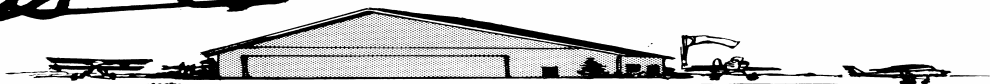


CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

JANUARY 2010



Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar - Mason Jewett Airport – 643 Aviation Drive, Mason, MI 48854

Pres: Ken Vandenbelt 589-5051 Vice Pres: Bill Purosky 214-2729 Treas: Ed Search 882-5867

Secr: Vickie Vandenbelt 589-5051 Editor: Warren Miller 214-2656 (all Area Code 517) www.EAA55.org

Climb and Maintain Flight Level 55

Happy New Year & wishes to all for blue skies and tailwinds!!

Our 2009 Christmas Party was a great success. We exchanged some pretty special gifts - like Gordon's poop hat and Jim's jigsaw puzzles, which I am sure he needs now that he has finished construction of his RV. And, I never dreamed that movie star



Marilyn Monroe would drop in to sing birthday wishes!! (there were rumors that Marilyn was later seen driving around Mason with Elvis - probably on their way to dinner with Joe DiMaggio). Many, many thanks to Julie Spalding for working with the caterer; picking up and returning all the dinnerware; putting together appetizers, cleaning up the hall, and coordinating the event. Additional thanks to Karen Meirndorf for decor schemes and door prize ideas, Deanna McAlister

and Vickie Vandenbelt for helping Julie and Karen put it all together. Our party would not be such a success without these folks working behind the scenes. Kudos and applause.

Our "Welcome the New Year Potluck" was also a great time. As always, the food was wonderful and the laughter plentiful.

As we start the new year, it's time to be thinking about summer flying and events. Chapter 55 will have a booth at the Great Lakes International Aviation Conference in February. We plan to host another MDOT seminar and we are also working to host another First Responders Seminar. We plan Young Eagle Rallies for June, July, August; along with our Dawn Patrol Breakfast in June and Mason Aviation Day in August. I look forward to these events as a means to share our love of aviation with people from all over mid-Michigan.

I received a letter from EAA National in December alerting chapters of upcoming changes to *EAA Sport Aviation* magazine. The new direction is based on 1) listening to EAA members; 2) looking at behavioral patterns online, AirVenture forums, e-Newsletter items etc; 3) younger aviation enthusiasts input about what's needed to reverse the aging trend; 4) studying reasons for membership non-renewals. I will post the letter on the board for your review. The first of the new magazines should arrive in member's mailboxes in late December/early January.

For our January program, we will host members of the CARDS (Capital Area Radio Drone Squadron). The CARDS have done an exhibit at past MAD events. As many of us know, interest in aviation often starts on a smaller scale with models & RC planes. Generating interest among young people is a problem for both our groups. An exchange of info may offer up some potential ideas for all.

What else should we plan for this year? There hasn't been much interest in recent programs, what would you like to do? Would a member volunteer to coordinate fly-outs and trips to other chapter's meeting? How about more social events?

And, remember that Wingtips is our chapter newsletter and all contributions are welcome. Submit your material directly to our newsletter editor, Warren Miller, warren-bonnie@comcast.net

Ken Vandenbelt, President

Breakfast Teams

<u>January</u>	<u>February</u>
Kyle Bradford	Rick Farrell
Lloyd Brown	Sean Mullaly
Ken Drewyor	Joe Pirch
Cliff Hale	Tom Schroeder
Gordon Hempstone	Brian Sheffield
Del Johnson	Bart Smith
Dan Pheils	Bob Smith
Jim Sawyer	Phil Tartalone
Carol Sawyer	

