

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

OCTOBER 2007



## 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 740-4647  
Secr: Del Johnson 676-2756 Editor: Warren Miller 214-2656 (all Area Code 517) [www.EAA55.org](http://www.EAA55.org)

### Climb and Maintain Flight Level 55

August weather in October! Who would have guessed the long string of warm, humid days at this time of the year. One group that directly benefited from it was the Michigan Air Tour. They ended their tour at Mason Jewett on the 30<sup>th</sup> of September and were treated to a lunch by our Chapter. As usual, many good reviews on the quality and quantity of the food we served. Thanks to those members who helped work the event and to make it a success. We had about 40 airplanes arrive in about half an hour. It kept the airplane parkers busy for that time period. Doug Koons and Dick Wilkie both flew in the Tour with their Archer II and Rans Coyote respectively. Thanks to Connie Stewart for coordinating the whole affair with Nancy Walters, the Planning and Organizing representative for the Tour. Without Connie's influence, this event would never have come to Mason Jewett Airport.

### Elections of Officers in November

So far no member(s) has stepped forward to volunteer as Nominating Committee leader or to be on the nominating committee. The only function of this committee is to call or e-mail the members and inquire if they would be interested in running for office of President, Vice President, Secretary or Treasurer. They would then present the names for nomination at the October members meeting. Because of this inactivity, Chapter 55 stands to be without any officers as of the November Meeting. It just boggles my mind that the members of this association do not care enough to do this simple job and obviously don't care enough to see the organization continue in 2008. The only thing that is needed is a telephone and a list of the members with their phone numbers. There is not a single member who does not have access to both of these things so there are no excuses. I don't care how old or young you are, this is easy to do. The majority of our members need to ask themselves why they can take advantage of the functions of the Chapter but cannot bring themselves to help the Chapter continue these functions. I, for one, am real interested in the answer(s) that you come up with to that question.

If by some miracle, we do get members who will run for office, the election will be held at the next members meeting in November. If you cannot make the meeting, consider giving a proxy to another member who you trust to use it wisely. You must write the proxy out and send or give it to the member in good standing that you want voting for you. You must name the member on the proxy. You must give them permission to vote on your behalf on the 10<sup>th</sup> of November in any business transacted on that day. You must sign the sheet to make it official. The more votes we get to elect, the more representative of the membership the new officers will be.

The Christmas Party is coming up in the very near future. It is scheduled for the 8<sup>th</sup> of December. Put that date on your calendar and plan on attending. More info will be coming in the next Newsletter.

Bill Purosky, President

**Board of Directors Meeting  
October 10, 2007 - 7:30 pm  
Chapter Membership Meeting  
October 13, 2007  
Breakfast 8-9 Meeting 9:30 am**

### **BREAKFAST W/CHAPTER 55**

<u>October Team</u>	<u>November Team</u>
Jim Cushing	Frank Balluff
Pete Chestnut	Kevin Cozik
Dave Groh	Rick Dallas
Russ Hilding	Randy Echinaw
Fred Honhart	J. Morris Hickman
Ernie Lutz	Steve Houghton
Terry Lutz	Doug Keith
Drew Sequin	Rick Riisberg
Doug Simons	Tony Schepis
Brian VanFarlowe	Don Frank
Joe Whitesides	



September Cooks:

Barbara and Richard Bacon with Judy and Al Spaulding

## EAA Chapter 55

### Board of Directors Meeting, September 5, 2007

Bill Purosky called the board meeting to order at 7:30pm. Attendees: Bill Purosky, Doug Koons, Chuck & Sharron Hacker, Debbie Groh, Jack Toman, Garry Long, Tom Botsford and Del Johnson. →The Board minutes were not available for the meeting. →Sharron reported a net income for the month of August of \$5,759.66. She also reported the following statistics for the MAD event:

	<u>Saturday Count</u>	<u>Sunday Count</u>
Adult Breakfasts	383	175
Kid Breakfasts	39	12
Steak Dinners	172	60
Pork Sandwiches	251	43
Brats	153	22
Hotdogs	304	83

