Meetings are the 2nd Saturday of each Month at the Hangar, Mason Jewett Field, Breakfast at 0800, Meeting at 0930.

Pres: Mike Arntz 694-4601 Vice Pres: Gary Long 676-3867 Treas: Gregg Cornell 351-1338

Sec: Drew Seguin 332-2601 Editor: Warren Miller 393-9385

**Board of Directors'** 

Meeting

Chapter 55 Meeting

Wednesday, June 5, 2002

Saturday, June 8, 2002

9:30 am Chapter Meeting

8-9:00 am Breakfast

7:00 pm at Hangar

## Climb and Maintain Flight Level 55

This job is one of many moods some of joy and some of great sadness especially when I have to tell you of the loss of Bill Hanna. I have tried to come up with some words to describe Bill and how valuable he was to the Chapter and the aviation community in general and all the lives he touched in the short time he was on this earth.

Having known Bill for only a couple of years I came to realize what a great guy he was. There was a picture of him at the funeral that pretty much showed the Bill we all have come to know. It was the one of him sticking out his blue colored tongue while making a funny face. Those of you who attended will know the one I am talking about. I for one will certainly miss him. He leaves a large void in the Chapter that will be difficult to fill.

Bill was as always there for the breakfast helping cooking and finding items for the rally on May 11<sup>th</sup>, three days before his heart attack. As always, Bill was one of the last to leave because he was helping clean and put things away. He was the one who was cooking the hot dogs and would go to Meijers to buy supplies and the food if we ran short. He was always full of jokes, encouraged us to volunteer, involved in every aspect of the Chapter. He was trying to make my transition as smooth as possible. There is so much that he did that I don't think we will really realize it until now.

The National Young Eagles Rally will be this Saturday, from 9:30 until 5:00. It was to start at 9:00 am. but we are having a fly by for Bill in his honor. We are hoping to have as many pilots as we did at our last one. There were ten pilots who flew sixty two kids. We would like to see as and Renee were planning some extras even though there will be no meeting we hope to see many of you. Chris Bayley and Renee have ordered more airplanes, posters, certificates and brochures for the kids. A banner for the Young Eagles was also ordered and we should have it for the National Rally. The public service announcements

many or more for this one and make it extra special. Bill

have been faxed three weeks ago. Ted Lakin has flown 197 Young Eagles as of May 11<sup>th</sup>.

Last months team really got things together Richard Bacon done a fine job as team leader even with all the motor home problems. The program was very interesting. Dave Groh said he wasn't a very good speaker. He did a fine job with the help of his wife. Thanks to the team you all did fine work.

I received a note from Mark Jacob he is

working on the web site and from what I have seen it is going to be a very interesting site. Mark has also donated the domain name to us. He plans to have it up and running around June 8<sup>th</sup>, so start getting your pictures and stories together Terry Lutz and Ken Drewyor are helping mark with the page too.

Board meeting will be at 7:00 PM on Wednesday night.

### Teams for 2002

### **JUNE TEAM #5**

Thomas Bancroft Robert Fox Ron Mudge Jim Spry

Ken Distler Bill Landucci Steve Ramey

### **JULY TEAM #6**

George Benson Jim Doerr
Don Frank Max Hall
David James Terry Lutz
Gary Nesbitt Arthur Sundeen

### **AUGUST TEAM #7**

Willam Bezdek James Downer
Hugh Fuller Jim Sawyer
Dennis Swan Bill Hanna
Delbert Johnson Tim Martinson

### **SEPTEMBER TEAM #8**

Tom Botsford Ken Drewyor
Ken Gerow Gordon Hempstone
Deanna Kennedy Morgan McCalla
Gary Nicola Thomas Schroeder

### **OCTOBER TEAM #9**

Glenn Trommater Jack Toman Jr.
Mary Nestell Ivan Rowell
Richard Wilke Joe Whitesides

