

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

JUNE 2014

Meetings are the 2nd Saturday of each Month

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

→Pres: Steve Houghton; 290-7528 →Vice Pres: Margie Clark; 853-1418 →Treas: Al Spalding; 676-3370

→Secr: Vickie Vandenbelt; 589-5051 →Editor: Warren Miller; 517-214-2656 (all Area Code 517)

www.EAA55.org



Climb and Maintain Flight Level 55

**THIS SATURDAY, WE WILL BE
CELEBRATING THE 55-YEAR
ANNIVERSARY OF CHAPTER 55 AT A
9:00 AM RIBBON CUTTING CEREMONY WITH
THE MASON AREA CHAMBER OF COMMERCE.**

Many of you will recall Chapter 55's 50th anniversary ribbon cutting on December 11, 2010. We promise this event will be much warmer! We will conclude our anniversary celebration with a pig roast and pot luck on July 19th. Looking back at historical events that took place in our founding year (1959), you would find the following:

- Rock music stars Ritchie Valens, Buddy Holly and The Big Bopper die when the Beechcraft Bonanza they are traveling in crashes during a snow storm in Iowa.
- Qantas introduces the Boeing 707 on its Sydney-San Francisco route, the first transpacific service flown by jet. Pan American World Airways inaugurates the first jetliner service between the continental United States and Hawaii, using Boeing 707s.
- Scott Crossfield makes the first powered X-15 flight, reaching Mach 2.11 at 52,341 feet.
- EAA held its first fly-in in Rockford. Video of the EAA fly-in in Rockford in 1959 can be found here: <http://www.eaavideo.org/video.aspx?v=3089030701>

**Board of Directors Meeting
June 11, 2014, 7:00 pm
Chapter Membership Meeting
June 14, 2014
Breakfast 8-9
Meeting Following Ceremony**

selected as the site. Members did all of the finish work, insulation, drywall, cement, septic system, furnace, electric wiring, gas lines and water well.

The first fly-in was made using the trailer to prepare breakfast. A notion that membership meeting attendance would increase if a pre-meeting breakfast was offered. The notion worked well. Members from other chapters often fly in for the breakfast. Membership grew to about 40. Itching for freedom of financial obligation Fly-ins were upped to 3 one summer. "Make it happen," became the motto. The hangar loan was paid off well ahead of time.

In 1989 the first airshow was developed called "Mason Aviation Days," (MAD) -- A single aerobatic act with fly-bys of FBO aircraft. The cost was shared by the Chapter, FBO, and the Mason Chamber of Commerce. The Chamber was solidly behind all MAD days that followed. Grants from the Capital Region Airport Authority allowed expansion of MAD into multiple professional acts through 1998. The event is a tradition eagerly attended by pilots and local community.

**HAPPY 55th ANNIVERSARY
TO ALL EAA CHAPTER 55 MEMBERS PAST & PRESENT!**

Steve Houghton, President (steve@eaa55.org)

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

In terms of the early years of Chapter 55, many of you will find this abridged history of our Chapter previously submitted by Chapter 55 member Ted Lakin interesting:

At the time of incorporation in 1959, there were ten members. A large trailer was outfitted with a grill and coffee maker. The trailer was hauled to various airport locations providing pancake breakfast and lunch.

This activity added monies and in 1985 with visionary leadership, knowing the Chapter had to have a home to be successful, a loan was obtained and the basic shell of the hangar and club room was contracted. Mason-Jewett was

BREAKFAST TEAMS

<u>June</u>	<u>July</u>
Keith Byrd	Julie Bauen
David & Denise	Gary Bauer
Cook	Dale Corsi
Neal Johnson	Paula Corsi
Mike Marhanka	Ed Crouse
Tim Martinson	Mary Gowans
Tom Sheehan	Greg Harris
Carol Spry	Ward Harris



May Breakfast Team: Michael Rosencrans, Gordon Hempstone, Bill Bezdek and Greg Shannon

