

JULY 2005



Meetings are the 2nd Saturday of each Month

Chapter 55 Hangar - Mason Jewett Field

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Climb and Maintain Flight Level 55

An invitation for Chapter 55 members was received recently. We are invited to the wedding of Deanna McCreary and Don McAlister. The wedding will be August 13, 2005, at 3 pm at Jurel Baptist Church, 11400 Plum Orchard Road, Munnith, MI. A reception will immediately follow at the Spartan Wings Hangar. This is the second wedding in four years for chapter members; isn't it wonderful for our family.

The pancake breakfast was a great success (Gregg said financially it was one of the best). We had a very good turn out, both people coming in to eat and chapter members to help. I had planned to list all the members who helped but every time I seem to miss someone and then I hear about it. So this time I want to say THANKS to all who helped.

The August 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). I said that before and I said it again. I have received several phone calls from people who want rides on the B-17; so there is interest out there and let's hope we sell as many rides as we did last time. We have had our planning meetings on the third Tuesday of the month.

We have one new member and few who are going to join. The new member is Paul Green who signed up the night before the YE rally so he could fly the kids and help out. A big thank you to Mr. Green. The pending members are Matt Tuttle and a friend of his whom I have not been made aware of his name. Matt is the new owner of the hangars just south of the Chapter hangar. He is a chopper pilot and flew in for the pancake breakfast last month. Matt got me to rent a hangar from him and I got him to join the chapter. The other gentleman is Larry Gebler. He and I have been conversing thru E-mails. It seems Larry remembers one Terry Lutz from ROTC at U of M.

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 Renee and myself 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. If you are thinking of camping with us please let me know by e-mail, phone or at the meeting. This way we will be able determine how much space to rope off. Last year Dick Bacon had about an acre roped off and he was getting quite nervous about his claim being jumped because the other members were a little late showing up.

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

Mike Arntz
President

Greasy Side Up Pilot Truths

The only three things a wingman should ever say are:

1. Two's up.
2. Lead, you're on fire.
3. I'll take the fat chick.

And in a multi-place aircraft, there are only three things the copilot should ever say:

1. Nice landing, Sir.
2. I'll buy the first round.
3. I'll take the fat chick.

JULY SCHEDULE
Board of Directors' Meeting
Wednesday, July 6, 2005
Chapter 55 Meeting
Saturday, July 9, 2005
8 - 9 Breakfast / 9:30 Chapter Meeting

BREAKFAST W/CHAPTER 55

<u>July Team</u>	<u>August Team</u>
Richard Bacon	Lloyd Brown
Rick Ferrell	Ray Fink
Russ Hilding	George Haley
Connie Kowalk	Leo Holmes
Pete Mulliner	Ted Lakin
Tom Schroeder	Gary Nesbitt
Phil Tartalone	Mary Schwaderer



Cooks for June Lou Farhood and

EAA Board of Directors Meeting

Board of Directors Meeting – June 8, 2005

The meeting was called to order at 7:00 PM → Attendees: Mike Arntz, Tom Botsford, Jack Toman, Gary Long, Doug Koons, Deanna McCreary, Bill Purosky, Drew Seguin, Dave Groh, Debbie Groh, Ken Vandenberg, Vickie Vandenberg → Secretary's report was approved. → Treasurer's report was approved. → Mason Aviation Days: We have permission to place a banner at Hart Well Drilling a few days before the event. LCC Flight School would like to put an airplane on display at the event. → A motion was made and carried as follows "EAA Chapter 55 will allow Angels of Mercy, L.C.C. and other not-for-profit organizations to have informational displays at the Mason Aviation Day event, subject to (Chapter 55) Board approval." → The Civil Air Patrol wants to use the Chapter facility 3-4 times per year for their training events. They need to have a member in the organization to qualify. The suggestion was made to have a calendar for reserving the hangar for such events. Mike Arntz agreed to be the keeper of the calendar. → The Mason Chamber of Commerce is donating a door prize for our June 11 events. Insurance is in place for this event. → The Vortex roof solution has proven prohibitively expensive. The plan is to replace loose nails with screws and butyl caulk. Possibly to install a new, wider ridge vent. → A list of local Aviation Medical Examiners is posted on the Board → Pilots are needed for the Young Eagles event of June 11. Bill Purosky will do the food purchase based on an expected turnout of 250. → Thanks to Tom Krashen of MDOT for donations of swag for the Young Eagles event. → The library is up and available with signouts for the various materials. → The meeting was adjourned at 8:38.

