

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

March 2006



Meetings are the 2nd Saturday of each Month

Chapter 55 Hangar - Mason Jewett Field

Pres: Bill Purosky 214-2729 Vice Pres: Tom Botsford 663-1318 Treas: Sharron Hacker 623-6476
Sec: Del Johnson 676-2756 Asst Treasurer: Doug Koons 749-3177 Editor: Warren Miller 393-9385
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Climb and Maintain Flight Level 55

Well, another winter month has gone by and the days are getting longer. The promise of spring is certainly more apparent. I personally have been able to fly for a few hours in February and am getting ready for the "high" season that is slowly coming.

Our trip to Kalamazoo Air Zoo is coming quickly and will happen right after a short members meeting on March 11th at the EAA Hangar. There is still room on the bus for those of you who may want to join us but have not yet signed up. At \$17 per member, the price is cheaper than if you drove there and paid for the museum ticket which is \$19.50. In addition, three tours are available to you at no additional cost; a tour of the old museum, the new museum and the repair facility. This trip can also get you in the right frame of mind to get active in aviation again.

Also be prepared to vote on the proposed new Bylaws for the Chapter. Some minor changes were made at the last (February's) Board meeting and are listed below in this Newsletter. Most of these changes are for reasons of clarity. Please review them. Our meeting will be very short and voting on the proposed Bylaws will be our major charge.

If you would like to vote in the Bylaw proposal but can't make the meeting, consider sending by mail a proxy to a member who will vote for you. The proxy must be received in writing (paper or fax document only) and must address the following points: (1) the name of the person who will be represented by the Proxy, (2) the name of a EAA Chapter 55 member, in good standing, that will be designated as the proxy, (3) a statement designating the specific manor or extent in which the person will be represented by the Proxy and (4) a statement on how or when the proxy representation will be terminated. Make sure that I get the proxy before the vote takes place. See you at the meeting

Bill Purosky, President

Charter member of Chapter 55 Dies

Howard Gostnell died on Monday the 20th of February. He was 83 years old. He was a WW II veteran and flew for the Royal Canadian Air Force. Since the historical records of our Chapter are very scarce, it is thought by many that Howard was a Charter Member of Chapter 55. It is remembered that he was an excellent carpenter and was instrumental in helping to erect out hangar in those formative years. So what we see and enjoy in our present day activities was due in part to Howard's work for the Chapter. A living floral arrangement was sent to the Memorial service expressing our condolences from the members of Chapter 55 to his family. May he rest in peace!

