

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

SEPTEMBER 2007



Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar - Mason Jewett Airport – 643 Aviation Drive, Mason, MI 48854
Pres: Bill Purosky 214-2729 Vice Pres: Tom Botsford 663-1318 Treas: Sharron Hacker 740-4647
Secr: Del Johnson 676-2756 Editor: Warren Miller 214-2656 (all Area Code 517) www.EAA55.org

Climb and Maintain Flight Level 55

Mason Aviation Days has come and gone. It was a lot of work to get there but was certainly worth the effort. And what a time we had! We had one great day on Saturday and a rather disappointing day on Sunday but all in all, a very good event. We sold a lot of food to help recoup our costs for the show. We had many sponsors as well as vendors and information groups who also participated in the event. Most of all, the general public attended in large numbers and I'm sure most of them left the airport with a positive feeling about the experience. This presents our airport in a very positive light, which helps our chances of staying an airport for a long time.

I want to thank all of the members of our Chapter who worked to make this a success. It certainly can't be done without your support and your efforts on the days of the event. In addition, we had a great planning group who made the whole thing possible. These folks deserve special mention. Vickie and Ken Vandenbelt, Debbie and Dave Groh, Julie and Al Spaulding, Sharron and Chuck Hacker, Connie Stewart, Tom Botsford, Del Johnson, Doug Koons, Dave James, Gary Long, Jack Towman, Joe Pirch, and Bob Smith. If I have forgotten to mention your name, please forgive me but let me know so I can correct the mistake.

In addition, we were fortunate to have a number of non-members help out. I expect that the members will support us but to get people who are not members to come and help deserves special mention. Marilyn Bezdek (Bill's wife), Toni Botsford (Tom's daughter), Carol Brown (Jim Spry's good friend), Jack Ciucci (Karen Merindorf's uncle), Karen Hover (Greg's wife), Karen Merindorf (Tom's good friend), Gloria Purosky (my wife), Linda Reid (Julie Spaulding's mom) and Betty Sterret (Chuck Hacker's sister). If there were any others, I'm sorry to have forgotten. Please let me know and I'll square it away in the next newsletter. In addition, special mention of our partners who own the airport, Capital Regional Airport Authority. They made a significant contribution to help pay for the aerobatic performances and also

supported us by attending. Special thanks to Bob Selig, Mike Daigle and Connie Stewart.

Last but not least, we are fortunate to have Carol Read as a tenant at the airport. Carol heads up the group at the FAA FSDO in Detroit who gave us the waiver to allow the performers the space to do their thing. Under her direction, Steve Hanes was the FAA IIC who worked with Dave Groh and Joe Pirch, air show coordinator and assistant coordinator respectively, and Mary Schwaderer our "Air Boss" who kept the performers honest and safe.

Many thanks to all of you who helped in any way to make this event a positive experience to all who worked at it as well as those who attended it. Due to the space limits of our newsletter, it is not possible to name everyone who helped and their position in the great scheme of things that make events like this a success. Just remember that on those two days we advanced the cause of General Aviation in our area. That is a very good thing!

Bill Purosky, President

**Board of Directors Meeting
September 5, 2007 - 7:30 pm
Chapter Membership Meeting
September 8, 2007
Breakfast 8-9 Meeting 9:30 am**

BREAKFAST W/CHAPTER 55

<u>September Team</u>	<u>October Team</u>
Jim Andrews	Jim Cushing
Dick Bacon	Pete Chestnut
Barb Bacon	Dave Groh
Carl Dalrymple	Russ Hilding
Michael Marhanka	Fred Honhart
Jim Sawyer	Ernie Lutz
Ed Search	Terry Lutz
Brian Sheffield	Drew Sequin
Al Spalding	Doug Simons
Julie Spalding	Brian VanFarlowe
	Joe Whitesides



August Cooks

Mary & Jim Schwaderer, John Kennedy and Tom Sheehan

Notice from Chapter 304 Jackson

On September 22, Chapter 304 will be going by bus to the Air Force Museum in Dayton, Ohio for a one-day trip. They plan to leave from the airport at Jackson at 7 AM. The cost is expected to be \$35 per person. If you are interested in taking the trip, please contact Earl Scott, president of 304, at (517) 783-3988 before the September 12. Talk with some of our members who made the trip last winter to get their opinion of the museum.