EAA Chapter 55 Business Meeting

Membership Meeting – June 11, 2005

Due to a plethora of activities scheduled for the day, beginning was Mary Schwaderer's presentation on tower operations at Oshkosh, the FBO open house and the Young Eagles event; there was no formal business meeting on June 11. →



Guest Speaker Mary Schwaderer

Tidbits

By Vickie Vandenberg

(Some of the following is an update of an email-gram sent the end of June and for the benefit of those who do not receive email)

EMAD (EAA 55 MASON AVIATION DAYS)

AUG 20TH & AUG 21ST PLUS FRIDAY PREP:

The sign-up sheet is posted at the hangar. I have transitioned info to computer spreadsheets by category & by day. Will you be working either of the days? Don't be bashful about putting your name in the spaces provided!!! With an event this big, it is important that team captains know **in advance who will be working** with them and when.

Doug Koons has two Boy Scout troops coming and they will handle a lot of the parking & kitchen chores but we still need members to supervise. We still have openings each day for **Aircraft Parking; Flight line Security; Car Parking/Gate Security; Tractor/Shuttle Service; Food Ticket Sales; Food Cooking; Concessions; Announcer/Public Address; Raffle Sale Table**. Then there is always the Friday night prep and the glorious Sunday night tear down & clean up!!

If you signed up previously, please check & make sure I have you in the correct slots!! If you haven't signed up because you don't know what you want to do, tell me what day/time you can be working and I will plug you in someplace.

EMAD SPONSORS:

We will be able to accept sponsors right up to the week prior but the more we have in advance - the better. We are accepting items for the public raffle; we are doing "goodie bags" and door prizes for registered pilots; and donations of the ever-popular cash can be used for many expenses we will incur!! If you know of anyone who might consider being a sponsor, forms are on the table at the chapter or contact me. (NOTE: Donations of

\$500.00 or more are **GOLD SPONSORS** who qualify for one ride in the YAF B-17 when it arrives that Friday.)

EMAD FLYERS:

Are available at the chapter. Please contact me if you need a large supply to pass out.

YAF B17 RESERVATIONS:

If anyone inquires about signing up for a flight on the B17, Mike Arntz is compiling a list of names and day desired.

RAFFLE TICKETS:

We plan to sell raffle tickets for a Peddle Plane & other donated prizes(?). Does anyone recall seeing a ticket barrel used to draw the winning ticket anywhere around the hanger??

EQUIPMENT NEEDS:

Looks like we have most everything we will need EXCEPT we could use more **Tent Canopies** for workers and guests alike. If you have one that EAA55 can use, please contact Mike Arntz.

RACK FOR HANGING BAGS:

At the last YE Rally, we thought how nice it would be to have some sort of rack to hang the plastic goodie bags on for ease in filling and handing out to the Young Eagles. It could also be used for the goodie bags at EMAD Pilot Registration. Does anyone have something that could be adapted or an idea for making one??? Contact Mike Arntz or me.

LONG TIME MEMBERS:

Mr. Don King stopped by the field the afternoon of June 12th. He was a member many, many years ago and wanted to look us up but couldn't come in time for the Dawn Patrol Breakfast. He asked about Ivan & Mavis Rowell and some other unfamiliar names. I invited him back to our July meeting. Does anyone recall Don??

AIR VENTURE EAA CAMPERS:

Are you considering joining the us at the EAA55 Group Camp? So far, looks like we have Dick & Barb Bacon, Chuck & Sharron Hacker, Ken & Vickie Vandenbelt; Mike & Renee Arntz, Gilbert McKessy, Jim Cushing, Greg Hover & two of his nephews, and, hopefully, Joe Pirch and Dave & Debi Groh. Plans are for some to arrive the Friday prior to reserve our space at 14th & Elm Street. Let me know if we should reserve space for you!!

