



**Meetings are the 2nd Saturday of each Month at the Hangar,  
Mason Jewett Field, Breakfast at 0800, Meeting at 0900.**

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## Page 55

**ABOVE AND BEYOND** Our fourth, and final, Young Eagle Rally was held on August 19th. This year's rallies were unqualified successes – safe, good weather, good help and a total of 223 kids have been flown. That does not have to be the final tally for the year – lots of time left for Chapter pilots to fly independent missions and add even more kids to the total.

Our Young Eagle “Management Team,” Mike and Renee Arntz, Mark Jacob and Jennifer Wells did an outstanding job of organizing and running the rallies. They put in a lot of effort to make everything work, although I suspect they may have had some fun too. We will compile a tally sheet of all the pilot's kid totals and also an honor role of all the Chapter members who were part of the essential ground crew.



This has been our best year ever and the Chapter's total since the EAA Foundation started the program is well over 700. Everyone deserves to feel proud for what we have done, so far. With two more flying seasons for the program, where should the Chapter set its goal for December 17, 2003?

**NOW ITS OUR TURN** The Fly-In season for Michigan will soon be winding down, but there is one VERY important In left that should be marked on everyone's calendar – September 16th. That is the date of our annual Fly-in, and its success will depend on the usual turnout of Chapter volunteers to get the job done.



Fly-

The overall plan for this year's event is very simple: a Sunday morning Dawn Patrol. Since we are not in need of a major fundraising activity, the emphasis is on fun and keeping the airport door open to the community. It's a different objective than raising money, but still very important to meeting the Chapter's goals. We have invited a couple of old car clubs and a Beech



18 will be present to vend airplane rides, but basically this is a just a pancake breakfast for pilots and the local community. One unique feature will be the presence of the Michigan Cessna 120-140 Type Club. They will attend our Fly-in and stay over for lunch and club activities in the afternoon.

Joe Pirch is the Fly-in Chairman and has been busy with the behind-the-scenes efforts to plan the event. He has been lining up Team Leaders for the key activities. Joe will give us the final briefing on the Fly-in at this month's regular meeting, and the

call for volunteers to commit to help will be made. Also, wear old clothes to the meeting. After the program, it will be time for our annual Field Day to clean the hanger. I will post a list of things to do and if everyone pitches in like other years, the place will be ready for the Fly-in in no time.



The usual publicity mechanisms are in place to inform the public about our event. However, if every Chapter member invited two people to the event, an additional 160 breakfasts would be served, more folks would get a look at aviation, and learn a little more about what YOU do when you go the that “EAA thing.” Invite your friends and family – you can even treat if you want to.



### Board of Directors' Meeting

Wednesday, September 5  
7:00 pm at Hangar

### Chapter 55 Meeting

Saturday, September 8  
8-9:30 am Breakfast  
9:30 am Chapter Meeting



**A DIFFERENT STORY** The WWII Veterans in the Chapter have shared many of their experiences, and there are plenty of books, movies and museums to help tell the story of that era. However, WWI is much less familiar, and aviation during that period is not nearly so well described. Our guest speaker last month, Tony Watson, shared insights about that war and aviation from his father's logbook. It is hard to imagine how primitive and unreliable aircraft were in that period and what risks aviators faced. Judging by the many Chapter members that visited with Tony after the meeting and thanked him for attending, I think we had a winner of a program. Thanks to Dick Wilke for arranging for Tony's presentation and to Carl Dalrymple, Gilbert McKessy and Bill Landucci of the Program Team for helping with breakfast.

**NORTH AMERICAN AIR MUSEUM** Where is that you ask? Never heard of it before? If a local Nashville, Michigan resident's ambition is realized, the NAAM will soon be a reality, and it will be located at the Charlotte airport. I was recently contacted by the museum founder to publicize their upcoming Hanger Dance that will be held at the Charlotte airport on September 29th. A flyer will be posted at the hanger. Lots of plans for the museum are emerging and apparently they have some significant funding as well as community support.