EAA Chapter 55

Board of Directors Meeting, December 9, 2009

Meeting was called to order at 7:02pm. →Directors present: Bill Bezdek, Bill Purosky, Doug Koons, Vickie Vandenbelt (acting Secretary), Al Spalding. Officers Elect present: Ken Vandenbelt; Ed Search; Vickie Vandenbelt. Visitors present: Warren Miller; Jim Spry. Absent: Sharron Hacker; George Moore; Dave James. →Secretary's Report dated Nov 11, 2009 - BPurosky made a motion to approve; DKoons second; approved as written. →Treasurers Report for Nov 30, 2009 - not available. →BBezdek suggested appointment of Warren Miller, Jim Spry & Joe Madziar to the BOD. Discussion ensued regarding the number of directors we should have; bylaws allow for 3-9 Class II Directors. BPurosky made a motion accept the fore mentioned appointments; DKoons second; all approved. →Young Eagles: DKoons reported that he has submitted report to national for reimbursement for goodies purchased with our YE award funds. DKoons was also approved to sell the remainder of the EAA calendars at \$7.50 each. →Membership: New member Don Burt is now in the Builders Hanger. BPurosky made a motion to award an Honorary Membership to Joan Wilke for 2009/2010; JSpry second; all approved
Old Business:

→Lease Agreements: BBezdek presented copies of the Joan Wilke & Don Burt leases to ESearch. Ed is to provide copies of these to KVandenbelt for the Presidents files. Discussion of the BOD agreed that all future lease agreements will be written with full monthly rental amount due for the first month (no pro-ration) and due monthly on the 1st of each month thereafter. Also discussed that the lease agreement stipulates one month notice of termination. →VVandenbelt made a motion to pay Vevay Township \$100 to reserve the hall for the 2nd Saturday in December 2010 for the Xmas Party; BPurosky second; all approved. →Newberry Scholarship: BPurosky made a motion to accept the recommendation of the scholarship committee to award Newberry Aviation Scholarship of \$1000 to Jason Cook & \$1500 to Justin Patrick (EMU students); DKoons second; all approved. DKoons made a motion to accept the recommendation of the committee to award an additional scholarship of \$500 to Nicolas Dziad (EMU student); BPurosky second; all approved. BPurosky made a motion to accept the recommendation of the committee to award an additional scholarship of \$1000 to Kyle Curtis (WMU student & Chapter 55 member); ASpalding second; all approved. →BPurosky reported that he has checked on Quick Books; it can be installed on up to three computers and is on sale. BBezdek made a motion to purchase Quick Books Pro for \$150 for use by Treasurer Ed Search; BPurosky second; all approved.

New Business:

→VVandenbelt made a motion to secure a Mason post office box for chapter mail costing approximately \$44 per year; BPurosky second; all approved. →Meeting adjourned at 8:34pm.

EAA Chapter 55

Gen'l Membership Meeting, October 10, 2009

→Meeting was called to order at 9:33am; in attendance 39 members & 4 guests. →Following the National Anthem, newly elected President Ken Vandenbelt thanked the breakfast team.

→Secretary's report; motion made to approve the report dated November 14, 2009; second; all approved. →Treasurers report; major expenses were roof repairs; motion made to approve the report dated November 20, 2009; second; all approved
Announcements & Other Reports:

→Young Eagles; DKoons reported that we earned over \$1000 & have used it to purchase goodies for the YE gift bags. Also, remainder of EAA calendars are for sale.
→Membership; VVandenbelt reported new member Don Burt & honorary member Joan Wilke,
Events; VVandenbelt reported dates for YE; DP; MAD have been determined; first Event Planning Meeting is scheduled for Wed Jan 13th, 7:00pm; all input & bodies welcome.
→Introduction of new officers President Ken Vandenbelt; Treasurer Ed Search; Secretary Vickie Vandenbelt and Directors Joe Madziar; Warren Miller & Jim Spry.
→BOD: approved Newberry Aviation Scholarship Awards of \$1000 to Jason Cook; \$1500 to Justin Patrick; \$500 to Nicolas Dziad (EMU students); and \$1000 to Kyle Curtis (WMU student & Chapter 55 member); approved purchase of Quick Books Pro for Treasurer; approved purchase of Mason post office box for mail; & will host chapter potluck on Jan 2nd.
→Dave Cook & Greg Hover announced their RV6 is ready & they are completing paperwork.

