

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

JUNE 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 received an invitation for the whole chapter the other day. It was from Mark and Jennifer Jacob. As you know Mark and Jennifer moved to Detroit when Mark was accepted into Wayne State University's medical school. Well Dr. Mark Jacob is graduating and the chapter members are invited to an open house at Mark and Jennifer's house. His is graduating on Tuesday, June 7th. Their address is 12000 Engleside, Detroit, MI 48205. (Directions: 1-94 to exit 220, Connor Avenue. Take Connor, north towards City Airport. Turn right onto Engleside.) The time was stated from 5:00 PM- 8:00 PM. We think the open house is Tuesday but the date on the invitation was not stated. I wonder if they know we have over one hundred members. Would they be surprised if we all showed up? So speaking on behalf of all the members of Chapter 55; "Very hardy Congratulations to Mark for a job well done".

The event is moving along nicely with the committee all working together like a well-oiled machine, (after this is over some of the committee members said they were going to get well oiled). We have had our regular meetings on the third Tuesday of the month with a couple envelope stuffing parties thrown in. We are progressing nicely, we had a couple of set backs but over came them with no problem.

I would like to thank all the chapter members who worked at the Aviation & Aerospace Teacher Workshop sponsored by the Michigan Aeronautics Commission last month. The members who worked are Renee Arntz, Vickie Vandenbelt and Ken Vandenbelt, Connie Kowalk, Tom Botsford and Karen Marendorf and Phil Tartalone.

Oshkosh is just a few weeks away. If you have never been there, it is worth the pilgrimage to be part of the largest fly-in convention in the world. Camping at Camp Scholler is a blast. Chapter 55 campers' numbers have been growing over the last several years; starting with two members the first year to around fifteen or so last year. If you want to join in the fun and camaraderie that is at Chapter 55's campground, you will find us at Fourteenth and Elm in Camp Scholler.

Remember take a chapter member flying.

Mike Arntz, President

JUNE SCHEDULE

Board of Directors' Meeting

Wednesday, June 8, 2005

Chapter 55 Meeting

Saturday, June 11, 2005

8 - 9 Breakfast / 9:30 Chapter Meeting

BREAKFAST W/CHAPTER 55

June Team

Charles Brown

Lou Farhood

J. Morris Hickman

Dan Schiffer

Ralph Taggart

July Team

Richard Bacon

Rick Ferrell

Russ Hilding

Connie Kowalk

Pete Mulliner

Tom Schroeder

Phil Tartalone

Joe Whitesides

Greasy Side Up

The German air controllers at Frankfurt airport are renowned as a short-tempered lot. Pilots are not only expected to know their gate parking location, but how to get there without any assistance from the air controllers.

So it was with some amusement that a Pan Am 747 listened to the following exchange between Frankfurt ground control and a British Airways 747, with the call sign Speedbird 206. Speedbird 206:

"Frankfurt, Speedbird 206 clear of active runway."

Ground: "Speedbird 206. Taxi to gate Alpha One-Seven."

The BA 747 pulled onto the main taxiway and slowed to a stop. Ground: "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by, Ground, I'm looking up our gate location now."

Ground (with very arrogant impatience): "Speedbird 206, have you not been to Frankfurt before?"

Speedbird 206 (coolly): "Yes, twice in 1944, but it was dark -- and I didn't land."

EAA Board of Directors Meeting

Board of Directors Meeting – May 11, 2005

The meeting was called to order at 7:05 PM → Attendees: Mike Arntz, Tom Botsford, Dave Groh, Debbie Groh, Doug Koons, Gary Long, Bill Purosky, Drew Seguin, Jack Toman, Ken Vandenberg, Vickie Vandenberg, Deanna McCreary → Treasurer's report was approved. → Secretary's report was approved. The secretary acknowledged and apologized for getting last month's contest winners switched → A protest was raised for inadequate notice on the April 5 Board meeting. The board reviewed pertinent matters discussed in that meeting. The board subsequently voted to accept the minutes and treasurer's report from that meeting. → Mason Aviation Days: Notices have been sent to various websites. We are waiting for the insurance form from Yankee Air Force. The layout of the event poster was resolved. Thanks to Dave and Debbie Groh for their efforts. The New Standard biplane will be giving rides - weather permitting. → We are still researching options for repair of the various leaks in the hangar roof. → A Motion was made and carried to reconsider approval of the Powered Parachutes, pending approval of CRAA, Airport owner and a major sponsor of the event. → The B-17 will park at the West end of the field in the area designated by the event committee. The Safety committee, led by Tom Botsford, will focus extra attention on this area → Mason Airport will be having an open house on Saturday, June 11. Volunteers should contact Connie Kowalk. Chapter 55 will be holding a Young Eagles Rally on the same day. → Chapter 55 will be holding a Dawn patrol on Sunday June 12. The board approved \$150 in advertising funds for the event. → Tom Botsford suggested, and the Board approved moving the meeting start time to 8:30 on June 11 to accommodate the busy schedule for the day. Mary Schwaderer will be making a presentation on tower operations at Oshkosh. Breakfast will be from 7:30 to 8:30 → The meeting was adjourned at 9:08

