

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

NOVEMBER 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

Climb and Maintain Flight Level 55

If you haven't flown recently, get into the air! The fall colors are about at peak and you need to enjoy them now before they are gone. The weather has been unseasonably warm and it is later than normal for the color change this year. Speaking of time, don't forget to turn the clocks back late in the evening on the 3rd of November or very early on the 4th.

We will be holding elections for the officers of the club at the next meeting. Be ready to cast your vote. If you know that a fellow member is not going to attend the meeting, bring his proxy to vote for the candidate that he or she would like to see run the affairs of our association. Volunteer for an office or convince a fellow member to volunteer for nomination for office. Now is the time to give a little back to the club that you have all enjoyed. We will take nominations from Warren Miller, our Nominating Chairman, and from the floor. Please ask the person whom you will nominate if he/she will accept the position if elected. This saves a lot of time and makes the election more meaningful.

Believe it or not, Christmas is just around the corner. Our Christmas Party will be held at the Vevay Township Building on the 8th of December. Bring your money to the November meeting to pay for the tickets for you and your spouse or friend. The Board will have set the price at the meeting on November 7. If you as a member would like some input in that decision, attend the meeting and voice your opinion. All members are welcome at the Board Meetings.

After the members meeting, we will need a couple of members to help store the picnic tables in the hangar. Doing this keeps them in much better shape for a longer period of time. Contact me at or before the meeting if you can spare a half hour to get this done.

To all members, I take this opportunity to wish you the best Thanksgiving possible for you and your family.

Bill Purosky, President

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

EAA Chapter 55 Christmas Party
Saturday, December 8, 2007

Hors d'oeuvres will be served at 6:00 PM
Shrimp with Cocktail Sauce
Cheese and Crackers

Dinner at 7:00 PM

Pork Crown Roast / Sliced Roast Beef
Rosemary Redskins
Peas & Pearl Onions / Niblet Corn
Fancy Mixed Greens Salad
Clover Rolls
Warm Fruit Cobbler
Coffee and Punch

“The Sidekicks Barbershop Quartet”
will perform at 8:00 PM

Vevay Township Hall
780 S. Eden Road, Mason
(The hall is south of Mason Jewett Airport)

Price/Person and RSVP instructions
available after Board Meeting
November 7, 2007

BREAKFAST W/CHAPTER 55

<u>November Team</u>	<u>December Team</u>
Frank Balluff	Kirk Curtiss
Kevin Cozik	Carl Dalrymple
Rick Dallas	Max Hall
Randy Echtenaw	Bob Noelp
J. Morris Hickman	Pat Salow
Steve Houghton	Ralph Taggart
Doug Keith	Jon Wiesinger
Rick Riisberg	Steve Meyer
Tony Schepis	George Spencer
Don Frank	Carl Woodard



October Cooks: Jim Cushing, Pete Chestnut, Doug Simon, Ernest Lutz and Drew Seguin



Karen Meirndorf was named 2008 Honorary Member of the year for her outstanding participation doing what ever is needed at Chapter functions.

EAA Chapter 55

Board of Directors Meeting, October 10, 2007

Bill Purosky called the board meeting to order at 7:30pm. Attendees: Bill Purosky, Bill Bezdek, Connie Stewart, Phil Tartalone, Chuck & Sharron Hacker, Vickie & Ken Vandenbelt, Jack Toman, Gary Long, Tom Botsford and Del Johnson. →The Board minutes for August were approved. The board minutes for September were approved with one correction. Deb Groh did not attend the September Board Meeting. →Sharron reported a net income for the month of September of -\$1,990.87. A rough estimate of profits for the Michigan Flying Tour lunch is \$350. A motion to accept the Treasurer's report was approved. →A motion was made and approved to transfer funds from the general accounts to the Newberry scholarship account to fund that account to \$2,500. A second motion was made and passed to write a check to Eastern Michigan University for \$2,500 for awarding of the 2007 Newberry Scholarships. Also, a motion was made and approved to award \$1,000 to Rich Dallas, with the money being

passed though LCC for his A&P education. It is up to Rich to work with LCC on a method by which this can be accomplished. →Bill Bezdek will head up a committee to look into table and chair purchases. →Deb Groh resigned as EAA 55 Director effective October 10, 2007. →A motion was made and passed to make Sharon Merindorf an Honorary Member of Chapter 55. →Bids will be accepted for the MAD banners. →Tom Botsford presented information on the Mason Chamber of Commerce, how they are organized and the major activities that they support. →The meeting adjourned at 8:50 pm.

