Wingtips

Experimental Aircraft Association
Chapter 55
February 2003

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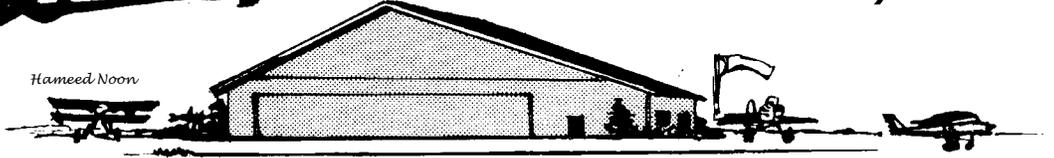
**Meetings are the 2nd Saturday of each Month at the Hangar,
Mason Jewett Field, Breakfast at 0800, Meeting at 0930.**

**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

Tragedy in the skies. We have lost seven of World's finest. Reality has slapped us in the face again to remind us that accidents are not made up of one big mistake but a series of small ones and bad judgment calls. So as you are planning for your next flight or making that small part for your airplane and say "that is good enough" keep in mind something that seems insignificant could bring dire consequences, as we may find out in the coming days. I hope for all mankind the shuttle program will continue, and bring the exciting and wonderful things that have come from experiments aboard the shuttle and other space flights. If asked I would be the very first on the next shuttle flight, although I would have to carry a big stick with me that I would use to break Terry Lutz's leg with as he tried to run past me.

I have made up the program teams which will be in this newsletter and also posted on the web site at WWW.EAA55.org
   The February team is up, by this time you should know who you are. Doug Koons is the team coordinator for this month you are responsible for breakfast and a program. Let 's see what you got.
Next month, the March team is on deck and your team coordinator will be, you guessed it none other than your President and fearless leader Mike Arntz, so put on those thinking hats and let's come up with a program to beat all programs.

This year we have a lot in the works and looks to be a fun year with lots of flying activities and the B-17 tentatively scheduled for August 16-17. I am sure that with the efforts of all of us combined we can bring this event about.

Remember this is not my chapter. It is not any one person's chapter. It is OUR chapter and we as a TEAM can and will make it HAPPEN.

Remember if you go flying take a chapter member with you.
                    Mike Arntz

Teams

February	
Arnold Albrecht	Mary Gowans
Dan Beckett	Kyle Bradford
Dean Sims	David James
Dennis Swan	Ken Drewyor
Deanna McCreary	

March	
Raymond Fink	Bob Noelp
George Haley	J. Morris Hickman
Dale Buttermore	George Spencer
Ken Distler	Jim McFadden

Board of Directors' Meeting

Wednesday, **February 5, 2003**
7:00 pm at Hangar

Chapter 55 Meeting

Saturday, **February 8, 2003**
8-9:00 am Breakfast
9:30 am Chapter Meeting

EAA Board of Directors Meeting

Board of Directors Meeting – January 9, 2003

Attendees: Pres. Mike Arntz, V. P. Gary Long, Treas.Greg Cornell, Sec. Drew Seguin, Renee Arntz, Doug Koons, Ernie Lutz, Joe Pirch, Bill Purosky, Dave Groh, Debbie Groh ✈ Secretary's report was approved ✈ Treasurer's report was approved ✈ Builder's hangar is still

occupied by Jim Downer as he prepares to move his airplane. There are no builders in line for the hangar at present. ✦ The Web site is running out of space on the server. We currently pay $9.95 per month for hosting. There are other options available but the board determined the best course would be to consult with Mark Jacob before taking any action. ✦ Mike Arntz appointed a committee to review and update the Chapter 55 by-laws. The members are Ernie Lutz, Gary Long, and Greg Cornell. By-laws were last updated in 1998. They will report back at the next board meeting. ✦ The EAA leadership conference is set for February 15, 2003. Bill Purosky is the coordinator for Chapter responsibilities which consist of continental breakfast and lunch. Volunteers are needed. Please contact Bill. ✦ There was discussion on chapter events for the new year. We will plan to have 3 or 4 Young Eagles events. We plan to continue with the Steak lunch for Mason Aviation Day. ✦ Board members signed up as sponsors for chapter programs as follows:

February – Doug Koons / **March** – Mike Arntz / **April** – Bill Purosky / **May** – Gary Long / **June** – Renee Arntz / **July** – Drew Seguin / **August** – Greg Cornell / **September** – Ernie Lutz / **October** – Joe Pirch

✦ We have an offer to do a mural of airplanes for Ted's corner. The motion was made and carried to accept the offer and have the Chapter pay for the paint. ✦ We will have a booth at the Great Lakes Aviation Conference at Kellogg Center. ✦ The meeting was adjourned at 9:00 PM.