LIBRARY:

The EAA Chapter 55 Library is now open for biz!! Each book is marked and there is a card for check out purposes. Complete instructions are in the bookcase. Enjoy!!

We will continue the 50/50 drawings to raise funds for additional purposes. Is there anything in particular you would like to see us have?

YANKEE AIR FORCE:

Have you made plans to attend the YAF Thunder Over Michigan? If you don't want to miss the largest gathering of heavy WWII bombers in the world, you might also want to mark your calendar to be at Willow Run Airport; Belleville MI;

August 6th & August 7th, 2005. The latest information can be found at www.yankeeairmuseum.org Dave Groh has a small supply of posters.

Young Eagles

By Renee Arntz

This year's National Young Eagles Day on June 11th was the **best** of all National Young Eagles days. In fact, we flew the exact number in about the same time frame as Headquarters - 124 from 9:00 AM -1:30 PM. For the first time since I have been the Young Eagles Coordinator, we had to stop flying the kids due to the weather. Here are the numbers for all the pilots: Doug Koons: 12, James McFarland: 10, Mary Schwaderer: 13, David James: 6, Bill Purosky: 10, Steve Houghton: 15, Doug Green: 21, Dale Buttermore: 5, Tom Schroeder: 6, Gregg Cornell: 15, Ernie Lutz: 9, Stan Chubb: 1 and Dave Groh: 1. Bill Purosky had also flown one more Young Eagle earlier.

We received many items to hand out to the kids from the Michigan Aeronautics' 12th Teachers Aviation & Aerospace Workshop. It was a real hit with the kids. They enjoyed what we gave them and were especially excited about these items.



First Young Eagles of the Day, Virginia and Colleen Gilton

I am hoping that we will have the support from the chapter from all the pilots and volunteers who have helped me in the past. Please once again let me know who we can count on. We were short on help last month. I want to thank all of those who helped but especially to Dick Bacon and Bob Noelp who were out in that hot sun the whole duration with the airplanes and pilots. I had pilots both flying and helping other pilots loading up the kids. I also had Dick Wilke's daughter Linda and chapter member Mary Gowans (who I have talked with on the phone and finally had the pleasure meeting). These two helped Vickie and I with the kids. Linda took care of the drinks and Mary stuffed the goodie bags. They jumped right in when they saw we needed some help. We made from the pop, water, and donations a total of \$165 for the chapter. This was selling water and pop for .50, just think at \$1.00 a drink like we did and the Air show. It was a hot day and we had a captive audience. Thank you in advance and see you Saturday.

This is my fifth summer season working with the Young Eagles Program and the fourth season at the Young Eagles' Coordinator. We have flown 1,779 kids and I am only 68 kids away from my personal goal of 1,000 kids. I am hoping we can

have at least this many on July 9th. The flights will be from 10 AM -2:00PM on that day.



Young Eagle Coordinators for June
Vickie, Renee and Karen

Two weeks ago, I sent the public service announcements to all the community newspapers, Lansing State Journal, radio and television stations once again. I have heard from Channel 6 and we may be having an interview on a morning show. The host talks to people in nonprofit organizations and saw the public service announcement. Wouldn't it be nice to have a record day again - like 231!!! This last Young Eagle rally was the second largest to date. She also stated I could talk about our Air show.

EAA Oshkosh

By Deanna McCreary

Monday morning, July 28 2003, started out cloudy. Our plan was to depart Mason between 1 and 2 pm, to give us time to arrive at Oshkosh before the airport closed at 8:00 pm CDT. Once we arrived at Mason, we immediately started loading up Daisy - the Spartan Wings Cessna 172. Before we finished packing, Don started preflight and noticed the right fuel cap was missing. We walked the taxiway between the hanger and fuel pump. After about an hour of searching and asking around it was found and we were on our way to Oshkosh, Wisconsin in the clear blue sky.

