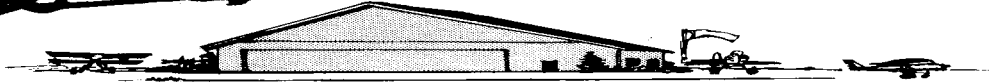


CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

JULY 2006

Wingtips



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

Boy, it sure is great to see the clock at 9 PM and it is still light out. Our longest daylight days were upon us during June and will remain into July. Great flying weather especially in the evening when the wind dies. Although when I bounce a landing, I don't have the wind to blame. A great reminder that some of us are not always perfect.

JULY SCHEDULE

Board of Directors' Meeting

Wednesday, July 5, 2006

Chapter 55 Meeting

Saturday, July 8, 2006

8 – 9 Breakfast / 9:30 Chapter Meeting

We did have perfect weather for our Young Eagles flights in June. The bright sunshine but cool weather was ideal for people and airplanes alike. We flew over 130 Young Eagles with a few parents when necessary. Thanks to all of you who participated. We had a good number of pilots, ground crew and paper work folks so that the event seemed to go smoothly without any undo amount of work on any single individual. It sure is a great reward for our efforts to just watch the expressions of the kids as they deplane after their flight. It says it all in as many emotions as you can imagine.



Some Young Eagles having fun prior to their first flight.

At the same time, Connie Stewart was holding an open house which the club helped support by supplying staff for the event.

In addition, we sent the parents and kids up there when they were through flying to get some free food and learn a little more about the airport. Not only that, but Connie was generous enough to allow the workers from Young Eagles to also avail themselves of the food she had prepared. Connie was pleased with the number of people who came to her event as well.

The following day was our Dawn Patrol and again we were blessed with nice weather. We had a good number of townspeople as well as a nice assortment of airplanes that arrived from many different points in our state. We served breakfast to about 315 adults and 37 children. The cooking line, car parking, airplane parking, tickets, safety and general organization went smoothly with ample support from the club.

I know that we did a great job in advertising and it obviously had a lot to do with our success. Again, we accomplished a lot and I think most, if not all, participants had fun.



After our July 8 meeting this Saturday, we will again hold a Young Eagles event. Many of you have not yet signed up to help so I am reminding you to be ready to lend a hand where needed this Saturday. We still need pilots and ground crew as well as paperwork dudes and dudettes to make this run as smoothly as the one in June.



Also start thinking about our Mason Aviation Days coming up on August 20. We will be serving both breakfast and lunch/dinner. So put that date on your calendar and plan to get involved. We have jobs to fit all ages, genders and physical conditions. You volunteer and we will find a job for you that you will like and can do. We will have signup sheets for you at the July and August meetings.

Again, thanks to all the members who supported and worked at both of these events. We could not have done it without you. Bill Purosky, President

BREAKFAST W/CHAPTER 55

<u>July Team</u>	<u>August Team</u>
Don Chubb Chuck Hacker Edward Manturuk Dave Paul James Smith Robert Veltman Mary Gowans	TO BE ANNOUNCED



June Breakfast Chiefs: Dave Cook and Greg Hover

EAA Board of Directors Meeting

Board of Directors Meeting – June 7, 2006

Bill Purosky called the board meeting to order at 7:20pm. Attendees: Bill Purosky, Vickie & Ken Vandenbelt, Dave & Debbie Groh, Jack Toman, Doug Koons, Tom Botsford, Deanna McAlister, Connie Stewart, Sharron Hacker, Gary Long, Del Johnson and Dick Wilke. →The minutes were approved as published in the newsletter with one correction. Sharron reported \$-172.88 of net income for the month and total assets of \$18,113.17. A motion was made and approved to accept the Treasurer's report. A discussion followed about inventorying Chapter assets worth over

