

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

OCTOBER 2006



Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar - Mason Jewett Field – 649 Aviation Drive, Mason, MI 48854

Pres: Bill Purosky 214-2729 Vice Pres: Tom Botsford 663-1318 Treas: Sharron Hacker 623-6476

Secr: Del Johnson 676-2756 Editor: Warren Miller 393-9385 (all Area Code 517)

Climb and Maintain Flight Level 55

Well, the fall colors are rapidly approaching the mid Michigan area so plan to get up in the air to fully appreciate them. The 29th of this month is the end of daylight savings time meaning that if you are planning to fly in the evening, get it done in the next couple of weeks or you will be doing it in the dark.

Another thing that comes with the autumn and the approaching winter is election time for Chapter 55. We will be announcing the nominations at this month's meeting. Please contact Dick Bacon by phone (694-0715) or email

(rhbbb27@aol.com) if you are interested in running for one of the five director positions that are open. Nominations will also be accepted from the floor. If you are planning to nominate someone from the floor, please check with him or her to assure that they will take the position if elected. Elections will be held at the Members Meeting in November and the newly elected directors will take office at the December Members Meeting.

If you haven't noticed, last month Capital Regional Airport Authority (CRAA) started work on the new taxiway. The old taxiway from about mid-field and east has been torn up and a new bed is being laid. To take off from runway 27, this makes it necessary to back taxi on the runway to the threshold of 27. Of course, it is the opposite if you land on runway 9. If you land long and go beyond the turnoff that takes you to the fuel pumps, you must do a 180 on the runway and taxi back to that turn off. This is a bit of an inconvenience but will pay dividends when the new taxiway is complete. In addition, the runway and taxiway are getting a new system of lights. I know that Connie will be happy about this since the maintenance of the old light system was time consuming and frequent. It was getting difficult to find parts since I think the serial number on the system was probably #1. Just kidding but it was very old. It is reported that the intensity of the new lights are multiple times brighter than the old ones so you might consider taking sunglasses with you at night until you get used to them.

On another subject, our active Air National Guard member, Leah Voelker, is currently back flying C-130s in Afghanistan. She will probably be there for the better part of a year. Please keep her in your thoughts and prayers until she rejoins us at the Chapter. I'm sure that she will return to us with a new batch of stories. Many of you will recall her talk with us at a previous meeting after her tour in Iraq. It was informative and entertaining to say the least. We wish her all the best.

The Board of Directors is already starting to plan for the next Mason Aviation Day event. If you have some ideas and/or want to get involved, please contact any of the directors with your thoughts. We are discussing having an air show amongst other ideas. All help will be appreciated.

Many of you are aware that Dick Wilke has been assembling his Rans Coyote II (N1029W) in our EAA Hangar for the last few months.

However, you may not be aware that Dick's Airplane flew for the first time last month. At Dick's request, Terry Lutz flew the airplane for its maiden voyage on September 20, 2006 and reportedly it flew quite well. Congratulations to Dick on his fine workmanship and his tenacity in completing the project. It is a fine looking aircraft that I'm sure will give him many hours of flying fun.

Bill Purosky, President

BREAKFAST W/CHAPTER 55

<u>October Team</u>	<u>November Team</u>
Pete Chestnut	Frank Balluff
Dave Groh	Rick Dallas
Fred Honhart	Randy Echtenaw
Ernie Lutz	J. Morris Hickman
Terry Lutz	Steve Houghton
Drew Sequin	Doug Keith
Doug Simons	Rick Riisberg
Bart Smith	Tony Schepis



September Cooks: Jack Toman, Greg Hover and AL St. George .

October Members Meeting Program

Steve Zelle will be the guest speaker at our October Members Meeting on the 14th. Steve has done a tremendous job of listing as many airports as he can find in the state of Michigan including both public and private airports. He has more than 500 listed. He will be discussing them especially as emergency landing sites to be aware of. Should be a very interesting discussion. If you know of an airport that he does not have listed, I'm sure he will be interested in adding it to the list.