As of the date of the meeting we had made a profit of about \$3,800. A motion was made and passed to approve the Treasurer's report. →Bill reported that we made a commitment to the Michigan Flying Tour to provide a meal at \$8/person (preliminary estimate of 80 people) and that we would need about 5 volunteers to put it on, →It was reported that Jim Spry does not want to move into the builders hanger at this time. Discussions followed whether we should reduce the builder's share of the gas bill when there was a single occupant. A motion was made to continue to charge the builder hanger occupants ½ of the gas bill with the chapter picking up the other half. The motion passed. →Joe Whitesides and Dennis Hall, Ralph Taggart and Gary Nesbitt are renting space in the main hanger. →Doug Koons recommended purchasing calendars for the Young Eagle pilots and ground crew and some extras for sale to the membership at a cost of \$7 each. A motion was made to support his proposal and was passed. →EAA headquarters has requested names of people that would be willing to speak on aviation subjects to other Chapters. Bill Purosky submitted his name as being able to speak on the subject of starting a flying club. →An application for scholarship was received from Rick Dallas. →A nominating committee needs to be formed for the 2007 chapter elections. All of the officer seats are up for re-election.

## EAA Chapter 55

### General Membership Meeting, September 8, 2007

Bill Purosky called the meeting to order at 9:30am. The General Membership minutes were approved as published in the newsletter. →Sharron Hacker reported that a net monthly income of \$5,760. She also reported on a preliminary estimated profit from MAD of \$5,471 but that some bills and some income still had not been recorded. A motion was made and passed to accept the Treasurer's report. →Doug Koons reported that 136 Young Eagles were flown this year for a total of 1,932 flown by the Chapter to date. There are left over MAD T-Shirts that are available for \$10 each. →Bill Purosky announced that Headquarters was asking for people to sign up for the Speaker's Bureau. →The Chapter is taking bids for the two MAD banners. Contact Bill Purosky if you are interested. →This years Christmas party is on Dec 10<sup>th</sup>. →We will be serving lunch (pork BBQ, Cole Slaw, Beans, Drink) to the Michigan Flying Tour on Sunday September 30<sup>th</sup>. Five volunteers are needed. →Some local and regional events were announced: The International Cessna Convention will be held Sept 13-16 at Benton Harbor. Mason Cares event will be on September 11<sup>th</sup> to help cleanup the Mason firehouse. Chuck and Sharron Hacker have invited the chapter to their house for a picnic on Saturday, October 13<sup>th</sup> starting at 6pm. Bring a dish to pass. →Bill announced that we need a nomination committee for the November elections. Nominations are to be presented at the October meeting. The new Officers will take office in December. →Rick Dallas started on his A&P degree at LCC. →The meeting adjourned at 10am.

## TIDBITS 2007

By Vickie Vandenbelt

Nothing to report this month.

## Young Eagles

By Doug Koons

Nothing to report this month.

## Notes from Cape Juby

By Terry L. Lutz, Chapter 55

### Flight Advisor

The disappearance of Steve Fossett is a mystery story that we all wish had never been started. I'm sure we'll know the real ending. Steve was not just a "one-time" record-setting man. He had a passion for setting records, the means to make his attempts achievable, and both the courage and stamina to accomplish things others can only dream about. And I think he did it with grace and humility, without boasting about his success. Instead, he put his energy into the next adventure, and which propelled him on the day he disappeared. Perhaps by the time you read these *Notes*, Steve will have been found. I hope so.

From high altitude, the desert southwest looks like a vast, uninhabited land. From low altitude, there is a rich quality to it, and where you'd think nobody would want to live, you find tiny dwellings and livestock, far from the nearest Wal-Mart. But even views from low altitude do not reveal how stark the landscape can be. When I was stationed at Edwards AFB, some of our survival instructors decided to walk from the east side of Death Valley to the top of Mt McKinley.

They surveyed the route several times with a helicopter, then set out across one of the hottest landscapes on earth. On the west side of the valley, what had looked simply like rocks from the air turned out to be huge boulders. Tired and sunburned, their challenging trek had suddenly turned into a survival situation, simply to climb into cooler air and find a campsite. They eventually made it to the top of Mt McKinley, but only because they had the desert survival skills to make the crossing.

The desert swallows airplanes, cars, motorcycles, and anything else that man attempts to introduce. Lt Col Ron Rosepink, USAF test pilot flying both the F-16 and F-22 at Edwards, drove his car to an isolated area in the Tehachapi Mountains to launch his paraglider on June 28<sup>th</sup>, 2003. Ron was an experienced paraglider pilot, and well known in the enthusiast community. His pink and yellow paraglider was observed in-flight that day by other pilots. And then he simply disappeared. A massive search was launched in this fairly well-populated part of California. They searched for 10 days and found nothing. Six separate searches were launched over the next year to locate either Ron or his paraglider, covering a 10 by 10 mile square centered on the location of Ron's car.

