



THE FLYER



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The editors thank Nihl Storey, Randy Coller, and Lynn Matteson for their contributions to this month's newsletter.

Chapter Meetings are held the first Wednesday of each month at the Sport Aviation Center unless otherwise published. Everyone is welcome. Bring a friend and we'll do our best to welcome them.

Our next regular, chapter meeting will be Wednesday, June 3 at 7:30 PM. The Board of Directors will typically meet one hour earlier and you are welcome to attend and listen.

Officers:

President:	Earl Scott	(517) 783-3988
Vice Pres:	John Eiler	(517) 784-6242
Treasurer:	Chuck Furgason	(517) 783-1066
Secretary:	Stephen Matthews	(517) 789-8798

Board Members:

Steven Wellman	(517) 782-7261
Daniel Stanton	(517) 764-3489
Charles Moore	(517) 787-3364

Appointees:

Tech Counselor:	Jay Cavender	(517) 581-0995
Tech Counselor:	Joe Phelan	(517) 783-5040
Web Master:	Jim Buist	(517) 930-2265

Got a news item to share? Please call Steve Matthews or Jim Buist with the information. Or, better yet, send an email to Steve at smmathe@gmail.com or Jim at jimbuist@yahoo.com

Board Meeting Summary

- The treasurer (Chuck) gave a detailed report on the club's current financial position and savings. The club's financial resources are stable and are predicted to continue, given our typical revenue generating activities. In total, current Club financial resources equal \$24,887.58 plus checking balance of \$4,082.
- The treasurer filed our annual 501 C3 report with the Federal Government.
- Motion made (enthusiastically) to accept the treasurer's report, it was seconded and approved.
- Building sign – The airport board passed our request for clarification and the board instructed George Race to order the sign. 78" x 15" with full color graphics and software to run/modify the messages. We will place it at the end of the building at the roof line where it can be easily seen by drivers in both directions. It comes with 100 text effects we can use and should be viewable up to 800 feet away. Cost will be \$2,500.
- The board appointed three volunteers to review the on-line survey and present their findings at the June 3rd board meeting. The volunteers are John Feldvary, Jerry Lugten and Mike Pitcher.
- National Headquarters is offering a 6 month trial membership with all benefits to encourage member growth.
- Discussion about administration/coordination for the Young Eagles program. Time and pilot resources have run out for a spring or early summer program so the board decided to try again for an early autumn program.

Chapter Meeting Summary

- Chuck Furgason gave his treasurer's report (see board meeting summary for details)
- George Race talked about the building sign and led discussions about how it could be used including capabilities, software, opportunities, etc.
- Kent Maurer briefly discussed the airport plans subsequent to the loss of the \$3,000,000 for property purchase and right of way purchase.

President's Remarks

We are about to put on our 41st annual pancake breakfast and we will all appreciate all the help we get from our members. You guys are the ones who make this a success and all your hard work is so much appreciated. Let's hope for good weather and I'm sure we'll have a great Fly In. Thanks everyone, Earl.

Pacer Project Progress

The fuselage is now stripped and sand blasted. The tubing was inspected and we have instructions for priming and welding the door/window frames back onto the fuselage. We are typically working on the project Saturday and Sunday mornings. Please feel free to stop in and give a hand. For more information on current progress and needs, or to volunteer to work on the project at other times, please call project leader John Eiler at (517) 784-6242.

General Chapter News

For the latest news, please check the chapter website and contribute in any way you can, by adding information to our Latest News page. If you have any questions or have any trouble signing in to use that part of the site, call Jim Buist or email him at jimbuist@yahoo.com.

- Our upcoming, June meeting will be focused on our Pancake Breakfast Fly-In preparation and assignments. We also anticipate hearing some summary feed back by the committee on the member survey, which was completed in March.
- It sounds like Randy Coller's Lighter Than Air ground school was another "buoyant" success! Students came from as far as Indianapolis plus Grand Rapids, Battle Creek, Flint, Charlotte, Stockbridge, and at least one from Jackson. They even had four women in the class. It seems making a lot of hot air isn't just for the men anymore!