EAA Chapter 55 Board of Directors - May 7, 2014

→ Meeting called to order at 7:01pm. → Present: Steve Houghton; Al Spalding; Margie Clark; Vickie Vandenbelt; Doug Koons; Jack Voss; Bob Clark; Ken Vandenbelt; Jim Spry; Dave James. Absent: Warren Miller; Ed Search; Bill Purosky. Guests: Julie Bauen; Dave Cook → Secretary's Report 4/9/14; Doug Koons moved; Jack Voss supported; all approved. → Treasurers Report 4/30/14; Vickie Vandenbelt moved; Jack Voss supported; all approved. → Young Eagles; Phil Tartalone has resigned as coordinator; Doug Koons & Margie Clark will coordinate in interim & will solicit at general meeting. → Steve Houghton doing a membership recruitment sign for events. Will also check into securing a mailing list. → Flying Activities; Jim Spry & Steve Houghton plan fly-a-member on Saturday after the program. Other suggestions? → Programs; ideas for Oct & Dec? → 55th Anniversary Pig Roast/Potluck; 7/19/14; start at 4pm; dinner at 6pm. Signup sheet at meeting and Steve will send email. Base on 100 people for now. → CAP; did not use our facilities after all. → Generic Biz Cards; available for Directors & Coordinators. → Calendar; no cost details yet; will be looking for photo submissions. → Event Planning; need to get banners up & flyers posted. → Directors need to "meet & greet" at meetings. → Dues; increase tabled until end of year and see how summer events go. → Facebook; handled by Deanna McAlister. → Fire extinguishers; due for check; Steve Houghton will pursue. → Doug Koons made a motion to spend up to \$800 of our YE credits to purchase goodies for the YE bags; Jack Voss supported; all approved. → Jack Voss made a motion to adjourn; Al Spalding supported; adjourned at 8:10pm. → Respectfully submitted, Vickie Vandenbelt, Secretary

EAA Chapter 55 Membership - April 12, 2014

→ President Houghton called the meeting called to order at 9:30am with approx 48 members & 4 guests present. → Following the National Anthem, we thanked the breakfast team & President Houghton announced the June breakfast team and introduced guests. → Secretary's Report 4/12/14; moved, supported, & accepted as printed in the newsletter. → Treasurer's report 4/30/14; moved, supported, and accepted. → President Houghton hopes all members will be

present at 9:00am on Sat; June 14th for the MACC Ribbon Cutting and Photo. → Young Eagles Coordinator wanted; Margie Clark & Doug Koons serving until coordinator found. → 55th Anniversary Pig Roast/Potluck 7/19/14; signup sheet passed. → Dawn Patrol & Mason Aviation Day volunteers needed; signup sheets passed; members please post flyers; plans for Info Booth & member recruitment. → Chapter 55 Facebook and website info, updates & photos desired. → Karen Meirndorf gave an update on Gary Long. → Fly-A-Member today after the program. → Bill Bezdek, Dar Gibbs shared some pictures and info. → Storage Room & Bathroom doors are in "summer mode" and should be left open when not in use. Jeff Shaud announced lathes & equipment for sale. → Warren Miller won the 50/50 drawing. → Meeting adjourned at 10:01am. → Tera Fricke, MDOT, presented our program. → Respectfully submitted, Vickie Vandenbelt, Secretary



TIDBITS

By Vickie Vandenbelt (vickie@eaa55.org)

NEW MEMBERS: Chapter 55 welcomes new member Micki Shetterly; plus family members added: Julie Bauen (Jack Voss) and Carol Spry (Jim Spry).

MACC RIBBON CUTTING: The Mason Chamber is helping EAA55 celebrate our 55th anniversary with a Ribbon Cutting at 9:00 sharp. **MEMBERS: We will gather in the area north of our hangar for a photo shoot with our building in the background. If you bring your plane out or fly in Saturday morning, remember that we are keeping this area clear for the photo!!**

EVENT FLYERS: Don't forget to post Young Eagle & Mason Aviation Day flyers at work, at your place of worship, at civic group meetings, your bank, your local store - any other place you can think of . . .

ERNIE LUTZ IN THE NEWS: Ernie was honored recently as the parade marshal for the Memorial Day Parade in Mason. AND, on June 6th (70th anniversary of the D-Day invasion) Erne was honored by the Mason Community. The ceremony took place in the sanctuary of First Presbyterian Church of Mason. A great write up was published by Will Kangas in the Ingham Co. Community News (6/8/14) and the Lansing State Journal (6/7/14).

"RELAY FOR LIFE" FUNDRAISING: Warren Miller was the winner of our May drawing. Thank you, Warren, and all the others for your generous support to raise funds for this worthy event!

SNACK SALES: Just a note - snacks will soon be replaced with fresh stock & *prices may increase!!*

VIETNAM TRAVELING MEMORIAL WALL: The Moving Wall will be on display in Hamburg MI on August 28th. And, there will be a demo by the American Huey 369 organization. Info at

YOUNG EAGLES & ADULT EAGLES

By Margie Clark (alpha153@att.net)

Margie Clark will be the new Young Eagles/Adult Eagles Coordinator. We're asking for a volunteer to help with this position as Margie is our current Vice President, as well.



