



**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**

## **Climb and Maintain Flight Level 55**

WOW the last month and a half has been busy starting with the "Missing Man Formation" for Bill Hanna. At this time I would like to thank Terry Lutz, all the pilots and everyone involved for organizing the flyby -- it takes a lot of practice, planning, time and money to do this. This was followed by a great Young Eagles rally where Ted Lakin flew his two-hundredth Young Eagle, talk about commitment! Congratulations, Ted – he was even on the news that night.

The Ercoupe get together had a very good turn out with lots of planes. I never saw so many Ercoupes in one place in all my life. The airport was busy as a hive but with airplanes instead of bees; people and planes everywhere you looked. The number of volunteers was very impressive. I would like to again thank all who helped to make this event a success and a Special Thank You to all the wives that took time out to help. As a Chapter, we can all be very proud; I certainly am.

The Great Lakes fly-in was a fun time with fantastic turn out and a good showing from the 55 group. These events can only happen through the efforts of hard working folks willing to donate time and energy -- people like you.

Business issues for review start with the builders' project hanger. There is an opening and it's ready for a new project. I have contacted the people on the waiting list and there were no takers, so it is first-come, first-served. Contact me or any board member if you want to take advantage of a good deal on building space. Also, we still have two spaces in the main hanger that are begging for airplanes.

At the last board meeting we discussed a memorial wall for our Chapter members who have passed on. Someone who wants design and maintain the wall contact me with your ideas and needs.

Joe Pirch placed an ad on "Barnstormers" for the Mini Max. There were several inquiries but so far no takers. This is a fun airplane to fly. Mark Jacob has been flying Jack Toman's lately and he seems to be hooked. I should get a chance to fly it soon. I'll let you know.

The July team is on-deck for the next meeting. I don't know what the program is but you can count on it to be interesting.

Don't forget to wear your Chapter 55 nametag at Oshkosh. Let's let them know who we are. I will leave a map of camp Scholler showing the spot where we will try to set up camp and hopefully get enough spaces to accommodate all the Chapter members who will be camping. Let me know if you will be attending.

Remember the next time you go flying take a Chapter member. See you at the Meeting.

Michael Arntz President Chapter 55

### **Board of Directors' Meeting**

**Wednesday, July 10, 2002**  
7:00 pm at Hangar

### **Chapter 55 Meeting**

**Saturday, July 13, 2002**  
8-9:00 am Breakfast  
9:30 am Chapter Meeting

### **The National Ercoupe Convention**

By Bill Purosky

All of you are aware, the Ercoupe Convention took place at the Mason-Jewett Airport from June 20 to 23. Our Chapter co hosted the event along with the Ercoupe Owners Club (EOC) Region #6 West headed by Marv and Ruth Dunlap from Brighton. Our Chapter 55 was responsible for providing the buildings, food, waste disposal and facility layout to accommodate airplanes, cars, travel trailers, and mobile homes. The EOC provided the registration, personal housing, tours, and other information about the Mason general area. In addition, they provided transportation to and from the event for those people who flew to the airport.

This event did not just happen by itself. For the last three years, Bill Hanna had been bugging the EOC representatives, Marv and Ruth Dunlap, to visit our facility and petition the National EOC to hold their event here. About a year and a half ago, Marv and Ruth visited the Mason-Jewett Airport for just that purpose. At that time Bill Hanna, in his all too familiar way, got me to volunteer to “help out”. As time went on, Bill became the leader of the Great Lakes Fly In with me assisting and somehow I ended up as the lead on the EOC Convention with him assisting me. Never of course did either of us even think that Bill would not be around for both events. A tribute to his organizational skills, both events were successful. But I for one really missed him and the work that he so cheerfully accomplished. I imagine that where he is now he is still organizing and having fun doing it.

We took on this challenge for the usual reasons; to help further aviation, enhance the image of the airport with the local town leaders and (the most important reason) to earn some money toward putting a new roof on our building. I don’t have the final numbers yet, but we did all three. We certainly helped further aviation simply by having an open, safe and trouble free event. Town leaders were delighted with between 250 – 300 people spending money in their town. They also realized that the reason these people were here was because they have a great airport facility to attract them. And last but not least, we earned enough to put 2/3 of the roof on.