Airport News

- The Jackson Hot Air Jubilee (HAJ) is July 17 – 19, 2009. One big change this year is that there will be no carnival rides, leaving more room and focus on aviation. Randy Coller, the "voice of the HAJ", is looking for aircraft to be on static display. Projects, experimentals, ultralights, production aircraft, airplane relics, RC models, and anything educational are not only welcome, but very much wanted! Additionally, help is still needed on this event, as a lot of work goes into the HAJ well in advance of the actual event.

If you can help out in any way for this year's HAJ, whether to volunteer time, money, expertise, or an airplane for display, please contact Randy Coller at (517) 784-0237 or via email at rcscruffy@yahoo.com.

- The Aviation Heritage Park, located just outside our chapter facilities and along the grounds stretching toward the terminal, will be getting a World War II Pilot's Memorial. A bust will be sculpted by a local artist and placed atop a concrete base. Donations for this \$34,000+ project are still needed, with about \$27,000 raised so far, according to an article in the May 22 edition of the Jackson Citizen Patriot (www.mlive.com/citpat). To donate, please call the airport office at 788-4225.

- There is a road block in the construction progress at the airport regarding the lengthening and reorientation of the northeast/southwest runway. According to another article in the May 22 issue of the Jackson Citizen Patriot, \$3 million from the FAA, which was counted on for purchasing surrounding property, is now in question. As a result, airport officials will be meeting in June to determine how to move forward with the project.

General Announcements

- For those of you planning to do any private, international flying, be advised (if you aren't already) of the Department of Homeland Security's new rules. "Beginning May 18, 2009, all general aviation flights arriving into or departing out of the U.S. require the pilot to electronically submit crew and passenger manifests and other flight information to the CBP at least 60 minutes prior to departure." For more information, check out www.FAA.gov, www.FAASafety.gov, or see the DHS Final Rule at <http://edocket.access.gpo.gov/2008/pdf/E8-26621.pdf>.
- Did you know that the FAA puts out a newsletter every other month? The May/June 2009 issue includes articles titled "More Than Math", "Aircraft Certification 101", "The ABCs of ADs" and more. To read the latest &/or past issues, go to: www.faa.gov/news/aviation_news/.

Flying Destinations

- Where our members have been flying and where you might want to go!

- Randy Collier brought to our attention two new sources for Fly-In information. The 2009 edition of the Michigan Airport Directory has the 2009 Michigan Fly-Ins (that were known at the time of printing) listed on the last page, next to the back cover. MDOT also has these (and others?) listed on the Aeronautics website at: www.michigan.gov/aero. To find the list, scroll down to "Calendars" and then click on "Dawn Patrol".
- Nihl Storey has been keeping note of the "100 MPH" Club's activities. Back on May 5, a small group of them, including Lynn (in his Kitfox), Jack & Marge (in their C172), and Nihl (in his beautiful C150) launched to Mount Pleasant (3NP) in what was a beautiful, but bumpy, day. Nihl reported that "visibility at 4000 was a bit murky but the food was worth it." The group called a shuttle to take them to the restaurant/convention center where, as Nihl said, "They had a buffet food and salad bar second to none, about \$10.00 I think. Talked with the shuttle driver on the way back and he indicated that business was slow up there, as it seems to be everywhere. All in all a nice choice."

In addition to the May 5 adventure, above, on May 9 they planned a trip to Metcalf Field in Toledo, OH (KTDZ), though that apparently turned out to be a bust for some reason. On Mother's Day, May 10, the plan was to attend the Napoleon, MI (3NP) Fly-In Breakfast. The activities continued the following week with a trip to Frankenmuth (66G) on Tuesday, May 12.

This time the group consisted of Jack & Marge (C172), Nihl (C150), Lynn (Kitfox), Dan (CH801) and a guy named Andy. As Nihl said, "Andy lives on the farm where Lynn made his famous wheat field landing last summer when the fabulous Jabiru quit spinning the prop (awful quiet time). The field where Lynn landed is not far from the airport. I asked Lynn why he didn't land at the airport and, as I recall, he said that at 3000 ft MSL there is not a lot of time to look for airports (or something to that effect)." The group ate very well, no doubt, at Zehnder's, which according to Nihl "is famous for their chicken dinners and has a long and venerable reputation. Good food, good service, all in all very accommodating."

