

**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

Here we are in the one-hundredth-anniversary year of the Wright Brothers first flight, I look out the window here at work and see aircraft of all types landing and taking off. I think what creative creatures we are - going from a wood and wire aircraft that barely got off the ground to crossing time zones and oceans, traveling more than half way around the world in a few hours. Think about those guys who flew in an aircraft with such low horse power that if you were asked today to fly the same such craft, you would respond "What - Are you Nuts!?".

Last month we held our election for Directors of the Board. There were four positions, with eight people running; representing a very good cross-section of the membership and experience. I wish I could have put them all on the Board. Our newly elected members are as follows: Ernest Lutz, Doug Koons, Bill Purosky and Renee Arntz. I welcome the new members and the reelected members to the Board. Their terms are for two years starting January 1st, 2003.

Wow! I guess the Christmas party really came off well with fifty-seven people in attendance having a great time. I would like to thank all the people involved: Renee Arntz, Joyce Brown, Greg Hover, Vicki Vanderbilt, George Moore, Ted Lakin, and Gary Long. We would also like to thank Marilyn Bezdek and Rose Long for making those beautiful centerpieces. The food was great and Ted kept busy at his bar. Ted, Gary, Carl and Jack provided the music.

See you at the meeting. Remember when you go flying take a chapter member with you.

Mike Arntz

Teams

NO DESIGNATED TEAM FOR JANUARY

VOLUNTEERS NEEDED TO PREPARE BREAKFAST

EAA Board of Directors Meeting

Board of Directors Meeting – December 11, 2002

Attendees: Pres. Mike Arntz, V. P. Gary Long, Treas. Gregg Cornell, Sec. Drew Seguin, Renee Arntz, Doug Koons, Ted Lakin, Ernie Lutz, Joe Pirch, Bill Purosky, → Final Young Eagles tally for 2001 was 291 flown for a chapter grand total of 1191. Renee has certificates and pins to distribute to participants at the regular meeting. → Secretary's report was approved → Treasurer's report was approved → Greg Cornell indicated the Newberry Scholarship recipient was notified and he has sent a thank you note to the chapter. → Chapter 55 will be hosting an EAA leadership conference on February 15 at the Chapter meeting room. We need volunteers to participate. The chapter will get some free attendees, see mike Arntz. We will make money on the meals served. → The Chapter 55 Christmas dinner will be held December 15. There are currently 44 members and guests signed up. → The Board established that the term of the honorary membership will be from 1/1/03 to 12/31/03 → The chapter is still in need of a media coordinator. Anyone interested should contact Mike Arntz. → There was discussion about the Chapter by-laws and the need to review and possibly update them. The motion was made and passed to set up a committee of three to review and make recommendations for changes. This will take

Board of Directors' Meeting

Wednesday, **January 8, 2003**
7:00 pm at Hangar

Chapter 55 Meeting

Saturday, **January 11, 2003**
8-9:00 am Breakfast
9:30 am Chapter Meeting

place in January when the new board is in place. → The ballot for the upcoming Board Member election was approved. → The chapter will have a booth at the Great Lakes International Aviation Conference. Bill Purosky will buy the complimentary pass from the chapter at the standard price. We expect to share costs with The Great Lakes Fly in organization. → Chapter 55 did not make the cut for the visit from EAA's B-17 for the regular tour. There is still interest but their requirement for a 5000 ft. runway is a problem. The Board agreed not to pursue hosting it at Capital City Airport. Joe Pirch will follow up.