We flew northwest crossing Lake Michigan at the smallest shore-to-shore section by Muskegon to Manitowoc. We used the LRS (Lake Reporting Service) and felt quite safe at 10,500'. We took a fuel stop, ate a snack and concentrated on the NOTAM to arrive Oshkosh. It was quite easy; fly to Ripon at 3,000', then descend to 1800' and maintain 90kts to cross Fisk (a RR track with strobes) At Fisk a controller told us which runway to use and we rocked our wings in response.

After landing, we taxied off into the grass and followed many flag persons' instructions to our campsite. We set up camp on the north side of the airport among hundreds of airplanes. We pitched our tent under the right wing and pulled out a couple chairs and sat and relaxed looking around at our surroundings, thinking about how we just flew into the busiest airports in the world. **EAA OSHKOSH!!**

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

I was cutting grass the other day, like most of us end up doing in the summer. The grass contains a lot of buckhorns at this time of year. Thin stalks about 10 inches high with a little pod on the end. You get to do a lot of thinking while you cut grass, and the buckhorns reminded me of a trip in the Luscombe Silvaire Bullet some 16 years ago.

We were living near Buffalo, NY and I left work about 4 pm on a Friday afternoon, scooped up my 8 year old son Jonathan from home, and drove to the airport. It was mid-June, and we were headed to the Luscombe Fly-In held every year at the airport in Moraine, Ohio. I liked that fly-in because they always put out a sign that said "Welcombe".

The weather was beautifully clear, but the wind from Buffalo to the Dayton area was right on the nose and blowing at a 15-20 mph clip. We were planning to land on an airstrip behind a friend's house just north of South Charleston, Ohio. But as we proceeded down the southeastern shore of Lake Erie, I knew that we were losing daylight. Even with a lightning fast refueling stop, we were rapidly getting into the daylight hurt-locker.

We stopped about halfway, at a small airport north of Akron. In addition to refueling, I knew I had to do two things. First, call our friend and ask him to turn on every light he could find behind the house, and behind the houses of the rest of the folks who lived on the airstrip. And second, buy a flashlight. Even though I had my tools with me, I had not packed a flashlight. So we found one of those mini-mag lights under the counter, put the batteries in, tested it, and departed into the evening sky.

At a little past 9 pm, and with a lot of shadow in the cockpit, I asked Jonathan to fire up the flashlight and hold it up so I could read the instruments. The Bullet doesn't have any lights. He kept trying and trying to turn it on, then said "Dad, this thing is getting kind of hot...". I put my hand on it, and sure enough, it had chosen that moment for the bulb to dead short and turn the whole thing into a super nova! Now we were in the darkness hurt-locker. Knowing that the flashlight had a spare bulb, I asked Jonathan to fly. In near darkness, I dismantled the flashlight, found the spare bulb, put it in, and reassembled everything. Most of it was done by feel, because there just wasn't enough light left to see. Fortunately it worked, and fortunately, Jonathan did a fine job of keeping the airplane stable.

By now it was nearly 9:30, and we still had 30 minutes of flying ahead of us. The sun was well below the horizon, and the veil of darkness was almost completely pulled across the sky. Navigation was strictly by pilotage. With the lights of Columbus and Springfield easily visible, I knew basically where we were, but finding the precise location of the airstrip would be difficult. With the flashlight, I could see it on the map, but had to rely simply on memory of the daylight details to find it in the dark. GPS had not yet been invented.

The plan was to find the beacon at the Madison Co Airport (halfway between Columbus and Springfield), then locate South Charleston, and verify the location with road patterns to the northwest. Between the Madison Co Airport and South Charleston was the blackness of a hundred cornfields, dotted with a few mercury vapor lights. Finally, I could make out the town, then the road to Springfield, then Lisbon Rd, the north-south road that paralleled the airstrip. The hangars were open and all the lights were on. I flew a wide pattern and planned a long final to the south, keeping in mind that there was a fence on the north end of the runway. On short final, I could actually see the fence line because it was populated by thousands of fireflies.

Just beyond was the runway. When it came time to flare, I realized I was landing on a bed of buckhorns. The illuminated tops of the buckhorns had created the illusion of a surface in the lights of the hangars.