EAA Chapter 55

General Membership Meeting – October 13, 2007

→Bill Purosky called the meeting to order at 9:30 am. →There were five visitors recognized in attendance. →The September General meeting minutes, as published in the newsletter, were approved with one correction. The Christmas party date is on December 8th not on the 11th. →Sharron Hacker reported a decrease in net monthly income of -\$1,990.87 for the month of September and a year to date gain of \$5,841.06. A motion was made and passed to accept the Treasurer's report. →Doug Koons reported that 10 Young Eagles were flown last month. He also presented Calendars and pins to the Young Eagle pilots and ground crew that participated this year. →Warren Miller, the Nomination Committee Chairperson, presented the candidates for the November 2007 election. The candidates are: Bill Bezdek – President, Bill Purosky – Vice President, George Moore – Secretary and Sharron Hacker – Treasurer. →Bill Purosky encouraged everyone to attend the November General Membership meeting and cast his or her vote for the Chapter officer positions. He encouraged anyone, not being able to attend, to designate a proxy person to cast his or her vote. The proxy person must be a Chapter 55 member in good standing. The designation of a proxy must be in writing. →Al St. George volunteered to fill the position of Program Coordinator. →Chuck and Sharron Hackers' potluck/bonfire gather at their home that evening was announced. Julie Spalding announced that anyone that wanted to participate on the Christmas party decorations committee should come early (5:30) to the Hacker's party for a short meeting. →Bill Purosky announced that Bill Bezdek will head up the table and chairs purchasing committee and that Gary Long and Warren Miller were in charge of Chapter asset inventory. Bill Purosky went over the major Chapter Board meeting decisions. He mentioned that the Board had approved \$2,500 of Newberry Scholarship grants through Eastern Michigan University and a \$1,000 scholarship grant to Rich Dallas through Lansing Community College. He also announced that the Chapter Board will receive bids for the MAD 2007 banners and that bidding will close at the next (November) Board meeting. Deb Groh's resignation from the board was also announced and that Al Spalding has been nominated to replace her. The Board will act on filling the position at the November Board meeting. →The left over cases of water and pop, from MAD, were offered for sale. The water was sold immediately sold. If you are interested in cases of pop see Vickie Vandenbelt. →The meeting adjourned at 10:10 am.

TIDBITS 2007

By Vickie Vandebelt

MICHIGAN AIR TOUR:

I'd like to share with everyone some of the many compliments I heard – “The food was great.” - “Can we get a copy of the coleslaw recipe?” – “You have a wonderful Chapter facility.” – “Your storage room is so organized.” – “Your meeting room is so pleasant.” Our Chapter has a lot to be proud of!!

SIGN THE AIRPORT REGISTER:

Just a reminder – remember to stop and sign the airport register at every airport you visit. The “numbers” game is taking on increasing importance for every GA airport. As costs increase, flying decreases. Budgets tighten and funding issues abound.

EAA ALERT TO MEMBERS IN MICHIGAN:

Another letter campaign. Proposed Michigan House Bill 4198 would require all gasoline sold to consumers by January 31, 2008 contain at least 10% ethanol (section 3A).

Proposed Michigan Senate Bill 0033 would require all gasoline sold to consumers beginning December 31, 2007 contain at least 2% ethanol. These bills were still listed as active bills as of October 18th 2007. The legislature could resolve the budget issues and then push these bills through.

Contact your state senator and state representative expressing your concerns. If you would like sample letter info, contact me and I will forward a copy of the alert to you.

CHAPTER SOCIAL EVENT NIGHTS:

Time to think about some events to while away the winter(?) weekends in the post-holiday months Another Euchre Tournament would be fun. How about some movie nights?? Anyone care to volunteer to host a social event or two or three??

BREAKFAST TEAMS 2008:

Hard to believe that year-end is approaching so fast. I will soon start setting up the breakfast teams for 2008. If you have a preference for a month you would like to serve, please let me know as soon as possible. Thank you.

