



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

JULY 2018

Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar; Mason Jewett Airport; 643 Aviation Drive, PO Box 443, Mason, MI 48854

→President: Drew Seguin 517-333-4531 →Vice-President: Margie Clark 517-853-1418

→Treas: Al Spalding 517-881-8757 →Secr: Vickie Vandebelt 517-589-5051 →Editor: Deanna McAlister 517-795-8171

www.EAA55.org



PRESIDENT'S MESSAGE

by Drew Seguin (president@eaa55.org)

Heat Wave! Dang it's been a hot one so far. That makes it pretty uncomfortable in the hangar working on the plane project. Well, it was cold in the winter too. Of course, the difference is we can turn the heaters on in the winter and just buy more gas. I don't have AC so we just have to tough it out. The good news is it looks to have passed for now.

Speaking of heat, this is a good chance to brush up on Density Altitude and your airplane. At Mason we can cheat because the AWOS tells us when it's high. But do you know how to calculate it? I sure couldn't recall so I looked it up.

Density Altitude is: $\text{Pressure Altitude in feet} + (120 \times \text{OAT} - \text{ISA Temperature})$

- Pressure Altitude is the altimeter reading at standard pressure of 29.92
- OAT in Celsius
- ISA is Standard temperature in Celsius (15 - 1 degree per 1000 ft. above sea level)

Although we're taught about high humidity, in fact the impact of humidity is much less than that of elevation and temperature. AOPA has a good discussion on this subject:

<https://www.aopa.org/training-and-safety/active-pilots/safety-and-technique/weather/density-altitude>

The plane project is getting close. So close I can almost smell 100LL. With any luck we'll get FAA signoff by the end of the month. Just in time for some great fall flying.

I had the chance to go to Oshkosh with Terry Lutz and Kurt Gubert in a Cirrus a couple weeks ago. We got a peek inside the Kermit Weeks restoration hangar. It was strange to see the place with no airplanes or crowds of admirers. There was quite a bit of activity with crews preparing for the big event this month. I hope you'll get the chance to go. I know I'm planning to.

BOARD MEETING: 7:00pm: Wed; July 11th
MEMBERSHIP MEETING: 9:30am; Sat; July 14th
with Breakfast served from 8:00am to 9:00am



June Breakfast team:
Hana Harshbarger, Bill Bedzik, Karen Meirndorf
and Chloe Miner

SCHEDULED PROGRAMS:

JULY/AUGUST:

Young Eagle Rally

CONTACT DAVE COUREY WITH YOUR SUGGESTIONS

EAA 55 Chapter 55 Board of Directors Meeting

June 6, 2018 → Meeting was called to order by President Drew Seguin at 7:04pm. → Present: Drew Seguin, Margie Clark, Al Spalding, Vickie Vandenbelt, Bob Clark, Doug Koons, Warren Miller, Bill Purosky, Ken Vandenbelt & Jack Voss. Absent: Mark Bathurst, John Bobcik & Dave Courey. Guests: Greg Harris, Jeff Shaud & Joe Madziar. → Secretary's Report 5/9/18; Doug Koons made a motion to accept; Bill Purosky supported; motion carried. → Treasurers Report as of 5/31/18; Margie Clark made a motion to approve, Vickie Vandenbelt supported; motion carried. → MAD Exhibits; Jack Voss is working on display of three guys building airplane parts; Greg Harris has the Cleco Game; Jeff Shaud will premiere his tool box assembly at YE. → Meeting Programs; looking for speakers and presentations January & forward. → Meeting Close Out Assignments; July thru December assigned. → Chapter Corporate Status Change from 501c7 to 501c3; paperwork about finalized. Margie Clark made a motion to approve expenditure of \$600 to submit with paperwork; Jack Voss supported; motion carried with 9 ayes and 1 nay. → Event Planning; Volunteers still needed on signup sheet. Insurance with National; ride hopping certificates of insurance; additional insured certificates for CRAA & Vevay Township; Drew Seguin to complete. → Memorial Donation in memory of Ernie Lutz; table until 501c3 completed. → Meeting adjourned at 7:35pm. → Respectfully submitted, Vickie Vandenbelt

