

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

NOVEMBER 2006



Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar - Mason Jewett Airport – 643 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) www.EAA55.org

Climb and Maintain Flight Level 55

Well, if the rest of you are like me, I'll bet that you are glad that October is over. It was the worst weather month for flying that I can remember for an autumn month. Let's just hope that November is much better.

Remember that November is our election month and we are electing five members to the Board of Directors. This is a two-year term and gives a member the opportunity to help direct the club for that time period. For the rest of the voting members, please keep that in mind as you vote. So far, we have seven members nominated:

Dick Bacon	Dave James
Bill Bezdek	Ken Vandebelt
Debbie Groh	Vicki Vandebelt
Chuck Hacker	

**Board of Directors Meeting
November 8, 2006. 7:30 pm**
**Chapter Membership Meeting
November 11, 2006**
Breakfast 8-9 Meeting 9:30 am

We will also accept nominations from the floor on the day of the election, November 11, 2006. Please talk to the person that you are nominating to be sure that he/she will take the job if elected and serve the Chapter. If an elected Board Member resigns, the rest of the Board will appoint a member to serve until the next election. Obviously, that is not as representative a way to fill the position as general election by the members.

By the time you read this, the builders hangar will be under a new roof. Thanks to the engineering and organizational skills of Doug Koons, our building investment will be protected for the foreseeable future. The following members donated their time and skills to get this project done.

Doug Koons	Ted Lakin	Connie Stewart
Warren Miller	Jim Spry	Bill Purosky
Gary Long	Tom Schroeder	
Dave Cook	Dave James	
Del Johnson	Drew Sequin	
Baxter Sequin	Joe Pirch	
Gilbert McKessey	Greg Hover	

All of us owe these members a debt of gratitude for their participation. I ask that you thank each of them when you next meet them for the fine work given to our Chapter.

You have received a notice (enclosed) about our Christmas Party to be held on the evening following our December Members Meeting. Come to the November meeting ready to commit to this gala event and bring the old checkbook with you. The cost to each member and their guest is \$15, a bargain to be sure. As in the past, it will be a catered dinner. I also understand that there will be another "white elephant" gift exchange. We had a great time with this last year and it promises to be just as much fun this year. Hope to see you there.

In the meantime, as you fly, try to keep the dirty side down.

Bill Purosky, President

BREAKFAST W/CHAPTER 55

<u>November Team</u>	<u>December Team</u>
Frank Balluff	Kirk Curtiss
Rick Dallas	Carl Dalrymple
Randy Echtnaw	Don Frank
J. Morris Hickman	Max Hall
Steve Houghton	Pat Salow
Doug Keith	Ralph Taggart
Rick Riisberg	Jon Wiesinger
Tony Schepis	



October Cooks: Drew Sequin, Doug Simons and Dave Groh



President Bill presented Dick Wilke with a plaque on his birthday, commemorating the completion of his Rans Aircraft.

THANK YOU

Chuck and Sharron Hacker want to thank Chapter 55 members for the flowers and cards and kindness extended in the death of her father Al Ferguson.

EAA Chapter 55

Board of Directors Meeting, October 11, 2006

Bill Purosky called the board meeting to order at 7:30pm. Attendees: Bill Purosky, Jack Toman, Doug Koons, Deanna McAlister, Dave & Debbie Groh, Sharron & Chuck Hacker, Vickie & Ken Vandenberg, Gary Long, Connie Stewart and Del Johnson. Tom Botsford designated Debbie to represent him as a proxy at the October meeting in his absence. →The minutes were approved as published in the newsletter with one correction. →Sharon reported \$17857.35 of cash assets. Library and Newberry scholarship funds are now accounted for separately and show up as liability net income. The treasurer's report was approved. →Doug Koons reported on bids received to repair the roof. The bids ranged from \$6,000 to \$9,000. It was decided that we would ask for volunteers and have the Chapter perform the repairs. A motion was made to authorize expenditure an amount not to exceed \$4,000 for material for a metal roof to replace the roof that is leaking. →The bi-laws authorize the use of proxy volts for absentee members. A motion was made to establish the following criteria for accepting proxy volts at the general meetings: (1) the proxy must be designated in writing or by fax and delivered to a board member or officer of the Chapter. (2) The proxy designation must specify the meeting dates that the Chapter member will be represented by proxy. (3) The person designated to represent the Chapter member must be a Chapter member in good standing. (4) The proxy rights are limited to votes taken at the General Membership meetings. The motion passed. →A motion was made to spend up to \$250 for gifts to be presented to pilots and ground crew that participated in the Chapters Young Eagles events this year. The motion passed. →A motion was made and passed to allocate \$300 for decorations for this years Christmas party. →The meeting adjourned at 9:50

The Board and Officers took a vote prior to the general membership meeting to designate Mathew Davis and Jason Fry as this year's recipients of the Newberry Scholarship.