I guess that what mattered the most to me was the number of people involved from the Chapter. I sat down the other day and listed the people that I knew helped out in one way or another and quit counting names after 30 people. That is a very impressive 30% plus of the membership that was involved with this event. By any way that you want to measure it, that is awesome. I take this opportunity to thank each and every one of you for helping make this event a tremendous success. There are a number of people that stepped up to the task above and beyond their fellow members. Ted Lakin handled the food service. Ted developed the menu for 9 of the 10 meals that we served. He then proceeded to list the materials needed, bought them and transported them to the site. He made sure that we had the appropriate vessels to store, cook and serve them at the time needed. He was there every day at 5:30 AM to fire up the grills and get everything started. He was there at 8 PM to make sure everything was ready for the following day. Four 15 hour days are impressive enough but even more impressive since Ted got out of the hospital less than a week before this event. Ted also arranged for the dumpster and the porta johns. He knew that good food creates waste! There aren’t enough words Ted so you’ll have to settle for these. Thanks a whole lot! Others that made significant contributions were: Mike and Renee Arntz for cooking and pot cleaning and all around support; Gregg Cornell for organizing ticket sales and handling the money, use of your golf cart and storing the champ in your hanger; Tom Botsford for keeping the event safe as safety officer; Ernie Lutz for getting the media and the Chamber of Commerce involved; Jack Toman for attending Food School and helping keep us healthy for our food inspection; Drew Sequin for use of your hanger, golf cart and serving on the food line; Dave and Debbie Grow for donating and moving your refrigerator at the last minute and working the food line; Ken Drewyor for the roaster and working the food line; Greg Hover for getting the Kof C to commit to the Saturday Banquet; Mark Jacob for the pop runs at the last

minute; Warren Miller for the wash station setup that got us through the food inspection; Bill Degrow and Bob Noelp for car parking set up; Bob Smith for the coolers and working the line; Gary Long for donating the huge pop cooler and working in general; and too many others to mention including spouses for your support in any job that needed being done. A special recognition to those of you who stood at the bar-b-que and “pulled pork” for a couple of hours on Friday. An absolute boring job done to perfection and the delight of those who ate the fruits of your labor later that evening.

I didn’t hear one complaint for the four days but I heard many compliments on the food, service in general, and the overall attitude of our organization, Chapter 55. Numerous times, I was told that this was the best food service ever given to EOC. I was asked if we would consider doing it again in 2005! I hope that I answered for at least the 30% plus that were involved in this event: BRING IT ON!

### **Letter from Ted Lakin**

By all accounts, the Ercoupe Convention was a huge success. We heard nothing but highly favorable comments as to our hosting of the event and the K of C dinner. I suggested to Bill Puroskey we should include a note in the Chapter Newsletter about the event hoping he would want me to do it because I knew he wouldn’t say things about himself that needed to be said.

Without Bill Puroskey, the event would not have happened. He provided the leadership, energies and inspiration for the rest of us. He spent countless hours planning, preparing and co-coordinating with the Ercoupe people. Physically securing items such as heavy tables, chairs an extra fridge from here and there. Bill is a human dynamo and seems to thrive on a challenge. Here is someone in our leadership future.

Chapter 55 has never seen such participation for an event and its extended three-day period in our history. Members, wives and friends all pitched in when and where they could. To each and every one “Thank you and well done”. Sure, we made money and had some fun, but most importantly, we got to know each other a little better. This is a key element for a thriving Chapter.

Speaking of such, it seems we are being considered by some to be a model Chapter. Out-of-state EAA’ers obtained a lot of ideas from what they have seen and learned here and they are passing information onto their own Chapters.

And so, with the confidence of member backing, we can go on with other programs and events, fly-ins, young eagles, etc. From Bill and me, thanks again for your support.