EAA 55 Chapter 55 Board of Directors Meeting

June 9, 2018 → Meeting was called to order by President Drew Seguin at 9:34am with approximately 34 members and 1 guest present. → Following the National Anthem, Drew Seguin thanked the June breakfast team and announced the July team. → Guests and visitors were introduced. → Michael Lutz & Ernie's daughter, Penny, thanked chapter members for their support and presented the chapter with a picture of Ernie. → Secretary's Report 5/12/18; motion to approve; supported; motion carried. → Treasurers Report 5/31/18; motion to approve;

supported; motion carried. → Young Eagles; monitoring weather and will try if we can. → Dawn Patrol; inspector at 6:30am; serve at 7:00pm. → CRAA has given a special fuel price for weekend. → Jeff Shaud will have exhibit building tool boxes (skills of a home builder). Greg Harris will have a Cleco Challenge (more skills). → Greg Rheeder welcomes any adult eagle referrals. → Cri Cri to AirVenture; no report. → Karen Meirndorf thanks all our members for supporting Relay for Life. EAA55 raised \$365 and qualified for a Track Sign at the event plus an Electronic Sponsor spot. → Meeting adjourned at 9:52am. → Young Eagles event cancelled due to weather. → Respectfully submitted, Vickie Vandenbelt.

BREAKFAST TEAMS:

<u>July</u>	<u>August</u>
Ed Crouse	Dale Foerchler
Evan Falk	Ron Gorsline
Mary Gowans	Chuck Hacker
Greg Harris	Cal Hayslette (student)
Greg & Karen Hover	Steve Houghton
Dave James	Jim Palmer
Jadranka Komnenc	Pat & Karen Salow
Heather Lambka (student)	Jonathan Thaden (student)
Mackenzi Lambka (student/fam)	
Bruce & Audrey Thorburn	



YOUNG EAGLES
by Margie Clark (margie@eaa55.org)

Beautiful weather, great flying conditions...have you taken any youth between the ages of 8 and 17 up for their flight? If so, please be sure to have the registration form completed and place it in the folder on the table in the EAA Hanger. If you mailed it in to National, just leave me a note so we can keep track of who is flying and how many.

Again, if you are interested in flying Young Eagles be sure to take the Child Protection Survey and remember you must be a member of EAA National.

Looking forward to warm weather and clear skies for our upcoming events in July and August!
Happy Flying everyone.



ADULT EAGLES
by Greg Rheeder (greg@eaa55.org)

Summer time is here, fly-ins and Young Eagles, and more flying. I'm looking forward to the remaining events that E.A.A. has to offer. Here's to hoping you all do the same.

Our June Young Eagles event was a wash out. Let's pray to the weather Gods that we will be blessed with good flying weather. You just can't ever figure on Michigan weather. I'm stuck in Florida for a couple more days. The weather down here has been cooler than the weather in Mason. I hear it's been hot. I guess I'll find out Tuesday.

It's always good to get together with our group. That's one of the things I try to convey to our new members, Chapter 55 is a great chapter with nice and friendly people. I've been a member at other chapters that can't say that.

Come out and join us at Saturday's event. You know you'll like it.



NOTES FROM CAPE JUBY
by Terry L. Lutz
(terry.lutz@attglobal.net)

When you embark on a new adventure, planning is necessary, but things rarely go according to plan. As General Dwight D. Eisenhower once said "I have always found that plans are useless, but planning is indispensable". With the CriCri project, it looks like we are right in line with General Eisenhower's thinking. The freight company delivered the trailer carrying the CriCri airplane on the date they said they would. That's when the plan began to unravel.

Delivery would have been earlier, but as luck would have it, US Customs decided to peek inside the trailer. Instead of looking for the key to the padlock, the location of which was clearly marked on the trailer, they used bolt cutters to cut off the lock. Scratch one lock. Then the agreement with the

freight company was that it would be delivered to the Kermit Weeks hangar on the north side of Wittman Field at 11:00am.