NOTES FROM CAPE JUBY

By Terry L. Lutz

Chapter 55 Flight Advisor

In mid-May, Gulfstream hosted a combined Society of Flight Test Engineers/Society of Experimental Test Pilots Flight Test Safety Workshop. It was held in the old city of Savannah, GA, rich in both the history of our nation, and in the Civil War. One of my test pilot school classmates is the VP of Test at Gulfstream, and he took me to see one of many Live Oak trees in Savannah. Except, that along the sidewalk next to this particular tree was a picture of Union soldiers from the Civil War, standing under the tree.

I invited Carl Franz to go along, and we decided to fly our RV aircraft to Savannah. I went in Sweet Nancy Lynn, and Carl flew his RV-10. The two airplanes were fairly well matched in terms of performance, but since the RV-10 is a nice 4-place airplane, we probably burned up too much 100LL just for the fun of flying formation together. We departed from TEW around 8am, just ahead of a line of thunderstorms that drenched most of southern Michigan. Cloud layers gave us some problems, and we gradually had to climb all the way to 9500 feet to stay VMC.

There was another batch of clouds to contend with just to the east of Cincinnati, but we only had to deviate a few miles to avoid them. From there it was smooth sailing to a fuel stop in Anderson, SC and a short 1+20 from there to Savannah. We were able to use flight following all along the route, and near the larger metropolitan areas, I was able to get a 3G connection to my iPad and monitor the rain showers in real time.

Our meetings went very well, and it turns out that several people flew in for the workshop. One of them was astronaut "Hoot Gibson", who gave a dinner presentation on air racing at Reno, and racing the Hawker Sea Fury in particular. The airplane he races is named "September Fury", although the only thing you see on the side are yellow flames streaming back from the exhaust stacks.

Hoot filled us in on the changes they've made to increase speed. Some are obvious, such as a higher horsepower engine and bigger propeller. But they also made changes to the way air flows to the carburetor and the way the oil is cooled. Early pictures of the airplane showed two air inlets on the inboard leading edge of the left wing. One was for intake air, which had to go inboard, then up to the top of the

cowl, then down again to the carburetor. They covered that intake and placed the air intake at the top of the cowl. All the air had to do was go straight in the scoop, then straight down at the back of the cowl to the carburetor.

As for cooling the oil, they removed the oil cooler in the leading edge of the wing and covered that over as well. Then they installed a heat exchanger in the aft fuselage that cools the oil with anti-detonation injection (ADI) fluid, which is 50% methanol and 50% distilled water. As the heat exchanger heats the fluid, it boils off and cools the oil. It is a similar system to what Jimmy Leeward used in "Galloping Ghost", and similar to what the Space Shuttle used for cooling when the payload bay doors were open.

All these mods led to more speed, and in September 2013, Hoot ran the Sea Fury around the race course at Reno at 479 mph, faster than any Sea Fury had flown before. They even painted the record speed on the landing gear fairing after the qualifying run. But in the first race, something unexpected happened. The air scoop on top of the cowl collapsed, sending bits of metal into the carburetor, and the engine "shesha no workee anymore". Hoot was in a good position for a dead stick landing, and the airplane will go on to race another day.

A couple of workshop attendees were from Brazil, and in turns out they were RV owners. We took them out to the Savannah airport to have a look at our airplanes. Both of them are flight test engineers at Embraer in Sao Jose dos Campos, Brazil. In the picture you will see Carl Franz, Luiz Algobal, myself, and Paulo Quattrocchi. Our trip back to Michigan went well, with good weather along the way. Our fuel stop was in Winston-Salem, NC where 100LL was very reasonable priced at 4.90/gallon. We crossed the Appalachians near Charleston, WV and encountered just a few rain showers near Columbus, OH.



The following week, I flew Sweet Nancy Lynn down to Dayton, OH and landed at Wright-Patterson AFB. I was actually astounded at how helpful the guys were in Base Ops at W-P. It took only 2 days to process the paperwork necessary for a civil aircraft landing permit. And, they put the airplane in a gi-normous hangar, which was a good thing because a record amount of rain fell later that afternoon. It brought back some good memories of being stationed there, and flying the T-39 Saberliner as an executive transport. The base weather station is at the rear

of Base Ops, and back in the day, I remember a photograph hanging in the weather station. It was a photo from their black and white radar, depicting a pure comma shape, which was a radar depiction of the tornado that struck Xenia, OH a few years earlier.



