouldn't forget that the Young Eagles program continues with the goal of flying 100,000 kids each year.

Just when you think people are finding the darndest things to fly around in, there was an article in Sport Pilot about building and flying ultra light hot-air balloons! I hadn't heard or read a story

quite like it since the guy that scotch taped 126 pigeons to his arms and actually got airborne. Then somebody threw a bag of popcorn in a rock quarry and it was all over. Or the story about the Californian who attached several weather balloons to a lawn chair and decided to play chicken with airliners over LAX. He was armed with a pistol to pop the balloons when he wanted to come down. It worked, too!

But ultra light hot air ballooning is coming of age, and it is likely that we will see and hear a bit more about it in the coming years. As you can imagine, there are some specific limits to creating an ultra light balloon, the biggest one being weight. Well, that's not supposed to be funny. What you want to build is a balloon that you can easily carry from your car to the field. So if it weighs 160 lbs or so, that isn't very easy. If it weighs 80-90 lbs, perhaps you can carry it on your back, and step into space from the top of your favorite hill. Move over, Otto Lillienthal! Lots of possibilities there.

So how do you make an ultra light balloon lighter? What you want to do is find material to make up the envelope that is both low in electrical conductivity and resistant to catching fire. The latter seems obvious, since you are blowing bright orange flame into the envelope! Nylon materials are giving way to lightweight polyester parachute material. New methods are being developed to stitch this material together. And then there's the fuel tank, in this case a propane tank. New composite tanks are being developed to replace the heavier aluminum ones. New fuels are being considered, including diesel and butane. The author of the article, Dr. Curtis Pack, thinks that a package could be built weighing just 70 lbs, including 27 lbs of propane fuel, to provide 30 minutes flying time with suitable reserve. For more information, here are two websites of interest:

www.cloudhopper.org (all about one-man, hang type balloons), and www.personalblimp.com (for semi-rigid maneuverable airships).

A picture of the one-man ultra light hot air balloon built by Dr. Pack, and shows the fuel tank doubling as the seat. Hard landings not allowed! Flying hasn't been this much fun since Slim Pickens rode that Nuke from the bomb bay of a B-52 in the movie "Dr. Strangelove". Yeehaaa!



First flights in any airplane have to be approached with great care, and with great detail. Each airplane, and each situation involving that airplane, must be approached that way. EAAer and RV-7A builder Dave Pohl received the Certificate of Airworthiness for his airplane March 19th. A million details are complete. The airplane is a Bob Parker's Trip Creek Airport, a 2500' x 50' wide grass airport. It is spring in Michigan, the field is not as firm as it will be in summer, and there are no real emergency landing sites immediately adjacent to the airport. So in addition to relying on all systems to be a "go", the first flight pilot has to properly plan and prepare for the specific type of takeoff, and for the anticipated characteristics of the landing.

To refresh my memory of the nose wheel version of the RVs, I asked RV-9A builder

Ron Drake for some flying time in his airplane "Some Kind of Wonderful". Ron graciously flew into Mason last week, and we put the airplane through its paces. The RV-9A is lighter and sprightlier than the aerobatic RVs, and surprisingly just as fast on 150hp. We did some normal takeoffs and landings, and then worked on takeoffs with the nose wheel misaligned with the runway. This simulates takeoff on a narrow runway where you need to turn in minimum radius, and where differential braking may not be enough to get alignment right in the center of the runway. It turns out that the RV-9A rudder becomes effective almost immediately on power application, and very little if any deviation from the centerline was encountered.

Then, we did some takeoffs starting with the stick full aft. When you do this on some airplanes, when the nose begins to rise, ground effect on the horizontal tail tends to bring the nose up rather abruptly. When taking off on a grass runway in spring, with an airplane that you know has a lot of weight on the nose, predictable characteristics to bring the nose up as soon as possible are a must. With the RV-9A, takeoffs with the stick initially full aft provided a smooth and predictable rise in the nose. When it was where I wanted it for lift off on a soft field, I could easily stop it with minimum movement of the stick. Pitch attitude remained constant until the mains lifted off. So from that flight, I refreshed my memory of the nose wheel characteristics of the RV, and simulated the takeoff I will have to make with Dave's RV-7A.

To round out the look at airplane characteristics, I began to plan for the first landing. The plan is to land in Pontiac where Dave has a hangar. The flight will be via overhead Tripp Creek to overhead Owosso, to overhead Flint, then direct to Pontiac. I know that the airplane will seem to be nose heavy after touchdown,

and needed to learn the technique to ease the nose down rather than let it fall down, at least for the first landing. This requires just a touch of power at touchdown and smooth reduction after the mains are on the surface. I found the nose of the RV-9A to be very predictable for this type of landing, and expect that the same technique will prove true with the RV-7A.

We will brief the flight with Carl Franz as chase pilot in his RV-6 and Dave in his right seat. With any good luck and good weather, first flight will be complete by the time we meet for breakfast April 9th.

I had the opportunity to fly the Luscombe Silvaire Bullet last week, with the great plan that I would fly up to Tripp Creek and photograph emergency landing fields, then get back before the wind came up. Great plan; didn't work. When I got back to Mason, the wind was 140 at 11G16. I tried not thinking about it; didn't work. Then I put my mind in gear and thought, "If I was the wind, where would I be the steadiest and most predictable?" Looking at the airport provides the answer. We have several new hangars on the airfield, and with a southeast wind, they will stir up the wind and make life miserable (or worse) IF you plan to land in the normal touchdown zone. But if you can accept a longer landing, try touching down after the hangars, which puts the touchdown just beyond the first turnoff when landing on Runway 09. On that day, the plan worked for me. If you find yourself in similar conditions, see if that won't work for you.

Enjoy these pictures, one of the ultra light balloons, one of Dave's RV-7A, and the current pace of my own RV-8. And as always, remember to lend a hand to your fellow pilot when they need it.



TIDBITS

BY VICKIE VANDENBELT

50/50 DRAWINGS:

Support of the 50/50 Drawings to raise funds for a chapter library has been outstanding and I thank you all. Greg Cornell has generously donated a large bookcase and Bill Bezdek has generously donated a nice magazine rack. These items - along with the books and videos collected so far - will soon be coming to a chapter meeting room near you!!

2005 CHAPTER 55 FLYING CONTEST AND 2005 CHAPTER 55 FLYING GAME:

Have you seen these?? Something for everyone!! The Chapter Flying Contest is neat because it can involve all our members. The Flying Game is really cool

because it is open to anybody who can get into the air with a camera!! It is also a great opportunity to involve some other chapters, along with non-EAA members, and have them come over for a visit.

CALLING ALL VETERANS:

I am looking to get info on all chapter members who are veterans and include your service info on our Veterans Profile page..... are you among those missing from the list??

YANKEE AIR FORCE:

The YAF will host the Traveling Viet Nam Wall which will be on display at Willow Run the weekend of June 3rd – 5th, 2005. And, if you do not want to miss the largest gathering of heavy WWII bombers in the world, you might want to mark your calendar for Thunder Over Michigan; August 6th & August 7th, 2005; at Willow Run Airport in Belleville, Michigan. Posters with additional information will be on display at the chapter and the latest information can be found at www.yankeeairmuseum.org

Young Eagles

By Renee Arntz

The weather is starting to finally warm up and maybe just maybe it will get warm enough to fly the kids this year. This is the time of the year that we start getting ready for our Young Eagle rallies. I am hoping that this year will be another good one and we will have ground crew and pilots to help us out.