**TEAM SEPTEMBER TAXIS INTO POSITION** The September Program Team has been busy organizing to host our September Chapter meeting. We've all seen Ken Drewyor at Chapter activities many times with his Piper Pacer and more recently with his Mooney. At Saturday's meeting, Ken will tell us about the "other" airplanes he flies – namely, jets for UPS. At one time, airfreight was a premium, exclusive means to move materials. Now we take it for granted when packages show up at our doorstep literally hours after they were ordered. Ken will share some insight about the UPS system as well as flying their "heavy iron." The Team hosting our meeting includes:



Ken Drewyor	Tom Sheehan	Kyle Bradford
Hugh Fuller	Howard Gostnell	J Morris Hickman
Bart Smith	George Spencer	Dennis Swan

**CAPITOL AREA BALLOON RALLY** This was the event's first year, and it had its ups and downs. The rains came down a couple of times, and the balloons only made it up once. Weather was not bad overall, but it definitely was not balloon friendly. I think there was more "hot air" expended in our Chapter display tent than on the flight line. Our presence was more for good will and support of the community event than direct Chapter benefit. We did recruit a few Young Eagles and acquainted a few passers-by with the EAA. The Mini-Max was a hit – seemed like everyone had to give it a look and more than a few needed to be

assured it was a "real airplane." Thanks to Ted Lakin for furnishing the tent and Warren Miller for the use of his trailer to transport the AIRPLANE. Thanks, also to all the others that took a turn at the tent. It would be hard to measure the value of our participation at the event, but I think we all enjoyed the opportunity to visit and relax.

**BOARD AGENDA – September 5, 2001 – 7:00 pm:**

- MAD Final Plan
- Chapter Business Video Review

*Bill Hanna, President* &

## EAA Board of Directors Meeting

### Board of Directors Meeting – August 8, 2001

Minutes from previous meeting were approved. → Treasurer's report was approved. The hangar is fully occupied. → Young Eagles. 20 kids are signed up with rain checks from the previous YE day for the 8/19 event. 187 Young Eagles have been flown so far this year. There was discussion on parent/adult flights. The first priority is kids. Adults will be at the discretion of the pilot, subject to EAA policy. → Mason Balloon Festival. Ted Lakin will be in charge of setting up the Chapter 55 booth. Bill H. will call to assure space for the Mini-max. Joe Pirch will prepare a flyer on the Young Eagles day. The board approved placement of Spartan Wings promotional material in the booth. There is interest in holding future festival at TEW. → Mason Aviation Day. Meijer has donated \$50 to the cause. No closure on other potential sponsors. We expect to have a Beech 18 giving rides and possibly a Vultee. The antique car club is planning to attend. Joe P. will put up sign-up sheets for volunteers. We need all the help we can muster. → Roof Repairs. It's just been too hot to work on the roof. Bill Hanna will re-schedule. → The Ercoupe club wants to hold their annual meeting here on June 23-24, 2002. We should expect 100 planes. Bill Puroskey is the event coordinator. Bill H. will communicate on this matter with the airport authority board. → Headquarters is looking for a Membership Chairman at the chapter level. We need to consider adding this position. → The International Aviation Conference is scheduled and being developed for 2002. They want to get other interest participation. A booth would cost \$300. → Future Board meetings will start at 7:00 PM.

## EAA Chapter 55 Business Meeting

### General Membership Meeting – August 11, 2001

There were 56 people in attendance, including members and guests. → Meeting minutes of July 14, 2001 were approved. → The Treasurer's Report was approved. → Young Eagles

Report was provided by Mike Arntz. We have flown 187 Young Eagles against our goal of 150. Pilots are sorely needed for the 8/19 event. → Mason Balloon Festival will be held on August 17-19. Mini-Max project will be trailered over for display and offer for sale; Young Eagles rides will be promoted. → Mason Aviation Day Report was provided by Joe Pirch; Volunteer Lists will be posted for Food Service, Parking, Traffic coordination; please sign up before the end of August. → There is a fly-out planned for 9/1 to Chesaning for their Steak Cook-out. See the sign-up board for details. → Dick Wilke introduced Tony Watkins who gave a very interesting and informative presentation on John Kenneth Watkins, his father and a World War I pilot.

*Drew Seguin, Secretary* &

## Oshkosh 2001



## Notes from Cape Juby

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

In 1931, a group of 24 commercial pilots held a secret meeting in Chicago to form an organization that today is known as the Air Line Pilots Association. Their leader, a Boeing Air Transport (which became United Airlines) pilot named Captain Dave Behncke, had been fired from Northwest Airlines for refusing to fly airplanes that were mechanically unsafe. Of that original group of 24, more than half would lose their lives while flying the line as commercial pilots.

In the last 20 years, the airline industry has made tremendous progress toward increasing the safety of flight operations. During the period 1967-1976, the chances of being killed in an airline accident were 1 in 2 million. Today, the chance is 1 in 8 million. That means that in the United States today, you would have to take a random flight each

day for 21,000 years to be in a fatal accident. Or, you could fly 24 hours a day for 438 years. But on that flight, they would run out of food, and the lavs would start to smell pretty bad. I'd stick with the random flights, even though you'd lose your bags every 12.3 years.