EAA Chapter 55 Business Meeting

Membership Meeting – December 14, 2002

The meeting was called to order at 9:35 am. There were 32 members and guests present. → Greg Cornell introduced Travis Harmon, winner of the Newberry scholarship. → Minutes from the previous meeting were approved. → The Treasurer's report was approved. → Young Eagles. Total for the year was 291. Pilots and Ground crews were recognized with certificates and pins. → Mike Arntz announced the plans to review and revise the chapter by-laws in 2003. The committee will consist of two officers and one board member. → Doug Koons was recognized as member of the year for 2002. Congratulations Doug. → Nominations for Chapter 55 Board of Directors were closed and the vote was taken. The new Board members will be Renee Arntz, Doug Koons, Ernie Lutz, and Bill Purosky. Congratulations to all of you and welcome to the new members. → The bench donated by the Chapter in memory of Bill Hanna will be at Trinity Methodist Church, 7533 W. St. Joseph, near Canal road. → Terry Lutz agreed to do an article on Bill Hanna for the Great Lakes International Aviation Conference. → The meeting was adjourned at 10:35 am.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

Well, here we are in 2003, and the countdown to the Wright brother's Anniversary has already begun. This is one of those special years where we have the opportunity to be both participants and spectators in a celebration of one of the most significant events in the history of mankind. From the original home of the Wright brothers in Dayton, to the Paris Airshow, to the First Flight Celebration on December 17th, and the opening of the new Air and Space Museum in Washington, it will be a year to remember. For a complete list of all the official events, log onto www.centennialofflight.gov. And motivate yourself to fly more hours, fly more young eagles, smack a few more rivets, spray on a few more coats of butyrate, and help out a few more of your flying friends.

Looking back on the past year, aviation saw the loss of some great pilots that left their indelible mark on aviation. Here are some notes on three of them.

Louis Wellington Schalk, Jr. was another one of those kids from Iowa that walked across farmland and dreamed of reaching for

the stars. He graduated from West Point, but chose the fledgling Air Force to start his career. After graduating from pilot training, and completion of an assignment to Germany, Lou attended the USAF Test Pilot School, graduating at the top of his class. He worked under Chuck Yeager testing the F-100, F-101, and F-104 fighters. Lou Schalk left the Air Force in 1957 to join Lockheed, and two years later became chief test pilot for Lockheed's Advanced Development Program. That's right, the "Skunk Works". On April 26th, 1962 at Groom Lake, Nevada, Mr. Schalk made the first of 13 flights in the A-12, which later became the famed SR-71. He flew it to a top speed of 2287 mph, and altitudes that exceeded 90,000 feet. Lou Schalk passed away August 16th, 2002.

Donald L. Rodewald was from Baraboo, WI and took his first airplane ride at age 9. Liked it so well he soloed at 16! After enlisting in the Army Air Corps at Selfridge Field, he went to armament school. Learning that the Flying Tigers were defending China against the airborne threat from Japan, Don Rodewald resigned from the Army Air Corps, and joined the AVG in China as an armorer. When the AVG was disbanded in 1942, he went to pilot training, and became an armament test pilot. In 1954, a crash landing during an instrument approach broke Don's back, forcing him out of the Air Force and into a wheelchair. In 1969, he grabbed hold of the first Blackwood hand control and regained his pilot's license under a waiver. One year later, Don Rodewald joined 4 other pilots to form the Wheelchair Aviators Association. Inspired to greatness, he purchased a Comanche 260 and in 1984 became the first wheelchair pilot to make an "around the world" solo flight. Perhaps you knew him as Don "Rode" Rodewald. He passed away September 16th, 2002.

I was in Sioux Falls, SD on January 2nd, and hoped to once again get a glimpse of the magnificent bronze statue of Joe Foss. It was there all right, but so was a wreath from the South Dakota Air National Guard that read "In Loving Memory". Joe Foss passed away January 1st. Enlisting in the South Dakota National Guard in 1939, the beginning of the war sent Joe to Guadalcanal. Between October 1942 and January 1943, he was Executive Officer of Marine Fighting Squadron 121, know as "Joe's Flying Circus". During that short period of time, he shot down 26 Japanese planes. For those combat victories, he was awarded the Congressional Medal of Honor. During his second tour in the Pacific, Joe's missions turned mainly to surface attack. A civilian pilot was making the rounds of Pacific Theater units to help with technical issues. He flew a few combat missions with Joe. His name was Charles Lindberg. Joe Foss left his mark across society after returning from the war. The Sioux Falls newspaper said, "Joe Foss carried himself with the unerring bearing of a compass and lived a plain-spoken life as open as the wide Pacific skies where he became an American hero."

