

THE FLYER

1

Published By Jackson **Chapter 304** of The Experimental Aircraft Association - February, 2009
www.EAA304.com

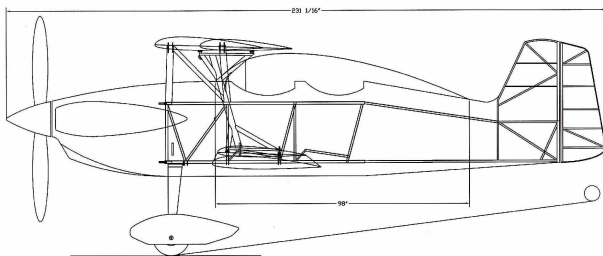
Chapter Meetings are held the first Wednesday of each month at the Sport Aviation Center, 3600 Wildwood Ave., Jackson, MI 49202-1811 unless otherwise published....Everyone is welcome, bring a friend and we'll do our best to welcome them.

This month's meeting will be Wednesday, February 4 at 7:30 PM. The Board will typically meet one hour earlier. 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
Counselors:		
	Jay Cavender	(517) 592-3283
	Joe Phelan	(517) 783-5040
Web Master:		
	Jim Buist	(517) 930-2265

This Month's Contents: 1) Board Meeting Summary, 2) Member's Profile, 3) General Chapter News, 4) Pacer News, 5) Meeting Notes & Speaker, 6) Contributing Writers/Events

- 1) **Board Meeting Notes:** We accepted the Treasurer's report - checking and savings are in excellent shape. The board discussed finding a member who will devote time and energy to promote the June 7th fly-in this year. Any volunteers? We ran into an application glitch obtaining approval from the Airport Board and Blackman Twp for our electronic sign, however, it turned out to be a minor issue and should be resolved by our next meeting. A committee was established for pricing the northeast corner of the hanger for member projects and will report at the February meeting. The 601 project stored in our hanger was finally sold for \$500, hooray!
- 2) **This month's profile is on:** No one! Given the bragging and tall tales I hear at our meetings I am amazed at how many members are shy about sending me a paragraph on their exciting lives. In addition, I'm collecting member pictures to load to our database which will help new members figure out who everyone is. If I haven't taken your picture as yet please find a suitable one and email me.
- 3) **General Chapter News:** **Matt Williams** spent 2.5 days in Dallas/Lewisville Texas learning how to build a wing rib for his first project, the Meyer "Big Toot" It will require a total of 28 ribs during the rest of the winter. Here's a picture of the two place layout. There is not a picture of a "Big Toot" two seat yet as it's still in the prototype stage... the first one will be complete in 2010... Matt's will be #2 and will follow soon after.



The Meyers Little Toot was considered the Cadillac of the breed. Bigger, smoother, professionally engineered, it offered the choice of either a tubing fuselage or one with an aluminum tail-cone aft of the pilot. Being bigger, and therefore, heavier, the airplane didn't perform well on the 85 hp Continentals which was considered standard-issue for sport planes. In fact, the airplane was, and is, quiet commonly seen with engines as big as 180 stuffed in it. Of all the older biplanes, the Toot had the best visibility and best ground handling manners. It was a favorite for pilots wanting to paint their airplane up in ersatz military markings because of its hawk-like appearance.

2009 dues invoices and an accompanying survey are in the mail to members. Please be aware, after one year of associate membership with EAA 304 the national organization expects 304 members to then become national members.

For the latest news, please check the chapter website and please contribute to that 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 or email him at jimbuist@yahoo.com.

- 4) ***Pacer Project News:*** We have almost finished sanding the silver coat. As of Jan 27 only the bottom of one wing remained for wet sanding. When that is completed and the last coat of silver applied, we will store the wings and tail parts and begin restoration of the fuselage.
- 5) ***Meeting Notes & Speaker:*** Our February meeting will be devoted to discussions on the planning for our June fly-in event and any miscellaneous questions that come up.
- 6) ***Contributing Writers/Events:*** Don't forget to see the *aviation art exhibit* of [Rick Herter's](#) at the Ganton Art Gallery, Spring Arbor University. Starting Sunday, February 1 through February 26. Gallery hours are from 9 am to 5 pm Monday through Friday and 1 to 5 pm on Saturday and Sunday. For more information call 750-6580 or visit www.arbor.edu. Rick has flown on combat missions with the US Air Force.

STEALTH STORY (Author wishes to remain anonymous and rightly so, this is terrible)

The Stealth idea really started when we were examining our budgets. We found that if the government didn't know about our airplanes we could save a lot of money. Stuff like transponders, radios, state license fees and federal registration were not needed by the Wright brothers and wouldn't be needed by us except being required by the feds and the state. The idea just swam around in our heads for a while until we read Ben Rich's book "Skunk Works" in which he described the development of the Lockheed Stealth airplane. We decided to proceed with an all-wood flying wing with no metal parts except the engine. For the engine, we decided on a 160 HP Lycoming, which 'Mr. X' had left over from his aborted attempt to convert an Apache to a Tri-motor. This worked pretty well but the engine was still metal and reflected radar.

The big breakthrough came one cold winter day when we were watching snow snakes dig up Mr. X's yard. He really wanted to catch the snow snakes but they're really hard to see. Well, Mr. X put his mind to it and built a snow snake trap that worked well, consequently we ended up with lots of hard to see snow snake skins.

We fooled around with the skins for a while and found we could stick them together using epoxy. If you have enough of them they were pretty near invisible. We glued a lot of them to our flying wing and found we had a real stealth except the Lycoming was still loud. We're still working on it because we don't want to wake up the tower operators when we take off. We also found the skins added weight and drag to our flying wing, which slowed us down and reduced the fuel we could carry.

On our test flights we didn't seem to attract much attention from radar sights but I didn't put much stock in that because they couldn't find me most of the time back when I was flying around with a mode C transponder. Lakeland was coming up and we wanted to go because the IAA (Invisible Aircraft Association) was going to have a secret meeting there to commemorate the Stealth Bomber. We decided to fly down at night to attract less attention, with one fuel stop because of the decreased performance resulting from the snow snake skins slowing us down.

We didn't want to land at an airport so we landed on a highway after following a line of trucks to find a level spot. At night this isn't so bad because there is less traffic and the trucks are well lighted and easy to follow.

We taxied up to a gas station and fueled up without attracting any attention which is easy now that you just stick a little card in the machine to pay for the gas. Takeoff was also easy, we taxied onto the highway after a truck passed and poured on the coal. Landing at Lakeland just before dawn we tied the

airplane down but it looked funny with tie-down ropes hanging without apparent support, with no airplane to be seen, so we just left it sitting there and one of us stayed with it throughout.

We flew once at Lakeland. Our buddy, Cliff, has an RV-6 and he wanted to see who was fastest. We took off together but Cliff was faster although he couldn't see us. About halfway down the course we turned around, returned and landed, so when Cliff got back we were sitting there drinking Smoke Oil and complaining because Cliff was so slow. At the IAA meeting we were awarded the best new design trophy, which is (of course) invisible and which we had trouble getting inside the airplane to bring home....but that's another story. The only problem we had at Lakeland was one night Mr. X snored so loud the folks down there thought they were undergoing a nuclear attack. However, after spraying Mr. X with foam he stopped snoring for a while.

Editor's note: Below is a picture of the airplane flying above a solid overcast of stratus clouds.