Nihl continued on to say, "Steve (C177) reports that he and wife Diane flew to Sun & Fun. They parked at Winter Haven where they had there C177 Convention (Show & Tell) and stayed there a couple days. Following, they went to visit some friends for a couple days and flew home. Steve said the weather was mostly favorable, a little bumpy over the mountains but all in all very enjoyable trip."

Towards the end of the month, the group flew to the Sturgis Fly-In Breakfast on Saturday, May 23, which Nihl reports was well attended. Nihl told us, "The 100 MPH Club was represented by John (Apache Twin), Lynn (Kitfox Speedster) Larry (Varlet w/Rotax) Jack and Marge (C172) and me in my super fine C150. Turned out to be a pleasant flight down and the food was average, for fly-ins: Hotcakes, un-cooked sausage, hot coffee and orange juice. Not something you would go back for seconds on!" Based on Nihl's description, it makes you wonder how they all returned safely home without using a barf bag!

Nihl then told us that after about an hour, the sky started turn turn rather black to northwest. So, Nihl continued, "We all departed in a rather rapid manner without much proper protocol.....The flight home was a little more bumpy at 3000 msl."

On the way home, Nihl tells us, "I stopped at Coldwater for gas and noticed all the hangers are for sale. It is certainly a beautiful Airport with little activity. (It) makes one wonder how, when or why it got built in the first place. Maybe just so we could have a nice place to go for a fly-in?" Then Nihl "stopped in at Robards (sometimes called 'Over The Hill Gang' for coffee and doughnuts on the way back to 3NP. About 15 planes dropped in for hanger flying, coffe and doughnuts." Sounds like it was a great day!

- We received two reports from Tony at the Napoleon airport. Prior to May 20, there was water on the field, but the road commission opened the culverts on the north end of the airport and the water drained off as of that morning. Tony said in an email that they are rolling the airport to get the tracks/ruts leveled out from all the "splash flyers" over the previous weekend. Mowing was to be completed late that week and they planned to reopen the airport on Friday, May 22. Then, on Thursday, May 28, Tony again emailed us to say there was more water on the field and the airport might once again be closed. He advised all to check the NOTAMS prior to flight.
- Randy Coller sent out another report, this time on the condition of several airports around southwest Michigan. Randy reported being at Sturgis, Niles, Berrien Springs, Plainwell, Watervliet, Rockford, Kent City, Grant, Jenison, Wayland, Lowell, and Coldwater, which as Randy said, "In all cases, the turf areas were good and dry. Watervliet has new drainage, but I would caution anyone using that field to be careful, (it is) the only airport I've ever been stuck on in 25 years of inspecting."
- As of press time, Nihl Storey & Lynn Matteson were getting ready for a trip to Virginia for

The Virginia Festival of Flight. They planned to leave early Friday morning, May 29 on their approximately 560 statute mile trip, depending on their route of flight. The pair was still debating whether to fly over the 5,000 foot plus mountains or take a slightly longer route, which would keep the ground lower beneath them. That route, however, could take them just a tad too close to the Washington, D.C. ADIZ, which requires a special on-line training course for those flying within 60 NM of the Washington VOR, so they would have to add that to their planning time. We hope to get a report from them on the actual trip next month.

Prince Props Presentation

by Lynn Matteson

While reading the EAA Calendar one day, I learned of a talk being given to the local EAA Chapter at Hinde Field (88D), Ohio, by Lonnie Prince of Prince props, and figured I better go and see what I could learn. I left here with about an hour's flight ahead of me, wanting to get there before the crowd showed up, so I wouldn't have TOO many judges scoring my landing at this ~9-27 turf field.

About 15 minutes before I got there, I was passed by a couple of RV-somethings (they all look alike), who were flying across the water(s), while I wisely (for me) took the more scenic and longer, way around. They were safely out of the way when I came in, followed shortly thereafter by a Navion piloted by Lonnie Prince, whose smoke-emitting low pass announced his arrival. A few of us helped unload his collection of props, prop parts, wood, and other assorted "props" (I'm sorry, but I HAD to do it) for his talk.

