

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

APRIL 2021

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: Doug Koons 517-676-5001

→ Treas: Al Spalding 517-881-8757 → Sec: John Kuchar 517-203-9976 → Editor: Deanna McAlister 517-795-8171

→ YE Coordinator: Margie Clark → Webmaster: John Bobcik → Youth Group: Jeff Shaud → Membership: Vickie Vandenberg

→ Flight Advisor : Terry Lutz → Adult Eagles : TBD

www.EAA55.org



PRESIDENT'S MESSAGE

by Drew Seguin

ea55.president@gmail.com

Spring is In the Air!!

I see more birds in the backyard, squirrels too. The grass is starting to green up. Yep, spring is coming.

Mason Airport flying activity hasn't picked up much but I'm sure it will soon enough. Along the way there's still a good bit of building going on. I think there's several of us who want to get things going.

After a couple of minor setbacks the EX-3 project is back on track and coming down to the wire. With any luck it will be ready for the DAR signoff this month. Just in time for summer flying weather.



In case you don't have anything going next week, Sun n Fun is from April 13-18 in Lakeland, Florida. It looks like the Blue Angels will be there.



Speaking of fly-in adventures, the Valdez STOL fly-in competition is on this year for Memorial Day Weekend. It's on my list but I don't think it will happen this year. The scoring is best take-off distance plus best landing distance out of two cycles. Distance is based on when the mains touch and you can bounce the tail. Here are the results from 2019.

Turbine Class – Mike Patey – 78' Take off 121' Landing

Heavy Touring – James Spikes – 130' Take off 164' Landing

Light Touring – CC Pocock – 112' Take off 106' Landing

Bush Class – Denny Serie – 78' Take off 123' Landing

Alt Bush Class – Tom Hudzinski – 71' Take off 61' Landing

Light Sport – Frank Knapp – 22' 8" Take off 40' 8" Landing

It's interesting to note that the best performance was Frank Knapp's J-3. Albeit highly modified. (180hp)

He set a takeoff record in 2018 of 11 feet. His best landing is 10 feet 5 inches.

Oh Dang! I think I'll have to get a lot better to play in this crowd.



Meanwhile...

The vaccines are getting made and the great weather is coming. I thought we might be able to start getting back to regular meetings in April but with the recent uptick in cases I think not.

The State of Michigan, Public Health Guidance limits Indoor Public Gatherings to 25 people with masks and social distancing. Outdoor gatherings, up to 300 with masks and social distancing.

If the weather is pleasant, we can gather outside on April 10. I'll leave it up to individuals on that but we won't have an official meeting. I plan to be there.

Keep Calm and Fly on.

Drew Seguin

I hear Sporty's has a new product...



EAA 55 Chapter 55 Board of Directors Meeting February 10, 2021 → The meeting called to order by President Drew Seguin at 7:05pm. → Present were Drew Seguin, Doug Koons, John Kuchar, Mark Bathurst, Ken Drewyor, Clarke Borgeson, Gabe Blosser, Rick Laub, Joe Madziar, Chloe Miner, and Jeff Shaud. → Absent were Al Spalding and Warren Miller. → Secretary's Report for January 10, 2021: Joe Madziar made a motion to accept, Mark Bathurst supported; the motion carried. → Treasurer's Report for January 31, 2021: Doug Koons made a motion to accept, Clarke Borgeson supported; the motion carried. → Youth Group report from Jeff Shaud; Youth Group Meetings are on hold due to the Corona virus. Youth Group members are eligible for a discount on the Model Aviation Society membership. → Ray Scholarship committee is still looking for candidates and holding meetings online. → The member meetings are canceled due to the social gathering restrictions and the membership feedback to getting back to in person meetings has not received much feedback. → The budget for 2021 will carry forward with the current budget as long as expenses are being met and expenses don't increase what has been set with the existing budget. → Rick Laub brought up a motion to consider the chapter participate in the 100 Women Scholarship program. Drew will coordinate a group to look into this program. Rick also reported that he attempted to contact the Louisiana chapter to see what sort of aid they might need and receive no answer in return. This matter has been closed. → The Meeting adjourned at 8:10PM. → Respectfully Submitted, John Kuchar, Secretary EAA Chapter 55

EAA CHAPTER 55 MEMBERSHIP MEETING FEBRUARY 13, 2021

→ Meeting cancelled; no minutes.