At 9:10 EDT in Lansing, with Drew Seguin and Kurt Gubert on board the Cirrus SR20, we were in the airplane just about to call Lansing Tower for takeoff clearance when my cell phone rings. It was John Hopkins, EAA's maintenance manager, calling to tell me that a tractor trailer had arrived at 8:00 CDT at the Weeks hangar. Then he said that there was no way to remove the CriCri trailer because they had rolled it into the semi-trailer, and there was no way to grab it with EAA's fork lift. Not much we could do at that point except tell John we'd be there in an hour and a half. So off we went in very nice weather to Oshkosh.

We arrived just fine at the Weeks hangar and met with John Hopkins. He said the trailer was off the semi-trailer, but on the opposite side of the airfield, about where Exhibit Hangar A is located. They were able to find a ramp that could be used to roll the CriCri trailer out of the semi-trailer and onto the ground. The problem then became: how do we move it back to the Weeks hangar area for storage?



We grabbed some tools and piled into a couple of pickup trucks and headed around the airfield on a road that is actually inside the fence and on airport property. During the drive, it was amazing to see how much work was already in progress to prepare for AirVenture. Shower facilities were being upgraded, underground utilities were being laid and covered over, and the huge buildings in the display area were under construction. When we arrived at

Exhibit Hangar A, the door was open and instead of vendor displays, it was filled with the John Deere Gators that EAA uses during AirVenture.



The problem with the trailer was that it had no tongue and no hitch to connect it to the ball on one of the pickup trucks. The tongue was inside the trailer. We had to figure out how to unbolt it, then reassemble it on the trailer. The French pilot who built and will fly the CriCri, Lionel (pronounced “Lee-o-nel”) Adroit, had purpose-built the trailer, and found clever ways to attach and store all of their gear. Much of it was secured underneath the trailer, which had to be removed to get at the bolts holding the tongue and hitch. We also removed the temporary wheels at the front and rear of the trailer, used to stabilize it during transit. Once we did that, the job got quite a bit easier. We had enough bolts, nuts, and washers, and after about an hour of work, we had the trailer hitched to one of the pickup trucks.



We towed it back to the north side of the airfield and parked it in a large hangar next to the Weeks hangar. It will remain there until July 18th, when we are scheduled to tow it to the Waupaca Airport to assemble the airplane. Let the planning begin to do all of that in reverse, and ship the airplane back to France!



There are still a lot of obstacles to overcome. The FAA requires a bunch of paperwork, and the International Council of Airshows is requiring a statement of aerobatic competency. I’ll need to find an ICAS examiner who can view the airshow routine after takeoff from the top of a Ford Explorer, and provide the necessary paperwork. We are also working on the insurance package required by Ford, which could become somewhat of a show stopper. We have a camper rented and a campsite at Oshkosh, so that base is nicely covered.

When I flew for Northwest Airlines, I enjoyed flying with a Captain on the A320 named Peter M. Greenfield. Peter was an excellent Captain and a pleasure to fly with. He was interested in building a Glasair III, so we would spend our time together talking about home builds. On one occasion, we visited a Glasair completion facility in Phoenix, AZ on a layover. After I left Northwest, I stayed in touch with Peter, who lives in Ann Arbor with his wife Mary Lou. He is doing an incredible job with his Glasair III project, and in a radical departure from RV construction techniques, Peter helped me build my smoke oil tank from foam and fiberglass!

As many of you are aware, the FAA sponsors the Wright Brothers Master Pilot Award, for pilots who

have been actively flying for 50 years and more. There is an application process, and they require three letters of recommendation. Peter asked me to write a letter for him, so we spent some time reviewing his pilot history. As it turns out, his aviation background is something that dreams are made of, with a nightmare or two thrown in.

He grew up on New York's Long Island, and like most of us, he spent a lot of time building models, including the radio controlled variety. By the time he was 16, his Mother was driving him to the airport to take flying lessons, because the minimum age for driving in New York was 18. During his senior year in high school, he had study hall for the last two hours of the school day. So, the Principal allowed his Mom to pick him up and take him to the airport for flying lessons. Peter soloed in October 1966.

He rapidly built up his ratings, and by age 23, he held a Commercial, Instrument, Multi-Engine, CFI, and an Airline Transport Pilot license, which he accomplished in a Cessna 172.