EAA Chapter 55

Board of Directors Meeting, August 8, 2007

Bill Purosky called the board meeting to order at 7:30pm. Attendees: Bill Purosky, Vickie Vandenberg, Chuck & Sharron Hacker, Dave & Debbie Groh, Doug Koons, Dave James, Tom Botsford, Bill Bezdek and Del Johnson. →The Board minutes were not available so approval of the July minutes was tabled. →Sharron reported an end of the month net income of \$2114.67. The Treasurer's report was approved. →Doug reported 5 to 6 pilots would be available to fly young eagles after the July membership meeting and that two people had volunteered to work as ground crew. →Final details pertaining to MAD were discussed. Vickie reported that advertising costs were between \$3,600 and \$3,700, which was less than budgeted. →Bill Purosky said that the Chapter was approached by the Michigan Air Tour to provide a meal for the tour group on September 30th. A motion was made and approved to allow Bill Purosky to negotiate the price and menu for serving a meal to the Michigan Air Tour. →Bill also reported that Rick Dallas had made a request for the Chapter to help him finance a part of his A & P schooling. The consensus of the Board was that he should apply for the Newberry Scholarship. →The Board meeting adjourned at 8:45pm.

EAA Chapter 55

General Membership Meeting – August 11, 2007

Bill Purosky called the meeting to order at 9:30am. Two corrections to the General Membership, as published in the newsletter, were proposed. The corrections are 'Treasurer's Report: Sharon reported that we have \$17,420 ~~plus an additional~~ including \$1,170.83.' and 'Doug Koons ~~and~~, Warren Miller, Dick Wilkie and Bill Purosky completed the bathroom renovations. The General Membership minutes were approved as modified. →Sharron Hacker reported that, at the end of July, the Chapter had a net monthly income of \$2,114. A motion was made and passed to accept the Treasurer's report. →Bill Purosky reported that pilots planning to participate in the flyby must be included in the

waiver, the pilot must attend the briefing and that there cannot be any passengers in the plane during the flyby. →Bill also discussed the possibility that the Chapter might host a lunch for the Michigan Air Tour on September 30th. Also, he reminded members that EAA headquarters has requested that we all write our Congressmen by September to oppose the new user fees. →The meeting adjourned at 9:55am.

TIDBITS 2007

By Vickie Vandenberg

MASON AVIATION DAYS – TSHIRTS FOR SALE:

We still have a supply of the shirts that were for sale at our event. \$10.00 each. See Sharron Hacker or Bill Purosky.

MASON AVIATION DAYS – BANNERS TO BE AUCTIONED:

Banners will go to the highest bidder. Advise Bill Purosky or any board member of your interest and your bid. The large one is 11x22 and the smaller one is 4x11.

WILLIAMS AERO ESTATES ANNUAL FLY-IN:

The pilots of Williams Aero Estates are having their annual fly-in on Saturday September 22 starting at 2:00pm. One of the hosts stopped at Pilot Registration to extend an invitation to our members - "y'all come down".

LOCKHEED MARTIN FLIGHT SERVICES:

Lockheed Martin has provided a toll free number for pilots to express feedback on the new Flight Services Information System. Call 1-888-358-7782

Young Eagles

By Doug Koons

This year we held several young eagle rallies. May 12, May 19, June 6, August 11, and August 18. I would like to thank the following members for all their time and effort helping fly the 137 kids this past year. If I have missed anyone please let me know.