New Business:

→KVandenbelt presented BOD & Advisor & Coordinator Award certificates & pins; with sincere thanks to the departing officers President Bill Bezdek; Treasurer Sharron Hacker; Secretary George Moore for all their service to our chapter. →Tom Botsford stated that our past First Responders/Post Accident seminar was a great success and we should consider doing again. Consensus good idea; discussion explored working to hold in May & changing the MDOT seminar to April. Tom Botsford, Bill Purosky, Gary Long & Al St. George volunteered to committee the event. →Bill Purosky reported that EAA National will not pay for a booth at GLAIC this year; made a motion that Chapter 55 pay \$200 to have a booth; second; all approved. Contact BPurosky if you would like to work/attend. →Phil Tartalone talked about the seminars & speakers at GLAIC; complete info on their web site.
→Al St. George did up a list of what topics are covered on the DVD "Hints for Homebuilders". →Bill Bezdek presented the picture of EAA55 at Oshkosh with the Airbus. →VVandenbelt informed members that magazines donated by Russ Hilding & latches donated by Yesteryear Aviation are available on the back table. Chapter 55 hats \$13.00 each. Press Release for Ernie Lutz 300th Young Eagle was published & copy in the scrapbook. Looking for the DVDs *One-Six-Right* & *One-Six-Left* & the box of mementoes that Mary Schwaderer donated. →Meeting adjourned at 10:18am

TIDBITS ~

By Vickie Vandenbelt

NEW MEMBERS: Chapter 55 welcomes Don Burt (occupant of builders hanger), along with honorary member Joan Wilke.

PICTURES: my New Year's Resolution is to get updated photos of each member onto our website. Next will be getting

all the profile & project info I have organized & updated, plus getting info from you that I don't have!

PILOTS CERTIFICATES: Great reminder from Bill Purosky - recent changes to [Federal Aviation Regulation 61.19\(g\)](#) state that the holder of a paper pilot certificate issued under Part 61 may not exercise the privileges of that certificate after March 31, 2010. Airmen must request & be issued a plastic airmen certificate from the FAA. This process takes about 4 to 6 weeks - Act now! Cost is \$2 but you can't fly legally without the new plastic certificate after March 31, 2010. FAA instructions at http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/.

GREAT LAKES INTERNATIONAL AVIATION CONFERENCE (GLIAC): If you wish to attend as a part of the crew for the Chapter 55 booth - please contact Bill Purosky.

LIBRARY DVDs: Still need return of the DVD's *One Six Right* and *One Six Left*. They were removed from the library but the sign-out cards were not completed. Please contact me if you have them.

OSHKOSH MOMENTOS: Also looking for a box of mementos donated by Mary Schwaderer from her years at Oshkosh. It was placed in the chapter meeting room August. Does anyone recall seeing it or know where it went??

CARDS & MEMORIALS: If you know of a member who is ill or has had a death in the family, please contact Ken Vandenbelt at 517-589-5051 or kv_vand@core.com

2010 EVENTS: Mark your calendars - Young Eagles Saturday, June 12th from 9am-3pm & Saturday July 10th from 10am-2pm & Saturday August 14th from 10am-2pm; Dawn Patrol Sunday, June 13th from 7am-Noon; and MASON AVIATION DAY Saturday, August 21st 7:30am-4pm.

EVENTS PLANNING MEETING: First meeting Wednesday, January 13th at 7pm (most likely in the Terminal Bldg for warmth's sake). Any input & all bodies welcome. Something in particular that you would like to work on? - let us know. This year we really want to focus on promoting our Dawn Patrol & Mason Aviation Day in any way possible.

EAA CHAPTER 55 HATS: Available in royal blue; navy blue; charcoal @ \$13 each Or, order in your choice of color.

MARILYN MONROE: Video available at <http://www.youtube.com/watch?v=D4RpPzd5QHY>

KALAMAZOO AIR ZOO: Has announced they will continue FREE admission in 2010.

Young Eagles

By Doug Koons

Nothing to report for this month.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

Flying in winter can be a lot of fun, but it presents many unique challenges. If you're in Florida, it's not so bad. But up north, low temperatures and an abundance of snow mean that everything moves a little more slowly, including you in your heavy winter clothing and the oil in your aircraft engine. This month's *Notes* will touch on a number of pertinent subjects as you plan for winter flying.



