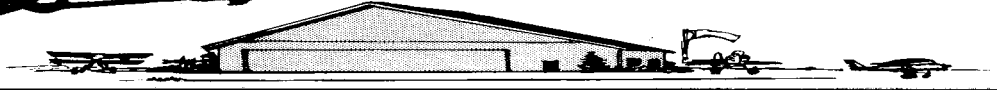


# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

## SEPTEMBER 2005

# Wingtips



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

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### Climb and Maintain Flight Level 55

Well, Labor day 2005 has come and gone; summer is dwindling, so make the best of the good flying days that are left -- especially you open cockpit guys and gals. It gets a might chilly up there.

The event started out with some rain on Saturday but the weatherman gave you a wonderful day on Sunday (you're welcome). Unfortunately, I had to work both days until 8:00 AM to 4:00 PM and with an hour drive both ways things were over before I got back, but I knew things were in good hands with all the chapter members working the event. It is good to know I have so many people I can count on when the going gets rough.

Gregg Cornell sent the preliminary financial numbers and it looks like we made a fair amount of profit. Hopefully when all the bills are paid we will have a substantial amount in the kitty.

I would like to thank everyone who worked on the event to make it a success -- especially the ones who cooked as I know it is not the most glamorous job or the coolest on a hot day.

Thank you everyone "without members like you the chapter would not function the way it does!"

Mike Arntz  
President

### SEPTEMBER SCHEDULE

**Board of Directors' Meeting**

Wednesday, September 7, 2005

**Chapter 55 Meeting**

Saturday, September 10, 2005

8 - 9 Breakfast / 9:30 Chapter Meeting

### BREAKFAST W/CHAPTER 55



Ivan Rowell Memorial Breakfast

August Cook: Ted Lakin

Ted spent many hours preparing for a wonderful breakfast in honor of long time member/treasurer, Ivan Rowell. Every one enjoyed the various food selections and treats provided.

#### September Team

Lynn Brown  
Don Frank  
Max Hall  
Steve Houghton  
Bob Noelp  
Tom Sheehan, Jr.  
Roy Thelen  
Richard Wilke

#### October Team

Pete Chestnut  
Frank Goeddeke  
Dave Groh  
Debbie Groh  
Terry Lutz  
Jim Palmer  
Bart Smith  
Ernie Lutz

## **EAA Board of Directors Meeting**

### **Board of Directors Meeting – August 10, 2005**

The meeting was called to order at 7:07 PM → Attendees: Mike Arntz, Tom Botsford, Gregg Cornell, Jack Toman, Gary Long, Doug Koons, Drew Seguin, Dave Groh, Debbie Groh, Ken Vandenberg, Vickie Vandenberg, Bob Smith, Connie Kowalk, Doug Green, Renee Arntz, Rose Long → The Secretary's report was deferred as it we had not received the newsletter yet. → Treasurer's report was approved → Mason Aviation Days Committee Report: "We are 99 percent ready for the event". The ads are placed, everyone has been notified. We still need volunteers. → Drew Seguin is still planning to make repairs to the restroom fan. → We need to address the mold problem in the restroom and surrounding area. There's a rumor the MSU Ag department is interested. → Mike Arntz will be out of town Saturday so Tom Botsford will run the chapter meeting. → The meeting was adjourned at 7:17.

## **EAA Chapter 55 Business Meeting**

### **Membership Meeting – August 13, 2005**

Meeting called to order at 9:30 → There were 55 members and guests present → Tom Botsford ran the meeting. → The Secretary's report was approved → The Treasurer's report was approved → Mason Aviation Day: Vicki Vandenberg read an impressive list of donations she and Debbie Groh had secured. The B-17 and C-47 are expected to arrive between 1 and 2 on Friday, August 19. We need help then and throughout the weekend. Greg Hover will do the floors on the chapter meeting room. We need pilots to provide Young Eagle rides to the scouts who will be camping on the field and helping with the event. → Ernie Lutz gave a presentation on the B-26. → The meeting was adjourned at 9:53.

## **EAA CH 55 MASON AVIATION DAYS REPORT**

### **By The EMAD Planning Committee August 20 and 21, 2005**

After months of planning – the big weekend arrived and is gone!! Preliminary info indicates Mason Aviation Days 2005 is the most profitable event, of the new decade for EAA Chapter 55!!

The weekend started out shaky, with rain Saturday morning, followed by a cloudy Saturday afternoon. But Sunday was a "picture perfect" summer day in mid-Michigan. Over 100 pilots flew in to Mason Jewett Field and thousands turned out to see and tour the B-17, C-47 and New Standard planes, or visit with the Yankee Air Force. People enjoyed a meal and/or just viewed the aircraft on display. 44 rides were sold on the B-17 Yankee Lady and 95 rides on the New Standard bi-plane.

