Wingtips

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

MARCH 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 Vandenbelt 517-589-5051 ✈Editor: Deanna McAlister 517-795-8171
www.EAA55.org

PRESIDENT'S MESSAGE

by Drew Seguin (president@eaa55.org)

Another month of winter and we can see the end in sight. I pity all those fools who drove/flew all the way to Florida and other points South while we've had some wonderful weather. That is until the snow fell again Thursday. Oh well. Spring is just around the corner. Can't you feel it?

With all the scary stuff and aggrandizing in the news about guns and shootings I was thinking about statistics. Wasn't it Mark Twain that said, "There are three kinds of lies: lies, damned lies and statistics."? I guess he attributed it to Disraeli. (Isn't Google great?) Anyway, how many people are aware that in the U.S. there has not been a single fatality due to an air carrier accident in the past eight years. That's a pretty good record. Certainly better than automobiles which accounted for 35,485 fatalities in 2015 alone. About a third of those involved alcohol. For aviation accidents, of those tested 7% were alcohol related. When we include all drugs, medications, and alcohol the total rises to 48%. Note to self: No flying on Fentanyl. Of course, we must normalize for passenger miles, so the result is you are 750 times more likely to die driving to Meijer's in your '83 Trabant than on that commercial flight to Florida. I know, the math doesn't work out if the denominator is zero. We're working with averages here. Unfortunately, aviation accidents are one of those situations where the media has a feeding frenzy on an isolated incident.

But what about those of us who take the less traveled airways and fly our own airplanes? First off there's not as many of us. The U.S. has about 609,000 pilots. That's about two pilots for every thousand or so Americans. I'm pretty sure I don't know a thousand people, but I know a lot of pilots and I feel lucky for that. There's only about 39,000 women pilots. You girls need to step up your game. We're an elite group for sure. When we're talking about taildragger pilots the numbers get even smaller. Aren't we special? California has the most pilots with 69,307. Michigan is number 12 with 17,458. On a per capita basis Alaska is number one with 1.13 per 100 individuals. How cool is that? Number 2 is Montana with only 0.4 per hundred. Those folks in Alaska know how to get around. Michigan is #35 at 0.172. A cool number I suppose but we need to step up our game.

When it comes to safety, things aren't quite as rosy for General Aviation. In 2017 there were 347 fatalities in 209 accidents. When it's expressed in hours flown/driven that Wichita Bug Smasher is 20 times safer than your Trabant. Well, maybe not the Trabant, but you get the picture. The good news here is that the rate of accidents and fatalities has been cut in half over the past dozen years or so but of course even one fatality is too many. Nobody goes flying planning to have an accident but 71% were due to pilot error vs. 8% for mechanical issues and 21% unknown. When it comes to Experimental Aircraft the picture gets worse. Homebuilts represent about 5% of total flight hours but are involved in 24% of G.A. accidents. Those would be interesting numbers to pick apart, but not today.

The FAA has been focused on reducing G.A. accidents over this timeframe and it's been helping us all step up our game a bit. The accident rate per hours flown has been reduced by 51% since the 2001-05 baseline period. It will be interesting to see how ADS-B impacts the numbers over the next decade. According to the FAA, here are the top 10 causes of fatal General Aviation Accidents for 2001-2016:

1. Loss of Control Inflight
2. Controlled Flight into Terrain

3. System Component Failure - Powerplant
4. Fuel Related
5. Unknown or Undetermined
6. System Component Failure –Non-Powerplant
7. Unintended Flight into Instrument Meteorological Conditions
8. Midair Collisions
9. Low-Altitude Operations
10. Other

Let's be careful out there and do our part to keep the downward trend going.

And finally, the disclaimer: I compiled this information from a variety of resources, primarily AOPA and the FAA. If the numbers don't tie you may want to get in touch with them to let them know.

On a less serious but still important note, we had our first planning session for this summer's Dawn Patrol and Mason Aviation Day events last week. I'm new to the planning committee (*There's things about this job they didn't tell me when I signed on)*. What impressed me is that there are a handful of key individuals who really have things worked out and are essential to the success. We need to support them. We came up with a few areas where we can make things even better and I'm looking forward to help from the rest of the membership in making them happen.