A friend of mine lives in the Dayton area, and works part-time in the USAF museum restoration shop. In particular, he works on restoring the B-17 “Memphis Belle”. We were able to walk all around the airplane, and stick our heads in most of the open holes in the fuselage. The airplane is coming along nicely, but a lot of work remains. It has engines, new propellers, the control surfaces are getting new fabric, and the airplane has been stripped of lots of old paint. Removing the old paint revealed hundreds of names that were scratched into the aluminum. Apparently, when the Memphis Belle came back to the US after completing 25 missions, people who saw the airplane during its war bond tour were allowed to scratch their names onto the airplane.



My friend has been busy restoring the navigator’s table, but there is somewhat of a controversy surrounding the table. The port for the navigator’s sight is on the left side of the fuselage, instead of the right side where it normally was located. This suggests that the navigator’s table was mounted on the left side of the fuselage instead of the right. But there is no other supporting evidence. He has contacted the newspapers in several large cities where the airplane stopped, hoping to find a photograph or something that would definitively show the location of the navigator’s table. But nobody has come forward with information that will help. So if you know of any pictures of the Memphis Belle from its war bond tour that might solve the mystery, let me know.

The purpose of my visit to Wright-Patt was to attend another test pilot meeting, where we exchange technical information. Although it lasted just one day, several excellent papers were presented. The winning paper was from an Air National Guard unit that had worked with Thales (an avionics company) to develop a helmet-mounted sight for the A-10. They came up with a fully qualified design that could be put into production for around \$150,000, which is far less than the system currently installed in the F-35. It is so capable that the F-16 and B-1 program offices are interested.

A young test pilot, fresh out of the Navy and working for NASA at the Glenn Research Center in Cleveland, gave a presentation on how they have modified a former Navy S-3 to do atmospheric research. The S-3 has a lot of space in the aft fuselage, and can stay 5+ hours on station. NASA works with the Air Force on special projects, and the airplane was in the hangar for us to climb on after the day’s session.

Another presentation was about a new airplane, which is similar in mission to the A10. It is being developed privately by Textron as an Intelligence, Surveillance, and Reconnaissance (ISR) airplane with a light ground attack capability. It is rather cleverly designed so that it can be disassembled easily and air transported. There is also the possibility that it could become another UAV.

The subject of UAVs seemed to be high on everyone’s agenda at the “bicycle shop” in Dayton. The whole thing is both scary and discouraging. None of us wants to have close encounters with a UAV, but that scenario is going to affect everyone who flies in the very near future. The FAA is far behind in defining a policy for UAV operations in civil airspace, and UAV operators are far behind in understanding what will be necessary for them to fly in airspace that for years has used “see and avoid” for collision avoidance. By January 1st, 2020, we will all be required to install ADS-B equipment so that the concept can evolve into “sense and avoid”. But, a train wreck is coming.

It is estimated that 157,000 GA airplanes use controlled airspace, and they will need to be modified in less than 6 years. More than 30,000 installations will be required annually, and the capacity for installation by the over 900 FAA Certified Repair Stations is estimated to be about half

of what will be necessary. In Australia, the government recognized the problem and provided the installations for free. Congress has granted financial incentives for GA to begin equipping early, which will actually be 100% private-sector funded, but the FAA has not acted to approve the incentives. The train wreck is coming, and we will feel the collision.

Oh, wow, we have had some great flying weather, and it is terrific to see the world as lush and vibrant as it is from the air today. Hey, we had the opportunity to help a guy with a Mooney that had a flat nose tire on the taxiway in Mason. Jim Spry and myself pitched in, found a tube, a jack, and some tools, and had the guy on his way to Willow Run in a short two hours. Always be on the lookout, and help the other guy when you can. It makes a world of difference.

CHAPTER MEETING PROGRAM PRESENTER



Tera Ficke, MDOT Office of Aeronautics, presented an interesting program on pilot deviations and small plane accidents regarding run way and taxi way signs and markings. Tera presented a slide show along with question and answer period on what information is in place to insure safe taxi, take offs and landings. She said accidents happen because pilots have not learned or are confused about the meaning of signs and markings or simply disregard them.



FROM THE FLIGHT SURGEON

By Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR

We have an interesting case we are consulting on where a fatal helicopter accident may have been caused in part by a combination of FAA legal medications which may have incapacitated the pilot. This points out how important it is to check for interactions between medications even when it seems that all the medications are approved by the FAA.

