

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

AUGUST 2004



Meetings are the 2nd Saturday of each Month
Chapter 55 Hangar - Mason Jewett Field

Pres: Mike Arntz 694-4601 Vice Pres: Tom Botsford 663-1318 Treas: Gregg Cornell 351-1338
Sec: Drew Seguin 332-2601 Editor: Warren Miller 393-9385

Climb and Maintain Flight Level 55

AirVenture at Oshkosh! Another one under our belt and we are looking forward to next year. If you have not experienced AirVenture, it is well worth the pilgrimage to the Mecca of aviation.

In Camp Scholler, we found Chapter 55 members circled up on 15th and Elm. Dick Bacon got there early and laid out the perimeter, which he said he thought he was being a little piggy. The area measured ninety feet long and took up the distance between 14th and 15th streets. Chuck and Sharon Hacker nosed their motor home up to Ken and Vicki Vandenberg's motor home. That was the southern end of the group. The west end was occupied by Gilbert McKessy along with Jim Cushing, who drove down from the UP. Next to him were Gregg Hover and Dave Cook. The north end was taken up by Bill and Marylyn Bezdek's motor home, along with Dick Bacon who's motor home decided to take a break (pun intended) and he camped out in his van. On the east end, we had Tom Botsford and Tom's friend Karen and yours truly, Renee and Mike Arntz. We were treated to another gourmet dinner put on by the Bezdek's. It was incredible, my compliments to the chefs. Camping at Oshkosh is a lot of fun with the good conversations, good people and getting to know our chapter members better, not to mention the airplanes, the vendors and the air show, along with all the activity sights, sounds and smells.

Some Chapter 55 members were spotted at AirVenture to include, Bill Purosky, Jim and Sue Palmer. Gregg Cornell called this morning and he got to go over for one day. I guess he hitched a ride with Dan Schiffer in the hotrod L39. I heard it took less than an hour to get there, blows the doors off six and a half hours in the Caddy.

We will have the Fly-In/ Drive-In on Sunday, August 15, 2004 from 11:00 AM to 5:00 PM. We need volunteers for everything from cooking to parking airplanes and cars. Remember as a team we can make anything happen. We need to generate more dollars for our chapter. In order to improve and maintain the from events from last year went to, we need to all participate.

For a nominal fee you can eat a great steak dinner. Let's get the word out. Renee is even sending out emails and requesting that others spread the word by forwarding the email to others. She is getting inquiries on this already.

I hope to see you all there and bring a friend. One you can sign up for a chapter member because time is running out on my challenge to all of you to bring in a new member each. New members are an asset to the chapter with new thoughts and ideas.

Remember to take a chapter member when you go flying.

Mike Arntz, President

<p>AUGUST SCHEDULE Board of Directors' Meeting Wednesday, August 11, 2004 Chapter 55 Meeting Saturday, August 14, 2004 8 - 9 Breakfast / 9:30 Chapter Meeting</p>
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BREAKFAST W/CHAPTER 55

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<u>August Team</u>	<u>September Team</u>
Kyle Bradford	Lloyd Brown
Carl Darymple	Gary Davenport
Adam Fogg	Jim Henrickson
Gordon Hempston	Steve Kent
John Kennedy	Edward Manturuk
Gary Nesbitt	Bob Noelp
Mary Schwaderer	Dick Bacon
Dennis Swan	Barb Bacon
Ed Zdybel	Ralph Taggart

EAA Board of Directors Meeting

July 7, 2004

Minutes not available, a copy will be posted on the bulletin board or request a copy.

EAA Chapter 55 Business Meeting

July 10, 2004

Minutes not available, a copy will be posted on the bulletin board or request a copy.

Notes from Cape Jubjy

By Terry L. Lutz, Chapter 55 Flight Advisor

Article not available, a copy will be posted on the bulletin board or request a copy.

Young Eagles

By Renee Arntz

I want to thank all of you who helped with the Young Eagles rally on July 10, 2004. I was told that we would have 50 plus kids turn out from Leslie. I had contact with the Kerry Fry in June but because of the director's personal conflicts it was changed to July. I have been told in the past, that groups of kids would be at our events but this doesn't always happen. Thank goodness I ate breakfast as soon as I got to the hangar. At 8:30 AM we already had kids waiting and the event did not even start until 10:00. We flew 55 kids that day.