Second Board meeting, January 16, 2003

Mike Arntz called a second Board meeting on January 16 to discuss the opportunity to sponsor the Yankee Air Force B-17 on the weekend of August 16-17. ✦ Present: Mike Arntz, Greg Cornell, Renee Arntz, Gary Long, Drew Seguin, Ernie Lutz, Dave Groh, Debbie Groh. After discussion the motion was made and carried to sponsor the event. We anticipate the up front costs to be $6,000 which we will try to raise in advance of the event. Further discussion will follow in the February Board and Chapter meetings.

EAA Chapter 55 Business Meeting

Membership Meeting – December 14, 2002

The meeting was called to order at 9:40 am. ✦ **B**reakfast volunteers were Doug Koons, Tom Botsford, Greg Hover, and Bob Knolp. ✦ Ernie Lutz introduced guest Darrel Mantel form Channel 6 News. ✦ Minutes from the previous meeting were approved. ✦ The Treasurer's report was approved. ✦ Young Eagles events will be held in June and July of this year. ✦ Bill Purosky provided updates for the Great Lakes International Aviation Conference to be held in January and the EAA Leadership Seminar to be held in Mason on February 15, 2003 ✦ Ernie Lutz, Doug Koons, and Renee Arntz were introduced as the new Board Members for Chapter 55. ✦ Ernie Lutz spoke on the World War II memorial in Washington and the need to collect names from our Chapter to send in. ✦ Joe Pirch indicated that the EAA B-17 would not be available because the runway is too short at Mason. Dave Groh indicated the Yankee Air Force B-17 may still be available and is able to land here (Michigan Pilots). See the Board minutes for the resolution on this. ✦ Dick

Duckworth was not able to make the meeting due to illness. There was no Program. Mike Arntz announced the teams for chapter programs for the balance of the year. ✦ Dave Groh provided an update on efforts to get a North/South runway at Mason ✦ Meeting was adjourned at 10:35.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

When I arrived in Detroit today, I noticed a crowd of people transfixed on one of the large television screens. No one was smiling; no one was talking. I joined them and learned that the Space Shuttle Columbia had broken up on atmospheric entry. Today, a piece of human spirit was torn from the hearts of those that remember the launch of Sputnik, and have followed the U.S. space program from the beginning.

I remember Columbia very well. The night before John Young, Bob Crippen, and Columbia landed at Edwards, there was a sign in the heavens that heralded their return from space. The Northern Lights, extremely rare in southern California, put on a dazzling display. Not in green, but in brilliant crimson. The next day, I was on my back on top of a motor home and caught sight of the ghostly grey image of Columbia, high over Rogers Dry Lake. Shortly afterward, a sharp "ba-bup" was heard, which was the first sonic boom ever produced by a returning spacecraft.

We cheered as Columbia touched down on lakebed runway 23 and rolled to a stop. The next day, I touched the wheels of my T-38 in the same tracks, trying to capture what the astronauts must have felt. I saw Columbia up close and personal, stood in her engine bay, and watched her fly away from Edwards on the back of a 747, marveling that no other country on earth has the imagination and drive to accomplish what our space program had achieved.

Classmates and students of mine have gone on to be astronauts. I've watched them walk in space and replace large sections of the Hubble Space Telescope. Astronauts are bright stars among human beings: highly intelligent, inquisitive, insightful, and focused on goals the average person can't even dream about. The seven astronauts and pioneering space vehicle that perished today will forever be the brightest stars in the early morning sky.

In God We Trust, everything else we check. In a month or two, hibernating pilots will emerge to the sunlight and it will be time for the annual ritual of rust removal on those flying skills. Having a good checklist, and using it properly, is a must to eliminate errors and keep you safe.