EAA Chapter 55

Board of Directors Meeting, September, 2006

Bill Purosky called the board meeting to order at 7:15pm. Attendees: Bill Purosky, Jack Toman, Doug Koons, Tom Botsford, Deanna McAlister, Sharron & Chuck Hacker, Gary Long, Del Johnson, Dick Bacon and Phil Tartalone. →The minutes were approved as published in the newsletter. →The treasurer's report was approved as presented by Sharron Hacker. →Doug Koons reported on steps being taken to secure the projection equipment, the installation of the lock to the hanger area and the cost estimate to repair the roof using a roofing contractor. Approximately 16 square of roof needs replacing along with some of the rotting roof sheathing. A motion was made to spend up to \$4,000 for repairs. A second motion was made to table the first motion pending additional information on cost estimates. The motion to table the 1st motion passed. →Phil Tartalone spoke about Eastern Michigan's Aviation program. There are 175 to 200 students in the major. Bill Purosky made two motions both of which passed. The first motion establish the following criteria for selecting students applying for the Newberry Scholarship fund: (1) The applicant must a 2nd year or later student, (2) they must write an essay stating why they should be considered for the scholarship, (3) they must carry at least 12 semester or term credits and have at least a 2.5 grade point average, (4) they must be willing to come and speak to the Chapter and (5) the Board makes the selection of the recipient. The second motion authorized two scholarship grants to the Eastern Michigan University foundation. The first motion was for a \$1,500 for the Pilot program and the second was for \$1,000 for the Management program. →Dick Bacon requested that a Board member participate on the Election nomination committee. The Board will solicit open bids for the purchase of the sheet metal brake that is stored in the hanger. →The meeting adjourned at 8:20.

EAA Chapter 55

Business Meeting, September, 2006

Meeting called to order by Bill Purosky, president, at 9:30 am with approximately 45 members present. →Doug Koons mentioned that the Young Eagles for the day had been called off due to deteriorating weather. Date reset for Sept 23rd and a rain date for Sept 30th. A motion was made, supported and passed unanimously to accept the minutes as published in the newsletter. → Sharron Hacker, treasurer, presented the treasurer's report and a motion was made, seconded and voice vote passed it unanimously. → Three new members were present: Al Spaulding and his wife and Bob Beck. There was also a guest present, John Holdin, a Glassair III builder. → Bill talked about the success of MAD and thanked all who supported it by working or attending. → Bill reported that the roof in the builders hangar was leaking and that Doug Koons would be involved in getting bids to rebuild it. → Bill reported that the club is still looking for coordinators for the social committee for the Christmas Party and for a MAD Coordinator for next years fly-in event. It was also mentioned that a monthly program director is still needed. → Bill reported that the Newberry Scholarship program has been relieved from LCC and awarded to Eastern Michigan University. Phil Tartalone, an EMU professor and a club member, spoke about the program and the set up. We will publish how to make tax-free donations in the next newsletter. → Dick Bacon has volunteered to be the coordinator of the nominating committee. We will be electing the directors at large this November. Nominations will be presented next members meeting in October with nominations from the floor also accepted at that time. New directors will be voted on at the November meeting and take office at the December meeting. → Tony Schepis talked about an open house at his airport Tomorrow, Sunday the 10th of September. → Breakfast team was Al St. George, Jack Toman, Greg Hover, and Carl Dalrymple. → Bill talked about a proposed trip to the Dayton Air force Museum to be held in mid to late winter. Bill Bezdek volunteered to chair that trip. It will probably be an overnight event on a weekend. → It was noted that there is a current hangar opening in the main hangar. Hover/Cook who had been in line to take it has switched their request to be in the builders side of the hangar. Shortly, there should also be an opening in the builders side as well. → Tom Botsford talked about the Corvette raffle on October 21, 2006 by the Chamber of Commerce of Mason. It will be at the fair grounds main area. There will be lots of prizes and giveaways at the event. → A mention of the Fowlerville fly-in on 10 Sept for Chapter 1056 was discussed briefly as well as an invitation to the Uncle John's Beck's farm fly-in for Sept 15,16 and 17th. → Meeting adjourned at 10.02 AM.

Dick Wilkie presented a chapter program about LT. Burton Henry USMC F4U Pilot.

PS: Richard Haas volunteered to coordinate the air show portion of the MAD event for 2007.