# David James

#### **NOVEMBER TEAM #10**

Robert Smith Thomas Sheehan Jr.
Bob Noelp Bart Smith
Jennifer Wells Ed Zdybel

Mark Jacob

# **EAA Board of Directors Meeting**

## **Board of Directors Meeting – May 8, 2002**

Minutes from the previous meeting were approved >> Treasurer's report was approved. → There is a Young Eagles rally scheduled for Saturday, following the regular Chapter 55 meeting. LCC will not be able to provide a plane this time due to insurance concerns, etc. All the media have been notified and calls are coming in. We expect a good turnout and need volunteers. >> Jim Palmer's Technical Advisor status has lapsed but he expects to be re-instated in October. Deanna McCreary has indicated interest in becoming a Tech Advisor as well. > On recommendation from Mark Jacob, the motion was made and approved to spend \$25.00 per month for web hosting for a Chapter 55 Home page. This will be put before the general membership on May11. Greg Cornell made motion and it carried to reimburse Mark for the money he spent to reserve a domain name for Chapter 55. → Dave Groh will be the guest speaker on Satuday. He will speak on the restoration of his Stearman. → Great Lakes Fly-In is fast approaching. There will be 6 homebuilt workshops and 10 other topics presented on Saturday and Sunday. Ten chapters are involved. Each

chapter is asked to offer up at least one volunteer for duty at each of the five meal slots in the program. Volunteers are needed. See Bill Purosky. → Mini-Max. The board agreed there will be no raffle and no group has come forward to buy it. Joe Pirch will put it on E-Bay with a reserve of \$4,950.  $\rightarrow$  There were no applications completed for the Newberry Scholarship. The decision was made to hold further contributions at least until Greg Cornell can meet with the LCC people on the program and it's future. > Hangar insurance is up for review. The chapter has the EAA policy with \$1 Million liability and the structure covered. Mike A. and Bill H. will get with Don Frank to determine whether we are adequately covered in consideration of current and planned usage. > A space is available in the builder's hangar is as Jim Palmer has vacated. →

## **EAA Chapter 55 Business Meeting**

## General Membership Meeting - April 13, 2002

There were 38 people in attendance, including members and guests. > Meeting minutes of April were approved > The Treasurer's Report was presented by Drew Seguin and approved. > Renee Arntz updated us all on the status of Young Eagles. → Bill Purosky gave an update on the Ercoupe fly-in which is fast approaching on June 20 to 23. We still need volunteers, especially on Thursday and Friday. See the sign-up board. Bill asked for members who have contacts in the Media in order to get coverage. → Mark Jacob discussed plans for the Chapter 55 Web Page. He stressed that he is the editor, not the author. He will need authors to provide content in order for the project to be successful. > EAA is having their annual book sale. See Mike Arntz for details and discounts from EAA headquarters. > We received notice of plans for expansion of the Chippewa MOA in upper Michigan. This includes lowering the floor from 7000 feet to 5000 feet. This will affect all of us who fly up North from time to time. A letter writing campaign would be useful. >> There will be an informal picnic at the airport on July 4. Come and bring a dish to pass and enjoy the Mason fireworks. > Dave Groh gave a presentation on the ground up restoration of his Stearman. → There was a Young Eagles rally after the meeting.

# **Notes from Cape Juby**

By Terry L. Lutz, Chapter 55 Flight Advisor

A Letter to Bill:

By the time you receive this, St. Peter will have welcomed you through the pearly gates, and escorted you to your new digs. The memorial service to celebrate your life was very special. We heard from family and friends about how you had influenced their lives, in a way that only you and Mary

Lou knew how. We heard about your enormous capacity to find a pun or some other sort of humor in almost any situation. A few of us will admit to "not being tall enough" to catch the meaning.

Then there were the two corporations you formed when you retired. It seems there was a wooden crate company that made furniture, and an aerospace company that built airplanes so slowly that they were guaranteed to be antiques when finished. We learned that life is perhaps less about accomplishments than the interesting journey through it.

We're going to miss you around Chapter 55. Your terms as President moved us forward in many ways. As we stood in your shadow and watched you work, there never was a chill, only your warmth. We wish we had your organizing and computer skills, and the ingenuity to use them wisely. Now that we stand by ourselves in the sun, the standards you set are now our goals to achieve.