Pilots:

Fred Honhart
Ernest Lutz
Dave James
Doug Koons
Kirt Curtiss
Mary Schwaderer
Bill Purosky
Tom Schroeder
Terry Lutz
Steve Houghton
Al Spalding

Ground Crew:

Vickie Vandenberg
Julie Spalding
Dick Bacon
Greg Hover
Gary Long
Jack Toman
Rick Dallas
Pat Salow
Ken Vandenberg
Debbie Groh
Dave Cook
Jim Andrews
Tom Botsford
Warren Miller
Al St. George
Karen Meirndorf

Notes from Cape Juby

By Terry L. Lutz, Chapter 55

Flight Advisor

Scott Crossfield, EAA member, visionary, and extraordinary rocket pilot, used to travel around the country and speak to aviation groups about his experiences with the rocket plane programs leading up to the incredible X-15. I remember two of his casual quips about the flying and testing they did.

Actual test flights were few and far between, so to maintain proficiency, there was always a stable full of airplanes to fly on missions that required safety chase or airborne photography. It was not unusual to be flying an F-86 one day, and an F-100 the next.. Pilots usually finished up their flights with a practice flameout landing. They would shut the engine off somewhere high above, and glide to a precise landing on Rogers Dry Lake. This would not be allowed under any circumstances today!

To make this more fun and to generate a bit of competition, the trick was to land on the lakebed so that you had enough energy to coast up and onto the NASA ramp and ease into parking with a tap or two on the brakes, using up some of the pressure that remained in the brake accumulator.

On one particular day, Scott was scheduled to fly the F-100D, having previously flown the F-100C on a regular basis. The F-100C had a brake accumulator, but the F-100D did not. Nobody told Scott. So when the engine spooled down after landing, and the hydraulic pump dropped off line, there was no brake pressure available. Scott didn't discover this until after he had rolled off the lakebed and onto the NASA ramp.

He tapped the brakes and...nothing.... Because he had no brakes, he could not use differential brakes for steering, and soon found himself approaching one of the hangars and still going about 20 knots. The nose gear hit one of the angled steel supports, which pushed the nose up and through the sheet metal wall of the hangar. Scott would quip that "the sonic wall belonged to Yeager, and the hangar wall belonged to Crossfield".

Scott made the first flight of the X-15 on September 17, 1959. At that time, the X-15 was powered by two XLR-11 engines, producing 8,000 lbs of thrust. These proven engines were borrowed from the X-1A, because the XLR-99 was behind in development. On June 8, 1960, Scott was in the cockpit of the X-15 for the first ground engine run of the XLR-99, which at full power would produce 57,000 lbs of thrust (in a 34,000 lb airplane).

He was running the engine, and had begun the shutdown sequence when he saw something on a pressure gauge that indicated a malfunctioning valve. Almost instantly, the airplane exploded, separating the forward section and shooting it (with Scott inside) well in front of the burning airplane. Engineers in the block house ran out to the nose section to try and rescue him, but the heat was too intense. Scott was trying to signal them that he was OK. After all, the X-15 was designed to dissipate heat during high speed flight. But they thought he was dying from the intense heat.

Firefighters quickly got the situation under control with water and foam, to where they could touch the canopy without being burned

and get Scott out. But the nose was at a funny angle and he fell on the ground and got wet in the process.

NASA decided to hold a quick press conference an hour later, to describe what had happened, and explain the impact on the program. Scott was asked if he had been injured in any way, to which he calmly replied, "No, the only harm done was to the crease in my pants". Sure enough, an east coast newspaper ran this headline the next morning: "X-15 Explodes During Engine Run; Pilot Wets Pants".

Scott loved telling that story as much as we loved hearing it. But he was dead serious about the rocket business. I had been daydreaming about the concept of dynamic soaring, where you could get a glider quickly up into a set of mountain waves that on occasion will stretch from California to Colorado, and fly a very long distance. One way to get quickly into the wave would be with a rocket engine.

At one of our test pilot meetings, I happened to meet Scott in the elevator, and I mentioned the idea of using a rocket. He looked at me rather seriously, and said "Why would you want to do that? Flying with rockets is a dangerous business. There's still a lot that we don't know, and it is anything but a precise science. You need to find another way." It was a surprise to hear him say that.