EAA Chapter 55 Business Meeting

Membership Meeting – May 14, 2005

The meeting was called to order at 9:34 a.m. → 53 members and guests were present. → The Treasurer's report was approved. → The Secretary's report was approved → April minutes were re-approved (see above) → Mason Aviation Days: Volunteers are needed, especially for cooking duty. Tom Botsford stated the goal is to get enough to make for short shifts for everyone. Mike Arntz indicated that CRAA policy prohibits displays or banners by businesses not located on the field. We can, however put up a display board thanking event sponsors. → Doug Koons has a Boy Scout troop volunteering to help with MAD. He would like to arrange Young Eagles rides for them as well. → Note the article in Sport aviation on our flying contest. The article was written by Steve Houghton -Thanks Steve. → Remember the Chapter meeting for June 11

will start at 8:30 AM with Mary Schwaderer talking about Tower operations at Oshkosh. → There will be a First Responders workshop on May 15 at TEW. See Tom Botsford if you can volunteer to help with the event. → Bill Purosky has space available at OSH →

TIDBITS, JUNE 2006

By Vickie Vandenberg

THE "BIG WEEKEND":

All we need now is great weather!! Saturday **June 11th** is our first Young Eagle Rally of 2005; plus Connie Kowalk will be hosting the Mason-Jewett Airport Open House.

Then **Sunday June 12th** is our Dawn Patrol Pancake Breakfast. Lots to do and lots of fun to be had by all !!

I will set up our "**FREE INFO**" table for the public both Saturday & Sunday with a collection of brochures and pamphlets as well as flyers for future events. If you have some old issues of Sport Aviation or AOPA Pilot or such that you want to get rid of, keep this in mind. And - be sure to tell all our guests to check it out !!

EAA 55 - DAWN PATROL:

I need your help !! Advertisements will be in the [Ingham Community News](#), the [Holt Community News](#), the [Mason Shopping Guide](#) and the [Leslie Shopping Guide](#). Press releases have been sent to all the major newspapers, radio & TV stations; we have posted the event on numerous websites plus flyers were sent to churches, municipal offices, warbird owners and pilots who registered in the past. **Please let me know what ads you see and/or announcements you hear – along with any feedback from persons receiving our flyer.** This feedback will help us determine the best course of action for future advertising dollars!

2005 EMAD (AKA EAA 55 MASON AVIATION DAYS) – SIGN UP SHEETS:

The sign-up poster board is in the meeting room. I am transitioning that information onto a computer spreadsheet -- by category; by day; including Friday night chores and Sunday night tear down. These will be printed for each Team Captain on the event days so they know who is to be where and when I need to make sure your name is in the correct slot so I will have a copy available for viewing at the meeting.... Lots of openings still available, so don't be bashful about putting your name in the spaces provided !!!

ADVERTISING FLYERS & POSTERS:

We are looking to reach as many people as possible – with the most bang for the buck!! If you know of any businesses that would welcome flyers to pass out or posters to pin up – please don't hesitate to contact me, Mike Arntz or Dave Groh.

2005 EMAD – LOOKING FOR SPONSORS:

I'm working on securing items to fill "goodie bags" along with door prizes for registered pilots who fly in. Plus, we are seeking more sponsors. If you know of any business or individual who

would be interested – let me know and we will provide them with a Sponsor Form. (Note: **GOLD SPONSORS** with donations of \$500 or more qualify for one ride in the YAF B-17 when it arrives that Friday.)

OSH KOSH AIRVENTURE – GROUP CAMPING:

Camper RoundUp - Who all plans to camp in the EAA 55 group site?? We try to get a bunch of us together in sites in the area of Elm and 14-15th Avenue (close to the showers & the all-important bus stop for easy travel to the gates). Let me know and I will put together a list of members who plan to be at AirVenture (and who will be at the group camp).

LIBRARY:

The EAA Chapter 55 Library will soon be open for business. We now have a large bookcase and a very nice magazine/book rack in the meeting room. I hope to have all the books set up and ready for your viewing prior to our next meeting.