Very notably, the first pilot that Peter soloed as a CFI was completely deaf. Can you imagine how difficult that must have been for an instructor? You had to communicate on the ground what to do and how to do it, then move to the actual instructional phase, where you have to communicate rather precisely to teach someone to fly. And he did it!

While he was building hours and ratings, Peter went to college and received a degree in Aircraft Maintenance and Engineering, then studied a bit more to get his A&P rating. His first real flying job was with an Allegheny commuter airline, flying a Beech 99 turboprop. It was a lot of flying, around 125 hours per month, with one day off a week. Since he eventually wanted to fly for a major airline, he decided to speak with the Chief Pilot for United Airlines at Washington National Airport. The guy's name, if you can believe it, was also Peter Greenfield.

During their meeting, United Captain Greenfield told Peter that he could hire him that day if he had a Flight Engineer rating. Peter quit his flying job after 6 months (and about 700 hours turbine time), and went to California to attend class and become a Flight Engineer. At the same time, he and Mary Lou were married, and he remembers spending their

honeymoon in a hotel in Dallas, TX, where he had to complete the simulator portion of the training.

With a Flight Engineer rating in his pocket, he went back to Washington for another meeting with United Captain Greenfield. Only this time the story was different. "If you had 1000 hours of turbine time, I could hire you today", which is what Peter would have had if he had kept his flying job. Such were the trials and tribulations of trying to get an airline job in the '70s and '80s.

Remember that this was in the day where there were no word processors, and letters had to be hand typed on an IBM Selectric typewriter. He and Mary Lou typed and sent out 550 letters to every airline, corporate flight department, and freight operation they could find. They received just 5 positive responses, and only 3 of those seemed like good jobs. He was eventually hired by the Fram filter corporation, flying the Convair 580. Peter told me that having an A&P license was very likely the difference that got him hired.

Flying for Fram took him to every state in the US and to several countries in North and South America. Since he was flying the CV580, he would do his annual training at the training facility for North Central Airlines (the Goose, as some will remember it). Every place he went, he always pursued excellence, which included meeting and working with those outside of Fram. Because everyone in the training department at North Central knew him quite well, he eventually hired there as an airline pilot, flying the CV580. North Central became Republic Airlines, then merged with Northwest Airlines, which eventually became part of Delta Airlines. Peter retired as Captain on the A330, flying internationally to Europe and the Far East. He likes to say that "he's flown little airplanes around the patch, and big airplanes around the world". I was very happy to write a letter for him, and will be even happier to attend the ceremony where he receives the Wright Brothers Master Pilot Award.

Wow, is it hot or what? But then sometimes you have to apply a little sweat to get airborne. On this 4th of July, I hope you've taken the time to remember what freedom really means, and that it also means you can take the time to help your fellow pilot when the really need it.

THE EAA MISSION:

To grow participation in aviation, by inspiring people to fly, build, volunteer and outreach to promote aviation.



TIDBITS

by Vickie Vandenberg (vickie@eaa55.org)

NEW MEMBERS: Chapter 55 welcomes new members Clarke Borgeson and Rick Laub.

CONGRATULATIONS: Greg Hover and Greg Rheeder on your respective retirements !! More time to spend at the airport.

THANKS AGAIN: To Greg Hover for cleaning all the window frames and sills plus doing a great job cleaning and waxing the floors (with the help of Ken Vandenberg and Jack Voss). Let's try to keep them looking great for a while.

CABINET DOORS & COUNTERS: Even anyone would care to volunteer to clean cabinet fronts, kitchen walls and counters - they could use a good clean up.

DALTON/FLUSHING AIRPORT: Apparently on the Michigan aeronautical chart, Dalton (3DA) is listed as 122.9 but in the AFD it shows 122.8. MDOT has been contacted and acknowledge the mistake and verified that **122.8** is still the correct frequency.