Then in mid-March, 2005, 20 months after Ron's disappearance, a hiker found a skull in a mountain canyon near Bear Valley Springs, just one-third to one-half mile from where Ron's car was parked. Additional remains and the sail material from the paraglider were found nearby.

The desert may have swallowed Steve Fossett, just like it swallowed Ron Rosepink. Both were experienced and passionate aviators. Steve's disappearance will likely have an impact on all of us, and on our wallets. In 1970, an airplane carrying two U.S. Congressmen disappeared in a remote region of Alaska. Despite a massive search, they were never found. Congress soon passed legislation mandating that all aircraft in the United States carry an ELT designed to automatically activate in a crash and transmit a homing signal on frequency 121.5 mhz. I remember when the ELT was introduced, and that it cost \$200-\$300 dollars to equip the Luscombe Silvaire Bullet with an ELT. It has since become part of our aviation lives, but change is coming.

The distress signal sent by an ELT is monitored by the Cospas-Sarsat satellite system, a joint cooperative effort between the U.S., Canada, and France. The satellites also monitor beacons used on boats (EPIRBs), and personal locator beacons (PLBs) used by the military and people in the wilderness. The problem is that there are far too many false alarms, and the cost to initiate searches is becoming significant. According to NOAA,

the Cospas-Sarsat system has tracked every Chuck-E-Cheese restaurant on the planet, because every one of them has a pizza oven that somehow transmits a signal on 121.5 mhz. That's with or without pepperoni!

False alarms exceeded 120,000 per year over the last 3 years alone. So effective February 1, 2009, the satellite system will no longer monitor 121.5 mhz. A new technology will be employed, which is all digital (this generally means that you can't count on 10 fingers what it will cost the average light plane owner). The satellites will now be looking for a digital data stream of information on frequency 406 mhz. The search area will be narrowed considerably compared to today's ELTs and some of the new units will have GPS receivers and can transmit the actual location of the crash site.

The new ELTs will have a serial number, which you will have to register. The satellite system must know that your particular ELT is "in the system", so it can identify what specific airplane has triggered the signal. If it isn't, your distress signal will be ignored. What you can't ignore is that registration will be required by law. There is currently no regulation stating that your aircraft must be retrofitted, but that's why I mention that the disappearance of Steve Fossett may be the catalyst that forces change. Congress may act and force everyone to make the change at some point in the near future.

Many questions remain. If the system will no longer monitor 121.5 mhz and you have the old ELT after February 1, 2009, how will you be rescued if you have an accident? Well, you might get lucky and have your signal reported by several airline flights passing overhead, which are required to monitor the frequency. Will your ELT become a boat anchor? Could you remove it since it's not doing any good anyway? And it seems to me that not monitoring 121.5 mhz does nothing to eliminate those 120,000 false signals each year. Plus, how will you test the new ELTs if you can't monitor 406 mhz? Statistically, ELTs have activated successfully in 10-20% of accidents since they were introduced in 1970. In my view, those are the numbers that need to be improved.

While we think that changes in aviation are invented here, Europe has led the way for improvements in technology over the last few years. ELTs transmitting on 406 mhz are now mandatory in Europe, and in about a year, Mode S transponders will be mandatory. Those changes are on the way to the US, and we need to be prepared to some saving and make some good decisions with our flying dollars.

Some great news has been reported with the first flights of Kevin Cozik's Kit Fox on amphibious floats, and the beautiful Glasair built by Dick Haas. Based on what I see around the airport, there are two more airplanes that are getting close to first flight. They are the RV-6A in the chapter workshop, and the Kit Fox that Jack Toman has been meticulously working on (I really love the shape of the instrument panel because it reminds me of a Monocoupe!). And a Citabria belonging to "new member" Joe Whiteside has been added to the Chapter hangar.

These are sure signs that sport aviation and the homebuilder's art are alive at Chapter 55. Remember, too, that Chapter 55 provides some infrastructure to make these projects a success: workshop, technical and flight counselors, and the helpfulness of fellow EAAers. Every little bit helps. Just imagine what it would be like without that supporting framework.

Finally, I would be remiss in not mentioning the passing of a quiet giant in aviation. His name was Paul MacCready. Paul was from New Haven, CT and attended both Yale and the California Institute of Technology. He was the first American to win the world soaring championship. Many of you who are long time glider pilots will remember the MacCready speed ring, which was a ring on the outside of the airspeed indicator that you could rotate, and depending on the strength of the lift in the air, it would provide the best speed to fly in those conditions.