February Pancake Flappers were Tom Schroeder, Jim Spry, Carol Spry, George Spencer and Gary Nicola

BOARD MEETING: 7:00pm: Wed; March 7th
MEMBERSHIP MEETING: 9:30am; Sat; March10th with Breakfast served from 8:00am to 9:00am

SCHEDULED PROGRAMS:

MARCH:
Dr. William Beecroft; Basic Med

APRIL:
Allan Hollaway; Kalamazoo AirZoo

MAY:
TBD

JUNE/JULY/AUGUST:
Young Eagle Rally

CONTACT DAVE COUREY WITH YOUR SUGGESTIONS

UPCOMING BREAKFAST TEAMS:

March	April
Ward Harris	Dick & Barb Bacon
Joe Pirch	Don Burt
Theresa Reilly	Ray Fink
John Schwartz	Don Frank
Eli Sharkey (student)	John Kuchar
Jeff Shaud	Don & Deanna McAllister
Carl Zayatz	George Moore
	Vivian Stevenson (student)

EAA 55 Chapter 55 Board of Directors Meeting February 7, 2018 ✈Meeting was called to order by President Drew Seguin at 7:03pm. ✈Present: Drew Seguin, Margie Clark, Al Spalding, Vickie Vandenbelt, Mark Bathurst, Bob Clark, Doug Koons, Bill Purosky, & Ken Vandenbelt. Absent: John Bobcik, Dave Courey, Warren Miller & Jack Voss. Guests: Jeff Shaud ✈Secretary's Report 1/10/18; Margie Clark made a motion to approve the minutes as published; Bill Purosky supported; motion carried. ✈Treasurers Report as of 1/31/18; Vickie Vandenbelt made a motion to approve; Bob Clark supported; motion carried. ✈Member Survey results; Drew

Seguin will email Dave Courey's report to Board members; tabled. Webmaster; Dave Courey is coordinating trade off from Craig Tucker to Jonathan Thaden; no new info. After Meeting Shutdown assignments filled through June. ✈Breakfast Team Coordinator; Jeff Shaud volunteered to take over and Vickie Vandenbelt will supply him with the necessary information. ✈Programs; Dave Courey has filled March and will work on May and fall dates. ✈Hangar; well pump still not working; plan for no water on Saturday. ✈Memberships; Vickie Vandenbelt advised members must pay 2018 dues by February 15th to remain in good standing. ✈Vickie Vandenbelt made a motion to approve up to $50.00 to do mailing to prospective EAA55 members; Margie Clark supported; all approved. ✈Drew Seguin discussed possibility of EAA55 to assist with the arrival logistics and pre-event tasks necessary for the Cri Cri coming to AirVenture. Drew Seguin made a motion for EAA55 to sponsor ground support expense up to $500.00; Doug Koons supported; all approved. ✈Jack Voss is working on a Zenith Kit Demo for MAD and Vickie Vandenbelt provided info for AOPA exhibits and White Oak Flyers RC exhibits. ✈Vickie Vandenbelt volunteered to send a reminder email with the Events Planning Meeting date. ✈Newberry Scholarship; Vickie Vandenbelt made a motion to do an additional $750.00 scholarship; Drew Seguin expressed his thoughts on how the Newberry Scholarship should be handled in the future; motion died due to lack of support. ✈Karen Meirndorf has expressed she would like to do 50/50 raffle at meetings to raise money for an EAA55 track sign at 2018 Relay for Life; Margie Clark made a motion to approve; Bill Purosky supported; all approved. ✈Bob Clark advised that EAA national now allows chapters to participate in parades (specifics and conditions are on the EAA website/chapter resources). ✈Bob Clark advised he has access to a trailer for our people mover at MAD. ✈Jeff Shaud expressed interest in developing exhibits to get kids involved especially at our YE Rallies; how to rivet; metal forming; with hopes to build interest in aviation and interest in Chapter membership. ✈Meeting adjourned at 8:10pm. ✈Respectfully submitted, Vickie Vandenbelt, Secretary