We received news coverage on three local television stations; Channels 6, 10, and 47. There was a great article in the Lansing State Journal on Monday 8/22/05.

Total breakfasts sold were 516, total steak lunches sold were 240, in addition to, 288 BBQ pork sandwiches, 250 hot dogs, and not to mention more than 155 bags of popcorn, not inclusive of chips, pop and water.

Both Boy Scout troops 779 and 21 earned their aviation badges and received Young Eagle rides & certificates. The scouts definitely contributed to the "team work" effort of the Chapter. The scouts were a necessary component in having a successful event, as there was a definite shortage, of EAA members, to work the weekend.

The success of the event would not have been possible without the hard work and dedication, of the MAD planning committee members. They were insistent on having a successful event, despite e-mails & rumors of the committee resigning. Many planning committee members worked the Friday before, and Monday after the event, performing set-up and clean up respectively. It was a long four days, but well worth the investment.

And special thanks to EAA 55 members who donated their time, artistic skills and/or services to produce items for Mason Aviation Days, in addition to the members and non members who came to work during the weekend!! Kudos and a round of applause for each & every one!!!

The MAD planning committee held a debriefing meeting on 8/30/05. They formulated a reference list of suggestions, comments and needs for future EAA Chapter 55 events. Three recurring suggestions were 1) more Chapter 55 member participation is needed, 2) extending the work shifts from 2 hours to 4 hours, and 3) increased training for plane parking/plane security. We worked hard and had fun too!!! Thanks again everyone!!!

Sincerely,  
Debbie Groh, Vickie Vandenberg  
and the MAD Planning Committee





### **SILENT AUCTION/TRADE-A-PLANE & EAA MEMBERSHIP:**

We had three unclaimed pilot drawing prizes = (2) one-year subscriptions to Trade-A-Plane and (1) EAA Membership (new or renewal). I'm going to set up silent auction forms for anyone interested in making a bid and place them on the head table in the chapter meeting room. Bidding will close at end of the general meeting on October 8<sup>th</sup>, 2005. Trade-A-Plane will go to the two highest bidders & the EAA Membership will go to the highest bidder. Payment to EAA Chapter 55 will be expected prior to delivery of the certificates.

### **FREE STUFF:**

We have a box of Trade-A-Plane issues; catalogs from several aircraft suppliers; and AAA bags (which include Michigan maps, tour book, & camping guide). They are in boxes over by the Library Shelves – please help yourself to anything you can use!!

### **EMAD SPONSORS:**

A list of all our sponsors was included on our EMAD program and posted at various spots at the event. In case you didn't get a chance to look at the list, I'm going to post a copy at the hanger.

If you do business with any of these sponsors, I hope you will tell them how much we appreciate their support.

### **LIBRARY:**

Fund raising for the EAA Chapter 55 Library will resume with the October general meeting when I plan to do another 50/50 drawing !! Hope you have had a chance to check out what we have set up so far. Do you have any ideas as to what we should purchase in the future? Please pass your suggestions to any board member.

## **Young Eagles**

**By Renee Arntz**

We flew 26 boy scouts during the weekend of the event. This brings the total so far for the year at 176. We once again attained our goal for the year. We have as a chapter flown over 1850 & kids. As always I would like to thank the ground crew and pilots for their help.

## **Tidbits**

**By Vicki e Vandenbelt**

### **MASON AVIATION DAYS:**

After months of planning, it has come and gone. What a **great weekend** it was!! I especially wish to extend a sincere "Thank You" and special kudos to the following non-members who pitched in and worked over the course of the event: Bill's wife Marilyn Bezdek, Drew Sequin's friend Sandi Hanson, Ted's son Randy Lakin, Gary's wife Rose Long, Tom Botsford's friend Karen Meirndorf along with Karen's uncle Jack Ciucci, Bob's wife Wendy Veltman, Rocky Stone's niece Karen Russ, Jim Spry's friend Carol and I think I also saw Dick Wilke's daughter Linda. I apologize if I missed anyone and ask that you let me know so that we can thank them appropriately.

## **Notes from Cape Juby**

**By Terry L. Lutz, Chapter 55 Flight Advisor**

Well, it seemed like a pretty short summer. I spent most of it checking out in the Airbus A320 at the Northwest Airlines training center in Minneapolis. I had weekends off, which provided just enough time to study a little and get the grass cut. After completing my type rating check ride, I went straight to the airport, straight to Green Bay, straight to the rental car counter, and drove straight to Oshkosh. I got there in time to take some great pictures of White Knight and SpaceShipOne in late day sun. The pictures and the airplanes are both spectacular. It was a rare opportunity to be a part of history, as the next stop for the pair would put SpaceShipOne into the Smithsonian museum.