MARCH SCHEDULE

Board of Directors' Meeting

Wednesday, March 8, 2006

7 pm at EAA Hangar

Chapter 55 Members Meeting

Saturday, February 11, 2006

8 - 9 Breakfast / 9:30 Chapter Meeting

10:00 AM Bus to KZOO

BREAKFAST W/CHAPTER 55

March Team

Lloyd Brown

Ray Fink

George Haley

Leo Holmes

Ted Lakin

Gary Nesbitt

Mary Schwaderer

April Team

Larry Coryell

Robert Harter

David James

George Spencer

Don McAlister

Richard Houghton

EAA Board of Directors Meeting February 8, 2006

The meeting was called to order at 7:00 PM. → Attendees: Bill Purosky, Doug Koons, Gary Long, Jack Toman, Tom Botsford, Dave & Debbie Groh, Ken & Vickie Vandenbelt, Deanna McAlister, Connie Kowalk, Steve Houghton and Del Johnson. → Secretary's report, as published in the newsletter, was approved. There was no Treasurer's report although Doug Koons did report that approximately 50 members have not paid their dues. → Steve Houghton reported on his findings regarding a video projector. A motion was made to allocate \$1,200 to purchase the Panasonic unit, including accessories. The unit will not be available for loan to members because the replacement lamp costs \$299. The unit will primarily be used for PC computer presentations. → Gary Long reported on tables and chairs that are carried by Sam's Club. He will continue to look into other options for replacing the Chapters worn out tables and chairs. → Bill Purosky reported on the bus lease for the trip to Kalamazoo. The bus seats 49 people and cost \$715. A motion was made and carried to authorize the chapter to commit to reserving the bus if we have 20 Chapter members and friends committed by Feb 20th. Bill was reasonably sure that we could fill the remaining seats on the bus with other members from other Chapters. Doug reported on the availability of Alaiedon Twp hall for the 2006 Christmas Party. They do charge for the hall but Doug did not have the price information. Doug will also check into the availability of Vevay and was instructed to reserve Vevay if it is available. → Gary Long reported on the electrical modifications to handle appliances during our events. We have capacity at the power distribution box. This is a good project for April. Also, parts are on order for the fan in the bathroom. → A letter will be sent to the Mason Chamber of Commerce to formalize our offer of assistance during their balloon rally. We will assist them on Friday and Saturday of their event. → The board discussed offering booth space for non-profit groups at our June fly-in and agreed to extend the breakfast until 12:30 to accommodate the people that stop by after Church. → Debbie Groh requested that the Treasurer's report reflect month to month and year to date comparisons to the previous year statements. She also requested that we do an audit. → A motion was made and passed to authorize \$25 per social event up to 12 events per year to cover miscellaneous costs. The money is expected to be recovered, in part, by a donation can that will be set out at each event. → Bill Purosky reported on his discussions with Western Michigan University regarding the possible granting of the Newberry scholarship to WMU aviation students. → Miscellaneous changes were proposed for the Chapter bylaws. Bill will mail or email the list of changes to the members prior to the March meeting. The bylaws are scheduled to be voted upon at the March 11, 2006 meeting.

EAA Chapter 55 Business Meeting February 11, 2006

Meeting was called to order at 9:30. → The Secretary's report, as published in the newsletter, was approved. → The Treasurer's report was not available. Doug Koons reported that invoices are being sent out to members that have not paid their dues. → Bill Purosky reported that 16 people had signed up for the Bus trip to

Kalamazoo (additional people signed up after the business meeting). → Ted Lakin volunteered to participate on the Welcoming Committee. We still need volunteers for the Christmas Committee and the Fly-in Committee. → Bill spoke about the intent to purchase video projector equipment. → Doug Koons brother donated the supplies for the construction of the coffee pot cart and storage unit. Doug engineered and constructed it. → Chapter members were requested to forward ideas for meeting programs to board members. Only 4 to 5 programs are needed per year. → The meeting ended with discussions regarding proposed bylaw changes and the relationship of the bylaws to Standard Operating Procedures.

CLASSIFIEDS:

FOR SALE – BARON:

1076 Baron BE58P. Pressurized and loaded with new avionics. Contact Dan Schiffer; email danschiffer@comcast.net

FOR SALE – T6 TEXAN:

1942 T6 Texan/SNJ5. Original with new engine; very good condition. Contact Dan Schiffer; email danschiffer@comcast.net

FOR SALE – BRUSH HOG:

DR 15hp walk-behind Brush Hog. Less than 30 hours use; very good condition. \$1,500.00. Contact Dan Schiffer; email danschiffer@comcast.net

FOR SALE - YANKEE AIR FORCE "THUNDER OVER MICHIGAN 2005" DVD:

This DVD was professionally produced and truly spectacular since it features the largest gathering of air worthy WWII heavy bombers since the end of the war. Only \$25.00 each. Contact Debbie or Dave Groh.

WANTED – DOPE:

Need 15 gallons of clear nitrate or beauturate (spelling?) dope. Contact Kyle Bradford; 517-663-3083

WANTED – PIPER CUB OR SUPER CUB:

Looking to purchase an award winning Piper Cub or Super Cub. Contact Dan Schiffer; email danschiffer@comcast.net

Need Car Seat & High Chair

Need to borrow or purchase used a high chair and/or car seat for our 18 month old grandson. He is visiting us from mid April to mid June. Call Del Johnson 676-2756 or email at djohnson@north-point-solutions.com

For sale: Basic SkyBolt

Fuselage with tail feathers and all tubing to complete \$2200.00. Welding is excellent. Please email me for pictures rjechtinaw@ia4u.net

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

Additional Bylaw Changes by Board February 8, 2006

Most of the following changes were made to make the document more clear and precise. Please review these changes with the copy of the proposed bylaws sent to you last month titled, "Proposed EAA Chapter 55 Bylaws January 11, 2006."

Article 1. Add "a Michigan Corporation herein referred to as Chapter 55."