TIDBITS, MAY 2006

By Vickie Vandenbelt

Overstock Clearance Sale-Sale-Sale:

The chapter has an overstock of pop and water!! Can you assist the chapter by buying some of the supply from us at cost so that we don't have to store it over the winter?? We have a wide variety and we are selling at cost. You can mix & match from the cases and the items in the refrigerator – just bring your own box. I hope this is a “Limited Time Offer” and that you can help us out:

24 packs of Water = \$4.50

24 packs of Pop -\$5.00 + \$2.40 deposit= \$7.40

12 packs of Pop -\$2.50 + \$1.20 deposit= \$3.70

Single cans of Pop= .35 cents each

Single bottles of Water= .20 cents each

Chapter 55 Christmas Party:

This year the party moves back to Vevay Township Hall (just down the road from the airport). Mark your calendar for the evening of Saturday, December 9th, 2006. Complete details should soon be available.

CLASSIFIEDS:

FOR SALE APPAREL:

CHAPTER 55 HATS: \$15.00 each – see Sharron Hacker

CHAPTER 55 T-SHIRTS: Sold out except for the “S” & “M” currently hanging in meeting room.

FOR SALE: Removed Avionics (Olds Forge Flyers 172 and Archer), two Bendix/King K170 B radios (One with VOR the other with VOR_G/S. Also included is a power converter unit. Units removed due to upgrade installation of Garmin 430s Nav/Com/GPS. Excellent equipment for Experimental Aircraft, units operational when removed. Sold as/is \$200.00. Contact Fred Honhart, 517-675-7694 or honhart@msu.edu

FOR SALE: 1989 Dodge hi-top camper van. Has logged many happy-camper hours & many more left. Take it camping, Oshkosh, Sun-N-Fun – a great second vehicle. Good maintenance record. \$4900.00 Contact Ted Lakin 517-256-2322

WILLING TO LOAN:

Jigs & fixtures for a Zenith 701 available for loan. Contact Chuck Hacker 517-623-6476

FOR SALE – AVON PRODUCTS:

For a copy of the latest brochure, contact Deanna (McCreery) McAlister at 517-596-2506 or

www.naturalbeautysoaps.net/deanna

WE COULD HAVE INSERTED YOUR AD HERE !!!

Contact Vickie for next edition!!

FOR SALE: Zodiac inflatable boat 10' 2" limited edition, wood floor, 1100 lb, capacity up to 10 h.p. outboard motor. Excellent condition. \$800.00.

Franchi 12 gauge semi-auto shotgun in new condition. \$200.00. Please call Tom Botsford 517-256-4381

Young Eagles

By Doug Koons, No report today.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55

Flight Advisor

I hope everyone had the chance over the last few years to watch the care and patience that Dick Wilkie put into the beautiful RANS S-6S that resides in the Chapter 55 hangar. It is a very well built, and great looking airplane. I have to give the RANS people a lot of credit for doing a very good design job, and for providing Dick with excellent factory support. When the builder gets stumped on something that should be obvious, good design and somebody to call are essential.

Dick exercised a lot of patience, and it all paid off when the airplane was finally ready to fly. Many of you know that Dick is having a “bit of trouble” with the FAA getting his medical certificate so he can legally fly the airplane. Let's hope that the he has the same good fortune with the medical that he's had with the RANS S-6S.



I had the distinct honor of taking N1029W into the air for the first time, and because of Dick's care and patience, there were few of the problems I typically see on first flights. The really good thing about that is that you can concentrate on systems checks, and take some notes on how the airplane really handles. The only real problem I couldn't solve in-flight was changing the groundspeed readout on the GPS from knots to mph so I could do a quick airspeed check. Try to find that on the menu while you're flying....

Even from the first taxi checks I did, I was impressed by the ease of operation of the RANS S-6S. The airplane handles very easily on the ground with direct rudder pedal steering, and the steering radius is delightfully tight. The brakes are smooth and positive, and easily hold the airplane for engine checks prior to takeoff.



The flight manual mentions to begin the rotation at 35 mph. I was expecting some rotation at that speed, but with a normal amount of back stick, not much was happening, so I held my stick input until the airplane simply flew itself off the ground. It was a nice easy lift-off. Very little trim was required for the climb at 75 mph. Once level, I did some basic handling checks, and the airplane has pleasing response in all axes. There is very little adverse yaw in turns, and it's easy to start and stop the turn with precision. I wasn't surprised at the positive response in pitch, because if you look closely, you can see that the underside of the horizontal tail is curved, indicating an airfoil shape optimized for stability and control.