Chuck Hacker flew his two first Young Eagles this month. We had plenty of flight line, pilots, and ground crew to help and as always I can count on Vickie Vandenbelt to be at my side. Chapter 55 pilots have flown 1,625 Young Eagles to date. As Young Eagle Coordinators, my goal, along with Mike's, was to fly 1,000 kids. This month with the help from everyone, we did it. The total is 1008. I hand delivered the Young Eagles certificates to headquarters on Tuesday at Oshkosh.



Regarding the Steak Fry ...

by Vickie Vandenbelt

I'm working on securing items to do up "goodie" bags and to offer in door prize drawings again this year. They will be distributed to pilots who fly in and register at the steak fry.

If you know of anyone who might be interested in donating any items toward this cause, please contact them or let me know whom I might contact.

I also plan to do an "FREE INFORMATION" table of items available to the public. If you have some old issues of Sport

Aviation or AOPA Pilot or such that you want to get rid of, keep this in mind.

SPORT PILOT RULE CLEARS FINAL HURDLE!!!!

Chapter Information

EAA is extremely pleased to announce that today the long awaited Sport Pilot/Light Sport Aircraft Rule cleared its final hurdle by being approved by the Office of Management and Budget. The rule has been returned to the FAA for preparation for publication in the Federal Register. Details of the final rule will be published on EAA's Web pages www.eaa.org <<http://www.eaa.org>> and www.sportpilot.org <<http://www.sportpilot.org>> as they become available.

EAA Chapter members are encouraged to visit EAA's Sport Pilot Center at EAA AirVenture Oshkosh 2004 to learn more about the rule and details of its implementation. By doing this, members will be able to share information with fellow Chapter members when they return home.

EAA will play a key role in making the rule a success, as it has in getting the rule approved. EAA Chapters have a tremendous opportunity to assist in this implementation. There will be many questions on details of the rule, and Chapters can be instrumental in helping to distribute accurate information, both immediately to the aviation community, and to the many people who will be drawn to aviation in the future. Very soon, we will ask each chapter to appoint a Chapter Sport Pilot Contact, who will be responsible for studying all EAA Sport Pilot related information and relaying this as a regular part of chapter meetings. We will follow-up soon with more information on this, and an application form. In the mean time, we encourage all Chapter leaders to check EAA Web pages and publications frequently to better understand the exciting new opportunities.

We are on the brink of the most exciting growth of recreational aviation in at least 50 years. Now let's make it work!

OSHKOSH BY GOSH

By Warren Miller

I washed and loaded the motor home Monday for the trip to Oshkosh the next day. Wouldn't you know it would rain over night and into the next day. I picked up chapter members, Dick Riisberg and Roy Thelen and headed for Wisconsin. The rain finally stopped when we got to Benton Harbor and the weather turned sunny for a beautiful day. We approached the Gary, Indiana area and as usual, road construction was the scene for miles and miles. The traffic was moving well except for a minor slow down due to an accident.

In past years, I have taken the toll road around Chicago. I hate to just get moving and then have to stop and feed the ten or so tollbooths, so this time I decided to head right up 94 to downtown. What a surprise, traffic was moving at 60 mph and having to spend only \$1.50 on the short stretch of toll road, the going was great with no problems.

We got to Whitman Field in 7 hours and checked in. We found a nice grassy campsite near 101Woods.



Dick Riisburg and Roy Thelen

We could see most of the daily air show and fly-bys right from our front yard, which was also a perfect place to enjoy a cold beer and cook on the grill.

Going down to the flight line on Friday afternoon for the air show was the great. One act called the Masters of Disaster was the best we have ever seen at Oshkosh. There were three bi-planes involved. One, a Steirman, had a jet engine installed between the landing gear. This plane could take off in 75 feet and fly straight up. There were two "jet" semi-trucks on the runway. The planes flew a random act, buzzing all over the sky with a lot of smoke going, so thick it's a wonder they could see each other. The trucks were out puffing large clouds of white smoke while putting out huge blasts of yellow jet fire. The haunted house like music blared over the loud speakers, which added to all the engine noise. Then the two jet trucks lined up on the north end of each of the two runways facing south while one of the bi-planes came diving out of the sky flying between them at full speed. The trucks lit off the burners and passed the speeding plane in a very short distance and reached a speed of 320 mph before getting to the end of the runway. What a show, the crowd was jumping up and down with excitement.

During the next four days, we went our separate ways to look at all the "stuff" - tour the fly market and of course see who could pickup the most vendor handouts. Then we would later meet up at camp to have lunch and dinner and compare our reading material. I was beat out by Dick who got a backache carrying his 20 pounds each day in his backpack and by Roy who could only get 15 pounds in his little backpack. I had all I could handle in a plastic carrying bag. We later poured over all the newest nav equipment, radios and engines, etc that would allow a guy to easily build an airliner that could take off of a thousand foot strip. Home building technology and flying has come a long way in the last few years, hasn't it?