## **Teams for 2002**

### **JULY TEAM #6**

George Benson  
Don Frank  
David James  
Gary Nesbitt

Jim Doerr  
Max Hall  
Terry Lutz  
Arthur Sundeen

## **AUGUST TEAM #7**

Willam Bezdek  
Hugh Fuller  
Dennis Swan  
Delbert Johnson

James Downer  
Jim Sawyer  
Bill Hanna  
Tim Martinson

## **SEPTEMBER TEAM #8**

Tom Botsford  
Ken Gerow  
Deanna Kennedy  
Gary Nicola

Ken Drewyor  
Gordon Hempstone  
Morgan McCalla  
Thomas Schroeder

## **OCTOBER TEAM #9**

Glenn Trommater  
Mary Nestell  
Richard Wilke  
David James

Jack Toman Jr.  
Ivan Rowell  
Joe Whitesides

## **NOVEMBER TEAM #10**

Robert Smith  
Bob Noelp  
Jennifer Wells  
Mark Jacob

Thomas Sheehan Jr.  
Bart Smith  
Ed Zdybel

## **EAA Board of Directors Meeting**

### **Board of Directors Meeting – June 5, 2002**

Minutes from the previous meeting were approved → Treasurer's report was approved. Rents are down due to vacancies. Space is available in both the builder's hangar and the main hangar. → There is a Young Eagles rally scheduled for Saturday, following the regular Chapter 55 meeting. We need pilots. Ted Lakin has obtained medallions to sell at the rally. He will be reimbursed \$425.00. → The chapter website is being constructed by Mark Jacob. He needs content from members. The domain name is [www.eaa55.org](http://www.eaa55.org) -- we will be paying \$10.00 per month for hosting and \$75.00 per year for the name registration. → Great Lakes Fly-In is fast approaching. Volunteers are needed. See Bill Purosky. → Mini-Max.. Joe Pirch will put it on Barnstormers at \$4,950. → The Newberry Scholarship was not awarded this year. We will not make another donation until we get clear on how things will be handled by the foundation going forward. → The Hangar roof is still leaking in the builder's area. We need to fix the valleys and re-shingle. Gary Long will get a quote for the work. → A suggestion was put forth for a Chapter 55 Memorial Wall in the hangar. Any comments, please see Mike Arntz. → There was a meeting between Mike Lynn of CRAA, Bill Purosky, and Mike Arntz to discuss plans for Mason-Jewett field. They are planning to go to self-serve fuel and working on a new FBO arrangement. → Ercoupe fly-in is coming up and we need volunteers. → Motion was made and carried to donate \$200.00 for a memorial bench at Trinity United Methodist Church on West St. Joe in Lansing in memory of Bill Hannah. →

## **EAA Chapter 55 Business Meeting**

### **General Membership Meeting – April 13, 2002**

There was no regular meeting as the chapter members present were consumed with the Young Eagles rally that day.

## **Notes from Cape Juby**

### **By Terry L. Lutz, Chapter 55 Flight Advisor**

At the June Chapter meeting, we again had the chance to fly Young Eagles, and even though we didn't fly as many kids as we hoped, our Chapter members provided the ones we did see with an outstanding introduction to aviation. It was a day of fun and fellowship, helping out, and getting to know people a little better. And how about Ted Lakin – 200 Young Eagles flown!! Keep reaching for the stars, Ted.

It was also a morning of remembrance for Bill Hanna, as "Hanna 11" flight took to the sky for a missing man formation. Let me tell you a little bit about how it all came together. Mark Jacob first proposed the idea, and we discussed using his Cessna 140, my Luscombe, and some other airplanes of similar size and horsepower. But it looked like we wouldn't be able to get enough airplanes, and get everyone together for a good practice session before Saturday, so we started asking the RV pilots around the area for help. We managed to get 3 airplanes together, and Bill Purosky agreed to schedule the flying club's Archer II and allow Ernie Lutz do the formation work.

The formation consisted of myself and Roy Thelen in Roy's RV-8, Ernie and Bill in the Archer II, Lou Farhood in his RV-8, and Carl Franz in his RV-6. Roy, Lou, and Carl are members of the Fowlerville chapter (Lou is also a member of Chapter 55). This was a little more interesting on practice day because Ernie, Lou, Carl and myself had already been in the air in the wee hours near dawn to commemorate the D-Day invasion. It was an 0600 join up over the Mason Airport, if that says anything about our wake-up calls!!

It is hard to keep it simple when you're doing something complicated. So in the evening on practice day, I briefed just two formation positions, and planned to make all turns in one direction. There was only one time when the formation had to go from fingertip to echelon, and that was for the pattern entry and landing. The wind was out of the east, so all of our turns were planned to the right.

We debriefed the formation thoroughly on Thursday, and rebriefed the adjustments we wanted to make for the real thing. On Saturday, the wind was from the West, so all turns were made to the left. From our seats, the missing man formation went as planned. Our adjustments helped a lot, and everyone stepped up with a little more polish in position. Many thanks to Roy Thelen for giving me the front seat of his RV-8, and doing such a great job of being an extra set of eyes and ears. As the flight leader, I can't take credit for the hard work of the wingmen, and the extra sets of eyes and ears. My hat's off to Ernie and Bill for taking the sun in their eyes on practice day, and flying cross cockpit with the window frame in the way on Saturday. Also, to Lou for sticking with us considering that he had airplanes on both sides.