Last week, I flew my final trip as a DC-9 Captain. As usual, nothing was routine. Approach control twice gave us vectors that would have taken us outside of Class B airspace. Usually, you worry about straying *into* Class B airspace, but for a turbojet airplane in Part 121 operations, it's a violation to stray *outside*. Then, we had a close encounter with a Piper Cherokee that triggered a TCAS Resolution Advisory. The Cherokee was practicing holding procedures at a VFR altitude. We were turning left, they were turning right, and our paths crossed with 400' of vertical separation, according to TCAS.

With two legs to go, a simple out and back to Columbus, I started at the gate and did what I hope is my last powerback. I put both engines in reverse, and slowly moved the power up to 1.2 EPR. But these reverse levers had an excruciating amount of friction in them. Moving them one at a time, I managed to get the right one set, but when the left one began to move, it went quickly from 1.18 to 1.22. It was well within limits, but just fast enough to cause the engine to momentarily compressor stall. For that treat, we had to run a special procedure to check the engine before departing. Then leaving Columbus, we left the gate only to be informed of a ground stop for Detroit due to weather on the arrival path. As I said, nothing was routine.

My temporary home is now the Clarion Hotel in Bloomington, MN. I'm going through Airbus A320 training. I tell everyone that "I'm going back to the future", having flown the airplane as a First Officer almost 7 years ago. Affectionately named "Sparky" or "Fifi", the A320 is the first commercial to incorporate fly-by-wire technology. It is designed with hard limits, so you can pull to, but not exceed the angle of attack where the airplane will stall. And it goes one step further by automatically applying full thrust if you reach that angle of attack.

As you might imagine, the airplane has more computers than a rock concert has iPods. Most systems have dual computers, one primary and one for back-up. Some computers swap the primary role from flight to flight. And if both computers fail, the affected system will be in a conservative back-up mode. The flight controls have 3 main computer systems, the ELACs

(Elevator-Aileron Computers), the SECs (Spoiler-Elevator Computers), and the FACs (Flight Augmentation Computers).

Other computers are named BSCUs, BMCs, FADECs, etc. It's a lot of alphabet soup to remember, but it all makes sense. And the airplane flies great. It is spectacular in a crosswind.

My only lament is that it has a small side stick, it trims itself automatically, and you spend most of the time on the autopilot. After flying the A320 for 3 years, then transitioning to the DC-9, one of the things I noticed was that my hand-eye coordination showed a marked improvement. With a wadded up piece of paper, I could nail any jump shot with my left hand. So I guess I will just have to finish my RV-8 to stay sharp.

If you haven't been flying lately, you should try to get airborne soon. This is without a doubt the most beautiful time of year to be flying. It is the one time of the year when I actually enjoy seeing the color green. So get in the air, fly safely, and as always, don't forget to lend a hand to your fellow pilot when it's needed.



FOR TERRY LUTZ INQUIRING MINDS WANT TO KNOW

"HAVE YOU HAD A CHANCE TO FLY THIS ONE?"
Digital Creation Submitted by Delbert Johnson (snicker)

EAA's "Salute to Veterans" B-17 Tour

In case you haven't heard, EAA's "Salute to Veterans" B-17 Tour will be coming to [your town](#) soon! The tour brings the beautifully restored B-17 Flying Fortress "*Fuddy Duddy*" to a local airport for flight experiences and walk-through tours. This aircraft is one of a tiny handful of B-17s still flying out of over 12,000 that were built.

EAA invites you to reserve a seat for a flight aboard this rare WW II bomber and experience "the ride of a lifetime."

You can learn more about the flight experience, history and operation of our B-17 at www.b17.org

While seats are filling up, it is still not too late for you to [book your flight!](#) Rides cost \$355 for EAA Members, and \$395 for non-Members (EAA membership costs \$40). In addition to having a great experience, you will be helping to support preservation of aviation history, and supporting aviation in your local community.

Don't delay, call our B-17 hotline at **800-359-6217** or visit our website at www.b17.org to reserve your seat today!