EAA 55 Chapter 55 Board of Directors Meeting March 10, 2021 → The meeting called to order by President Drew Seguin at 7:02pm. → Present were Drew Seguin, Doug Koons, Al Spalding, John Kuchar, Mark Bathurst, Ken Drewyor, Clarke Borgeson, Gabe Blosser, Rick Laub, Joe Madziar, and Jeff Shaud. → Absent were Warren Miller and Chloe Miner. → Secretary's Report for February 10,

2021: Joe Madziar made a motion to accept, Clarke Borgeson supported; the motion carried.

→Treasurer's Report for February 28, 2021: Mark Bathurst made a motion to accept, Gabe Blosser supported; the motion carried. →Youth Group report from Jeff Shaud; Youth Group Meetings are still on hold due to the corona virus. A request was made by CARDS to have chapter members become involved in mentoring the youth group members by sharing experiences with the youth and showing them the skills they will need to have to be pilots and in other areas of aviation. →Our Ray Scholarship application to EAA National was accepted with an outstanding rating. Jeff Shaud attended an online meeting with the EAA managers to review changes to the program. Not many changes are being made. One very good change was the Ray Foundation increased the scholarship funds available to 1.4 million dollars for this year. The foundation's goal is to have a 90% or better success rate of applicants obtaining their private pilot license. A third class medical is a requirement for any applicant to be awarded a scholarship. Once an applicant has been approved, progress reports will have to be submitted to document their progress. Once approved, an applicant has one year to complete his training and receive their license. →The member meetings have been canceled due to the social gathering restrictions with the hope the April meeting could be held in person. →Our Young Eagles program is still up in the air with the hope that we can restart flights this season with whatever limitations are in place with regard to corona virus restrictions and the social distance inside the cockpit. →The meeting adjourned at 8:01PM. →Respectfully submitted, John Kuchar, Secretary EAA Chapter 55

EAA CHAPTER 55 MEMBERSHIP MEETING MARCH 13, 2021

Meeting Canceled, no minutes.

BOARD MEETING: 7:00pm: Wed: April, 7th
MEMBERSHIP MEETING: 9:30am; Sat; TBA
with Breakfast served from 8:00am to 9:00am

SCHEDULED PROGRAMS:

**CONTACT DAVE COUREY or DREW SEGUIN
WITH YOUR PROGRAM SUGGESTIONS**



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

Wow, hard to believe it's been a year since we have been able to get together and here is hoping that this is the opening to get back to some normalcy soon.

In hopes that we will be able to once again hold Young Eagle Rallies this summer I am starting on my YE housekeeping list.

1. If you are considering being a volunteer for the rallies I would like to encourage you to complete the "Youth Protection Policy" on the EAA Young Eagle site.
2. If you are considering being a Pilot and flying Young Eagles you are required to complete the "Youth Protection Policy" if you haven't already. This is mandatory for ALL pilots flying youth.
If you are not registered with EAA having completed the inquiry your flights will not count for the chapter or yourself. In addition, you must also be a member of the national EAA.
3. In order to advertise our program I need to know how many pilots we will have flying this summer. The rallies will be held the second Saturday of June, July and August if all goes well.

If you could please let me know if you are willing to help out with flying it would be much appreciated. Going forward with our program relies on participation.

Our normal flying numbers of 300 plus was cut to 18 this last year so going forward we hope to increase that this coming season.

For those that are unfamiliar with our Young Eagle Rallies we fly youth between the ages of 8 and 17 free of charge. Flights are approximately 20 minutes long and when completed the youth receives a certificate, a goodie bag and a log book that contains a passcode which will

allow them to take Ground School at no cost. This is a great program to inspire future pilots and to introduce them to the miracle of flight. It is both rewarding to the youth and to the pilots that participate. Please contact me if you are unfamiliar with the program and would like more information.

Safe Flying,
Margie Clark

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



MEMBERSHIP

by Vickie Vandenbelt
(EAA55.mems@gmail.com)

NEW MEMBERS: Chapter 55 welcomes new member Rick Williams. Rick is a Civil Air Patrol leader and works with the cadets at Mason Jewett.

NEWS FROM CAPITAL REGION AIRPORT

AUTHORITY: CRAA Board of Directors has selected and offered Nicole Noll-Williams the position of President and CEO of the Capital Region International Airport (LAN). It took a whole year for the CRAA to select someone. However, a start date has not been determined. Noll-Williams is currently acting as the Mid-Michigan Regional Director for U.S. Sen. Gary Peters. Noll-Williams has more than 25 years of experience in the airline, airport, and travel management industries, and government relations. She previously served as the airport's customer satisfaction and air service development director and the regional market development director. CRAA operates Capital Region International Airport (LAN) in Lansing and Mason Jewett Airport (TEW) in Mason.