\$100. Tom Botsford reported that Joe Pirch would chair the Audit committee. →A motion was made and passed to authorize \$300 to be spent on electrical improvements for the building instead of the \$250 approved last month. →Doug Koons proposed buying a stand for the Video projector. There is already an approved budget that should cover this cost. →Debbie requested that non-action items, to be discussed in future meetings, be included on the Board agenda so they can be tracked. Debbie also reported that the water, from our well, passed health Department tests. →Tom Botsford volunteered to paint the coffee pot stand. →Bill reported on the successful May 20th Teacher's Workshop. He will look into writing an article for 'Sports Aviation'. →Preparations for Young Eagles day and Dawn Patrol were discussed. An attempt will be made to get a port-a-john for use by the public so that the Chapter bathroom can be reserved for use by staff works. Warbird pilots will receive a free breakfast. →Doug Simon hanger lease terminated at the end of May. →Dick Wilke requested that the hanger portion of the building be secured because non-club members continue to gain access to the building. A motion was made to put a lock on the door from the meeting room into the hanger. A second motion was made to table the first motion so that the security issue can be discussed at the next membership meeting. The motion to table the first motion passed. →Bill Purosky reported on progress to obtain Chapter logo shirts and hats. →Jack Toman reported on 4 bids received for P.A. systems. A motion was made to accept the Marshall Music's bid of \$1,305 for a 300-watt system. →Kyle Bradford's dues will be refunded because he is a lifetime member. Members who paid for family memberships but have not paid their family membership at National will only be considered as single members in the Chapter and their family membership fees will not be refunded. →Those wishing to view the fireworks at the Chapter hanger are encouraged to bring a dish or snack to pass. →Doug Koons volunteered to fill the Young Eagles Coordinator position.

EAA Chapter 55 Business Meeting

Membership Meeting – June 10, 2006

The meeting was called to order at 9:30am. →The minutes of the May meeting were approved. Sharron Hacker presented the Treasurer's report, which was approved. →Three new members (Kirk Curtiss, Doug Keith and Donald Keith) were introduced. →Doug Koons electrical improvements to the building were discussed. →A volunteer list for Dawn Patrol was circulated. →The proposal to install a lock on the door to the hanger was briefly discussed and members were encouraged to express their concerns to the Chapter Officers or Board members. →Warren Miller said that Mrs. Gostnell was considering donating some of her husband's memorial funds to the Chapter. The Chapter Scholarship fund and the P.A. system were suggested as possible uses of that money. →The meeting was adjourned at 9:42am.

TIDBITS, MAY 2006

By Vickie Vandenbelt

NAMETAGS:

All the replacement nametags have been made and placed up on the new nametag board. If I missed you, please let me know and I will get one done up.

ADDRESSES:

Are you getting emails from Warren?? If not, please be sure we have your current email address !! Please let me know so that we can get you on Warren's newsletter email list and update the membership list!!

MASON AVIATION DAY SPONSORS:

A number of community businesses are supporting us with sponsorships. I encourage everyone to take a few minutes to look at the sponsor list. If you do business with any of our sponsors, be sure to tell them you saw their name and "thanks" for their support. And, we continue to look for additional sponsors. Door prizes, trinkets for the pilot bags, materials, and/or money are always welcome and a big help to us!!

WANTED – INFO FROM HOMEBUILDERS:

A couple of months back I mentioned the article in Sport Aviation regarding Mr. John Jenkins of Verona, WI and his request for information from homebuilders. His full explanation is in the Members Forum on page 76 of the April 2006 edition of *Sport Aviation*. He is writing a book with a strong emphasis on the people and institutions involved in homebuilding rather than the technical aspects. He has set up an easy-to-use interactive website.

Did anyone participate in his survey?? I would be interested in knowing what you thought of it?? He indicated that all participants will be listed in the book and every EAA chapter that has a least two participants will receive a complimentary copy of the book for its chapter library. Visit the website at www.aircrafthomebuildersstudy.com.

CLASSIFIEDS:

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

WANTED:

Person or Persons to provide book reviews for our newsletter. Have you read any of the books in our library? Thumbs UP or Thumbs DOWN opinions wanted !!

FOR SALE – AVON PRODUCTS:

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

**WE COULD HAVE INSERTED YOUR AD HERE !!!
Contact Vickie for next edition!!**

Don't forget – if you have a FOR SALE or TRADE; WANT TO BUY; NEED TO BORROW; FREE to GOOD HOME; etc. – we have space for you in our newsletter. Contact Bill, Warren or Vickie!!

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.