The Rotax engine performed flawlessly. All the engine instruments remained in the green and were almost constant, which is what you would expect for a water-cooled engine. The engine runs with very little vibration, and engine response is very predictable. At 4800 rpm, I was indicating about 110 mph (uncalibrated), which is very good for a strut braced airplane on 80 hp.



Entering the traffic pattern is completely normal. When the flaps are lowered, the nose drops about 1 degree in pitch for each notch (3 positions). About 1 inch of aft stick is required to compensate for each notch of flap, and with power on, you can trim to a specific airspeed. With power off, I used full nose up trim, and still had to hold some aft stick to maintain airspeed. But that's what I would expect at forward cg.

The really hard part about flying final approach is admitting that you can fly slower than it seems you should be flying. The flight manual indicates you can fly final at 45 mph. But 55 to 65 looked and felt really good, too. Stall investigation revealed nothing unusual, so I slowed gradually to 45 mph and made a nice touchdown, right where I wanted to.

Earlier in the day, I flew my RV-8 for the final time before putting it into temporary storage. I was light on fuel, and decided to burn up the sky with some traditional aerobatics. Back in my military days we would call it "Pulling some g's for Uncle Sam". After doing some graceful barrel rolls, I did some loops and some Immelmans. The g's felt great, and I tried not to hurt my neck too much.

Then I played around with a maneuver from the Air Force training manual called a Cloverleaf. In this maneuver, you pull up similar to a loop entry, except that once you are about 45 degrees nose high, you continue to pull and begin a roll maneuver to put the airplane inverted at 90 degrees to your original heading. By now, the airspeed is just a little higher than the minimum speed at the top of a loop, and you complete the maneuver with a half loop. If you initially rolled left, the heading you have at the bottom is actually 90 degrees to the right of the entry heading.

You should be able to recover and be at the same altitude and speed as you entered. So you can keep going right from there and do 4 continuous maneuvers to complete the Cloverleaf. What I discovered was that if you start over a road intersection and fly precisely, each leaf of the Cloverleaf will bring you right back over the center of the intersection. Very Cool!

My logbook shows that I flew Dick's Rans S-6S on September 20th. The very next entry will now be an airplane registered as F-WWOW. You guessed right. Today, October 5th, my second day on the job with Airbus, I flew "the big one". The airplane was the first A380 ever built, model and serial number 001. You've probably heard that I recently retired from Northwest Airlines, and took a job as an engineering test pilot with Airbus in Toulouse, France. That's a few thousand kilometers East of Mason. I am the first American test pilot ever hired by Airbus.



Now think about this for a second: Our takeoff weight this afternoon was 836,880 lbs. When I flew Dick's airplane, it weighed about 900 lbs. So the A380 I flew today weighed 1000 times more than the last airplane I flew. As Marty McFly said in the movie 'Back to the Future', "That's heavy, Doc!"

When I saw my name on the schedule, I figured I would be the third pilot and get a few touch and goes when time permitted. But when we briefed the flight there was just myself, the other pilot, and 2 flight test engineers. So I strapped into the right seat and split the time with the other pilot. Overall we flew

the airplane for 4 hours and 20 minutes, including 7 touch and goes and one full stop landing. Everything we did, including my approaches and landings, were planned to gather flight test data.

The flight was delayed while waiting for the winds to pick up. We were going to do some approach speed testing in high wind conditions and needed at least 20 knots of headwind. We finally decided to go to Istres, which is a French Air Force Base, and the French equivalent of Edwards AFB. Istres is fairly close to the Mediterranean Sea, and much of our pattern work was out over the Med. The wind there was down the runway at 25 gusting to 34 knots.

From there we climbed up to FL350 for some radar and TCAS testing, which took us West across Bordeaux, and all the way to the Atlantic Ocean. Then we headed back to Toulouse for some autopilot and autoland testing. One of the engineers took a picture of our shadow against the clouds at 17,000 feet, which I included here. The airplane does not handle or feel like a huge, heavy piece of machinery. With fly-by-wire technology, the airplane handles and feels like a smaller airplane. But when maneuvered a little more abruptly than the average airline pilot will fly it, there is the hint of higher inertia in pitch and roll.