EMAIL ADDRESSES:

Remember – let us know if you change your email address or if you are new to email. We will see that the web members list and Warren's newsletter list get updated. Also, if you want to receive your monthly copy of WingTips via email, send Warren a note at warren-bonnie@comcast.net.

Young Eagles

By Renee Arntz

Well it is that time of year again. National Young Eagles Day this year is June 11th. This is my fifth summer season working with the Young Eagles program and the fourth season as the Young Eagles' Coordinator. We have exceeded our goal every year since 2001. We have flown over 1,040 Young Eagles in three years. Seeing all those children's faces as they came off the airplanes -- the smiles and all our members who help make this a success -- that's what keeps me going.

Two weeks ago, Vickie and I sent the public service announcements to all the community newspapers, the [Lansing State Journal](#), as well as the radio and television stations. With the responses and phone calls I've received in just the last week, it looks as though we could have as big of a success as we did two years ago. Two years ago we flew 231 in just one day. I have heard from teachers, Boys Scout troops and even a coworker from the [Lansing State Journal](#) article alone.

We also received many items from the Michigan Aeronautics' 12th Teachers Aviation & Aerospace Workshop to hand out to the kids. This will be the best year for goodie bags for the kids. We have posters, photos, calendars, cups, pins and numerous other items.

I am hoping that we will have support from the chapter and all the pilots and volunteers who have helped me in the past. Usually in June is when we have the most help. Thank you in advance and see you Saturday.

Information from the United States Department of State

http://travel.state.gov/travel/cbpmc/cbpmc_2223.html

New Requirements for Travelers Between the United States and the Western Hemisphere Travelers to and from the Caribbean, Bermuda, Panama, Mexico and Canada will be required to have a passport or other secure, accepted document to enter or re-enter the United States. This is a change from prior travel requirements and will affect all United States citizens entering the United States from countries within the Western Hemisphere who do not currently possess valid passports. This new requirement will also affect certain foreign nationals who currently are not required to present a passport to travel to the United States. Most Canadian citizens, citizens of the British Overseas Territory of Bermuda, and to a lesser degree, Mexican citizens will be affected by the implementation of this requirement. Implementation Dates for New Travel Initiative Requirements Frequently Asked Questions about the New Travel Initiative Requirements (FAQs) Press Release: New Passport Initiative Announced to Better Secure Americas Borders Transcript of Briefing on the Western Hemisphere Travel Initiative Passport and Document Requirements Download Western Hemisphere Travel Initiative Flyer (PDF) Ronda Whiting

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

We need to talk about low flying. An interesting but decidedly disturbing article appeared in the June 2005 issue of Sport Pilot (this is the EAA magazine that features ultralights, powered parachutes, trikes, and light sport aircraft, plus all the cool stuff you need to know about them). Titled "Down on the Deck", the author discusses the pros and cons of low and slow flying. The article flows from a discussion about how you can be seriously killed while low flying, to a personal experience flying loose formation with a friend who was killed while low flying, then to the applicable regs, and finally (incredibly) to some rules of thumb if you're going to do it anyway.

The truth is that there are far too many variables, far too many hazards, and far too few reasons to risk flying really low. I know. Been there, hit the wires, pulled down a power pole, and can show you the mangled parts that used to be the vertical tail of the Luscombe Silvaire Bullet. I was doing a normal approach to an airstrip I had not flown into before, and managed to hit an unmarked set of wires located over and about 200' down the runway. My son and I are lucky to be alive.

Back in my USAF days, I did a lot of low and fast flying in the F-4. But we approached each flight with a great deal of planning. We updated our charts with the latest obstacles and restricted areas (today we call them TFRs). Groundspeed was carefully planned, and our charts reflected the turn radius at the speeds we flew, which was often above 500 knots at 500 feet agl. Still, there were accidents. Brian Smith and Denny Thrasher were on a low level flight in northern Bavaria, and hit the top of a hill that was one of four "Fisher Fingers" that we

used for radar navigation. The weather was bad, and they were in a slight climb when they began slicing through trees at the top of the hill. Denny initiated a dual-sequenced ejection, and was burned on his neck as the fuel tank behind him exploded. Brian ejected successfully, and after his parachute landing, discovered that both pockets of his flight jacket were filled with shards of Plexiglas and wood splinters. Good guys, both of them. Brian flies for Delta, and Denny is a doctor in Tuscon, AZ. Even when properly planned, low flying can turn bad in a hurry.