EAA Chapter 55 Membership Meeting February 10, 2018 ✈Meeting was called to order by President Drew Seguin at 9:31am with approximately 33 members and 2 guests present. ✈Following the National Anthem, Drew Seguin thanked the breakfast team and announced the March team. ✈Guests and visitors were introduced. ✈Secretary's Report 1/13/18; motion to approve; supported; motion carried. ✈Treasurers Report 1/31/18; motion to approve; supported; motion carried. ✈Thanks to Terry Lutz for bringing his snow blower over; and a big thank you to Jack Hyland (a visitor for EAA304 Jxn) for plowing a parking area. ✈Young Eagles; Margie Clark advised 2018 hours will be 10am-1pm for YE rallies; must complete Youth Protection certification and volunteers welcome. We flew about 297 kids in 2017. ✈Adult Eagles; Greg Rheeder advised leads are welcome. ✈Membership; Vickie Vandenbelt advised 2018 dues must be paid by February 15th to remain in good standing. ✈Webmaster; Drew Seguin advised we are still working on changing over. ✈Events; first planning meeting of 2018 is set for 2/28/18. ✈Newberry Aviation Scholarship recipients; Drew Seguin introduced Mohammed Boumarte, Evan Falk and Jayne Snider to the membership. (Dustin Girard could not attend.) ✈Drew Seguin announced that Karen Meirndorf will again be doing 50/50 drawings starting at the March meeting; please support Relay for Life. ✈Terry Lutz provided info on EAA55 sponsorship of ground support for the Cri Cri when it comes to Oshkosh. Plans are for it to be shipped to Milwaukee in June and someone in the US will need to accept here. Then get the plane and trailer to Wapaca, WI airport. The French will arrive six days prior to AirVenture; assemble the plane. EAA55 ground support will help with logistics, transport. Then crate and get transport back to France. May need to help with their camping in Scholler. EAA55 has approved expense up to $500. Terry is the coordinators and will update details as they develop. ✈Jeff Shaud announced program for YE ground crew to provide activities for kids; utilizing space in the hangar for metal fabricating, riveting, fabric, engine overhaul, flight simulator which he will be coordinating. ✈Bill Bezdek displayed tool to manage things in difficult places; was advertised in EAA eNews. ✈Bob Clark announced chapters can now participate in parades. ✈Meeting adjourned at 10:16am ✈Program today cancelled due to weather; Dave Courey filled in with a report of the membership survey responses. ✈Respectfully submitted, Vickie Vandenbelt, Secretary

YOUNG EAGLES

by Margie Clark
(margie@eaa55.org)

How quickly the year is going! We are already into March and June is only 3 months away. Time to prepare for our ”Young Eagle Rallies”!

A change is being made in the time schedule, we are still starting at 10:00 but the end time for registration is 1:00 (not 2:00). If you currently have any brochures or business cards please change the time to reflect 1:00.

If you are a pilot and interested in flying Young Eagles you do need to complete the Youth Protection programs background check. It only takes about 15 minutes and is necessary to fly Young Eagles.

Looking forward to a fair weather event schedule this year!

ADULT EAGLES

by Greg Rheeder (greg@eaa55.org)

Good day and welcome spring.....just being a little hopeful. As winter pounds us with more cold weather my thoughts always drift to warmer times. I don't know if all of you fly four seasons. I try to get up only after it's a bit nicer. The Ercoupe is a little drafty and the heat is marginally effective. I wake every day thinking soon we'll all be out to the airport enjoying a day of flying. I have several people I'd like to take for their first flight. They are as excited as I am. I'm counting on all of my volunteer pilots again this year to help make other first flights. If you'd like to be an adult eagle volunteer, contact me at any meeting or drop me an email. Thanks again and hurry spring!

NOTES FROM CAPE JUBY

by Terry L. Lutz
(terry.lutz@attglobal.net)

My most recent trip to San Antonio was truly significant for several reasons. In addition to the flight test work, and my friendship with so many great people, I was able to meet the new North American manager for the Silvercrest engine program. His name is Thierry Saint Loup, and while that name may not be familiar, he set a world record in 2016 for aircraft efficiency in the C.1.c weight class.Aircraft efficiency is a relatively new category, established by the National Aeronautique Association in 2008. Referencing Class C.1.c, the “c” means that it is an efficiency record.

Thierry is also Vice President of SMA Engines, Inc. SMA is a division of SAFRAN, the French engine company I have been working for in San Antonio. The SMA SR-305-230-1 engine is a four-cylinder, turbo-charged, air/oil-cooled diesel engine. It was developed in France to address the cost and future supply of 100LL in Europe. First flown in 1998, it received French approval in 2001, and FAA approval a year later. Application has focused on the Cessna 182, and more than 50 aircraft have been converted by STC. In 2006, an SMA-powered C182 flew from the Paris Le Bourget Airport to Oshkosh (with several stops along the way!)