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

HANGARS FOR RENT AT TEW:

Lloyd Brown; 517-589-8619
KBS Trust; Deanna McAlister; 517-795-8171
Tom Tuttle; 734-216-7532
Gabe Blosser; 517-896-0020
Dave Paul; 517-525-3575 (and for sale)
Tim Martinson; see Classifieds
EAA55; see Classifieds



YOUTH GROUP

By Jeff Shaud
(jlshaud@wowway.com)

Meeting was canceled, see you at the airport.



LCC - MASON JEWETT CAMPUS

By Mark Bathurst
(bathursm@star.lcc.edu)

For this month's article, I thought I'd switch gears and talk about pilots. Piloting and maintenance are inexorably linked. Although this deals with pilots and the (again) looming pilot shortage in a post-pandemic world, one can safely assume there is an equally impending aircraft mechanic shortage for many of the same reasons as pilots. The Oliver Wyman consulting firm recently published an analysis of worldwide pilot availability and demand, and I thought I'd excerpt the highlights here. Given our interest in encouraging young women and men to explore aviation, and our efforts regarding the EAA's Ray Aviation Scholarship Fund, I thought this would be of interest to all. If you want to read the entire article, here is the link.

<https://www.oliverwyman.com/our-expertise/insights/2021/mar/after-covid-19-aviation-faces-a-pilot-shortage.html>

The Oliver Wyman report states in part:

"For the past few years, securing a pipeline of new pilots has been a primary concern for airlines around the world. In a 2019 Oliver Wyman poll of flight operations leaders, 62 percent listed a shortage of qualified pilots as a key risk. The root cause of the

coming shortage varies by region: In the United States, it's an aging workforce facing mandatory retirement, fewer pilots exiting the military, and barriers to entry, including the cost of training. In China and other regions where a burgeoning middle class is demanding air travel, the struggle is to expand capacity fast enough.

"Nearly overnight, with the outbreak of COVID-19, the conversation shifted from shortage to surplus. For carriers that were struggling with pilot supply, this has provided a momentary reprieve. It will not last, and decisions taken today to survive the corona virus pandemic may threaten the ability of airlines in some regions to recover and grow in the future.

"A major question facing the aviation industry is when demand will return. For passenger recovery, estimates range from early 2022 to 2024 and beyond. For pilots, however, demand is driven by aircraft departures and utilization rather than passengers. The global in-service fleet has already recovered in size to 76 percent of pre-COVID levels. In China, where the outbreak was earlier and better controlled, the in-service fleet is already at 99 percent. While utilization and resulting block hours still lag historic levels globally, we expect the demand for pilots to proceed the recovery of passenger growth by two to three quarters.

"Pilot candidates will think twice about entering such a cyclical industry. Many furloughed pilots will return, but some may pursue other opportunities. Finally, airlines in some regions have relied heavily on early retirements to reduce costs, which will permanently decrease the supply. Looking at past crises such as 9/11 and the global financial crisis, new pilot certifications fell 30 to 40 percent during the five years after the initial shock. With the global nature of this shock, we believe 25,000 to 35,000 current and future pilots may choose alternative career paths over the next decade.



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

See you at the airport!!!

Command Potential

I am learning to be a pilot and new member of EAA55; I am also the new Civil Air Patrol (CAP) Commander for Scott M. Burgess Memorial Squadron 257. We meet in the Jewitt Mason Airport Monday nights. You're welcome to join us. I was reminded the other day why we do what we do—because not everyone does it. I read once that pilots are in command of their aircraft and have responsibility for it. It is called being the "pilot in command" (Gleim 33).


I wonder how many children looking up at the sky, pretending to be that pilot overhead, become pilots. What is it about planes that captivates children and idolize pilots? We all want to be important when we grow up. But the mystery of being a *pilot in command* is more than its novelty. Researchers call it the "command potential" (Shouksmith). This study believed when selecting pilots for promotion to captain, they must possess "qualities of leadership relevant to this field (commercial piloting)."

I submit that these pilot qualities are different than leader qualities on ground level. A chapter entitled, "Aeronautical Decision-Making," automatically sets the horizon for something esoteric to this command potential (US). There is, for example in that chapter: crew resource management, specific flight risks, decision-making in a Dynamic Environment just to name a few.