A special meeting of the Board was held on October 25 at 7:30 to begin the planning for MAD 2007. Bob Smith, who has volunteered to coordinate the event, was also present. The general

feeling was to try to reserve the B-25 and the T-47 for the event. The Board will also look into the cost of bringing in some air show events. Our ability to put together a major event like this is dependant on the level of support that we can get from the Capital Regional Airport Authority and other sponsors.

EAA Chapter 55

Business Meeting, October 14, 2006

The minutes were approved as published in the newsletter. → Sharron presented the treasurer's report. She reported that the \$17,855 of Chapter assets is expected to decline to about \$2,000 if we continue with expected expenditures for roof repairs, library and Newberry Scholarship commitments, 2007 Mason Aviation Days and the 2006 Christmas party. Bill pointed out the need to raise money for the Chapter through Mason Aviation Day events or by raising dues. If we are going to continue to use MAD and dawn patrol events as methods to raise money for the Chapter we need better support from the members. A show of hands indicated strong support for conducting a major MAD event in 2007 and most of the membership expressed a willingness to work in support of it. A motion was made and approved to accept the Treasurer's report. →Dick Bacon reported that the nominees for Chapter Board member Board positions are Bill Bezdek, Kyle Bradford, Chuck Hacker, Vickie Vandenberg, Dave James and Debbie Groh. →Doug Koons reported on the bids received for the roof repair and the decision, by the Board, to repair the roof with Chapter volunteers. Twelve people raised their hands to come out in support of this project. → Dick Wilke was awarded a plaque for his accomplishments in completing his RAN aircraft. →Bill reported that Mathew Davis and Jason Fry are this year's recipients of the Newberry Scholarship. →A check for \$400, from Howard Gostnel's wife, was received and will be used toward the purchase of the P.A. system. Some books and publications were also donated.

TIDBITS, MAY 2006

By Vickie Vandenberg

Chapter 55 Christmas Party:

The invitation response form is now ready and attached for your use. The date is Saturday, December 9, 2006. The place is Vevay Township Hall. Make your reservation now by completing the form and returning it with your money to Sharron Hacker. She plans to be on hand at the November 11th meeting if you wish to give it to her then.

We will have a "White Elephant" Gift Exchange again this year. Maybe we will have another "gift" as popular as the coiled air hose that appeared last year !!

Breakfast Teams for 2007:

I have taken on the task of setting up the breakfast cooking teams for 2007. Once completed, there will be a list posted on the bulletin board in the meeting room. I will also provide a copy to Craig Tucker so that he can set it up on the website. The names for each monthly team will be published in the

newsletter. Plus, I will try to send you a reminder email the week of your "duty" date.

50/50 Drawings:

Thanks to everyone who participated in our drawing last month. We hope to continue the 50/50 each month with funds going to either the Chapter Library Funds or the Newberry Aviation Scholarship Fund. The funds raised in our October drawing will go to the Scholarship Fund. Many thanks to our winner, Phil Tartalone, for his donation to the Fund.

Young Eagles

By Doug Koons

We are not going to schedule any more fly-ins this year. I am working on setting the dates for next year's rallies. I would like to set up three events and have a goal of flying 300 to 400 kids for the year of 2007.

By the time you are reading this, the builders' hangar will have a new roof. About a dozen volunteer chapter members are set up to put the new metal roof on Saturday, November 4th.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55

Flight Advisor

Those of you who are members of AOPA will be tuned into this subject, as should most EAAers, if you read *Sport Aviation* in some detail. There is a battle looming in Congress next year, and the result could have a devastating effect on the gains we have made in sport flying the last few years. The battle is over how to fund the operations of the FAA, which currently is funded through taxes on aviation fuel. And we are not battling the FAA about this, or our Congressmen and women. We are truly engaged in a battle with airline executives and their view that the system should be funded with user fees.

What I hope to accomplish by sending this message to all of you is to make sure that you know the battle is coming. Many of us in the airline industry didn't see the revolution that was conspired upon us by executives first at US Airways, then at United, and then at Delta and Northwest. Having seen the whites of their eyes, I now see where they are headed, and can feel the heat of their resolve.