Young Eagles

By Doug Koons

Thank you, to all who helped with the Young Eagles program this year. It was a great year and we flew a lot of kids. We will begin again next spring, so pilots, keep your engines running.

For Sale: 2008 EAA calendars. They are \$7.00 each. Please see Doug Koons to purchase one.

For Sale: Mason Aviation Days shirts. They are \$10.00 each. Please see Doug, Sharron or Bill to purchase one.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55
Flight Advisor

When I heard that Lee Lauderback was planning a final gathering of P-51 Mustangs at Rickenbacker International Airport near Columbus, OH, I knew I had to find a way to be there. The P-51 has captured my imagination, ever since I saw Bob Hoover do an air show in his yellow Mustang at the Jackson Airport. Since I sat in the back of N2251D with Hoover in the front as we taxied from the ramp to the air show line at Willow Run. Since I visited Cavalier Mustangs in Sarasota, FL, where Mustangs were being refurbished for sale to air forces in Central America.

It isn't simply that the P-51 was the most successful fighter in WWII, or that more pilots became aces flying the P-51 than any other airplane. For me, the Mustang's beauty is in the details of its design. First, the engine. A 1600 hp V12 with short exhaust stacks and a geared propeller for a lot of thrust at low rpm. A cooling system that produces thrust from the expansion of hot air. A laminar flow airfoil for reduced drag. A bubble canopy for unparalleled visibility, whether you're looking for your girl friend's house, or enemy fighters. The Mustang combines power, excellent aerodynamics, and a great seat for the pilot to get some serious work done.

I planned some vacation time that covered the weekend of the Gathering of Mustangs and Legends in Columbus.

I decided that best way to get there would be by RV-8. I soon learned that there would be a TFR over Rickenbacker, so flying directly there was out of the question. I searched around for an airport, and located Clark's Dream in Circleville, about 15 nm away. It seemed to be the closest airport, and was not likely to be as crowded with airplanes as other nearby airports.

The decision to fly to Columbus came down to two things: the weather, and how to get from Clark's Dream to Rickenbacker. Dave Pohl came through and decided to drive down, and volunteered to pick me up at Clark's Dream. Then I called Carl Franz (who is rapidly becoming a superb formation pilot), and he decided right then that he couldn't pass up the excellent weather, an opportunity for some formation flying, and the chance to see a lot of Mustangs. So at about 0830, we took off as a two-ship flight into a sparkling clear sky and headed south.

Clark's Dream is a nice grass airfield with a wide, 2400 foot long runway. Looking at airfield maps and an aerial view from Google Earth, it looked like a great place to land. Once we were overhead, we noticed that while there was a nice gap in the trees on the approach to Runway 33, a road crossed at the same spot, and there is no way to see cars or trucks until the moment they pop into view. That had to be considered in our height

crossing the threshold. After touchdown, the airplanes slowed down fairly fast, and we learned from the airport manager that they had 2 inches of rain the night before. "The most rain we've had all summer!" But we were able to tie down and Dave was there to meet us.

It wasn't long before we saw and heard Mustangs in the air. And for the whole time we were there, 11am to about 4 pm, there were airplanes in the air. And there were airplanes on the ramp. It truly was what will likely be the last and largest gathering of Mustangs since WWII. I counted 70 airplanes on the ramp, and there were others in the air and on the air show line. The official count was 75 P-51s, lined and shined up, for everyone and anyone to walk up to and touch. The range of models and color schemes was amazing. While the P-51D accounted for most of the airplanes, there were a few P-51Bs, and P-51Cs. One of the P-51Cs was fitted with two instrument panels and dual controls. Most airplanes were painted in authentic WWII paint schemes, mimicking airplanes flown by some of the leading aces of the war.

There was one fairly rare airplane, which interested me quite a bit. This was a P-51 that never flew as a warbird. Instead, it was used at Edwards AFB by NACA (for you youngsters, first there was NACA, the National Advisory Committee for Aeronautics. It later became NASA). This wing of this particular airplane had a section of the wing on each side re-profiled from the laminar flow section, and it was fitted with test airfoils fitted vertically on the test section. So effectively this airplane was used as an airborne wind tunnel to test various shapes at the altitudes and speeds that could be achieved by the Mustang.