Although the engine dry weight is a bit high at 430 lbs, it is not liquid cooled in the traditional sense. Oil cooling provides 67% of the cooling requirements of the engine, with air providing the remaining 33% through cooling fins on the cylinders. The engine is turbocharged and develops 90 inches MAP at sea level, and can cruise with 70 inches MAP, or lower, for more efficiency.

The C-182 used for the record flight was from the Paramus Flying Club in Caldwell, NJ. The fuel used was a 50-50 mix of Jet-A and biofuel made from Camelina plant seed oil. Camelina seed is widely available in Europe. The bio-fuel they used came from the US Air Force biofuels program, and was produced by Sustainable Oils from plants grown in Montana.

The other pilot was Ross McCurdy, a high school science teacher from Rhode Island. The record flight covered a triangular course of 848nm. The route was from the Essex County Airport in Caldwell, NJ to Buffalo, NY, then to Portland, ME before returning to Caldwell, NJ. The course was completed in 9.1 hours, providing an efficiency of 15.1 nm/gal (which is 17.4 car mpg), at an average speed of 93 KTAS.

The FAA assigned them a special transponder code of 1111, and provided excellent service during the flight. Departing at 0930, they climbed and maintained 12,500' for most of the flight. The airplane had 88 gallons of fuel on board, but they burned only 56 gallons. Their average fuel flow was an astounding 6.18 gph. They could easily have flown an additional 4 hours with a 1-hour reserve!

The significance of diesel engines in an aircraft is two-fold. Jet-A costs less per gallon than 100LL (considerably less in Europe). Combined with lower fuel consumption, the cost savings are significant. The second aspect is the fuel itself. If sustainable biofuel is used, it will produce far less emissions, and provide an alternative when 100LL is gone altogether. If you don't believe 100LL will ever disappear, I've got the last ½ gallon, in existence, of good old 80 Octane to prove that it will.

In San Antonio, the engine design we have been testing for SAFRAN (a French company) is called Silvercrest. It is a high-tech design, with advanced concepts in the fan and compressor section, and very high temperatures in the turbine section. The goal is a significant reduction in fuel consumption, and a large operational envelope for flight crews.

Any new aircraft engine, whether it be a piston, compression ignition (diesel), turbopropeller, or turbofan, begins life on what we call "the bench", or test cell. The manufacturer will have one on site, and for noise considerations, there can be benches located in test facilities away from populated areas. From there, testing goes to a surrogate aircraft, known as a Flying Test Bed (FTB).

For testing the Silvercrest, SAFRAN modified a 34-year old Gulfstream II to become the FTB. Normally, the FTB will be a 4-engine aircraft, notably a Boeing 747. Besides the test engine, there will be 3 other engines, 3 generators, 3 hydraulic pumps, and 3 bleed air systems. A twin-engine aircraft like the GII will only have 1 of each, besides the test engine. So, the design of our GII FTB had to be very well thought out.

The interesting thing about selection of the GII is that the airplane is capable of testing at FL450. I am constantly amazed that we can test at FL450 at speeds as low as M0.67 at an indicated speed of 175 kts. Last week, we were testing fuel coefficients during snap accels at those flight conditions. The engineer would insert the fuel coefficients at about M0.73, then we would do a slow 3-minute deceleration to the test condition and I would slam the throttle from idle to max to see if the engine would surge. As we increased the fuel coefficient, a surge was felt, so we repeated the previous setting to be sure it was surge free.

As we started our descent from FL450, I began to think about the view from that altitude, and then to think that this might be the last time I will be that high above the earth. It might be the last time I see the intricate balance of life in the south Texas landscape from San Antonio to Laredo. On this particular flight, we had taken off with just enough time to complete the sequence before sunset, which is our test limit. On that flight, I was able to watch the sun as it set gracefully in the western sky. And I was able to watch the full moon rise over our hangar as we completed some test points during a ground run after landing.