Fast forward to today. We have all been fascinated with what Burt Rutan has created and accomplished since the days of the VariViggen and VariEze. As I have watched him create and be successful with design after cutting edge design, I often thought that he was lucky to never have been touched by tragedy. If it happened, I always thought, it would be an airplane loss. But as we recently learned, it was a ground explosion that took the lives of 3 employees of Scaled Composites.

If you've followed the development of the propulsion system used in SpaceShipOne, you will recall that it's a fairly simple concept. A stable solid propellant is burned under the influence of nitrous oxide. The flow of nitrous provides the throttling for the propellant burn, to control thrust to some degree. Scaled Employees were conducting a flow test of nitrous oxide when the explosion occurred. While it is far too early to discuss cause factors in this accident, it highlights the risks that Scott Crossfield was trying to convey about the inherent dangers of rocket propulsion systems.

We are fortunate that Elliot Sequin was not involved in the explosion. He was with Drew on the way back from Oshkosh when he received a call with the news. While I was relieved to hear this, we should be all sad at the loss, and sad that Elliot has lost friends and colleagues so very early in a promising career. Let's hope that Burt Rutan and the people at Scaled can move forward, given the tragedy they have experienced..

On a much lighter note, I have been helping a fellow RV-8 builder with his project here in France. So many people helped me finish my airplane that I made a promise that I would provide as much assistance as I could to other builders. Fellow Airbus test pilot Thierry Bourges lives with his family

in Rieumes, France, about 30 minutes from my home. He is building his RV-8 in a partnership with his Uncle, who is a retired British Airways Captain. They have finished the tail, and while Thierry is working on the wings, fuel tanks, ailerons, and flaps, his Uncle is assembling the fuselage. Under French homebuilding rules, they are not allowed to purchase a "quick build" kit.

Things are going pretty well. We were down and dirty with Pro-Seal a few weeks ago, and made a lot of progress on the fuel tank.

Thierry is doing great work, but he stretches the patience of his wife, Sonia. It probably didn't help that he spray painted one of their lawn chairs primer green while priming some of his parts. And it probably didn't help that he mixed up a big batch of alodine solution in the bathtub to prepare some parts for paint. I am afraid to ask what the tub looks like.



I heard really great reports about MAD. Dan Schiffer said it better than any of us: it was the people of Chapter 55 that truly made it possible, and truly made it a success. Take a break! You need a rest from helping your fellow airmen when they really needed it.

Great 747 Story

From Clipper Pioneer Newsletter

Submitted by Kyle Bradford, A FORMER 747 PILOT

Back in the 60's, we used to fly 747's. Well, one of the airlines came up with a fuel savings procedure that shuts down various systems and engines during taxi into the gate. Just so happened it was a Chief Pilot that was the first to try out this new procedure . . . his name was Captain Dingbat and he was the Chief at LAX.

As Captain Dingbat was approaching the ramp and turning into the gate after a long flight, the Flight Engineer was running the "new" taxi checklist and shutting down engines and switches. Shut down #3 and #4. Hydraulic system two "b" pump—off. Pneumatic system—set . . . etc., etc. Then as he finishes shutting down these systems, the Flight Engineer says . . . "What stupid knucklehead thought this up?"

Just about that time Captain Dingbat applied the brakes to stop the 747. No brakes. Caught on voice recorder: "we haven't got any brakes - s . . . t!"

The 747 entered Terminal Two at LAX through the glass and penetrated about 25 feet.

At the FAA hearing, all were sitting around the table listening to the voice recorder (CVR). At about the time the recording aired

the FE saying, "who the hell thought this one up?" all eyes were trained on the person sitting there who DID think it up . . . laughter broke out.

FAA does not like laughter. In an effort to bring some decorum back to the hearing, an FAA inspector said, "Captain Dingbat . . . um . . . at what point did you realize you had a problem?"

His (no s . . . t answer) was "I think it was when I passed the cigarette machine in the terminal."

Meeting adjourned.