In the short time I was at Oshkosh, I managed to pick up the book, “To Fly and To Fight – Memoirs of a Triple Ace”, by Bud Anderson. Those of you who have been to Oshkosh fairly often over the last 10 years or so will remember that Yeager and Anderson usually borrow a couple of Mustangs and do some 2-ship flybys. (Don’t you wish you could do that – borrow a couple of Mustangs?) Well, we know a lot about Yeager, but perhaps we don’t know enough about Bud Anderson. Bud grew up in a farm community in California. His family operated a successful apple growing business, which gave Bud access to any number of things that made noise and ran fast.

After joining the Army Air Corps and training as a pilot, Bud was assigned to a P-40 unit in the San Francisco Bay area. At the time, coastal defense was a large part of the war effort. He was flying off the coast one day, flying formation with a new guy in the squadron, trying to get him comfortable in formation. A couple of Navy guys in Grumman Wildcats made a pass at the formation. Such chance encounters and normal at the time, and it was also normal to make a shallow turn, to acknowledge the other airplanes, and to tell them “we can’t play today”. After the turn, Bud looked over at the new guy, and to his horror the wingman was gone. Somehow, in an effort to keep everyone in sight, he had apparently either lost control, or become disoriented and flown into the sea. Such losses were frequent, both in training and in combat. Returning one day from a combat mission, he led his wingman down through the clouds and broke out at about 1000 feet just off the coast of England. He looked over to see how the wingman was doing and saw that his cockpit was red with flames. The pilot was struggling to get out and finally did, but his chute didn’t have enough time to open.

What made Bud Anderson’s military career so amazing was that he flew in WWII, Korea, and finally in Viet Nam, where he was commander of an F-105 unit. So he went from flying P-40s to the largest single-engine jet fighter airplane ever built, in the span of a 28-year military career. The other thing about Bud Anderson is that in all the combat sorties he flew, from WWII to Viet Nam, he never took a hit from another airplane or from flak, and he never aborted a combat mission for an airplane problem. He mentions that in the book. While flying Mustangs with the 357<sup>th</sup> Fighter Squadron in England, he had some very dedicated maintenance men. They would routinely change all the spark plugs after each mission. So you know that Mustang of his, “Old Crow” (yes, it was named after the whiskey), must have roared like a lion every time he fired it up.

After flying a mission late in 1944, Bud mentioned to his crew chiefs that there had been snow on the continent that day, and it was time to think about stripping the olive drab paint off the airplane to make it less visible in combat. He knew this would be a painstaking job, and that few chemicals were available to do it. But, he figured that they could do a little bit at a time, and eventually get the job done. He was shocked the next day when he went out to fly and the airplane was completely back to natural aluminum. Overnight, the maintenance men had completely stripped the airplane using aviation fuel as the solvent. Bud said their hands were cracked and bloody, but they were proud that the airplane was again ready for fly with the best possible combat edge for the pilot.

The combat flying that Bud describes is a history of combat operations in support of 8<sup>th</sup> heavy bombers in the final stages of the war. It wasn’t until early 1945 that he really made friends with Yeager, and the two have been great friends since then. The book is an excellent read, and I recommend it to everyone.

After checking out in the A320 and completing actual line flying with a check airman, I attended Air Safety Week, an annual event for the Air Line Pilots Association. The final speaker was Al Haynes, who you may remember was the Captain on the United Airlines Flight 232 that crashed on the airport in Sioux City, IA. Captain Haynes had a lot of things to say that are appropriate to the world that we exist in today. The passengers and crew of UA 232 were fortunate in many ways. Sioux City emergency planners had conducted a mock disaster drill, which focused on a major aircraft accident at the airport. They had established the communications links necessary, practiced the triage drills to identify the most seriously injured, and mobilized other agencies for transportation and security. An Air National Guard unit on the airport just happened to be conducting drills of their own on the day the accident happened. The airplane crashed in mid-afternoon. Hospital staff from the morning shift in Sioux City were able to remain at the hospital while the afternoon shift was just arriving, effectively double-shifting the hospital at exactly the right time. By the time the first injured reached the hospital, a line of people had formed outside the Red Cross to give blood. And by the time the first survivors reached the shelter of a local college, a line of cars had formed to donate food and blankets.

The message that Al Haynes had for us was that we all need to be prepared. We all need to work with our local and state agencies to make sure that the organization, preparation, and practice are all accomplished before a disaster occurs. And he said that if you can imagine the scope of an event that might occur, just go ahead and double it. He also said that if you learn of an emergency drill in your area, get involved. Learn what they are doing. Follow up on what they learn. “Be Prepared” may be watch words used by the Boy Scouts, but they make a huge difference in terms of survival of the victims.

