

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

FEBRUARY 2006



Meetings are the 2nd Saturday of each Month

Chapter 55 Hangar - Mason Jewett Field

Pres: Bill Purosky 214-2729 Vice Pres: Tom Botsford 663-1318 Treas: Sharron Hacker 623-6476
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Climb and Maintain Flight Level 55

Hi Members,

We have scheduled a bus tour to the Kalamazoo Air Zoo for our normal meeting day in March, the 11th. The bus will be provided by Dean Transportation Company and is capable of holding 49 passengers. Yes, it has a toilet on board! As you get to my age, the priorities change with regard to creature comforts. The plan is to come to the breakfast between 8 – 9:30 am and have our usual fare. At 10 am, we will board the bus and head out to Kalamazoo.

The bus company estimates that it will take an hour and a half to get there. So we arrive at the Air Zoo at 11:30 am. Upon checking in, we will immediately have a tour of the old museum that will last for about one hour. It is optional and has no extra cost. If you would rather go into the museum on your own, have at it. After the tour is over, we will be on our own until 3:30 pm. During that time, you can see what you want and take the opportunity to have lunch at the restaurant that is on the premises or walk out and find something on the local economy. At 3:30 pm, we will have a tour of the new museum. Again if you rather continue to do it on your own, that is no problem. The tour does not cost anything extra and you may attend if you wish. At 5 pm, the museum closes and we will board our bus and return to Mason. We expect to be back home at 6:30 pm.

The cost involved is \$18.75 per person for the bus and \$15.50 for adults at the museum. For members of Chapter 55, the Chapter is paying half of the cost so your cost will be \$17.00 (I rounded up the real cost of \$16.68 to the next dollar.). If you would like to bring a non-member with you, assuming space is available, the cost will be \$34.28 for adults and \$31.25 for children between the ages of 6 to 15. Since we are going as a group, we get a 15% discount at the museum under the regular price and two free tours.

With the Chapter underwrite, it is a great deal to see this world-class aviation museum. Don't miss it!

I was discussing our trip with the President of Chapter 979, Mike Woodley, from Port Huron at the recent GLIAC conference at the Lansing Center. He asked if they could join us. The idea is that they would drive to Mason and have breakfast with us and then

take the bus tour. I told him that it was a great idea and we would like to do it if we have room. They are talking about bringing 10 people. This will help us fill the bus to keep the cost as stated. If that falls through, I plan on contacting other local chapters to get the number we need to make this a great trip.

So be ready to sign up at the February meeting and bring a check or cash to reserve the seat(s) you need for this trip. See Doug Koons, our Assistant Treasurer, or me to book your space.

Bill Purosky, President

Notice to change Bylaws

We will vote on the proposed changes to the Bylaws at the March meeting. We postponed this from voting at the February meeting because a 30 day notice is needed before a vote to change the Bylaws can be taken. My Bad!

Bill Purosky

FEBRUARY SCHEDULE

Board of Directors' Meeting

Wednesday, February 8, 2006

7 pm at Pizza Hut Mason

Chapter 55 Meeting

Saturday, February 11, 2006

8 – 9 Breakfast / 9:30 Chapter Meeting

BREAKFAST W/CHAPTER 55

<u>February Team</u> <u>Rick Ferrell</u> <u>Russ Hilding</u> <u>Connie Stewart</u> <u>Pete Mulliner</u> <u>Tom Schroeder</u> <u>Phil Tartalone</u>	<u>March Team</u> <u>Lloyd Brown</u> <u>Ray Fink</u> <u>George Haley</u> <u>Leo Holmes</u> <u>Ted Lakin</u> <u>Gary Nesbitt</u> <u>Mary Schwaderer</u>
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Christmas Party Reflections

By Sharron Hacker

(Due to lack of space in the last issue, we were unable to print this note from Sharron. Our apologies to Sharron.)

December 11, 2005

I thought the annual Chapter Christmas Party would never get here and now it's done. I had fun preparing for the party and hope everyone enjoyed it. Chuck and I sure had a good time.

The staff at the Aurelius Township Hall generously allowed our caterer to use the employee kitchen. The space is not usually made available to those renting the hall. Thank you Larry Silsby, Supervisor and staff. Without their kindness our caterer would have had to do prep in the dining area. The Aurelius Township Hall is reserved for next year, second Saturday in December. (I dropped off a box of that yummy candy to the Township employees as a bribe for maybe using the kitchen space again next year.)