Some of the reasons for this dramatic improvement in flight safety is a cooperative effort within the industry between the airlines, the manufacturers, the FAA, and the pilot groups to solve the problems that caused accidents. Good examples are the Ground Proximity Warning System, Windshear Detection Systems, and the Traffic Collision Avoidance System. These systems are in addition to things were really take for granted, like the jet engine for reliability, and weather radar. But one thing we realize in this industry is that once we reach a level of safety, it is merely a plateau. The next level is where we are constantly headed.

I recently attended the Annual Safety Forum of the Air Line Pilots Association, where we heard Jane Garvey, the FAA Administrator, and Norm Mineta, Secretary of Transportation speak about current topics in our industry. The really cool presentation was by Ken Higgins of Boeing. Ken was an active test pilot for Boeing for many years, and he showed a video about some of the testing Boeing has done to make their airplanes safer. He is also a homebuilder, having owned a Skybolt and currently flying a Glasair III. We all knew the story about the famous aileron roll that pilot Tex Johnston did in the first Boeing 707 over an air show audience in Renton, Washington. But we had never seen the roll before Ken showed it at the beginning of his video. Having flown that same piece of swept wing cast iron, I was amazed at how smooth and coordinated the roll was. Some pilot, that Tex Johnston.

Last week, I was back out on combat air patrol in the Luscombe Silvaire Bullet and came upon another airplane from our squadron. It was Kyle Bradford in his newest Pietenpol. We joined up and scoured the skies for enemy aircraft. Before long, a bright yellow biplane was spotted. He obviously spotted us, and quickly landed in a nearby field. No doubt a member of the fabled aerial applicators flying circus. Seriously, there is still some great fun to be had in aviation, no matter how fast you fly. Like catching up with your buddies in flight. Or, finding your shadow on the ground, then putting it on top of a car and seeing how long you can keep it there (Note: doesn't work too well with parked cars). There is nothing quite like early morning flying when the air is clear and smooth. You can hear the airplane talking to you without the cacophony of wind, turbulence, and radio traffic.

I came back into the pattern at Mason and found an interesting wind pattern. At the surface, the wind was from the south at about 5 mph. Two hundred feet above the surface, there was some turbulence, and at 400 feet, the wind smooth, but brisk, at about 12 mph from the

southwest. In a fairly slow airplane, this made flying a perfectly rectangular pattern quite a chore. Remember when your instructor made you practice rectangular course when you were a student? On this particular day, the downwind for Runway 27 was flown at 80 knots, with a crab to the right to compensate for the southwest wind. But the base leg was flown at 55 knots with a crab to the left, and because of the reduced speed, the crab angle was significantly greater. Then the turn to final had to be started a little earlier to account for drift toward the northeast. Definitely not an easy pattern to fly. Added to this fun was trying to fly from the downwind perch to landing with power off. This is always a challenge, made more interesting by the fact that to be good neighbors, we try to stay at 2000 feet and outside the residential area at the southeast corner of the pattern for Runway 27.

Have you ever heard the aviation acronym ETOPS? It is the short version of Extended Twin Engine Over Water Operations. ETOPS became possible when Boeing introduced the B-767 and the airlines wanted to fly it from the U.S. to Europe. What ETOPS criteria include are things like special systems redundancy, special maintenance procedures, and flight planning to place an alternate no more than a specific flying time away at any

point in the flight. Initially, if an engine failed, or some other critical event occurred, the airplane had to be within 120 minutes of a suitable airport. This was later extended to 180 minutes, and today some flights are being conducted on the Boeing 777 all the way out to 207 minutes.

Something happened about a week ago that may change the way we think about ETOPS. It didn't make much news, but perhaps it should have. An Airbus A330 operated by Air Transat, a Canadian airline, developed a fuel leak in flight. The crew initially thought that it was a fuel imbalance, and opened the cross feed valves to feed the high tank to both engines. This fed the leak, and resulted in fuel exhaustion before the airplane could reach that 180-minute alternate. The pilots dead stuck this all fly-by-wire-I've-gotta-have-electrics-and-hydraulics-to-fly airplane into Lajes, Portugal after having lost both engines about 80 nm out. The only power available was from an extendable ram air turbine that provided hydraulic pressure, which in turn drives a generator through a hydraulic motor.

Even though it's now officially September, there is still a lot of good flying to be enjoyed. Fall weather will bring fair but frisky winds. It's a great time to practice and be challenged without feeling like you're flying in a hurricane. Get out there, fly safely, and as always, lend a hand to your fellow pilot when it's needed.