But it was Paul's love for the environment and ability to solve difficult technical problems on the edge of the performance envelope that truly made history. He designed the Gossamer Condor, the first successful man-powered airplane. It won the Kremer Prize of 10,000 British pounds, after flying a closed figure 8 course. The airplane was later flown by a wide variety of people, including somebody's 60-year old Granny!

Two years later, the Gossamer Albatross successfully crossed the English Channel under human power, claiming the second Kremer Prize of 100,000 British pounds. But to me, it wasn't MacCready's designs that we should remember. It was his incredible spirit that people should explore and experiment and try to make the impossible happen. He spoke to my class at the Test Pilot School at Edwards. The subject was the Gossamer Condor project.

But it was all the other things that they did that made an impression on me. Like the sausages they built out of scraps of mylar. Black in color and 4 feet long by 1 foot in diameter, they would put them out in the morning sun, along the wall of the hangar, and wait for the sun to heat the air inside and send them aloft. Or the tiny airplanes, really tiny, with about a 3 inch span that they built with scraps, then "flew" on the bow wave created by their hands as they walked slowly forward on a windless day.

Paul MacCready also built a life-size replica of a pterodactyl, and made it fly. He discovered that the flying dinosaur used its head as a flying rudder, so Paul had to design electronics for the 37 foot gliding replica to account for the forward rudder position and resulting directional instability. One of his last projects was an unmanned solar powered flying wing. It had 10 electric motors with propellers on the leading edge, and achieved control in all three axes by varying the thrust from specific motors. Pathfinder Plus soared to more than 80,000 feet on a combination of battery and solar power. A follow-on version actually used a fuel cell system that would generate power at night, and be recharged by solar during the day. It was a bold attempt to use the most advanced technology to eliminate the need for batteries. Paul MacCready – a man with vision who could see far beyond where most of us can only dream.



**I shot this picture of the Gossamer Condor in the Smithsonian, April 2006.**

It has been an incredible September, weather-wise, and I hope you have all had the opportunity to do some flying. But whether it be flying or tinkering, don't forget that there might be a fellow airman out there, who needs just a little bit of help.

## **CLASSIFIEDS**

### **FOR SALE:**

Lots of Large & XLarge Mason Aviation Days tshirts \$10.00 each. Plus (2) EAA55 hats; \$15.00 each. (4) EAA55 tshirts; (1) small; (2) medium; (1) xlarge; \$15.00 each. See Sharron Hacker or Bill Purosky.

Sporty's Electronic E6B Flight Computer. Like new. Retail value \$90.00; will sell for \$45.00. Proceeds go to EAA55.

1946 Cessna 140. 3660 total time; 1333 on 100 HP O-200A. Clean, good looking, great flying plane hangered at Mason Jewett. Valcom 760 radio; Narco Transponder. All A.D.s complied with; annual inspection & transponder recertified 8/21/06. Only \$22,000. For details or appointment contact Tom Botsford 517-256-4381

Wicks one inch seat cushions, blue, with front map pocket. Set of 2, like new. \$120.00. Contact Patrick Salow 517-565-3178

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

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

Avon Products & Natural Beauty Soaps. For a copy of the latest brochure, contact Deanna (McCreery) McAlister 517-596-2506 or visit [www.naturalbeautysoaps.net/deanna](http://www.naturalbeautysoaps.net/deanna)

**WANTED TO BUY:** Cessna 210; retractable gear. Contact Doug Green 601-265-0009 or [coffee-break@hotmail.com](mailto:coffee-break@hotmail.com)

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

**FREE:** Collection of EAA Sport Aviation magazines; all issues 1959 thru 2000. All organized in boxes by years & includes some indexes by Bergeron. One condition – entire collection must go. Contact Bart Smith 517-676-2146

### **World War I Engines, By Russ Lassetter**

EAA# 0448996 - Cleveland, Georgia

[rblassett@alltel.net](mailto:rblassett@alltel.net) - Phone: 706-348-7514

WANTED: Assisting Jerry Yagen

<http://www.fighterfactory.com/> locate World War I era engines/airframes or replicas. Hispano-Suiza, Mercedes, Hall-Scott, Liberty, OX-5, Siemens-Halske, Oberursel, Clerget, LeRhone, Gnome, other rotaries, etc. For sale or trade I'd appreciate any information. I also do aircraft construction/restoration (tube-and-fabric, wood, aluminum etc.) if I can be of service to anyone.