Larry Arnett of Crazy Larry's Catering did a fantastic job. The food was wonderful and plentiful. Larry provided a complete catering service. He picked up the linens and china from the rental store and delivered them to me for set up. After providing the meal, Larry and his crew cleared the tables, helped clean up the hall and returned the china and linens. Thank you Larry and crew.

Thank you to Vicki Vandenbelt for being my liaison with the Board, putting the party information in the newsletter and the White Elephant Gift Exchange suggestion. Thank you Debbie Groh and Fran Szymanowicz for supplying the evergreens and placing them around the centerpieces. Thank you Rose Long for the adorable handmade table runners that we gave away as door prizes and Gary Long for providing and attending to the music during the party.

I am very grateful to all the members, spouses and friends who volunteered their time and energy to help set up the tables, chairs and table settings, put the same away and cleaned up after the party. Thank you for all the help.

EAA Board of Directors Meeting

Board of Directors Meeting – January 11, 2006

By Del Johnson, Secretary

The meeting was called to order at 7:00 PM. → Attendees: Bill Purosky, Doug Koons, Gary Long, Jack Toman, Tom Botsford, Dave & Debbie Groh, Ken & Vickie Vandenbelt, Connie Kowalk, Drew Seguin and Del Johnson. → Secretary's report, as published in the newsletter, was approved. → Treasurer's report, by Doug Koons, was approved.

→ Mike Arntz and Gregg Cornell filed Chapter renewal paperwork with headquarters. → Bill Purosky received the President's books from Mike. → Sharon Hacker is handling Chapter Treasurers business from Florida with Doug Koons assisting from Lansing. Sharon will write checks and maintain the books. Doug will collect and deposit money and write receipts while she is away. → Bill Purosky presented a letter from Sharon Hacker designating Bill Purosky to represent her as a Proxy, in matters pertaining to the Chapter. A motion was made and carried to accept Sharon's proxy request → Discussions followed regarding the need to establish the method by which proxy representation is accepted and the need to incorporate specific language into the By-laws to cover the subject of Proxy representation. A motion was made that specified the requirements of a proxy request. The motion requires that the proxy request be received in writing (paper or fax document only) and must address the following points: (1) the name of the person who will be represented by the Proxy, (2) the name of a EAA Chapter 55 member, in good standing, that will be designated as the proxy, (3) a statement designating the specific manor or extent in which the person will be represented by the Proxy and (4) a statement on how or when the proxy representation will be terminated. The motion passed. → A motion was made to change Bank signature names. Sharon Hacker, Bill Purosky, Doug Koons and Gary Long names will be added and Gregg Cornell and Mike Arntz names will be removed. Motion carried → Bill presented a list of committees that he would like to seek chairpersons for. These included: Membership Committee, Welcoming Committee, Young Eagles (currently chaired by Renee Arntz), Social Committee, Public Relations Committee and Fly-in Committee. Also, an Ad-hoc committee to look into the purchase of new tables and chairs as well as projection equipment was also proposed. Vickie Vandenbelt volunteered to chair the Membership Committee and Gary Long was volunteered to chair the Ad hoc equipment replacement committee. → The Chapter calendar dates were discussed. June 10th, which is also National Young Eagles day, is the only firm Young Eagles date. June 11th will be our breakfast fly-in. May 20th is the teacher's workshop where we will be operate a booth. January 20, 21 is the Great Lakes Conference. August 20th will be the pancake breakfast/steak fry fly-in. → A bus trip to the Kalamazoo Air Museum, proposed for March 11th, was discussed including possible subsidizing members for up to one half of the cost of the trip with Chapter funds. It was agreed to present the proposal to the membership to determine if there is sufficient interest to move forward. → Bill Purosky proposed that the Board depose Mike Arntz from his position as Director since he has not been present at the General Membership and Board meetings for over five months. Following a discussion the Board unanimously passed a motion to depose Mike Arntz from his

position as Director. → A motion was made and carried to appoint Debbie Groh to the Director's position vacated by Mike Arntz. → Work will begin on amending the Chapter bylaws. February 11th general membership meeting will be the target date for presenting the changes to the membership for adoption. → Doug Koons will check on the availability of Aladeon Township hall for the 2006 Christmas party. A larger facility is needed. → Gary Long and Doug Koons will look into increasing our electrical outlet capacity to handle the large number of cooking devices needed for our Mason Aviation Day. → The next Board meeting will be held at the Mason Pizza Hut.