Changing gears now, I thought I might talk a little bit about flying, and toss out some thoughts about approaches. There is an old adage that a good landing begins with a good approach. True enough, but what defines a good approach? Does it mean your airspeed is right on the money? Does it mean you are flying the approach at exactly the right glide slope? The airline boys use the term "stabilized approach", which is where you are on speed, in the proper configuration, on glide slope, and the engines are

spooled up to maintain the status quo, all at 1000 feet above the ground.

I like to think that a good approach is one where you fly the exact line in the sky to a predetermined touchdown point, and the airplane gets there at the proper speed, pitch attitude, and power setting. So you could really fly the pattern at any speed, as long as at some point on final, the correct speed is established in the correct configuration, with a reasonable distance yet to go for landing. Sometimes this is necessary because of wind direction and gusts, or updrafts and downdrafts. The key to it is keeping that frozen line in the sky that leads you to the exact touchdown point you want, with a normal 2-3 degree glide slope. Learning how your airplane decelerates with power and configuration changes is very important.

A long time ago, I experimented with the Luscombe Silvaire Bullet and flew power-off approaches in still air at different airspeeds. Normal approach speed is 55 knots. I started with 60 knots (too fast), and flew approaches in 5-knot increments. Fifty was OK, 45 required a little power to flare, and 40 was scary. Since then, I have experimented with flying the pattern at 80 knots, and decelerating on final. This technique works well when I have to mix in with faster airplanes. The key is knowing when to pull the power off to decelerate.

A few years later, I was in a Piper Cherokee at Mojave, CA that had Direct Lift Control through some large spoilers on the wings. A guy on the ground had a visual approach slope gadget, so I could fly glide slopes as steep as 12 degrees. These looked scary, but they were not really dangerous. The approaches were flown power-on, at a pitch attitude slightly higher than normal, and slightly power on. When the spoilers were retracted prior to the flare, the nose actually came down to a normal attitude for landing. Timing, as always, was important!

So you can see from these experiences that a good approach is a multi-variable task, but one that keeps that frozen line constant, and gets the numbers stabilized within a reasonable time prior to touchdown. Fly the airplane, don't allow it to fly you.

Climb on board the excitement for the Centennial of Flight, and as always, don't forget to help your fellow pilot when they need it. And if we fly a bit more, we're going to need a bit more help.

JANUARY 1ST 2003 MEMBERSHIP DUES

Chapter 55 dues are \$25.00 per year for renewing members and for new members. Make your check out to EAA Chapter 55 and send it to our Treasurer, Gregg Cornell, 639 Orchard St., East Lansing, Mi. 48823 or hand it to him at the meeting on Sat.

Remember, you must be a member of the National EAA and have a registration number to be a member of Chapter 55, otherwise your check will be returned to you.



Gregg and Carole Cornell had a fine Christmas dinner.



The joke is on who? Bob Noelp, Bill Purosky et al



Smilin Santa, William and Marilyn Bezdek



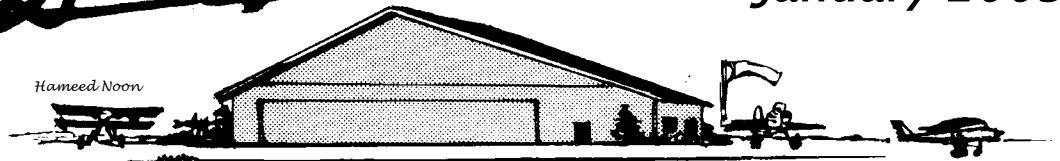
Debbie Groh –Honorary Member for 2003



New Board of Directors: Doug Koons, Ernest Lutz, and Renee Arntz (Bill Purosky not pictured)

Wingtips →

Hameed Noon



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