We spent Friday night at the beer tent near the Museum and it was packed. They had a great band playing from Milwaukee. The crowd would not let them go at the end of the evening without playing three more songs. We had a great time at Oshkosh this year. We broke camp about noon Saturday and returned home via the route back through Chicago, which went really fast and we were home safe and sound in a little under 7 hours.

Note: I will not be at the meeting this month as Bonnie and I, along with 7 other couples will be loading up the motor homes and trailers and hauling the Harleys to Sturgis, South Dakota for the world's largest motorcycle rally starting August 5th. Some items are missing from this newsletter because of the time element and will be included in next months. See you when we return. Warren

SPORT PILOT/LIGHT SPORT AIRCRAFT MEDICAL

By Dick Wilke

Since I'm building a RANS S-6S Coyote II, I was overjoyed to get the news that after a decade of work this proposal had finally been approved two weeks ago. Imagine my dismay when I learned a few days later that if your medical had been revoked or denied you would not be able to fly with a driver's license! I called and left a pleading message at EAA on Ron Wagner's phone. He is head of Field Services and has closely followed SP/LSA, and I had spoken with him several times at Sun N' Fun.

Ron had Joe Norris e-mail me a reply saying that I could 1) pursue a third-class special issue medical from the FAA, or 2) seek a sport-pilot medical evaluation via a separate procedure that the FAA continues to design and develop.

Either choice leaves me with a doubtful outcome, and I e-mailed Joe that I hoped EAA would do everything possible to get this rescinded.

Not knowing whether to continue building my aircraft or put it up for sale, I decided to head for Oshkosh. Joan's sister and husband have a home on a lake an hour south of Oshkosh, so we stayed with them, and I spent Friday and Saturday at AirVenture. Upon arrival I headed straight for the FAA Aeromedical booth and spoke with Dr. Bill Mills. He said that since Monday they had been besieged by people like me, who were very upset about this requirement. He said the FAA had signed off on the driver's license as evidence of medical, but that this had been questioned during the OMB process. That was one of the reasons the FAA pulled it back from OMB. He said their regulations had not changed, so essentially, the existing requirements still apply. The FAA estimates that several thousand people are caught in this web. Dr. Mills suggested I send in my latest medical information as soon as possible, and a letter from my doctor, and request a re-evaluation.

I then went to the EAA booth and found Ron Wagner. He was very sympathetic with my concerns and gave me a brochure covering the question. Ron said that the EAA Aeromedical group was meeting with the FAA that very evening to begin discussions on this subject. He suggested I hold off sending in my medical request until EAA has a chance to work this out with the FAA. He also said he'd like to give me some of the best advice I would ever get: Finish the airplane, get it certified, and have it test flown. Then, if the medical question is settled, I will be able to fly it, and if not, it would be worth far more than a partially built project.

I decided to take his advice, and ordered a transponder and ELT, and some antennas so I could proceed with building the airplane.

It was great to be back at Oshkosh after many years. I walked for miles and saw thousands of airplanes of all types, talked with suppliers, enjoyed the airshows, and even met Paul Poberezney! I spotted him when he stopped his red VW marked EAA No. 1, and shot a picture, then walked over and shook his hand, and said "You are a wonderful man. You have done a great deal for all of us!" He said "Thank you very much!" It was quite an

emotional experience to meet the father of EAA.

Another thrill was climbing aboard a beautifully restored Lockheed Constellation painted white with TWA insignia in red. The pilot was a retired TWA and American pilot who told me that Howard Hughes flew the No. 1 Connie from L.A. to New York to set a new cross-country record, before turning it over to the government at the start of WW-II. All in all, a great experience.

Experimental Aircraft Association Chapter 55 cordially invites you to join us again this year!!

We will be hosting our annual Steak Fry Fly-In/Drive In on Sunday, August 15th from 11:00am until 5:00pm. Last year, our two-day event was attended by over 4,000 people and attracted an estimated 225 aircraft to our airfield. We obtained record donations to our Newberry Scholarship Fund as a result. While this years event may not be quite as extensive, weather permitting, we anticipate a grand turnout!!

We hope to come through with "goodie bags" for the pilots and some door prize drawings. But it's a sure bet that the steaks will be GREAT!!

Hope to see you there!!