EAA Chapter 55 Business Meeting Membership Meeting Minutes – January 14, 2006 By Del Johnson, Secretary

Meeting called to order at 9:30. → The Secretary's report, as published in the newsletter, was approved. → The Treasurer's report, presented by Doug Koons, was approved. → Bill Purosky reported that Mike Arntz and Gregg Cornell did file the paperwork with Headquarters to keep us in 'Good Standing'. → Bill Purosky asked for the names of those who are renting hanger space from the Chapter because he did not receive this information from Mike. → Bill presented the idea of renting a bus to transport members to the Kalamazoo Air Zoo on March 11th. The cost would be about \$16 for the bus and \$15.50 adults admission (\$12.50 for children) with the Chapter Board authorizing to subsidize up to ½ the cost of the bus and admission for Chapter members and their families (if they have family membership). A firm commitment was requested by the February 11th meeting. → The change in the February 8th Board meeting location to the Mason Pizza Hut was announced. → Other Calendar dates where discussed which included: Great Lakes Aviation Conference (Jan. 20-21), Teachers Aviation Workshop (May 20th), National Young Eagles Day & Mason Jewett Open House (June 10th), Mason Dawn Patrol (June 11th), Mason Chamber of Commerce Balloon Rally (August 19th) and Pancake Breakfast & fly-in (August 20th).

Bill said that we would like to offer our Chapters help to the Balloon Rally organizers → Vickie was announced as the new Membership Committee Chair. → Tom Schroeder, Ernie Lutz and Tom Botsford volunteered to work on the to the Public Relations Committee. → Gary Long and Steve Houghton appointments to the Ad Hoc (equipment) Committee was announced. The Chapter is still looking for people to Chair or participate on the Social Committee, Fly-in Committee, Welcoming Committee and possibly the Young Eagle Committee (depending on whether Renee Arntz still wants to chair it). → Bill announced the Board's decision to dispose Mike Arntz from his position as Director and the appointment of Debbie Groh to fill that position.

→ An Announcement was made by the membership regarding the Jan 29th Spaghetti Dinner at the Fair Grounds, sponsored by the Mason FFA (11:30 am to 2 pm). → Al St George provided an update on the mid-air collision in Florida. → Ken Vandenbelt reported on his purchase of a 1940 Stearman (pieces and parts). → The subject of the letter to Mike Arntz was discussed. The general consensus of the membership is that we need to move on.

TIDBITS, February 2006 By Vickie Vandenbelt

THE JANUARY CHAPTER SOCIAL:

I think Jim Spry's Euchre Tournament was a smashing success !! Judging by the laughter, we were all winners in the good time department!! Special thanks to Jack & Deb Toman; Dan & Margaret Schiffer; and Gary Long (hopefully I haven't missed anyone) for providing a table of prizes and to all the others who brought munchies !!

DOMINOES & CARDS – SATURDAY, FEBRUARY 11TH, 2006:

Feedback following the euchre gathering was so positive that I am scheduling another event for Saturday, February 11th, 2006. In the wintertime, there is an extreme advantage to using the meeting day and warming up the room !!! This event will be a combo of Dominoes & Pass the Ace (a card game; bring 3 quarters). **NO EXPERIENCE required** - both are very easy to learn and a lot of fun. Probably plan to start with food about 6:00-6:30pm.....munchies are not required but never turned away ... **Friends and family welcome = PASS the WORD !!**

NEW MEMBER NAME TAGS:

I am in the process of doing up new name tags for each member as you renew. These will be the "clip-on" type. Not sure how we will put them onto the name tag board, but we will come up with something.

THE "CLASSIFIEDS":

I am working to develop a "classified" section in WingTips for members to use as a networking tool. The four main categories will be - FOR SALE or TRADE - WANT TO BUY - NEED TO BORROW - FREE TO GOOD HOME. Let me know if you have something you would like to list. Deadline will be the last Saturday of each month for the next WingTips edition.

CLASSIFIEDS:

FOR SALE - AVID MAGNUM KIT PLANE IN PROGRESS:

Fuselage & wings partially done with some modifications. Has firewall forward with motor mounts for Lycoming but no engine; no avionics. \$11,000.00 or BO. For details contact Ken Vandenbelt; 517-589-5051 or kv_vand@core.com.