His adrenaline level was pretty high on practice day. Then there was Carl, who stayed in position with his RV-6 on the outside of the turns, and kept up, even with a few radio problems. Finally, our thanks to Jack Toman for being our ground radio guy, and keeping us up to speed on traffic in the area. It was a pleasure to have them in the formation. And, a pleasure to honor our friend Bill.

I am returning today from Europe, where I gave a paper on the subject of aggressive aircraft maneuvering in hijacking cases, to pilots of the International Federation of Air Line Pilots Associations. If I keep doing this long enough, someday they'll be able to beam me up to the meetings, instead of going across the pond in a 747. Aggressive maneuvering is a difficult subject. While technically such maneuvers can be developed, it's a bit like loading a stick of dynamite in your flight bag. The violence possible in the aft cabin is extreme, and the possibility of loss of control very real. There are alternative strategies with less risk, and our focus is now in that direction.

During the research for my paper, I studied a hijacking case in 1994, involving a Federal Express DC-10. The pilot who maneuvered the airplane in that situation was Jim Tucker, an ex-Naval aviator and oddly enough, a Luscombe owner (so he's well trained and little nuts..I can relate to that!!). Here's the story. Jim Tucker was the hero of FedEx 705.

"Federal Express Flight 705, April 7<sup>th</sup>, 1994 – A replacement crew consisting of Captain David Sanders, Captain Jim Tucker (flying as First Officer), and Flight Engineer Federal Express Flight 705, April 7<sup>th</sup>, 1994 – A replacement crew consisting of Andy Peterson was assembled to fly Flight 705 from Memphis to San Jose and return. Also on board was jump seat pilot Auburn Calloway. Unknown to the crew was that Calloway knew he was about to be fired from his pilot job at Federal Express, and in an act of revenge was planning to take control of the airplane and fly it directly into the main sorting facility in Memphis. When Sanders, Tucker, and Peterson arrived at the airplane, Calloway was already on board with two crude weapons, a large construction hammer, and a spear gun, all packed in a guitar case.

About 20 minutes into the flight, Calloway entered the cockpit area and attacked the crew without warning. He used the hammer to strike three blows to the head of Flight Engineer Peterson, and a severe blow to the head of Captain Tucker, who was flying the airplane from the right seat. Calloway then attacked Captain Sanders as he sat in the left seat. With all three pilots wounded and bleeding profusely, Calloway left the cockpit abruptly to get the spear gun. He could have easily doomed the flight right then by pulling all three fire handles on the overhead panel, but that was not his plan.

When Calloway returned with the spear gun, Captain Tucker knew that they were all doomed unless he did something with the airplane itself. As a fight began involving Calloway, Sanders and Peterson, Captain Tucker used his Navy combat maneuvering experience to rapidly pull back on the yoke, roll the airplane into a 140 degree bank, and execute at modified split S maneuver from 18,000 feet to 12,000 feet. He recalls that when he started

the maneuver, all three men tumbled through the cockpit door and into the cargo area. The DC-10 was still at maximum climb thrust. Because Tucker had lost all feeling on his right side, he had to take his left hand off the yoke, disconnect the auto throttles, sweep the throttles to idle, and reacquire the yoke to complete the pull out.

The maneuver upset the gyros enough that the autopilot would not stay connected, so Captain Tucker engaged the autopilot in control stick steering mode, got up from his seat, and went back to help the other two pilots subdue Calloway. With only the autopilot flying the airplane, the three pilots managed to control the situation enough to allow Captain Sanders to return to the cockpit and make an emergency landing in Memphis. Calloway somehow regained enough strength to begin the fight again, and for the next 15 minutes, a life or death struggle continued between two severely wounded men and their overpowering attacker, until the airplane came to a stop on runway. After the overweight landing, the airplane was missing several fairings, the 200 lb counterweights from the tips of both elevators, and was leaking fuel from numerous places under the wings. (A more detailed account of this hijacking is found in the book, Hijacked, The True Story of the Heroes of Flight 705, by David Hirschman.)"

Oshkosh is coming up, and I hope to get up there for a couple of days. For those of us Chapter 55ers that will be there, we ought to get together sometime in the shade and swap airplane stories. Until then, fly safe, and as always, try to help your fellow aviator when they need it.



Pilots who flew “Missing Man Tribute” to Bill Hannah with Mary Lou Hannah and their sons, Wesley and Wade.



Chapter Member surround Hannah Family



Ted Lakin’s 200<sup>th</sup> Young Eagle Flight



Ted makes the News