There is something unique about the theory of being a pilot in command. The fascinations of pilots in the sky are the same on the ground. That pilots do things not normally pursued. The command potential consists of traits. not the least of which. is rising when others remain down. To rise above mediocrity and do what is not normally done. For the next issue in Wingtips, I would like to explore more the pilots command potential, and what that means for success. For more information about CAP, contact 2LT. Rick Williams at rwilliams.cap@gmail.com or call/text 517-256-7821.


Gleim, Irvin & Garrett. "Learn to Fly, Become a Pilot, It's Fun, Safe and Easy." Gleim Publications, 2017 PDF.

G. Shouksmith. (1960) [A validity criterion for a group selection procedure](#). *Australian Journal of Psychology* 12:1, pages 34-39.



Civil Air Patrol

U.S. Air Force Auxiliary



Scott M. Burgess Composite Squadron invites you to join us!

Interested in aviation, youth leadership, or service to your country? If so, the United States Air Force Auxiliary is for you! If you're 12 to 18 and looking for a challenge, join us for an informative introduction to the official civilian auxiliary of the U.S. Air Force. Meet our cadets and hear first-hand what it's like to be a cadet. Learn about the incredible opportunities we have to offer, including cadet training, leadership development, orientation flying, summer activities, military-style drill, and so much more! We'll explain all the benefits of belonging to one of America's finest youth programs. Parents, please join us for this event as well. Air Force Auxiliary and adult leaders will be on hand to answer your questions and tell you about opportunities for adults.

We will be holding an open house on the 12th of April, from 7 to 9pm. The location is: Mason Hewitt Airport
655 Aviation Drive
Mason, MI, 48854

For more information, feel free to contact Lieutenant Rick Williams at 517-256-7821 or rwilliams.cap@gmail.com

Two New Goodyear 8:50x6 ribbed aircraft tires and tubes.

Brand new, never mounted. Came with my kit and I'm not going to use them.

Retail value over \$1000. Make an offer. seguint@ventrex.net



TOM SCHROEDER

<https://airplane.finance>



517-282-0521
tom@airplane.finance

EAA & AOPA Member
20-Year Private Pilot

FOR RENT:

Space for rent in common hangar; best for low wing but might accommodate high wing aircraft. Tim Martinson; 517-803-0462; tmartins1575@yahoo.com

Storage hangar space at EAA Chapter 55; \$80.00 per month; contact Drew Seguin; 517-333-4531; ea55president@gmail.com

CHAPTER 55 CLASSIFIEDS **FOR SALE:**

Chapter 55 T-Shirts; size L or XL; only \$15.00 each for chapter members. Vintage Chapter 55 Sweatshirts; size L or XL; only \$15.00 each.

Do you have anything you want to sell?? Additions and corrections, contact Deanna McAlister zirconmoons@gmail.com

EAA55 = CHAPTER BUILDERS

Members who are working on or completed
homebuilts or restorations ... (Have I missed anyone?
Additions, deletions & corrections appreciated):
David Alexander; Aventura II
Gabe Blosser; Bushmaster SuperCub Amphib
John & Connie Bobcik; Kitfox
Ivan Bradley; Zenith CH650B
Dave Cook/Greg Hover; RV-6A
Ed Crouse; Rans
Ken Drewyor; Kitfox
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 w/BPurosky; Glastar
Rick Laub; Sling 4
Wm. (Bill) Long; Kolb Firefly Ultralight
Terry Lutz; RV-8
Doug MacKenzie; Zenith 701
Tim Martinson; RV-6A & RV-12; RV14A project
Warren Miller; Fisher 303 ultralight
Chuck Moore; REVO Lt Sport Evolution
George Moore; KIS Pulsar 150
Gary Nicola; Grumman Traveler restoration
Jim Palmer; Glasair III
Bill Purosky w/DKoons; Glastar
Pat Salow; Zenith 701
Drew Seguin; Carbon Cub EX2 ; EX3 project

Jeff Shaud; RV-7 project
Jim Spry; RV-8
Tracy Tillman/Lisa Colletti; (2) E-LSA Bailey-
Moyes 914 Dragonflies; (1) E-LSA Alatus-AL12
sailplane
Ken Vandenbelt; Stearman project
David VanderMolen; Zenith 750 project
John VanderMolen; Zenith 750 project

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

**FLYERS FROM OTHER AIRPORTS
POSTED IN TEW TERMINAL (with
thanks to Mark Bathurst)**

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

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 McAlister, Newsletter Editor.

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