FOR SALE – BARON:

1076 Baron BE58P. Pressurized and loaded with new avionics. Contact Dan Schiffer; email danschiffer@comcast.net

FOR SALE – T6 TEXAN:

1942 T6 Texan/SNJ5. Original with new engine; very good condition. Contact Dan Schiffer; email danschiffer@comcast.net

FOR SALE – BRUSH HOG:

DR 15hp walk-behind Brush Hog. Less than 30 hours use; very good condition. \$1,500.00. Contact Dan Schiffer; email danschiffer@comcast.net

FOR SALE - YANKEE AIR FORCE "THUNDER OVER MICHIGAN 2005" DVD:

This DVD was professionally produced and truly spectacular since it features the largest gathering of air worthy WWII heavy bombers since the end of the war. Only \$25.00 each. Contact Debbie or Dave Groh.

WANTED – DOPE:

Need 15 gallons of clear nitrate or beauturate (spelling?) dope. Contact Kyle Bradford; 517-663-3083

WANTED – PIPER CUB OR SUPER CUB:

Looking to purchase an award winning Piper Cub or Super Cub. Contact Dan Schiffer; email danschiffer@comcast.net

WE COULD HAVE INSERTED YOUR AD HERE !!!

Contact Vickie for next edition!!

Young Eagles

By Renee Arntz

Renee sent a note that the following dates are planned for YE flights.

June 10, 2006 9 am till 3 pm

July 8, 2006 10 am till 2 pm

Note from FAA Safety Group

By Tom Schroeder

An "IFR Refresher Day" will be held by the FAA at the American Aces Aviation Company at the Livingston County Airport on March 4, 2006 starting at 8:30 am. Topics will include flight planning, approaches, weather, ATC, GPS, and emergency procedures. Go to faasafety.gov for more information.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

When the Stephen F. Udvar-Hazy Center of the Smithsonian Institution held its opening ceremony, I attended as a guest of my good friend Rick Duckworth. We entered the facility, and after passing through a security system (Vice President Cheney was one of the speakers), we were asked to proceed down to the lower level of the museum. From there we followed the east wall, while a tall curtain prevented us from seeing the airplanes to our right. As we made our way to the seating area, an old timer was walking slowly along and holding onto the wall to steady himself.

I came by and said "Would you like to hang onto a real person instead of the wall?" He said, "Yes, let's go!" So we walked and chatted for awhile, and along comes Bob Hoover behind us. The old timer and Bob were obviously well acquainted and they launched into an animated discussion of their own. So Rick and I walked continued on to find some seats.

"Do you know who that guy was?" asked Rick. "No idea", I replied. "That was Tex Hill, a P-40 pilot from the American

Volunteer Group in China!" Tex Hill, a retired Brigadier General, served under Claire Chennault and was one of the original contract AVG pilots. I recently finished reading his biography, appropriately titled Tex Hill – Flying Tiger. It is a very clear look at the events that lead up to the Japanese invasion of China, and the efforts by Chennault and the AVG to stop it. The most effective part of the book is that at the end of each chapter about Tex, the author writes a roughly one page summary that tells what is happening in China at the about same point in time.

The son of a minister, Tex spent much of his childhood near San Antonio, Texas. He was an active and at times mischievous lad, but seemed to lack a sense of where his life was headed. He was in and out of college, and then finished up his degree in Austin, mainly because the Navy would not accept candidates for naval aviation unless they had a degree. The Army would accept you, but Tex apparently didn't pass the written test the Army administered. He did pass the Navy test. Turns out it was the same test!

Tex made it through naval flight school, and was assigned aboard a carrier flying torpedo planes. During one shore leave, he and some squadron mates were approached by an officer from the Office of the Secretary of the Army. They were looking for volunteers to resign their commissions and sign a contract to fly and fight in China for 18 months. What's more, they were forbidden from mentioning anything about the conversation, even to their commander. On the next shore leave, they received more information, and were given the opportunity to leave the Navy. Tex was one of the pilots who accepted the offer.

Claire Chennault was an Army officer who did not believe in the doctrine of precision bombing. Instead, he believed in achieving and maintaining air superiority, using tactics that would allow an airplane with inferior performance (the P-40), defeat a fighter with greater performance (the Japanese Zero). Because Chennault was not exactly in the good graces with the general staff in Washington, it was hard for him to get a commitment for airplanes and the supplies necessary to fly and fight. He was given 100 P-40A's and some promises for more. The AVG started combat operations with 99 airplanes (one fell into the harbor during unloading in China).