SPARTAN WINGS MEMBERSHIP: received a message from Spencer that his membership is for sale at a discounted price. If interested, contact him at 517-909-0065

FLY-OUTS:

Big Rapids - Soup Lunch; 11am-1:00pm; each Saturday

Brighton - Breakfast; 9am; each Saturday

Hillsdale - Breakfast; 8am-11am; 3rd Saturday each month

FLIGHT TRAINING AT TEW:

Great Lakes Air Ventures; Dale Foerschler;

<http://greatlakesairventures.com/>

Cloud 9 Flight Training; Tracy Tillman;
<http://cloud9flighttraining.com/2017/09/20/web-site-up/>

Spartan Wings Flying Club;

<http://www.spartanwings.com/>

IFLYPLANZ; Kyle Chmielewski;

<http://iflyplanez.com/>

Deanna McAlister; zirconmoons@gmail.com

HANGARS FOR RENT AT TEW:

Lloyd Brown; 517-589-8619

KBS Trust; Deanna McAlister; 517-795-8171

Tom Tuttle; 734-216-7532

Jacque Carlson; 517-881-6174

DO YOU HAVE ANY NEWS OR INFO TO SHARE?? Contact Vickie.

CARDS & MEMORIALS: Do you know of a member who is ill? Or, who has had a death in the family? Please contact me at 517-589-5051 or vickie7463@gmail.com so that the Chapter can send a card. (and my sincere thanks to those who have alerted me in the past.)



LCC - MASON JEWETT CAMPUS

By Mark Bathurst

bathursm@star.lcc.edu

Demand for skilled aviation maintenance technicians is driven by both U.S. and international employers' needs. Recent studies by the Aeronautical Repair Station Associating (ARSA) highlights how global trade in aviation maintenance creates jobs and business opportunities in every corner of the United States.

As an example of that interconnectedness, ARSA recently analyzed the list of FAA-certificated repair stations in the United States licensed to work on European-registered aircraft and components. ARSA determined there are 1,437 repair stations with European Aviation Safety Agency (EASA, the European equivalent of the FAA) approval across 47 of the 50 states. Overall, roughly one out of every three U.S. repair stations holds European certification.

In the U.S., repair stations employ more than 184,000 workers in total. When those numbers are added to

the roughly 27,000 mechanics working for airlines and the 66,000 employed in aviation parts manufacturing and distribution, the maintenance industry's total workforce is approximately 277,000 in the United States alone.

"Just as the aviation industry connects the world, the maintenance sector connects companies and workers throughout the United States to the global economy," ARSA Executive Vice President Christian Klein said. "This analysis demonstrates the interconnectedness between American aviation business and European air operations. It shows us one of the many ways U.S. industry is well positioned to benefit from the expected growth in demand for maintenance."

Michigan ranks #13 in the country with 31 EASA-approved repair stations out of a total of about 90. Total repair station employment in Michigan is over 4,200, and demand for new employees is increasing steadily. In recognition of that heightened demand, employers throughout the U.S. have contacted us asking when our students graduate and when they can come talk to our students about job opportunities. Employers include airlines, manufacturers and repair stations like the ones mentioned above. Our graduates are looking at multiple job offers before they graduate, and starting salaries are in the \$45,000 to low \$50,000 range. As a result, our enrollment numbers are at historic highs. We are also hiring part-time instructors for our program. If you know of someone who has an A&P license and industry experience, let them know. They can contact me at 517-483-1612.



EDITORS PROLIX
By Deanna McAlister
(zirconmoons@gmail.com)

See you at the airport.

Contributions to "WingTips" are welcome and can be made by contacting Deanna McAlister (zirconmoons@gmail.com)
Deadline: 1st of each month.
Jeff Shaud "Breakfast Teams" (jlshaud@wowway.com) and Dave Courey "Monthly Programs" (dcmi@reagan.com)

CHAPTER 55 CLASSIFIEDS

LOST & FOUND: Someone left a trailer light tester and 8mm socket in the meeting room ??

ROOMS AT AIRVENTURE: Contact Bill Purosky; just \$40 a night; 517-214-2729

FOR SALE:

Pietenpol Sky Scout; single seat; lycoming O-145; 65HP; good compression check; all new plugs; runs good and lots of fun ! \$5,500.00. Kyle Bradford; 517-663-3083

EAA55 Coffee Mugs; if someone would please buy these last three mugs (\$6.00 ea), we will be able to get rid of the box.

EAA55 Books; Library Overstock Sale; box on the table; \$1 hardbacks & 50 cent soft back.