Landings are very straightforward, but the eye height is like looking out the window from the 4th floor of a building. The most impressive thing is that you begin the flare at about the 50 foot callout (or perhaps just a bit lower), and you only move the nose slight above where it was during the approach. Maybe just one or two degrees higher to get the proper flare attitude. The airplane does not abruptly stop flying, so you can tweak and feel for the runway with the stick until you get a very nice touchdown. It is simply amazing that you can make such fine corrections with such a large piece of machinery. Simply amazing.



Well, I won't be around much for awhile, but I'd like to keep up the Notes From Cape Juby as long as I can. I hope when you read them that you think about me as the kid who once pumped gas for Harvey Hughes (that was before transponders, ELTs, and Class B airspace!), went on to be a fighter pilot, airline pilot, and test pilot. Not bad for a kid from Michigan. Fly safe back home, and always remember to help your fellow pilot when they need it.

FIRST FLIGHT - RANS S-6S

By Dick Wilke

Terry Lutz called on Wednesday, September 20, to say it looked good to do a first flight that evening. Terry had checked out the airplane the day before and done a taxi test. We met at the Chapter hanger about 4:30 PM and Terry installed a small digital timer on the panel. My brother Larry was visiting from the Adirondacks and brought his digital camera. Ed Crouse, who built his RANS S-7 in Florida, offered to help. Ernie Lutz, Tom Botsford and Gordon Hempstone stopped by as well.

After fueling her up, we rolled her out and Terry did a preflight. It was chilly, with scattered clouds and wind 9K at 270. Terry taxied out and took off on a planned 30 to 40 minute first flight.

During the flight he used a prepared check list and charts to record performance and engine information. He also called Lansing ATC and confirmed that the Comm radio was working, and that the Transponder was right on altitude. He was also able to gather considerable flight information, and since things were going well, he stayed up just over an hour.



During the flight Gordon kept in contact using Terry's hand held radio, I took notes, and my brother took pictures, while Ernie kept the airplane in sight.



At the debriefing Terry told us that the controls, flight and engine instruments, and radios all worked fine. However, when he held the stick centered between his knees and feet on the floor the left wing rolled off somewhat. Also, above 90 mph IAS the left struts shuddered, and this was excited by right rudder. Before landing, Terry made a low approach past us, and went around for the touchdown. which he said went well.



I was very pleased that Terry was able to get so much good information in such a short time, and extremely grateful for his willingness to perform the first flight. His professionalism really shows. And to think, he is now going to be testflying Airbus aircraft! We are so fortunate to have Terry and Ernie as members of this Chapter!

REPAIRMAN CERTIFICATE

By Dick Wilke

I have just returned from the Flight Standards District Office at Willow Run, where I received my Repairman Certificate for my RANS S-6S experimental airplane. This will allow me to do the Annual Condition Inspection, and since I built the airplane, I am also allowed to do the maintenance. For those who may be nearing completion of their kit airplanes, it will be good news to learn that earning this certificate is relatively easy, once you have received the Airworthiness Certificate.

You have only to call the FSDO, (734) 487-7364, and make an appointment to appear in person. However, knowing what to ask for, and what to bring with you, takes some doing. I started out by saying that I wanted a Light Sport Aircraft Repairman Certificate. That is not what I wanted, and you have to know the terminology. What I wanted is a Repairman Certificate for an Experimental Aircraft, mine! For the details, there is an excellent article in the August 2006 EAA Sport Pilot called "Maintaining Light-Sport Aircraft". However, it took me two calls to the FSDO to sort this out, find the FAA publication (Vol. 2, 8300.10 CHG 7, Chapter 25), and learn what to bring.

I took my driver's license, builder's logs, photo albums, Airworthiness Certificate, Registration, Technical Counselor Reports, and a completed FAA Form 8610-2 Application. The two gentlemen who interviewed me and processed my application were very interested in the story of my project, very helpful, and did not try to impress me with their authority. They told me they are getting about five applications per week from builders. The whole process took only an hour, and I was on my way.

Pocket Calendar:

10/21 Mason Chamber of Commerce Corvette Raffle
12/9 Chapter 55 Christmas Party, Vevay Twp Hall

NOTE: Please consult

www.mdot.state.mi.us/aero/calendar

for a complete list of state events and details.