David Groh Phone 517-676-4416 day
Yesteryear Ford Fax 517-676-3485
4322 Curtice Rd
Mason, MI 48854



Young Eagles

By Vickie Vandenbelt

EMAIL YOUNG EAGLES – 2ND RALLY OF 2006

FLIGHT TEAM NOTES:

Our second rally of the year is all set for Saturday, July 8th, 10am to 2pm. I will be staffing the registration table again. If you plan to pilot or ground crew, please check in with Bill Purosky or me Saturday morning.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55

Flight Advisor

After almost 9 years of building, RV-8 N8TL, "Sweet Nancy Lynn", took to the air for the first time on June 20th. It is a unique experience to work with Bob Parker and Roy Thelen. They are so talented with their hands and their minds when it comes to airplanes, but to work at their pace, and to accept the challenges they offer, is no easy task. The last 3 months required extraordinary focus and intensity, leading up to the inspection by Ted Gauthier on June 10th.

Roy and I had completely assembled the airplane in my workshop back in February. We rigged all the flight controls and had all the electrical connections checked and double checked. Just for fun, we turned on the strobes, turned off lights in the shop, and ran outside in the dark just to watch the

light show! Then on March 21st, we loaded the airplane on a trailer, and the assembled parts made their last journey on a road.

Up in St. Johns, at Robert “Picasso” Parker’s paint shop, we had to work through some vexing problems with the fit of the canopy skirt, and the right wing tip. They fit beautifully now, but getting there was ugly. Both the skirt and the wingtip required major composite surgery. That right wingtip was the last of the really difficult, time consuming problems we faced prior to paint.

Actually, laying out the paint scheme was actually a lot of fun. We wanted the airplane to look like a blue-nosed P-51, so we got to look at a lot of pictures of Mustangs. The first step was to pick the color blue. I took the pictures we had to FinishMasters in Lansing, and went through their paint books. I came up with two possibilities, and had them made up in pint cans. I took them back to Parker’s. Bob took a look at them and said one wouldn’t work at all, but the second one needed some “Merlin Blue”. So he took some Merlin Blue can and added it to one of the sample cans. And some more, and more still, until we had just the right shade of grayish blue. It looks marvelous on the airplane!



Perhaps the most fun was sitting around the lunch table and discussing what to name the airplane. I was leaning toward a combat theme with some nose art, but nothing really popped off the paper. As you may have noticed, Bob’s RV-8 is named “Sizzlin’ Sue” after Bob’s wife. So we began playing around with what might sound good with my wife’s name, and settled on “Sweet Nancy Lynn”. It sounds great, looks great on the airplane, and makes lots of points at home!

When we completed final assembly and began checking various systems, we found problems with the carburetor, prop governor, and alternator. Fortunately, all the work that Roy and I had done in advance paid off, because from a wiring and connections standpoint, everything was correct. With the systems checks complete, and the airplane signed off, what remained were to put all the inspection covers back on and do some taxi testing and a normal run-up. One of the changes I made from Van’s plans was to install a single link for tail wheel steering, to replace the dual spring and chain arrangement. It really works well, and there is essentially no difference in ground handling.

First flight came under a clear blue sky with light winds. Our plan was to fly the first flight from Tripp Creek Airport and land there for some post flight checks under the cowl. My Dad had flown in from Mason in his Cherokee and was on hand to watch. With Bob Parker as the chase in “Sizzlin’ Sue”, I took off and climbed out to 4500’. While we were fairly certain what the handling

characteristics of the airplane would be, we wanted to be sure we put emphasis on engine break-in. The plan was to get the oil temp up to 200+, run the engine at 2500/25”, and watch the numbers. It was a great plan. In the chase position, Parker provided airspeed checks, and comparisons with his airplane. We did some radio checks with Lansing Approach, and while the transponder codes worked fine, it was not transmitting Mode C (fixed with some mode changes in the encoder function). Our conservative flight path took us in a loop from Tripp Creek to Schiffer and back, so we always had an airport to head toward if problems developed.

The airspeed indicator I have is marked in knots. Most of the RVs I have flown will fly final at 70 mph with one person. So to be conservative, I flew final approach at 70 knots. This proved a little fast, and I skipped a bit on landing (some people would say “bounced”, but I disagree!). I also flew the flight, and continue to fly with 20 lbs of ballast in the aft baggage compartment. Even though I am nicely in the cg envelope, I am almost elevator limited on landing when flying alone, which reflects a forward cg.

Post flight inspection revealed a burned spot inside the cowl on the right side. One of the exhaust pipes was just too close at that point, so we put some reflective material on the cowl, and wrapped the pipe with heat webbing. That provided a temporary fix, and that same afternoon, I ferried the airplane to its new home in Mason. Some of our chapter members were on hand for the arrival. It was great!