Article III. Add to paragraph 6, after EAA (Experimental Aircraft Association, Incorporated, herein referred to as EAA National). Add Paragraph 8 to read, "8. Have Fun!"

Article VII – Delete paragraph 2 and renumber subsequent paragraphs. In new paragraph 3 (old paragraph 4) deleted the period after the word "Membership". In the next paragraph replace the word "officers" with "Directors"

Article VIII – Add, "All officers shall serve subject to the advice, direction, and control of the Chapter Board of Directors." The present first paragraph will now read, "The following duties shall be performed by the Chapter Officers: The Chapter Officers may be called upon to perform additional duties for the betterment, improvement, and well being of the Chapter." The second sentence of paragraph 1 will now read, "The Chapter President shall have general charge of Chapter business." Paragraph 2 will have the second sentence, "The Chapter Vice President shall be...", deleted. The current 4th sentence will now read, "The Chapter Vice President will, at a minimum of once every two years, require a certified public accountant or an appropriate group of Chapter Members verify that the financial records of the chapter are in order." Paragraph 3 shall have the last sentence deleted. Paragraph 4, will have the 5th sentence, "The Chapter Treasurer shall be subject...", deleted.

Article IX – Paragraph 4 will be moved to Article X and become the 3rd paragraph of that section.

Article X – The second paragraph first sentence shall have the word "their" replaced by "his/her". As mentioned above, a paragraph will be inserted from Article IX.

Article XIV – The first sentence will now read, "The Chapter Membership Committee, which is appointed by the Chapter Board of Directors, shall consist of four (4) Chapter members." The next sentence shall be deleted. The present 3rd sentence shall have the word, "also" deleted.

Finally, the ending signature lines shall have the name of each signing Officer typed under the line where they sign in case the signature is not recognizable. In addition the statement, "Approved at the Chapter meeting held on:" and the date will be added to make it easier to know when the proposed bylaws were adopted.

Notes from Cape Juby By Terry L. Lutz, Chapter 55 Flight Advisor

A hemostat is a very useful tool for homebuilders. If you're not related to a surgeon, you can usually find them at one of those tool tents at a country fair or flea market. I bought mine at the Steam Thresher show in Mason. They are very handy when it comes to holding tools at difficult angles, or holding parts that have to be

placed "just so" prior to inserting a bolt. Hemostats are normally closed (as in nice and relaxed). You open them like scissors to grab the part, then close and lock them with little notches between the finger holes. Spring tension holds the part in the jaws of the hemostat.

There is a big difference between a clever device and a not-so clever device user (me). I was using my handy-dandy hemostat to hold a 3/8 inch wrench so I could put a nut on a rod end that moves the flaps up and down. I just couldn't get the nut to hold, so I reached for the wrench to remove it from the hemostat. The wrench slipped out, and the hemostat closed with crocodile-like ferocity on the end of my left index finger. It was still locked! While dealing with the intense pain and images of a large chunk of flesh about to be bitten from my finger, I found a way to unlock it. Although there were significant teeth marks in my finger, it was no doubt saved by the robust nature of scar tissue from the previous TWO times I have drilled into it with a #40 drill. I wish I could say "Don't try this at home", but I WAS at home.

The really big news on my homebuilt project is that I am getting close. As this is written, the airplane is sitting in the shop, completely assembled. The wings are on and the tail is on. All the lights turn on and flash as designed, the flaps go up and down, and the control surfaces are all installed. With a little more work, I can sit down, slide the canopy forward, and make airplane noises! The standing joke among the RV builders is that it will be done "Thursday". In my case, I hope to take it to the paint shop on March 10th, which is Friday.



I got to this point with the able assistance of Roy Thelen, who seems to find solutions to the most vexing problems. We work pretty well together, and when I get stumped on something that I want to do, but can't see the way to do it, Roy finds a way. For example, when you have a piano style hinge on the trim tab, or on the flaps, you have to find a way to secure the hinge pin. You want to keep it from working its way in or out by securing it, and at that same time making it both accessible and easy to remove. It's amazing how simple the solutions are, and equally amazing how long it takes to solve simple problems. I can frequently be heard to say "Why is it never easy?", to which Roy replies, "Because then everyone would be doing it..."