The reason that this might be the last time I will enjoy the company of some wonderful people is that the primary customer for the engine cancelled their development program last December. So, in addition to testing the last few development engines, I was

also saying goodbye to several French people whose time in the US was unexpectedly cut short. Such as Simone, one of the instrumentation specialists who rented part of a house in San Antonio and was restoring a huge Airstream motor home. He bought it in Florida and several members of the team helped him drive it to San Antonio.

And there are Franck and Alexandre, who purchased a flying Mustang II and were just beginning to experience the joy of flying it. But more than anything, I will miss the honor of flying with my flight test engineer Eric Toquoy, and 5-time Space Shuttle astronaut Ken "Taco" Cockrell. Eric has flown on several very unique helicopter test programs, some of them first flights with new aircraft and new engines. Taco has flown thousands of practice Shuttle approaches in NASA Gulfstreams called Shuttle Training Aircraft.

Last week, we were 8nm south of Kelly (formerly an Air Force Base, now a joint-use base) at 10,000' and just beginning descent. With both thrust levers at idle, I said to Taco, do you think you can fly past Kelly, make the 180 turn, and land on Runway 16 without adding thrust? In a heartbeat, a very relaxed Taco came alive and I could see he was calculating exactly where he had to be to configure the airplane and complete the approach and landing. His initial aim point was actually short of the runway, and from there, he flared and lightly touched the mains about 500' down the runway. Airspeed was perfect all the way around the turn at 150 kts. I have shared the sky with men of incredible hands and minds.

Okay, okay, okay. It's going to be Spring very soon. Somebody said we have to turn the clocks forward this coming weekend. It's time for rust removal – let's get out there and sharpen up all our skills – checklist running, numbers nailing, and landing smoothing. Practice, practice, practice, and keep practicing the thought that somebody along the way will need a helping hand.

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

TIDBITS

by Vickie Vandenbelt (vickie@eaa55.org)

NEW MEMBERS: Chapter 55 welcomes our 2017/2018 Newberry Aviation Scholarship recipients as 2017 Honorary Members - Mohammed Boumarte, Evan Falk, Dustin Girard and Jayne Snider.

2018 EVENT FLYERS: are ready for publication. Same are attached.

NEWBERRY AVIATION SCHOLARSHIPS 2017/2018: EAA55 has named four students as recipients of their Newberry Aviation Scholarship for 2018. Mohammed Boumarte, Evan Falk, Dustin Girard and Jayne Snider are students in the Lansing Community College Aviation Technology program located at Mason Jewett Field, Mason, MI. Each will receive a scholarship in the amount of $750.00. EAA Chapter 55 has a long standing commitment to support educational opportunities for students seeking aviation careers. These students were chosen based on a combination of academic achievement and defined goals for the future. The Chapter raises funds to support their scholarship program by hosting a pancake breakfast in June and Mason Aviation Day in August. Additional information about the chapter and their fund raising events can be found at www.eaa55.org

Pictured (L-R): Mohammed Boumarte, Jayne Snider and Evan Falk. Dustin Girard was unable to attend the award presentation.

CHLOE MINER: Stockbridge Community News did a full-blown article about Chloe, one of our two Young Eagles of the Year. Be sure to check it out: http://stockbridgecommunitynews.com/chloe-miner-all-things-aviator-2017-young-eagle-of-the-year-robotics-team-leader/

FROM RICK ANDERSON, FAA:

DEPARTMENT OF TRANSPORTATION; Federal Aviation Administration; 14 CFR Part 71; [Docket No. FAA–2018–0020; Airspace Docket No. 17–AGL–28]

Proposed Amendment of Class E Airspace; Flint, MI, and Proposed Establishment of Class E Airspace; Owosso, MI