If there was a harbinger of what is ahead of us, it was a skirmish about 2 years ago between Richard Anderson, then CEO of Northwest, and the Minneapolis Airports Commission (MAC). Mr. Anderson asked the MAC to close the airport to all non-air carrier aircraft, claiming that GA aircraft were causing delays at Northwest, and should be banned because they did not pay the taxes that Northwest was paying to the MAC.

AOPA President Phil Boyer immediately responded with presentations to the MAC and the Governor of Minnesota, explaining the revenue generated by the GA aircraft, the taxes that they do pay, and an analysis of the cost associated with upgrading

nearby airports to handle the displaced traffic. He spoke briefly with Mr. Anderson, and the meeting was less than cordial.

Fast forward. Today's airline executives are united and resolved that their next cash target is you and I, in the form of user fees for the entire air transportation system in the US. Mr. Richard Anderson was past president of this group, and there is no doubt in my aerospace mind that the planning for this effort began on his watch.

Like many complex issues, it can be boiled down to a few simple concepts. In this case, it's the tax paid on aviation fuel that funds the air transportation system. The airline industry uses a tremendous amount of fuel each year, and pays a substantial amount of tax on that fuel, just like we pay tax on the fuel we use in our airplanes. This money goes into the Aviation Trust Fund, currently flush to the tune of \$1.9 billion. But the airlines executives figure they pay a disproportionate share of the cost (even though they use the majority of the facilities, some with nearly exclusive use).

Make no mistake. This is all about airline profits. If user fees are adopted and the airlines are granted tax relief, it will mean a significant increase in their profits. Fuel taxes are the final cash target of airline executives, behind lenders, airports, mechanics, pilots, and flight attendants. They are ruthless in their resolve, and we should expect nothing less than the fight of our lives.

I urge the Chapter, and each of you, to get involved on this issue, and begin now to make your voice heard against user fees. AOPA is doing a great job staying ahead of the game, but they are going to need a lot of horsepower to fight off the wolves. EAA will likely follow, and I can imagine that this fight will engage us on a level even higher than organizing for Young Eagles. We literally cannot afford to ignore what is ahead of us.

Now for just a good story. It was 1965 when Soviet made surface-to-air missiles began showing up in Southeast Asia, which forced fighter-bombers like the F-105 down from relative sanctuary at 18,000', to low level where they suffered losses from small arms fire. Everyone wanted to go after the SAMs, but then President Johnson was afraid of stirring up the Russians, who had upset the balance in the first place.

Finally, the Base Commander at Takhli, Thailand announced, "We are going after the SAMs". Which brought the prompt reply, "What's this WE stuff. Are you going along in the back seat with someone?" After being shot at more than once, fighter pilots get sensitive about stuff like that. The deal was, the Navy had a black box that could locate the SAMs (with questionable accuracy), and was to lead the mission.

The XO of the carrier Oriskany flew into Takhli in an A4E, carrying his own load of 500 lb bombs for the mission (usually you like to takeoff with 'em, but hate landing with 'em). His name was LCDR Trent R. Powers. This was a White House directed mission, and the best players were picked for the mission, including Powers. Two flights of 4 F-105s, led by

Mike Cooper of the 334th FS and Gayle Williams of the 562nd. Pilot Gary Barnhill was in William's flight, and told this story.

It was a "Doomsday" mission, because everyone knew that someone would be shot down and lost. The flights launched, hit the tanker, and headed north toward Hanoi. Imagine this dinky Navy A-4 leading 8 F-105s, the biggest single-engine turbojet airplane ever built, into combat. The joke was that if an F-105 landing gear collapsed with a tank under it, the tank would be crushed and the F-105 could still be used. Republic thought about building it out of cement, until they found out steel was heavier.

With 8 F-105s tucked in V on his wings, Trent Powers descended through the clouds. He could have scratched the mission right then due to weather, but pressed on. They broke out of the clouds and descended to low level to find the SAMs. Ground fire was intense, and they counted 15 SAMs launched against them. Now in single file and following Powers, he calmly stated "Got 'em on my nose, and starting my run". Gary Barnhill watched as Powers crossed the target and his airplane literally disintegrated from intense ground fire. Pulling up to 7500', Barnhill started his bomb run and was hit multiple times, causing a lot of red and yellow lights to come on in the cockpit.

Stating his intentions to head at low level to the Gulf of Tonkin and eject, he pushed the power up and crossed the coast at 810 knots (this is not an exaggeration; the F-105 was easily capable of that speed).