As we view the destruction of lives, homes, and businesses along the gulf coast in the wake of Hurricane Katrina, two things are apparent. First, the devastation was more than anyone imagined, followed by the breach of the levees that protected the city of New Orleans. And second, while the rhetoric was in

place suggesting that New Orleans was vulnerable to a natural disaster of this scale, the planning for the worst case scenario had not been accomplished. The result is unparalleled suffering of our own citizens.

I am reminded of the accident clinic conducted at the Mason Airport earlier this year, where EMS people from around the region met to consider how to respond to an aircraft accident. We should be grateful that several of the members of EAA Chapter 55 were involved in the planning and execution of this exercise. But it points out a bigger question: We enjoy the freedom to meet as friends, and fly pretty much where we want and when we want. And much of this is with the support, both popular and financial, of the local community and leadership. Perhaps it's time to think of ourselves as more than a group of aviation enthusiasts, and include what we can do for our community. With our skills, and our knowledge, and with our personal time, we can organize to meet the needs of those around us, should a natural disaster occur right in our own back yard.

Next month will be my annual report from the Society of Experimental Test Pilots Symposium in Los Angeles. So fly safely until then, and as always, be sure that you lend a hand to your fellow airman when it's needed.

### **The Demise of Mr. Clean** **Submitted by Kyle Bradford** **from the Clipper Pioneer**

Having been hired by Pan Am as a pilot in 1946, I was caught in the 1947 furlough and took a job in Operations at Wake. In many ways living at Wake at that time was like camping out. For the first six months, I lived in a tent. It had wooden floor raised above the ground a couple feet and was screened so that I could lift the side flaps and let the breeze through. The nights were mostly warm and humid.

Before going to sleep, I would take a can of bug spray and fill the tent with a cloud of lethal mist to wipe out the mosquitoes, then stand outside until it cleared. Later, while lying on my bunk, I would hear thumb-size cockroaches dropping to the floor, unconscious from their hiding places in the tent ceiling. Before dawn, an army of ants and my resident teacup spider would have disposed of them and there wasn't a roach left to sweep out the door.

The Wake Island teacup spiders earned their name because of their size. They were as big as your hand and would fill a teacup. They weren't poisonous but they were scary-looking hanging on the screen door if you had never seen one before. I kept shooing them out until I discovered what a good job they did getting rid of the corpses of cockroaches.

For a few months I had the granddaddy of all teacup spiders in my tent and named him Mr. Clean for the great job he did. He was big enough to have carried a cup on his back like a turtle.

He lived a good life with me until one day Jack, a copilot, was visiting my tent. I had my back turned and heard the guy explode with, "Oh, my God, what's that!" and then I heard a BLAM. Mr. Clean had crawled out from under his chair and Jack had flattened him with a National Geographic!

### **EAA Chapter 221 of Kalamazoo, MI** **would like your help with this event.**

Boy Scout Aviation Camporee

On Saturday, Oct. 15 there will be a Boy Scout Aviation Camporee at the Kalamazoo AirZoo. The scouts will have the opportunity to work on merit badges, tour the AirZoo, fly the AirZoo simulators and experience a Young Eagle ride organized by EAA Chapter 221. Initial planning was for 200 - 300 scouts and not all would take YE rides. In the first week that the Camporee website (<http://www.newpathcamporee.org/>) has been up, there have been over 10,000 hits including many from outside the district.

I am seeking pilots and ground volunteers so we can give as many rides as possible. I would like to have volunteers to teach some basic ground school: charts, instrument panel, aircraft components. I also need volunteers to park aircraft and control the ramp. BSA has requested that we host a table with information about EAA and aviation opportunities.

Pilots must abide by BSA & EAA requirements:

At least Private Pilot with at least 250 hours total time,

FAR 61 current to carry passengers,

EAA member,

Copy of pilot and medical certificates (note that personal information you consider confidential such as SSN may be crossed out; also these documents will be retained at the Southwest Michigan BSA Council office, not forwarded out of the district).

For the aircraft:

Must have Standard Airworthiness Certificate (no experimental),

Provide date of last annual on aircraft

Insurance Company name, amount (\$100,000 min), Policy number and expiration date.

We are attempting to schedule the boys starting at 9:00 am. We expect to fly two sets of boys each hour. The schedule has us flying from 9:00 am to 12:00 noon and from 1:00 pm to 4:00 pm. We are trying to provide BSA the number of scouts that we can fly each hour so they can assign boys to the appropriate time slot. They will give preference to scouts who have not had airplane rides previously and will limit the number of riders based on our capacity to give rides.

There will be lunch provided and other recognition for volunteers.

If you can fly or volunteer, or know someone who can, please let me know what hours you will be available. Plan on arriving at least 30 minutes early for briefing and so we can copy your pilot and medical certificates.

I may be contacted as follows:

Jim Butcher  
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