CLASSIFIEDS

FOR SALE: (2) EAA55 hats; \$15.00 each. (4) EAA55 tshirts; (1) small; (2) medium; (1) xlarge; \$15.00 each. Lots of Large & XLarge Mason Aviation Days tshirts \$10.00 each. See Sharron Hacker or Bill Purosky.

FOR SALE: Sporty's Electronic E6B Flight Computer. Like new. Retail value \$90.00; will sell for \$45.00. Proceeds go to EAA55.

FOR SALE: 1946 Cessna 140. 3660 total time; 1333 on 100 HP O-200A. Clean, good looking, great flying plane hangered at Mason Jewett. Valcom 760 radio; Narco Transponder. All A.D.s complied with; annual inspection & transponder recertified 8/21/06. Only \$22,000. For details or appointment contact Tom Botsford 517-256-4381

FREE: Collection of EAA Sport Aviation magazines; all issues 1959 thru 2000. All organized in boxes by years & includes some indexes by Bergeron. One condition – entire collection must go. Contact Bart Smith 517-676-2146

WANTED: couple of used card tables for chapter social nights. Drop off at meeting room if you have one to donate.

WANTED: several large size coolers or tubs for our pop & water concessions. Drop off at meeting room if you have one to donate. Please put a note on it so that we don't mix it up with the stuff that has yet to be picked up from MAD loaners.

FOR SALE – Wicks one inch seat cushions, blue, with front map pocket. Set of 2, like new. \$120.00. Contact Patrick Salow 517-565-3178

FOR SALE – Zodiac inflatable boat 10'2" limited edition. Wood floor, 1100 lb. Capacity, up to 10 hp outboard motor. Excellent condition. \$800.00 Contact Tom Botsford 517-256-4381

FOR SALE – Franchi 12 gauge semi-auto shotgun in new condition. Contact Tom Botsford 517-256-4381

WANTED TO BUY – Cessna 210; retractable gear. Contact Doug Green 601-265-0009 or coffee-break@hotmail.com

WILLING TO LOAN – Jigs & Fixtures for a Zenith 701. Contact Chuck Hacker 517-623-6476

FOR SALE – Avon Products & Natural Beauty Soaps. For a copy of the latest brochure, contact Deanna (McCreery) McAlister 517-596-2506 or visit www.naturalbeautysoaps.net/deanna

WE COULD HAVE INSERTED YOUR AD HERE! If you have a FOR SALE or TRADE or WANTED or NEED TO BORROW or FREE TO GOOD HOME, etc. – we have space in our newsletter. Contact Warren or Vickie for the next edition!



NEW SURPLUS HARDWARE

Save 30-50%

Examples:

Old style 1" hose clamps	2.00 ea.
FA6 1/2-45 Dzus, fresh plating,	1.75 ea.
Stearman Dzus spring	.50 ea.
Continental rocker hose clamps	2.00 ea.
4B2S spark plug (Lycoming)	6.50 ea.
417S spark plug (Continental)	6.50 ea.
Prop clamp bolt (Hamilton, Mcauley)	20.00 ea.




Stearman Smoke System

System comes ready to install between the front rudder pedals. Just drill six holes and clamp to the frame. Includes three gallon tank, pump, all hoses, flow valve, nozzle, and mounting hardware.
Field approval required.

Price: \$725.00

Yesteryear Aviation Inc.
4322 Curtice Rd
Mason, MI 48854

Phone 517-676-4416 day
Fax 517-676-3485

Planes and people having fun at Mason Aviation Days.



POCKET CALENDAR

9/22/07 - Air Force Museum in Dayton, Ohio, leave from Chapter 304 in Jackson by bus at 7 AM

9/22/07 - Williams Aero Estates Annual Fly-In at 2:00pm

9/28/07 thru 9/30/07 - Michigan Air Tour 2007 (final stop Mason Jewett Airport)

12/8/07 - Chapter 55 Christmas Party; Vevay Township Hall

additional listings available at

www.mdot.state.mi.us Events Calendar and www.flyins.com