Aircraft tire bead breaker; \$5.00; George Moore; 517-536-1034

Garmin 696 \$650.00 includes ext. ant.; AC wall charger; DC charger; panel/yoke mount; battery; Dave Courey; 517-331-7097; dcmi@reagan.com

Nine pieces- 1/8" 3-ply, Mahogany faces w/Popular inner plies, MIL P6070, \$15 ea; One piece-1/4" 5-ply Birch faces w/Popular inner plies, MIL P6070, \$30 ea; .040, 2024-T3, 2'x4', \$15 ea; upholstery fabric; abt 2 yds; Voltage Regulator, Cessna PN C6110010201, \$100; Telex 100TRA Hand Mic \$50; David Clark H10-20 headset, as-new, \$150; Graco Series 700, HVLP paint sprayer with several nozzles & accessories; plus 3M respirator; make offer. Prices negotiable. Gary Nicola; glnicola@att.net or 517-898-6387.

Maple Syrup; Pints, Quarts, and Half Gallons; John & Connie Bobcik 517-543-8238; jbobcik@gmail.com

Contact Deanna or Vickie to place your ad here!

Mason Jewett Field FBO:
Great Lakes Air Repair
517-525-3673
Maintenance - Painting - Upholstery - Engines

POCKET CALENDAR:

Jul 14 = EAA55 Young Eagles
Jul 23-29 = AirVenture
Aug 11 = EAA55 Young Eagles
Aug 18 = EAA55 Mason Aviation Day; 7:30-2pm
Aug 25-26 = Thunder Over MI
Dec 9 = EAA55 Christmas Party

FLYERS FROM OTHER AIRPORTS POSTED IN TEW TERMINAL

WEB EVENT CALENDARS:

<http://www.eaa.org/en/aaa/events>
<http://www.fly-ins.com/>
<http://www.michigan.gov/aero/>

2018 CHAPTER EVENTS:

**Mason Aviation Day (MAD);
Saturday, August 18th; 7:30am-2:00pm**

Tim Martinson; RV-6A & RV-12 project
Chuck Moore; REVO Lt Sport Evolution Aircr
George Moore; KIS Pulsar 150
Gary Nicola; Grumman Tiger restoration
Jim Palmer; Glasair III
Steve Potvin; RV-7 project
Pat Salow; Zenith 701
Drew Seguin; Carbon Cub project
Jeff Shaud; RV-7 project
Jim Spry; RV-8
Craig Tucker; Gyrobee Gyroplane project
Ken Vandenberg; Stearman project
John VanderMolen; Zenith 750 project

**BE SURE TO LIKE "EAA CHAPTER 55"
ON FACEBOOK !!**

EAA55 = CHAPTER BUILDERS

Who is working on or completed homebuilts or restorations ... your input for changes or corrections would be appreciated...

Erric Baker; Mini-Max project
Kyle Bradford; several Pietenpol
John & Connie Bobcik; Kitfox
Dave Cook/Greg Hover; RV-6A
Kurt Crandell; Tierra II
Ed Crouse; Rans
Grant Dowell; Citabria Restoration
Ken Drewyor; Kitfox
Mike Franzago; Starduster project
Ron Gorsline; Zenith 650
Ralph Gregus; Zenith 750
Dave Groh; Stearman/AT-6 restoration
Chuck Hacker; Zenith 701
Greg Harris; Zenith 750 project
Gordon Hempstone; Avid Magnum project
Steve Houghton; RV-7A
Doug Koons/Bill Purosky; Glastar project
Wm. (Bill) Long; Kolb Firefly Ultralight
Terry Lutz; RV-8

Hope everyone had a fun 4th of July, Zeke sure did.



WINGTIPS is published monthly by EAA Chapter 55 of Mason, Michigan, for the use, education and enjoyment of Chapter members and supporters. Accurate information transfer is our goal; however readers should verify dates and times prior to attending an event.

DEADLINE FOR SUBMISSIONS is the last Saturday of the month. The Editor reserves the right to edit all submitted material. Photos, sketches or artwork sent by email must be in JPEG or BMP format. Text must be in a Word format or copyable from the email. Submissions may be sent by regular mail and must be accompanied by prepaid postage if you want them returned. Submissions should be sent to: Deanna McAleister, Newsletter Editor.

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