Flight planning takes a little more time and must be done a little more carefully. In Michigan, snow showers will follow the passing of a cold front, and lake effect snow will develop when a northwest wind blows onshore from Lake Michigan, or if a northeast wind blows onshore from Lake Huron. Examine the weather closely and avoid the possibility of rapidly changing ceiling and visibility conditions in snow showers. Check notams and be sure there is a runway at your destination that's clear and mostly aligned with the wind. Landing on snow and ice is one thing, but dealing with a stiff crosswind and runway contaminants can easily put directional control at risk.

Plan for cold temperatures, and dress accordingly. Removing layers is a better option than adding layers you don't have. Protect your hands, feet, face, and ears, but leave enough flexibility to work outside. Selecting what to wear on your feet is important. You need to be able to move safely outside the airplane, but once inside and at the controls, a big set of boots might not work on small rudder pedals. Take a change of footwear, if necessary.

Engine preheating is an absolute necessity, and is actually pretty easy to do. There are lots of ways to do it, but here are some simple suggestions. If electrical power is available, a small space heater with a round opening and an adapter fitted with metal dryer hose will work. Run the hose into the bottom of the cowl where the air normally exits, and put several blankets on top of the cowl. An alternative method is to fashion a box that fits over the lower heater vents in your car. Park close to the nose of the airplane, attach a metal dryer hose to the box and run it out the right side window and into one of the engine air inlets. Plug the other one, put several blankets on the cowl, and turn the heater fan on full blast (enough heat will leak out the side to keep you warm in the car).

For either method, run the heater for about an hour. This will bring your whole engine up to above 40F, which will allow a nearly normal engine start. Because the engine temperature is above freezing, it is far less likely that the plugs will frost over. This can occur during a start without preheat, when the engine fires once or twice, condensing the water vapor in the air, which subsequently freezes in the spark plug gap. If that happens, you can crank all you want, but the result will simply be a dead battery!

Make sure the airplane is outside the hangar, and when setting up the engine start, avoid over-priming, either with the primer, or by moving the throttle to get fuel into the engine with the accelerator pump. This is the set up for a dandy carburetor fire (or worse). If a fire develops, *continue to crank the engine*, and try to suck the fire back into the engine.

Small airplanes with 6.00x6 tires can handle 4-6 inches of dry snow if you remove the wheel fairings. The taxi route has to be clear, without large windrows from plowing operations. With a low wing, you have to be careful that the wing will clear snow that has been piled to the side. With snow contaminating the runway, takeoff distance will increase, much like it would in long grass. For landing, plan for a more rapid deceleration, and keep the stick back to avoid nosing over. Soft field techniques for takeoff and landing will prove useful.

Once in the air, enjoy the increased climb performance and the great view of the winter landscape. I was doing some aerobatics last week, and noticed how really different the world looks in winter. With an overcast sky and no discernable sun at mid-day, there was complete gray above, and a mix of gray and white below. I was doing aerobatics in a black and white world! It wasn't disorienting, but it was difficult at times to determine which section line ran east and west, or north and south.

If you read the EAA news online, you will notice that Sonex has completed the first engine runs with a jet engine mounted on the aft upper fuselage of a modified Sonex aircraft, renamed the SubSonex. Makes sense to me! The engine is a Czech-built TL-100, with a single-stage turbine developing around 240 lbs of thrust. To put this in perspective, the 3200 lb AGM-86B cruise missiles we used to chase around the desert of Utah had a Williams Research F-107 turbofan engine (yup, built in Michigan!) producing 600 lbs of thrust. They cruised around at 500+ knots, so the SubSonex should be capable of over 200 knots at cruise. Let's hope the airframe is designed for it!

Actually, integrating a jet engine on an airframe designed initially for a reciprocating engine on the nose is no easy project. The nose must be faired to a low drag configuration. The fuel system has to be revised so fuel flows in the opposite direction and at the proper pressure. Weight and balance must be carefully worked out. The last thing you need is a CG problem when you really need to be testing a new engine.

But its development work, and small steps must be taken with confidence before you design a completely new airplane around a new engine. It will be an interesting program, and for the test pilot, it brings a new set of challenges. With the engine mounted on the aft fuselage, nearly between the V-configured tail surfaces, there will be pitch trim changes with application or reduction in

thrust. Engine operation will have to be tested at the full range of altitude and angle of attack, and over a limited range of sideslip.