When you get to this point in a project, you realize that it will take a large effort, and somewhat of a push, to get it finished. Even though many challenges have been overcome in the building process, every new part you install, every system you decide to check, every design change you try to make, takes longer and makes the hill seem steeper. It's a little hard to describe, but as the project gets closer to completion, you either have developed a high standard for the work you do, or the designer has saved the hardest tasks for last.

Fitting the canopy was a big challenge. I heated the shop to 75 degrees and in T-shirts Roy and I spent about 5 hours cutting and trying to fit the canopy. It soon became apparent that it wouldn't fit. It turned out that canopies of this type are "free blown", meaning that the hot plastic is laid on a cutout and drawn into the void with a vacuum. It's hard to figure exactly how far to draw it down, because it's transparent. There was a batch of canopies that were not drawn far enough, and I had one of them. But the canopy folks were very gracious, and provided another one, plus a nice tour of their facility down in Ohio. They even separated the windscreen from the sliding portion, and showed me how to properly finish the edges so it wouldn't crack.

All of this put the canopy installation back about a month. Then when we finally put it on, we found that the steel canopy frame was slightly out of shape. On the left side, the sliding portion was pulled about 1/2 inch in from the windscreen. I didn't really have a solution for this, until Bob "Picasso" Parker (the guy who will paint the airplane) came by for an inspection prior to paint, and suggested that we try to shim the canopy out to make it even. While I didn't really want to test the flexibility of the canopy all that much (cracks are really bad things), it worked, and it should look great when finished. But even the work of shimming the left side of the slider took an entire afternoon.

Nothing, it seems, fits exactly. One would think that with the computer capability to design an aluminum airplane that you can cleco together and literally use the airplane itself as a jig that could make everything fit with that accuracy. But we found that everything doesn't fit with incredible accuracy. You have to make it fit with incredible skill. We had to make two shims to make the vertical fin perfectly with the front spar of the horizontal tail. The rudder stops were also a challenge. It was a challenge to measure the proper deflection, and a challenge to determine how and exactly where to place the stops. Too high and they would contact at a weaker spot in the rudder control horn. Too low and they would interfere with the rudder control cable. To make matters worse, they were different from left to right due to a slight amount of offset in the vertical fin attachment. These were big challenges that took a lot longer than expected.

And then I decided to wrap the fin to stabilizer fairing slight under the leading edge of the stabilizer. This makes for a nice flow of air around the tail, and is a nice improvement over the original design. I had to buy some Play Dough to create the shape I wanted. Then I had to heat the shop up to above 70 degrees to keep the fiberglass lay-ups happy. Even then, the drying was slow enough that it took 2 days to apply 3 good layers of fiberglass. I used peel ply for the first time, which improves the finish and reduces the amount of sanding.

While there's still a long way to go before the airplane is disassembled and it heads for the paint shop, that day is at long

last in sight. And then after it's painted, there will still be a lot to do. The engine information system and fuel gauge have to be calibrated. A weight and balance check will have to be done. The initial engine runs will no doubt reveal those development problems common to all projects. It all takes time. By this time next month, I hope to report that painting of the fuselage is complete and that the tail is being re-assembled on the airplane. It will have a military paint scheme, but it will be different than Roy's and Picasso's. I'm trying to figure out a good name for the airplane. Every airplane should have a name, particularly one that's going to take over 3000 hours to complete. I guess I'm a slow learner when it comes to building techniques.

That's about it for now. Remember that with Spring weather on the way, you will want to go out and go flying. Don't forget that you'll need to spend some time on rust removal. Sharpen your skills early on, but don't take unnecessary risks. The grass fields will be soft. The winds that bring warmth to the region will come from the South, meaning you'll see some gusty crosswinds. And those black fields will produce some surprisingly strong up and down drafts on sunny days. Watch out and fly safe. And as always, never pass up an opportunity to help your fellow pilot when they need it.

Calendar of Events

- March 11 – Bus to Kalamazoo Air Zoo
- May 10 – Teachers Workshop at Capital Regional Airport
- June 10 – Young Eagles Flights
TEW Open House
- June 11 – Dawn Patrol
- July 8 – Young Eagles Flights
- August 19 – Work at Mason Balloon Rally
- August 20 – Pancake Breakfast and Steak Fry