There was another guy in the unit that went home on leave and decided to rent a C-172 at the local airport (where he had learned to fly). As he tells the story, he found that if he flew really low, things would seem to whiz by at the same rate they whizzed by while flying the F-4 at 500 feet and 500 kts. An interesting theory. While flying very low over a set of high-tension lines, he hit something. Something that grabbed the airplane and pulled it to the ground. If you look closely at high-tension lines, you'll notice a lightning arresting cable draped from the very top of the towers. It is almost impossible to see even when you're looking for it. The airplane hit and cut the cable, which then wrapped itself around the right landing gear. Two of the four people aboard were killed. The pilot's nickname was Crazy Bob. I remember the day he decided to sing "Delta Dawn, What's that Flower You Got On" on the PA, in a high falsetto voice, just as the Wing Commander strode into the building. And the time he selected "dump" instead of "centerline tank" on the fuel panel while taxiing for takeoff, effectively dissolving 2000' of asphalt taxiway that had just been paved.

Then there was Mel. Mel bought a twin-engine ultralight called a Lazair. This was actually a pretty cool airplane, and I really enjoyed the one time that I got to fly it. When Mel bought it, he had never flown an airplane before. So he taught himself to fly. And he did quite well. Pretty soon, we got to see a lot of Mel and his Lazair, usually right on top of the trees. Then we got to hear Mel and his Lazair *at night*. It was scary. There was so much sticking up that he just couldn't see at the altitude he was flying. The Lazair's wings were transparent mylar, so Mel hooked up a string of 12 volt lights inside the wings, and he could be seen just over the trees at night, with lights ablaze. Finally, Mother Nature put her foot down. In early November, the Lazair was parked behind Mel's barn and an early winter storm dumped heavy wet snow on the airplane until the wings failed. It was the end of the Lazair, and thankfully, the end of Mel's flying career.

We can't always protect people who are bent on taking unacceptable risks. Like the two helicopter pilots that were flying at night using night vision devices. They were below the tree line and approaching a gap in the trees. One pilot said to the other "Think we can make it through there?" To which the other pilot replied "Nope". They hit the trees and crashed. But when I read that "A few pilots I knew had struck trees or wires, but the consequences always seemed minor: one broken arm, one sprained ankle, some crunched up airplanes, including one that was stuck in a tall oak tree.", something is terribly wrong. Those are the warning signs. The truth is that

there are far too many variables, far too many hazards, and far too few reasons to risk flying really low.

I attended the Flight Test Safety Workshop of the Society of Experimental Test Pilots last month in Seattle. There were two rather interesting stories told there that I would like to pass along. General Electric has an engine test facility in the desert near Victorville, CA. They needed to do some testing in a humid environment, so they loaded up the test airplane (a B747), and headed for Hawaii. On approach to Honolulu, one of the engineers reported smoke coming from the test engine pylon. The pilots asked if it was just water vapor (which can trail off the flaps in humid conditions), to which the engineer said "I can see the flames now..." They landed and evacuated from the slide at door 1L. Of course, the engineers were observed coming down the slide with laptops, etc. It took two weeks to find the leak that had caused the fire in the pylon. They finally had to hoist the engine to remove load and pressurize the fuel system, just in order to see the fuel leak. What they missed in building up the test pylon was a back-up seal ring on a Wiggins fuel fitting that was part of the fuel feed setup for the test engine.

We were also briefed on a test of the B717 (a modernized version of the DC-9), which was to be flown at 25 degrees of sideslip and 190 knots. Things were going pretty well as they slowly increased sideslip, until control was lost with very little warning. They went completely inverted in less than 1 sec. The procedure was to recover from inverted by allowing the nose to fall and then pull out of the dive. This was in lieu of continuing the roll to avoid a deep stall entry when the airplane was rolled upright. The technique they used caused a huge altitude loss, and resulted in a 3.5g recovery at a speed over the airspeed limit.

Now for the interesting part: The test was originally planned to be flown at 10,000', but during a safety review, they bumped the altitude up to 15,000' because the airplane was not equipped with a spin recovery parachute. During the departure, the altitude loss was actually closer to 10,000', and the recovery over the high desert floor was at about 3600' agl. With the original test plan, they wouldn't have made it.

Well, we're having some really great flying weather now, and while we want to enjoy it, we can't overlook our roles of being the last one in line to make a decision that affects the safety of our flights. And remember too that we're going to be flying Young Eagles and every aspect of those operations demand our strictest attention. So fly safely out there, and as always, don't hesitate to help your fellow pilot when they need it.