Since that day, the airplane has a little over 8 hours on it, and I continue to work through a short list of minor problems. The exhaust system now has an acceptable amount of clearance, and all the pipes have been wrapped to keep the heat down in the cowl. The oil consumption has stabilized at nearly zero, and a few adjustments need to be made on the idle mixture setting. I had a few small oil leaks on the back of the engine and a little tightening here and there seems to have cleared those up. I have a lot of practice removing and installing the cowl!

So how does it fly? First of all, it flies like a typical RV. Very responsive at all speeds and very predictable. I guess I could best describe the feeling of being in the airplane is that “It feels like the best shirt you have ever worn”. The personal things that I built into the airplane, like the flap switch mounted on the throttle (so you never have to take your hand off the throttle to raise and lower the flaps), or the GPS antenna mounted under the cowl to be out of sight, are working just great. I still have some programming things to do with the Grand Rapids Engine Information System, but those will come with time. All things considered, I think I’ll keep it!

I will not be on hand for the July meeting (flying a trip that day), but I hope you all have a chance to see the airplane, and in particular to see the lettering on the side. Under the tail on the left side are special thanks to a small group of people who really made the first flight possible. So as always, remember to fly safely, and try to help your fellow pilot when they need it.

To All,

The first flight of RV-8 N8TL, "Sweet Nancy Lynn", was completed today, 6/20/06, under a clear blue sky. I flew for 55 minutes from Tripp Creek Airport with Robert Parker flying chase in his RV-8, "Sizzlin' Sue". The first flight and subsequent second flight from Tripp Creek to Mason were uneventful.

I started the airplane in my basement in the Fall of 1997, and it took nearly 9 years to complete, even though it is a "quick build" kit. And yes, Carl, I managed to get into the air before you did in your RV-10! For those of you who have built and flown an experimental airplane, you know just how difficult the level of effort can be leading up to the first flight. I want to thank all of the many friends I have who have prodded, drilled holes, designed gizmos, crimped wires, deciphered diagrams, and provided completely unknown but talented skills for me along the way. Without you it would never have happened.

Attached is a photo of my Dad, Ernie Lutz (DFC, B-26), and myself in "Sweet Nancy Lynn" with the famous "RV Grin", immediately following shutdown after the first flight.



Best Regards,
Terry Lutz

**THE OFFICIAL 1920 REGULATIONS
FOR OPERATING AIRCRAFT AS SET FORTH BY THE
U.S. AIR SERVICE:**

1. **Don't take the machine into the air unless you are satisfied it will fly.**
2. **Never leave the ground with the motor leaking.**
3. **Never get out of the machine with the motor running until the pilot relieving you can reach the engine controls.**
4. **Pilot should carry hankies in a handy position to wipe off goggles.**
5. **Riding on the steps, wings or tail of the machine is prohibited.**
6. **In case the engine fails on takeoff, land straight ahead regardless of obstacles.**
7. **No machine must taxi faster than a man can walk.**
8. **Do not trust the altitude instruments.**
9. **If you see another machine near you, get out of its way.**
10. **Before you begin a landing glide, see that no machines are under you.**
11. **Pilots will not wear spurs while flying.**

If an emergency occurs while flying, land as soon as you can.

Pocket Calendar:

Houghton Lake – July 1st Fly in Lunch

Clare – July 2nd Pancake Breakfast

Chapter 55 Young Eagles Rally – July 8th, 2006; 10:00am to 2:00pm

Hastings – July 9th Pancake Breakfast

Chesaning – July 9th Pancake Breakfast

Gaylord – July 15th Pancake Breakfast

Fremont – August 5th Pancake Breakfast

Thunder Over Michigan – Yankee Air Force @ Willow Run; Aug 5th & Aug 6th

Brighton – August 12th Fly in Lunch

Holland – August 19th Breakfast & Lunch Fly In

Greenville – August 19th Danish Festival

Mason Aviation Day – Sunday August 20th, 2006; Breakfast & Lunch Fly In

Mt. Pleasant – August 27th Pancake Breakfast

Greenville – August 27th Pancake Breakfast

Michigan Air Tour - September 7th thru September 10th, 2006

Fowlerville – September 10th Breakfast

Marshall – September 10th Pancake Breakfast

Chapter 55 Christmas Party – Dec 9th, returns to Vevay Township Hall

NOTE: Please consult www.mdot.state.mi.us/aero/calendar for a complete list of events and details.