Lonnie began with a synopsis of his career around the aviation world. He told of the various places he had worked and been fired from, including working at a wind tunnel in Dayton, I believe he said. At one point he was considered the "guru" of propellers by management at that facility. He explained: "I told them I was the guru of propellers, and they believed me."

Lonnie made quite a few comments about the propeller industry, including one that I found personally interesting: "Prop companies all lie about their pitches....they purposely mis-mark the pitch, so that if rival companies try to match that pitch, they will not be successful in making a prop that matches the performance of the original prop." I found this interesting because when I had occasion to look into his props, his calculator for my plane and engine combo showed a MUCH flatter pitch than the Sensenich that I was using at the time. Also, his "P-tip" prop is about 4" smaller in diameter than mine. The reason for this is because his prop is more efficient due to the curved end of the prop....the tip is curved back, like the spoiler tip on some wings. This allows for the entire diameter of the prop to "work", unlike a normal prop which loses effectiveness at the last 4" or so of its diameter.....so says Lonnie.

Another story that Lonnie told was of a major prop company that began marketing a prop called "The Black Momba" or "Black Cobra" something like that, and it was touted by the buying public as a prop that "really, really, worked better than the previous prop" also by the same company. If these people who bought this "incredible prop" knew that

it was the same as their previous prop, only with black paint, they might have been a little less enthusiastic about their new purchase.

Lonnie described how to carve your own prop using simple tools and patterns and airfoils, something which I have absolutely NO interest in doing. He made it sound so simple though. He says there is about \$150 worth of materials in one of his props, and the rest of the approx. \$1500 is all labor! His company cranks out a limited number of props, with a limited number of employees, and he wants to keep it that way.

The company is located near Toledo, Ohio, and Lonnie welcomes visitors, saying "Wear your work clothes if you come to visit." I wasn't sure if this meant a visitor might be put to work, but I wouldn't be surprised if that was the case. When he left, he said he was going to return home and go back to work, and when he left, he laid down another low-pass, and the smoke was on all the way.

Upcoming Events

Do you know of any aviation events that you would recommend to our members? Please pass on any information, including flyers or website addresses (if you have them), to Jim Buist or any officer so we can add these to our on-line calendar and the newsletter.

- Wednesday, June 3, 2009: Monthly EAA Chapter 304 Meeting
- June 7, 2009: EAA 304 Annual Fly-In Pancake Breakfast
- June 5 – 7, 2009: Indianapolis Air Show: www.IndyAirShow.com; Mt. Comfort Airport (KMQJ)
- Saturday, June 20, 2009: Kendallville, IN Airport Fun Day; Fly-In, Drive-In; Breakfast from 7 AM – 11 AM, Lunch from 11 AM – 2 PM; Please see their flyer on our chapter website at www.eaa304.com/newsletter
- June 27, 2009: Midwestern Taildragger Rendezvous, Post Air Airport, Indianapolis, Breakfast and lunch 8:30 — 2, 1215 S. Franklin Road.
- July 17 – 19, 2009: Jackson Hot Air Jubilee (HAJ). To volunteer, contact Randy Coller at (517) 784-0237 or via email at rcscruffy@yahoo.com. For more info, go to: www.hotairjubilee.com/
- July 27 – August 2: EAA AirVenture Oshkosh; www.AirVenture.org
- Saturday, September 5, 2009: 19th annual Fly/In Cruise/In & Pancake Breakfast at Marion, IN Municipal Airport from 7 AM – 2 PM. More information is available at www.flyincruisein.com. A copy of their flyer is on our chapter website on the "Newsletter" page at www.eaa304.com/newsletter
- September 12-13: Mid-Eastern Regional Fly-In, Grimes Field Airport (I74), Urbana OH. For more information see www.merfi-urbana.webs.com/
- September 26: Wood, Fabric and Tailwheels fly-in, Lee Bottom Field, (64I) Hanover IN. For more information go to: www.leebottom.com. Lee Bottom also sponsors "Sinful Sundays" the second Sunday of June, July, & August. See their website for more info.