The Old Man, as Tex refers to Chennault, had the uncanny ability to plan, both in the long term and the short term. He trained the AVG in the tactics they would need to defeat the Japanese in the air. Due to the performance advance held by the Japanese fighters, the AVG used speed to knife down through enemy fighter and bomber formations, picking off airplanes one at a time, then climbing for altitude to get another opportunity. The tactic worked exceptionally well against the regimented discipline of Japanese formations.

Chennault had planned that the AVG would have to be very mobile, often moving an entire squadron overnight. They were organized to work efficiently and move efficiently, but you can imagine it wasn't easy. Airfields were laid out across China, perhaps a hundred or more. When Chennault sensed that the Japanese had discovered their bases, he would order

the move to another airfield. He also laid out an early warning network that would tell him which way the Japanese bomber formations were headed. It would give the AVG just enough warning to get airborne and into position high above the attackers.

During the 18 month tour of the AVG, Tex rigged up some bomb releases on a P-40A and demonstrated to Chennault that ground attack could be used to stem the advance of Japanese troops. The AVG eventually received the P-40E, which were designed with the capability to deliver bombs. This became vitally important in the May 1942 battle of the Salween River Gorge. The Japanese were set to cross the river, behind thousands of fleeing Chinese. They had amassed a huge ground force with trucks and armor. Combat engineers constructed a bridge and the Japanese forces had begun the slow journey down into the gorge through a winding switch-back road. That is until Tex and the AVG showed up. Tex soon realized that the way to shut down the advance was to interdict the road so the trucks could not make it down. Placing his bombs just below the rim and right on the road, the resulting crater and landslide stopped the Japanese advance. The retreat allowed the Chinese to regroup, and no doubt saved countless Chinese lives. This action was one of the most significant events in the war in China, and was captured in the painting, "Tigers in the Gorge". You can Google up Salween River Gorge and find more information

When his 18 month contract was up, Chennault asked Tex to stay on for a few more weeks. They were difficult weeks that saw the loss of some good friends. Eventually, he was enlisted in the Army, and continued to fight in China. The amazing thing to me, on reading this book, is how often they were given the opportunity to fly different airplanes. After the P-40, they received the P-51A, and toward the end of the war, the P-47. Tex even had the opportunity to fly a captured Japanese Zero. At slightly over 6 feet tall, Tex was all knees and elbows in the Zero!

At the end of the book, Tex has included a chapter on the history of China at the end of WWII, and touched on how those events affected conflicts in Korea and Viet Nam. It is not exactly a proud tale of U.S. foreign policy, or the ability to predict the impact on the world of Mao Tse Tung. Of WWII, Tex has these simple words: *Never Forget*. For more information on the book, try www.texhill.com, and you might be able to order an autographed copy.

That's it for now. It's been a busy month of construction on my RV-8. The wings are complete and tested, the fuel system has had some fuel run through it for a leak check, and as this is written, the horizontal and vertical tails are going on in the shop. In a week or so, there will be an entire airplane assembled there. So as always, fly safely, and don't forget to lend a hand to your fellow pilot when they need it.

Calendar of Events

- March 11 – Bus to Kalamazoo Air Zoo
- May 10 – Teachers Workshop at Capital Regional Airport
- June 10 – Young Eagles Flights
TEW Open House
- June 11 – Dawn Patrol
- July 8 – Young Eagles Flights
- August 19 – Work at Mason Balloon Rally
- August 20 – Pancake Breakfast and Steak Fry

New Surplus Aircraft Hardware

Save 30-50 %

Dzus's, Dzus springs, nut plates, plumbing fittings, spark plugs, bolts, nuts, clevis bolts, clamps, cable ends & fittings, prop clamp bolts, Pratt & Whitney tools and many other hardware items from WWII.

Examples:

Nut plates aluminum 10-32, 832	.50 ea.
FA6 1/2-45 Dzus, fresh plating,	1.75 ea.
Stearman Dzus spring	.50 ea.
Continental rocker hose clamps	1.50 ea.
4B2S spark plug (Lycoming)	5.00 ea.
417S spark plug (Continental)	5.00 ea.
Prop clamp bolt (Hamilton, Mcauley)	20.00 ea.

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