The Proposal: The FAA is proposing an amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 by: Modifying the Class E airspace designated as a surface area at Bishop International Airport, Flint, MI, by updating the geographic coordinates of the airport to coincide with the FAA's aeronautical database, and replacing the outdated term ''Airport/Facility Directory'' with the term ''Chart Supplement'' in the airspace legal description; Modifying the Class E airspace area extending upward from 700 feet above
the surface to within a 6.9-mile radius (decreased from a 10.5-mile radius) at Bishop International Airport; removing the extension to the north referencing the Flint ILS localizer; adding an extension 2.4 miles each side of the 016° radial of the Flint VORTAC extending from the 6.9-mile radius to 7.9 miles north of the airport; adding an extension 2.4 miles each side of the 179° radial of the Flint VORTAC extending from the 6.9-mile radius to 7.9 miles south of the airport; removing the Owosso Community Airport, Owosso, MI, from the airspace description (a separate Class E airspace area extending upward from 700 feet above the surface would be created for Owosso Community Airport as it no longer adjoins the Flint, MI, Class E airspace area extending upward from 700 feet above the surface with this amendment); removing Athelone Williams Memorial Airport, Davison, MI, from the airspace description; removing the PETLI LOM from the airspace description; removing Genesys Regional Medical Center, Grand Blanc, MI, from the airspace description; updating the geographic coordinates for Bishop International Airport and Prices Airport, Linden, MI, to coincide with the FAA's aeronautical database; and removing exclusionary language contained in the legal description to comply with FAA Order 7400.2L; and Establishing Class E airspace area extending upward from 700 feet above the surface to within a 6.4-mile radius of Owosso Community Airport, Owosso, MI.

Airspace reconfiguration is necessary due to the closure of the Athelone Williams Memorial Airport and the cancellation of the instrument procedures at the Genesys Regional Medical Center, as they no longer require a Class E airspace area extending upward from 700 feet above the surface. This action would enhance safety and the management of IFR operations at these airports. Class E airspace designations are published in paragraph 6002 and 6005, respectively, of FAA Order 7400.11B, dated August 3, 2017, and effective September 15, 2017, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

AGL MI E2 Flint, MI [Amended]

Bishop International Airport, MI (Lat. 42°57′56″ N, long. 83°44′41″ W) that airspace extending upward from the surface within a 5-mile radius of Bishop International Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

AGL MI E5 Flint, MI [Amended]

Bishop International Airport, MI (Lat. 42°57′56″ N, long. 83°44′42″ W) Prices Airport, MI (Lat. 42°48′27″ N, long. 83°46′08″ W) Flint VORTAC (Lat. 42°58′00″ N, long. 83°44′49″ W) That airspace extending upward from 700 feet above the surface within a 6.9-mile
radius of Bishop International Airport, and within 2.4 miles each side of the 016° radial of the Flint VORTAC extending from the 6.9-mile radius to 7.9 miles north of Bishop International Airport, and within 2.4 miles each side of the 179° radial of the Flint
VORTAC extending from the 6.9-mile radius to 7.9 miles south of Bishop International Airport, and within a 6.4-mile radius of Prices Airport.

AGL MI E5 Owosso, MI [New]

Owosso Community Airport, MI (Lat. 42°59′35″ N, long. 84°08′19″ W) that airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Owosso Community Airport

FROM KAREN MEIRNDORF: I need a correction in the Wingtips newsletter. We have the

most awesome "Soup Saturday" lunch up here in Big Rapids just about every Saturday. Some of the pilots or friends of the airport brings in a big pot of soup to share with whoever drives or fly's in. In the summer it's easier to cook hot dogs on the grill, but still a fun time to talk with other pilots and listen to old war stories or the fish that got away. We start lunch at 11:00am sharp. I need you to fix the end time to 1:00pm (Done) - or until everyone leaves. Sometimes we stay until 2:00pm or later, you know how Tom likes to talk.

FROM A FRIEND: The V-280 Valor is smaller than a V-22 and a demonstrator for Blackhawk replacement. This follows the successful First Flight on December 18, 2017.
https://youtu.be/YK7eX4s8YIg

2018 CHAPTER EVENTS:

Dawn Patrol (DP);
June 10th; 7am-11am

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

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

See you at the airport.

FLY-OUTS:
Big Rapids - Soup Lunch; 11am-1:00pm; each Sat.
Brighton - Breakfast; 9am; each Saturday
Hillsdale - Breakfast; 8am-11am; 3rd Sat. 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
Dave 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)