The fire warning light had gone out, so when things (he) calmed down, Barnhill decided maybe he could land the airplane somewhere, but needed gas. Finally getting a tanker on the radio, he got the message through and hooked up with almost nothing on the fuel gauge. And he made it back to Tahkli, landing with flight control, gear, and flap problems. It took 4,000 man-hours to repair the airplane enough to fly it somewhere else for even more repairs.

Gary Barnhill pleaded with the Base Commander ("WE are going after the SAMs") to award Powers the Air Force Cross, but he refused. He didn't get it that the Oriskany had just lost their top aviator and the Air Force had gotten all the credit for the mission. A short time later, General George Simler flew into Tahkli to have a few beers with the guys on that mission. Barnhill pitched his idea to Simler, who turned to the Base Commander and said, "Take care of that, Colonel". LCDR Trent Powers received the Air Force Cross posthumously for his skill and bravery.

While we live in different times, we can still take care of each other. Stay on the leader, pickle, then pull, and never forget to help your fellow aviator when they need it.

CLASSIFIEDS:

FOR SALE – Chapter 55 Hats, \$15.00 each, see Sharron Hacker

FOR SALE – Zodiak inflatable boat 10'2" limited edition. Wood floor, 1100 lb. Capacity, up to 10 hp outboard motor. Excellent condition. \$800.00 Contact Tom Botsford 517-256-4381

FOR SALE – Franchi 12 gauge semi-auto shotgun in new condition. Contact Tom Botsford 517-256-4381

FOR SALE – removed avionics (Olds Forge Flyers 172 and Archer), two Bendix/King K170B radios (one with VOR, other with VOR-G/S). Also included is a power converter unit. Units removed due to upgrade. Excellent equipment for an 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 with many more left. Take it camping, Oshkosh, SunNFun – a great second vehicle. Good maintenance record. Only \$4900.00. Contact Ted Lakin 517-256-2322

FOR SALE – Avon Products & Natural Beauty Soaps. For a copy of the latest brochure, contact Deanna (McCreery) McAlister 517-596-2506 or www.naturalbeautysoaps.net/deanna

WILLING TO LOAN – Jigs & Fixtures for a Zenith 701. Contact Chuck Hacker 517-623-6476

WE COULD HAVE INSERTED YOUR AD HERE! If you have a FOR SALE or TRADE or WANT TO BUY or NEED TO BORROW or FREE TO GOOD HOME, etc. – we have space in our newsletter. Contact Warren or Vickie for the next edition!



Steve Zelle, Guest Speaker for October presented a list for public use of private airstrips for emergency landings. Anyone interested in obtaining a list at a price of \$20 per copy can contact him at:

Steve Zelle
648 Shady Maple Drive
Wixom, Michigan 48393

*You are cordially invited to the
2006 EAA Chapter 55 ~ Christmas Party*

Saturday ~ December 9th, 2006 at

*Vevay Township Hall; 780 S. Eden Road, Mason, MI
(the hall is located just south of Mason Jewett Airport)*

*Hors d'oeuvres will be served at 6:00 p.m.
Followed by a delicious holiday dinner at 7:30 p.m.*

*Cost is \$15.00 per person
Plus a White Elephant Gift to exchange (if you wish to participate)*

*Payment is required in advance for reservations and must be received by
Sharron Hacker (517-623-6476) no later than November 20th*

The menu will include:

Hors d'oeuvres

Tossed Salad ~ Rolls

BBQ Country Ribs ~ Chicken Parisienne with Sauce ~

Cheesy Potatoes ~ Almond Green Beans ~ Vegetable Medley

Chocolate Truffles

Coffee ~ Decaf Coffee ~ Soft Drinks

Come join the Holiday Festivities !!

*Please complete this section and return with your payment payable to:
EAA Chapter 55; c/o Sharron Hacker; 2751 Parman Road; Dansville, MI 48819*

Names:

Amount Remitted:

POCKET CALENDAR

12/7/06 Mason Area Chamber of Commerce Holiday Party Mixer “Taste of Mason”

12/9/06 Chapter 55 Christmas Party; Vevay Town Hall

2/2 & 2/3/07 Great Lakes International Aviation Conference; Novi, MI

4/17-4/23/07 Sun-N-Fun; Lakeland, FL

7/23-7/29/07 AirVenture; OshKosh, WI

8/25-8/26/07 Mid-Eastern Regional Fly-In; Marion, OH