Most electronic medical record programs now have automatic medication interactions checking but it is a good

idea to ask your provider if they are aware of any interactions which could prove dangerous while operating an aircraft.

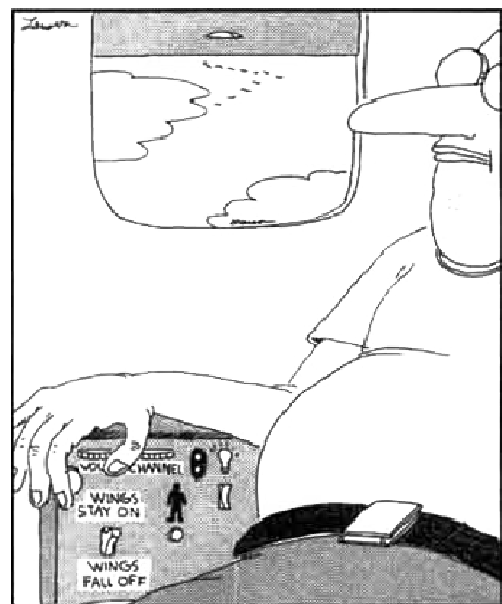
If you feel like there are plenty of online resources which can do the same thing as well. A good one is WebMD at <http://www.webmd.com/interaction-checker/>.

Fly safe!

Relay for Life - By Karen Meirndorf

Thank you for the Chapter's support – it was a great help. I turned in a check for \$208 which is so awesome! A reminder everyone can stop by and support our Survivors with your presence at the Ingham County Court House on Friday evening at 7pm.

EAA CHAPTER 55 HUMOR



Fumbling for his recline button, Ted unwittingly instigates a disaster.





CHAPTER 55 CLASSIFIEDS

EAA55 Builders Hangar: one space; Steve 517-290-7528

WANTED:

Serviceable ELT, model AK 450, 121.5 megahertz, with accessories. Kyle Bradford 517-663-3083

HANGAR FOR RENT: Heated, water, compressed air available. Skyway Estates; 60G; Eaton Rapids.
Pete Chestnut 517-663-3118; pandp@wowway.com

FOR SALE:

Garmin GPS 96 w/Colum Bracket \$95;
Ernie Lutz 517-676-4601

Lathes & other equipment; info call
Jeff Shaud 517-712-6482

Wittman W10 Tailwind Project \$7500; Piper Tri-Pacer
Project \$5000; Lycoming O-290-G Engine \$1800;
pictures at terminal; Bill Trommater 517-526-3588

1966 Mooney M20C; Dave Courey; 517-331-7097
or dcmi@reagan.com

Chevrolet Corvair 100-HP flight motor conversion; nearly
complete, unassembled. \$5,000/ negotiable.
Greg Harris 517-775-4563 or gkharris1974@gmail.com

Zenith Zodiac XL/650 Corvair motor mount;
Greg Harris 517-775-4563 or gkharris1974@gmail.com

Honey; Gordon Hempstone 517-515-1454

DTV analog or digital antenna; \$25.00

George Moore 517-536-1034

Contact Warren or Vickie to place your ad here!



On final, runway 10, Mason Jewett – Gregory Rheeder

POCKET CALENDAR

Jun 14 = **MACC 55th University Ribbon Cutting 9am**

Jun 14 = **YE Rally; 10am-2pm**

Jun 15 = **Dawn Patrol; 7am-11am**

Jun 20-22 = Planes, Trains & Autos; Owosso

Jun 21 = Linden/Price's Field DP

Jun 22 = Dalton/Flushing DP

Jun 22 = Niles DP

Jun 28-29 = Michigan Aerobatic Open; JXN

Jun 28 = Livingston/Howell Open House; 10-2

Jun 28 = Big Rapids DP

Jun 29 = Clare DP

Jun 29 = Hillsdale DP

Jul 2 = Battle Creek Air Show & Balloon Fest

Jul 5 = Watervliet Steak Dinner

Jul 6 = Watervliet DP

Jul 12 = **YE Rally; 10am-2pm**

Jul 13 = Chesaning DP

Jul 19 = **55th University Potluck Celebration**

Jul 28-Aug 3 = EAA AirVenture

Aug 9 = **YE Rally; 10am-2pm**

Aug 16 = **MAD; 7:30am-2:00pm**

Dec 14 = **Christmas Party; Eldorado; 4pm**

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: Warren Miller, Newsletter Editor.

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