Some of the airplanes were restored accurately enough that the gun bays were open, and you could see how the ammunition was loaded and fed into the guns. A couple of airplanes were configured with the armor plating right behind the pilot's seat, which was standard on the Mustang in combat.

In addition to just being there to see and listen to the airplanes, there was simply a lot more going on than what we could see on the ramp. There was a lot of formation flying and formation practice. The USAF sent some of their best demonstration pilots to demonstrate the latest fighters in the inventory. They were all very impressive. For those of you who have not seen the F-22 demonstration, it is a

tremendous display of control power. The F-22 will climb vertically, and then do the world's tightest loop back to level flight. From there, it does rudder turns under complete control in a flat attitude. Then, on power alone, it returns to high speed flight.

But of all the flying we saw, it was the heritage flights with an F-16 and 2 P-51s, an F-15 with 3 P-51s and finally the F-22 with 2 P-51s. Those formations told the story of why the Mustang is the timeless beauty she is. The P-51 can obviously fly at speeds compatible with modern fighters. Nobody was struggling to stay in the air while on the wing of the Mustang. And the fact that precise formation could be flown in a mixed formation of propeller driven and turbojet airplanes for me speaks volumes about the handling qualities, power response, and visibility of the P-51.



At the end of the day, we headed back to Clark's Dream, which is really an airport that time has forgotten. While it has an excellent runway, there are just a few airplanes still based there. It is far from the beaten path, and sits in a river valley. Sometimes it floods. But for a piece of lovely grass to land on, there are few that can match its beauty. We headed back to Michigan in formation. I took off first, and Carl did a great job with a low speed join-up and medium speed low pass. For a minute there, we were flying fighter.

Some immortal names have passed into history since the last notes from Cape Juby were written. Tex Hill left us on October 12th. I'm not sure he made it to Rickenbacker, but I know he would have wanted to. And today, Paul Tibbets passed away at his home in Columbus. Two men. Two critical campaigns in the far East. Both were successful. One stemmed the Japanese tide in China, and the other brought it to a halt on the Japanese mainland. We will never again see the kind of courage that they have shown us and the world.

As Warren said, "it's November already, and time is flying by". There are some folks wrapping up some airplane work toward the end of the year, and another group planning a Christmas party. Don't forget to lend your fellow pilot a hand when they need it.

PILOTMALL.COM OPEN HOUSE AND FLY-IN

Saturday, November 3, 2007

By Dick Wilke

Two days after returning to Florida I attended PilotMall.com's Open House at Albert Whitted Airport (SPG). The airport juts out into Tampa Bay in downtown St. Petersburg, and is the site of the first airline service in the U.S., before WW-I, from St. Petersburg to Tampa. The airport was saved from development by an aroused public, and a brand new Terminal Building testifies to its revival.

A pancake breakfast buffet and Leroy Selmon's BBQ lunch were served as fund raisers by the Airport Preservation Society, and the day was filled with talks by an outstanding group of speakers.

Col. Joe Kittenger, Jr., retired USAF Test Pilot, told of his early '50s balloon ascent to 102,800 feet and parachute bailout as part of the Pre-Spaceflight Test Program. He also flew three combat tours in Viet Nam, was shot down in his F4 Phantom by a SAM missile, and spent 11 months in the Hanoi Hilton prison. After retirement he made the first balloon flight from the U.S. to Europe. Re/Max sponsored his flight and made a video about his life, which may be available to EAA chapters, he said.

John Yodice, aviation attorney, who writes the legal issues column in AOPA Pilot magazine, gave an informative talk about steps to take when faced with various types of FAA inquiries and enforcement actions, including filing a NASA Report. Later he reviewed FAA Regulations as a refresher for pilots.

Dave Brown, Garmin's Regional Sales Manager, flew a glass cockpit Beech Bonanza in from Olathe, Kansas, and gave an extremely interesting talk about the capabilities of the GPSMap396 and 496, which offer many features, such as weather and XM Radio, not available on the 430/530 panel mount devices. The 496 even includes all the AOPA Airport Information. He explained the 430/530 WAAS upgrades, a differential GPS that provides "Glideslope on GPS", 5hz vs. 1hz updates, and 3 meter vs. 15 meter accuracy. Another new product is the G600 Retrofit, which takes the place of the traditional sixpack.