At the beginning of every year, industry analysts survey the state of the employment market for pilots and maintenance technicians. To sum up the consensus of the major analysts: There has never been a better time to consider a career in aviation maintenance as a licensed A&P technician.
Every year, Boeing does an exhaustive study on the long-term demand for pilots, maintenance technicians and flight attendants. It is the reference guide everyone in the industry uses for future trends. To quote from the opening of the latest (2017) study, Boeing says:
"Global fleet growth will continue to drive a strong demand for technicians to repair and maintain the airplanes. Newer generation airplanes will help moderate the demand somewhat by allowing longer intervals between maintenance checks, fewer non-routine tasks and improved airplane reliability. As airlines continue to take delivery of new airplanes, advances in airplane technology will drive an increased need for technicians skilled in avionics, composites and digital troubleshooting. For the time frame of 2017-2036, the need for maintenance personnel is largest in the Asia Pacific region, which will require 256,000 new technicians. Airlines in North America will require 118,000, Europe 111,000, the Middle East 66,000, Latin America 49,000, CIS/Russia 25,000 and Africa

23,000. The total requirement is for 648,000 new maintenance technicians.
(As a frame of reference, Boeing forecasts for the 2017-2036 time frame a need for 637,000 new pilots for all regions of the world).
As you can see, there are, and will continue to be, jobs for graduates of schools like LCC's Aviation Technology program. We routinely field calls from employers asking when our students graduate. Just as Delta did last year with LCC, manufacturers, repair and overhaul facilities and other major airlines are now looking at creating partnerships with FAA-approved schools such as LCC so as to not only create a hiring pipeline, but to offer course materials and training assets that enhance a student's awareness of and familiarity with industry trends and needs. This ensures greater employability and easier acclimation to the workplace after graduation. Commensurate with demand, starting salaries have also increased. We routinely see starting salaries ranging from the mid $40,000s to low $50,000s for large repair and manufacturing facilities. Smaller FBO-type facilities typically pay less, but with the increasing demand for skilled technicians, and in order to attract and retain talented employees, we expect those salaries to increase as well.
If you know someone who is thinking about a career in aviation maintenance, or thinking about a career change, now is a great time to be a licensed maintenance technician.

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
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 Vandenbelt; Stearman project
John VanderMolen; Zenith 750 project

Contributions to "WingTips" are welcome and can be made by contacting Deanna McAlister (zirconmoons@gmail.com)
Deadline: 1st of each month.

CHAPTER 55 CLASSIFIEDS

HANGAR FOR RENT: EAA55 Builders Hangar; $115 month plus gas; and EAA55 Storage Hangar; $70 per month; Drew Seguin 517-333-4531

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

FOR SALE:
Pietenpol Aircraft; have two; make offer; for complete info contact Kyle Bradford; 517-663-3083

Various Headsets; Nav/Com Aviation Radio; Oxygen System; Gyro Stabilizer; Portable Intercom; Garmin GPS. Phil Tartalone; ptartalone@mac.com

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; Hand Mic $50; David Clark headset, $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.

ASA CX2 Flight Computer; works great; $65.00; Greg Rheeder 517-315-3247

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

Honey; various sizes; Gordon Hempstone 517-515-1454

Contact Deanna or Vickie to place your ad here!

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

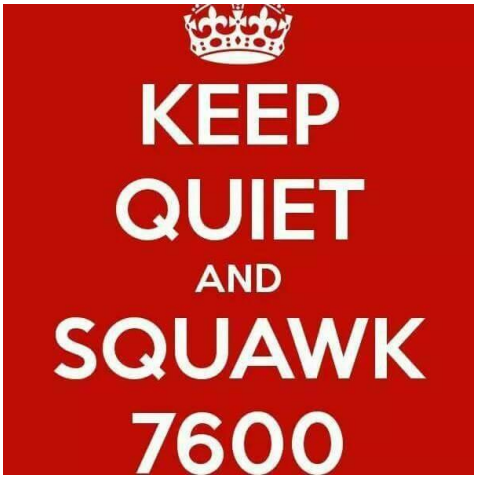
POCKET CALENDAR:
Apr 10-15 = Sun-N-Fun
Jun 9 = EAA55 Young Eagles
Jun 10 = EAA55 Dawn Patrol; 7-11am
Jul 14 = EAA55 Young Eagles
Jul 23-29 = AirVenture
Aug 11 = EAA55 Young Eagles
Aug 18 = EAA55 Mason Aviation Day; 7:30-2pm
Aug 25-26 = Thunder Over MI
Dec 9 = EAA55 Christmas Party

FLYERS FROM OTHER AIRPORTS POSTED IN TEW TERMINAL

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

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

This is what happens when the fuel tank is contaminated with too much air....



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.