## **MICHIGAN AIR TOUR 2007**

**September 28, 29, 30**

**By Dick Wilke**

This year's Michigan Air Tour commemorated the first Michigan tour in 1929, and was sponsored by the Michigan Aviation Association. Ed Crouse and I called Co-Chairman Nancy Walker to inquire about the tour, and decided to fly it in my RANS S-6S Super Coyote II. Chapter 55 was also represented by Doug Koons and son Doug flying the Spartan Wings Piper Archer II. Airplanes participating ranged from a Piper J-4 to a black and gold Chinese Yak 18 to a Piper Seneca.

With clear skies and good weather predicted, we departed Mason Jewett on Friday, September 28 at 7:58 AM, flying south of Flint Bishop to Marlette (77G) for registration and presentations of our tour packages, introductions of the organizers, and a weather briefing. Forty-two airplanes and 86 men and women joined the Tour.

Our next stop was Gladwin (GDW) for refueling, lunch in the picnic shelter, and presentations by the Mayor and Airport Manager, who received a framed proclamation from the Governor proclaiming Michigan Aviation Week, and a plaque commemorating the Tour, which were presented at each stop.

We then departed for Alpena (APN), by way of the power plant stacks at the SW end of Saginaw Bay, flying at 4500 feet with lovely broken clouds. Approaching Alpena, a military and civil airport, Ed, our Pilot in Command, attempted to contact Approach Control. We finally reached them, but they said our signal was weak and broken, and asked us to acknowledge by pressing Ident. We were surprised that they didn't give us a squawk code, but they seemed overwhelmed by all these

airplanes arriving closely spaced. We circled west and south of the field, listening to other pilots being told to fly east over Thunder Bay or south until they could be cleared. We were glad we had plenty of fuel, and landed after the crowd was in.

Yellow school busses were waiting to take us to the Holiday Inn. David Mead from Marshall and I walked to the nearby Besser Museum, named for the founder of the concrete block machine company in Alpena. The museum contains an early Model T and a Flanders auto, many Indian artifacts and pictures of Great Lakes ships. Next was a sumptuous banquet, a meeting of the Michigan Aviation Association, presentations by the organizers, and the raffling off of lots of nice prizes.

When we arrived at the airport next morning it was misty, which delayed our departure until 10:25 AM for Gladwin, where we again refueled, and headed for Greenville (6D6) for lunch. Next stop was Dowagiac (C91) for a stay at the Baymont Inn, a tour of the town, which has many restored historic homes, and supper and a Barn Dance at Wicks Apple House.

Again with beautiful weather, we departed Sunday morning at 9:30 AM among the early planes, skirting south around Kalamazoo airspace and heading NE to Mason Jewett, where we arrived at 10:36 AM, helped by a tailwind. Dave Groh had made homemade donuts and there was coffee, and lunch of pulled pork sandwiches, coleslaw and baked beans served by Debbie, Julie and others, with Vickie selling tickets. More prizes were handed out, including those to winners of the Quiz we all puzzled over during the Tour, and Connie Stewart received the Governor's proclamation and the MAT Plaque. A group photo was taken outside our meeting room, and Connie and I took some of the pilots and crew to the Mason Antique District before they flew home.

It was a wonderful experience to participate in this historic tour of over 600 statute miles, and we were amazed at the organizational skills of Nancy Walker and her Co-Chairman, Susan Siporin. Yesterday I got a letter from Nancy thanking Chapter 55 for the great lunch and hospitality, and enclosing pictures of the group, and Ed and me in front of my airplane at the end of the flight. We would encourage all of our friends to participate in next year's event.

**BONFIRE, GOOD COMPANY & FOOD**  
**YOU ARE INVITED TO ---**  
**CHUCK & SHARRON HACKERS**  
**SATURDAY OCT. 13<sup>TH</sup> AT 6PM**  
**PLEASE BRING A DISH TO PASS**  
**& A CHAIR TO SET AROUND THE FIRE**  
**2751 PARMAN RD.**  
**DANSVILLE, MI**  
**517 623-6476**

**EAA, Chapter 149**  
**Mini-Chili Fly-In**  
**Wauseon, Ohio, Fulton Co. Airport (USE)**  
**20 miles W of Toledo Express Airport**  
**October 6 & 7, 2007**  
**8:00 a.m. to ?**  
**Homebuilts – Antiques – Classics**  
**Breakfast, Chili,**  
**Lots of Airplanes & Hangar Talk**

**POCKET CALENDAR**

12/8/07 - Chapter 55 Christmas Party; Vevay Township Hall  
additional listings available at  
[www.mdot.state.mi.us](http://www.mdot.state.mi.us) Events Calendar and [www.flyins.com](http://www.flyins.com)