Engine shut downs and relights need to be accomplished during flight, with the airplane in position and the pilot fully prepared to perform flameout landings. Many of the problems encountered in the first generation jets will be encountered in testing the SubSonex. A fire protection system is necessary, because a fire in the engine or pylon at that position on the airframe could be a real problem.

In some ways, integrating a jet engine on a small, homebuilt airplane is pioneering work, because in today's noise and energy conscious world, a jet engine in a small airplane may not be a viable idea. But the concept must be proven before the practicality.

Brrr! It was so cold last weekend in Michigan that someone saw a lawyer walking down the street with his hands in his own pockets! I guess if there ever was a time to help your fellow pilot, winter is the time when they'll need it the most. Shovel, scrape, heat, and push as necessary. And when you get home, how about going over your book lists? Since last month, the number of people responding has grown by 100% - that's right, after receiving just one list in November, I now have two lists. I think I see a pattern developing here.....

From the Flight Surgeon

By Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR

Ok, who turned winter on?? Boy it sure has turned frigid and for those of us that utilize our aircraft over the winter months the weather presents certain challenges such as potential for low body temperature or "hypothermia". Just as many aircraft engines don't start well when cold, pilots don't perform as well either when we are chilled. For example, exposed body surfaces such as hands are prone to frostbite when doing a good preflight. Cooling the body even a few degrees can lead to severe shivering making manipulation of controls difficult. With further body cooling comes further performance drops when outside for prolonged periods or in an aircraft with poor heating. Ultimately with further body cooling mental processes degrade which can lead to confusion, inability to think clearly and stiffness in the muscles. The bottom line? Dress warmly in layers, do preflights inside whenever possible in cold weather and consider hand warmers to keep your fingers safe and supple. Fly warm and safe!

CLASSIFIED

FOR SALE:

EAA Chapter 55 Hats; 3 color choices; \$13 each.

Vickie 517-589-5051

Two TKM MX-12 navcoms with trays, one glideslope receiver, and the wiring harness for \$1,200 (firm); look brand new. Cliff Hale 517-230-2357

Two navy blue sheepskins for Cessna 182 in very good condition; look new; \$175 for the pair. Cliff Hale 517-230-2357

Rans 2007 S6S Coyote II; 88 hrs; Rotax 912; many extras; \$55,000. Ernie Lutz 517-676-4601

DTV antenna; for analog or digital TV; \$20.00 George Moore 517-536-1034

Telex ProCom 200 noise canceling headphones. Bart Smith 517-676-2146

Burning barrels; \$5.00 Dave Groh 517-676-4416

Generac 4000w Generator; \$350.00 Greg Hover 517-676-5126

Yesteryear Aviation, new surplus hardware (Dzus, clamps, bolts, more) 517-676-4416

Military-style Dog Tags made to order. \$5.00 Vickie 517-589-5051

Avon Products & Natural Beauty Soaps. Deanna McAlister 517-596-2506

HANGARS FOR RENT:

EAA Storage Hanger space; \$70 per month or Builders Hanger Space \$115 per month plus gas (includes electric) Contact Ken Vandenberg 517-589-5051

T-Hangers: Contact Deanna McAlister 517-851-7047 or Lloyd Brown 517-589-8619

WILL LOAN:

Zenith 701 jigs & fixtures. Chuck Hacker 517-740-9222

PLACE YOUR AD HERE! Contact Warren or Vickie for the next edition!

While the C-5 was turning over its engines, a female crewman gave the G.I.s on board the usual information regarding seat belts, emergency exits, etc.

Finally, she said, 'Now sit back and enjoy your trip while your captain, Judith Campbell, and crew take you safely to Afghanistan.

An old MSgt. sitting in the eighth row thought to himself, 'Did I hear her right? Is the captain a woman? '

When the attendant came by he said 'Did I understand you right? Is the captain a woman?'

'Yes,!' said the attendant, 'In fact, this entire crew is female.'

'My God,' he said, 'I wish I had two double scotch and sodas. I don't know what to think with only women up there in the cockpit.'

'That's another thing, Sergeant,' said the crew member, 'We No Longer Call It The Cockpit' -- It's The Box Office.'



2009 Christmas Party