If you're flying one of the store-bought models, the manufacturer has already provided you with a basic checklist in the Airplane Flight Manual. You can also buy and use generic checklists from a pilot supply shop. While these checklists provide the basics, they are not exactly specific to your airplane. There will be a few items on the checklists you can't use, and a few items that aren't shown that you should be checking. For example, you may have some newly installed avionics to check, or you may have some club procedures that require you set up avionics and the fuel system differently than a generic checklist recommends. So how

do put together an effective checklist, and going an important step further, how do you properly use it?

You can use a checklist two ways. You can set up all the switches and systems in a set pattern around the cockpit, then use the checklist to *check* what you have done. Or, you can read the checklist and do each item shown. That really makes it a "do-list" rather than a checklist. There are times when the checklist is appropriate both ways, but for most operations, consider using the checklist for exactly that, checking that you have properly set all the required systems and switches.

In both military and airline flying, the cockpit is set up from memory in a flow pattern that moves from the far left, across the panel, to the far right. Then you run a checklist to make sure that each switch and system is properly set. The way to use the checklist is to hold it so that your line of sight is already close to the item you want to check. If you want to check that the fuel pump is on, hold the checklist in line with that item, and just move your eyes. It takes practice, but eventually, you know just where to hold your head, eyes, and checklist to efficiently check the entire cockpit.

I remember when fellow F-4 pilot, "Crazy Bob" Jobe ruined 1500 feet of freshly laid asphalt taxiway. The F-4 fuel control panel had several switches. The one we used the most was the external fuel transfer switch. Just before takeoff, we moved this switch outboard to select the centerline fuel tank. Instead of looking at the switch, Crazy Bob reached down and by feel selected "dump" on the fuel panel, evenly spreading 4,000 lbs of JP-4 on the new taxiway.

As a homebuilder, you need to think about how you'll set up that unique checklist for your brand new airplane. In my Flight Advisor role, I spend a couple of hours with builders on creating a normal and emergency checklist. It isn't always obvious how switches should be set, and what the correct instrument readings should be. The emergency checklist should be uncomplicated and designed to either correct the emergency condition, or secure the airplane and prepare the pilot for an emergency landing.

With GPS, engine analyzers, fuel flow meters, transponders, and flip-flop radios, a lot of systems require some set-up prior to flight. The time to do this is in the chocks, and *not* while you're taxiing. A lot of it can be done while you're warming up the engine. You *do* let the engine warm up, don't you? You can copy the AWOS and set the altimeter. You can set the Unicom frequency in the flip, and Lansing Approach in the flop. If you have a really neat radio, you can channelize it like the military boys do. Ch 1 is AWOS, Ch 2 is Unicom, Ch 3 is Lansing Approach, etc. Frequency changes are done with a single keystroke. You can also set up the GPS with the first waypoint you intend to fly to. If you try to do this while taxiing, you increase your own workload, and increase the chance of a taxi mishap.

The early versions of the F-16 had this gadget called the FCNP, for Fire Control Nav Panel. We called it the FickNip. The drill was to get the airplane started, align the FCNP, insert the waypoints, and put the FCNP into Nav mode before the flight lead checked the flight in on the radio, prior to taxi. It took many, many keystrokes to program Mr. FCNP. The task was

made more difficult if we had to program the secure voice radio, Have Quick. That took a bazillion more keystrokes. I called it the Have Slow radio because it took so much time, and you only had one shot to get it right. None of this could be done while taxiing, because it took far too much head down time.

Checklists are for real, and really sharp pilots get the most out of them by planning and using them correctly. In the coming months, you can ramp up your own skills by challenging yourself to be more organized in the cockpit. That way, you can be heads up and enjoy the view while you taxi. and while you're flying. And as always, don't forget to lend a hand to your fellow aviator when they need it.

PROPOSED FEDERAL AVIATION REGULATION ACT

1000.A No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of the pilot or pilots may try, or attempt to try or make or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Federal Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by the Administrator.

1000.B If the pilot, or group of associated pilots becomes aware of, or realizes, or detects, or discovers or finds that he, or she, or they, are or have been beginning to understand the Federal Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

1000.C Upon receipt of the above mentioned notice of impending comprehension, the Administrator will immediately rewrite the Federal Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

1000.D The Administrator may, at his or her option, require the offending pilot, or pilots, to attend remedial instruction in Federal Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

Can you believe it?

Ken Drewyor

Kyle Bradford wins an award for completing his Pietenpol

George Moore wins an award for completing his KIS

General award recipients

Wingtips

Hameed Noon