Since you already know how to fly, you'll be off the ground in a hurry with your new wings. Say Hi to the Wright brothers, and to Doolittle and Lindbergh, and all the other pioneers who have gone before. They're bound to be living nearby. And when you meet the Chief Pilot, ask him to bless us and keep us safe.

From all of us in Chapter 55

Nearly a year ago, Superior Air Parts announced that they were developing a kit engine, based on the Lycoming 0-360. That's right, a *kit* engine. For years now, Superior has been providing approved replacement parts for Lycoming engines, and were producing everything except the case halves, rear case, and oil pan. Now, they have developed those parts as well, and are marketing the kit as the XP-360.

Ted Gauthier from the Fowlerville chapter is building an RV-6, and selected the XP-360 to power his airplane. Everything arrives in one big box, about 4'x4'x3'. To prepare for building up the engine (it's a bit more complicated than carefully reading the instructions, not to mention that your life will depend on it...), Ted and several members of the Fowlerville gang attended a workshop at Sun 'n Fun, which was taught by the engine folks from Mattituck. They started with a box just like Ted's, and assembled the engine in about 8 hours.

The engine costs about \$21,000, which is marginally below what you will pay Van's Aircraft for a brand new Lycoming 0-360 that is already put together and ready to run. So why would you go with a kit engine, one you have to build up yourself (or have someone else build up), and

not have the guarantee that you will get from Lycoming? It's a good question. After inspecting the engine, the Superior engine has a number of plus factors to consider that may outweigh the Lycoming guarantee. Here are some examples.

The new Superior case has more oil galleries that the standard Lycoming, and will probably get more oil, at higher pressure to critical parts of the engine. During engine testing, they ran it with no oil cooler at full throttle, and it did not overheat. Then just for fun, they put a blanket over it, and ran it some more...and still didn't overheat. The engine comes with Millenium cylinders, which are a more robust cylinder in terms of structural integrity, and cooling fin area. The connecting rods appear to have a thicker web than a comparable Lycoming part. The rods and rod bolts come as a set, and their precise weight is marked on the package. They try to ship parts that are as closely matched in weight as they can. Plus, the engine case is gold anodized, so you don't have to paint it, and it makes the assembled engine look really cool.

Lou Farhood built the engine stand, mounted the crankshaft, and a weekend was devoted to building the engine. They started Saturday morning about 11 am, worked until 11 pm, then started again at 11 am on Sunday, and the engine was completed about 3 pm. That included installing the carburetor, and installing and timing the mags. Each reciprocating part was weighed on a gram weight scale, and the parts were matched as closely as possible. It hasn't run yet, and it hasn't flown yet, but it will. More significantly, this may eventually become a high quality source for engines in the 150 to 200 hp range, which are at times a bit scarce for homebuilders.

I heard at the last chapter meeting that Dave Groh's stable of airplanes is "Grohing". Sure enough, last week a tractor-trailer arrived from California with the pieces of a T-6. Knowing the superb workmanship that Dave puts into everything, we can look forward to another terrific military restoration over the next few years.

Finally, good old "red gas", our old friend 80 Octane, has disappeared completely in Michigan. Go figure, because 80 Octane had significantly less lead in it than 100LL (about 6 times less). Isn't lead content the issue here?? For those of us with small engines that have worked hard to find 80 Octane are now trying to figure out what to do. There are a few alternatives. One is to get an auto fuel STC, and either burn all auto fuel, or mix 100LL and auto fuel (I have a friend in Georgia, whose fuel supplier *delivers* a 50/50 mix. Another is to fuel with 100LL and add a small amount of a fuel additive call Alcor TCP. This additive was developed during WWII to reduce lead build up in the big military engines, which needed the lead to boost octane levels.

I want to tell everyone who participated in last month's Young Eagle effort that they performed in a truly outstanding manner. From the flying, to the way our chapter members greeted and worked with the kids and their families, it was an impressive effort. We must continue this outstanding effort to operate as safely as possible. And remember to lend a hand to your fellow pilot when they need it.

May cook crew: Greg Hover, Richard Bacon, Adam Fogg





Young Eagles with pilots, Ted Lakin and Gary Long