Other presenters were Tom Gilmore, CFII, covering "Teaching Confidence in the Clouds", and Thomas Black discussing "The Process of Getting and A & P License".

Representatives of AvMap, Bose, Icom, Lowrance and National Aviation Academy were on hand to discuss their products, and the PilotMall retail store was open for purchases. I bought a copy of "The Standard Aircraft Handbook for Mechanics and Technicians", which may prove useful when maintaining my RANS S-6S Super Coyote II.

All in all, a very informative and enjoyable day. I'm waiting to hear if I won anything in the raffle!



Dick Wilke gave a very interesting presentation on the Michigan Air Tour in which he participated in his newly-built Rans. The tour ended at the Chapter hangar where great food and "see y'all next year" was shared by all.

CLASSIFIEDS

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

FOR SALE

2008 EAA calendars - \$7.00 each. Please see Doug Koons

Lots of Large & XLarge Mason Aviation Days t-shirts \$10.00 each. Plus (2) EAA55 hats; \$15.00 each. (4) EAA55 t-shirts; (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.

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

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

WANTED TO BUY – Cessna 210; retractable gear. Contact Doug Green 601-265-0009 or coffee-break@hotmail.com

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 WANTED or NEED TO BORROW or FREE TO GOOD HOME, etc. – we have space in our newsletter. Contact Warren or Vickie for the next edition!

NEW SURPLUS HARDWARE

Save 30-50%

Examples:

Old style 1" hose clamps	2.00 ea.
FA6 1/2-45 Dzus, fresh plating,	1.75 ea.
Stearman Dzus spring	.50 ea.
Continental rocker hose clamps	2.00 ea.
4B2S spark plug (Lycoming)	6.50 ea.
417S spark plug (Continental)	6.50 ea.
Prop clamp bolt (Hamilton, Mcauley)	20.00 ea.

Stearman Smoke System

System comes ready to install between the front rudder pedals. Just drill six holes and clamp to the frame. Includes three gallon tank, pump, all hoses, flow valve, nozzle, and mounting hardware.

Field approval required.

Price: \$725.00

Yesteryear Aviation Inc.
4322 Curtice Rd
Mason, MI 48854

Phone 517-676-4416 day
Fax 517-676-3485



POCKET CALENDAR

11/17/07 Chili Fly In; Plymouth, Michigan; Noon to 3pm; hosted by Chapter 113

12/8/07 Chapter 55 Christmas Party; Vevay Township Hall

additional listings available at

www.mdot.state.mi.us Events Calendar and
www.flyins.com

HOLT COMMUNITY NEWS, NOVEMBER 4, 2007

Troop 705 Boy Scouts take flight

HOLT — Boy Scouts from Troop 705, sponsored by Holt United Methodist Church, had a memorable outing recently at the Mason airport thanks to the generosity of the Experimental Airplane Association Chapter 55 (EAA) and chapter member Al St. George. The troop enjoyed an introduction to aviation that included free flights around Ingham County thanks to pilots Bill Purosky, president of EAA 55 and Ernie Lutz of Mason, a well known veteran of W.W.II and former B-26 Bomber Pilot. The scouts took flight in two Cherokee airplanes.

Nationally, the EAA, headquartered in Oshkosh,

Wis., has encouraged free orientation flights through their Young Eagles Program for school age boys and girls. The EAA has introduced over one million children to flying through this program. According to Harrison Ford, film star and national chairman of the Young Eagles Program, "One of the great pleasures of life, no matter what you do, is to share your passion with young people. Through the EAA Young Eagles Program we have an opportunity to demonstrate flying in a way that might not otherwise be possible and to infuse them with our experience."

— Boy Scouts Troop 705.



Courtesy photo
Boy Scouts from Troop 705 and Holt United Methodist Church get ready to take flight from the Mason Airport as part of the Environmental Airplane Association's Young Eagles Program; Pilots from EAA Chapter 55 offered the flights as an introduction to aviation.