

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

NOVEMBER 2011



Meetings are the 2nd Saturday of each Month

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

Pres: Ken Vandenbelt 589-5051 Vice Pres: Bill Purosky 214-2729 Treas: Al Spalding 676-3370

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



Climb and Maintain Flight Level 55

November meeting means elections. We are still accepting candidates. A fun and rewarding way to help your chapter.

And, December means Christmas Party. We are trying something new this year - Sunday afternoon at Eldorado Golf Course. We always have fun with a White Elephant gift exchange and the food is usually great there. Plan to come join the festivities!! The chapter co-pays over half of the cost is only each

**Board of Directors Meeting
November 9, 2011, 7:00 pm
Chapter Membership Meeting
November 12, 2011
Breakfast 8-9**

so that it \$15.00 for member guest.

and one

Then, with January comes membership renewal time. Al Spalding will be accepting payment at each meeting or via mail. I'd like to remind everyone of a few of the benefits of membership ... the first being the opportunity to network with all your fellow members, in person and via our newsletter. In addition, we do have some tools and equipment for use. We also have a meeting room available should you need one. You can also borrow our older tables & chairs; our cooking equipment. We have a library stocked with lots of interesting aviation material. Plus, we have refreshments available at a very reasonable cost and a BATHROOM. Is this a great deal, or what??

Hard to imagine that the new year is less than two months away but here it comes. Hopefully, we can come up with some plans to chase away the winter blues. Potlucks, movie nights, what do you suggest??

This month our program will be presented by member Gary Bauer. He will present information on Estate Planning.

The day of our November meeting, Plymouth Mettetal is having a Chili Fly/Drive In from noon to 3pm. Anyone want to head down there after the meeting??

We now have space available in our storage hangar (the Rans has been sold) as well as in our builders hangar. You can't beat the price or the convenience (snacks, refreshment & bathrooms right next door !!). Happy to discuss with anyone interested.

Share the passion,
Ken Vandenbelt, President

ELECTION COMMITTEE MESSAGE

By Chair, Joe Madziar

I would like to start by stating that it's not too late to volunteer to be nominated for one of the Officers' Positions for our Board of Directors. No experience necessary! We are accepting nominations for President, Vice President, Treasurer and Secretary. It's a great chance to get involved with Chapter 55 members and activities. The Board meets at 7:00 pm the Wednesday before our regular Saturday membership meeting. Terms run for two years beginning with the December general meeting.

The election will be held at our meeting on Saturday November 12th. We will be accepting nomination right up until election time. If you have any questions, or would like to volunteer to help our Chapter, call me at 517-202-3345 or e-mail me at madziars@msn.com Thank you.

Breakfast Teams

November	December
Tom Botsford	Dave Courey
Kirk Curtiss	Brian Eakin
Kyle Curtiss	Mike Fuller
Ken Drewyor	Laura Fuller
J. Morris Hickman	Max Hall
Karen Meirndorf	Dave Keller
Dick Riisberg	Steve Meyer
Joe Whitesides	Pat Salow

Anytime you're at the airport, stop and buy a Klondike Bar!



October Breakfast Cooks
Bob Smith, Greg Hover and Drew Seguin

EAA Chapter 55

Board of Directors Meeting, October 5, 2011

→Meeting was called to order at 7:07pm. →Directors present: Ken Vandenberg, Vickie Vandenberg, Bill Purosky, Doug Koons, Al Spalding, Warren Miller, Jim Spry, & Joe Madziar. Absent: Dave James, Ed Search. →Secretary's Report dated 9/7/11; Doug Koons made a motion to approve; Joe Madziar second; all approved. →Treasurer's Report dated 9/30/11; Joe Madziar made a motion to approve; Bill Purosky second; all approved. →Young Eagles; Doug Koon advised numbers & looking for replacement coordinator for 2012. →FlyOut Coordinator; Ed Crouse has volunteered for the months that he is in Michigan. →Nominating Committee; Joe Madziar advised nominations are still open & positions available. →Program suggestions welcome. →Tables; discussed pricing & checking with Kerr's; on hold for now. →Builders Hangar; resolved that lessee(s) shall pay 50% of the monthly gas bill & 0% of electric bill. →Xmas Party; resolved that the price will be \$15.00 each per member & one guest; EAA55 will cover the balance. →Newberry Aviation Scholarship; Vickie has requested applications from EMU; Vickie, Joe & Al agreed to be the nominating committee. →2012 Events; resolved to hold DP, MAD, YE on same schedule as previous. →YE of Year; resolved selection & options for award tabled for additional info. →Member of the Year; candidates to consider. →Jim Spry made a motion to adjourn; Doug Koon second; adjourned at 8:19pm.

EAA Chapter 55

Gen'l Membership Meeting, October 8, 2011

→Meeting was called to order at 9:30am with approximately 35 members & 5 guests present. →Following the National Anthem, President Vandenberg thanked the breakfast team & announced the next team. →Secretary's Report dated 9/10/11; motion to approve; second; all approved. →Treasurer's Report dated 9/30/11; motion to approve; second; all approved. →Nominating Committee; Joe Madziar announced floor is open for nominations. →Election to be held at November general meeting. →Flyout Coordinator; Ed Crouse volunteered for next summer. →Young Eagles; Doug Koons is resigning & we are looking for volunteer to take over. Doug announced YE of the Year selected. →2012 Events schedules; looking for a Events Coordinator. →Looking for Member of the

Year candidates. →2011 Xmas Party; Al Spalding accepting payment. →Phil Tartalone talked about the EMU/LCC campus; freshman class students wanted. Plans to work to bring aviation into local schools as a feeder program; aiming at the 8th grade. →Also announced info on the GLIAC conference in January. →Ernie Lutz thanked everyone for the great day for his birthday celebration. Also announced that the Rans has been sold. →Vickie Vandenberg announced VHS tapes free to members. →Motion was made and meeting adjourned at 10:08am. →Todd Trainor, Director of the Aeronca Museum followed with a great program.



TIDBITS ~

By Vickie Vandenberg

MEMBERSHIP: January is fast approaching and that means renewal dues. Please also take a quick look at the Members List at www.EAA55.org website and verify that the member information we have for you is complete and up to date; address, phone, cell, email etc.

STORAGE HANGAR: We now have space available in the storage hangar and in the builders hangar.

2012 EAA CALENDARS: The chapter will be doing an order; so if you would like to purchase a calendar, let me know. Cost approximately \$8.50-\$9.50 depending on the quantity we order.

VHS TAPES: We have an excess of VHS tapes. Rather than put them in storage, they are being offered free to members. We will also have some duplicate books for sale in the near future.

MESSAGE TO HOMEBUILDERS: From Jim Tomaszewski; EAA# 590427: New website for homebuilt aircraft. We are trying to grow it to be the world's largest single collection of homebuilt aircraft & project listings. Please visit & list your aircraft for the world to see. A huge benefit of our site is the ability for site browsers to search our site for specific aircraft - i.e. all homebuilts with Corvair engines. The website went live a few days ago. We would greatly appreciate any word of mouth advertising you can pass on to other homebuilders. www.homebuiltdirectory.com Thank you.

WILD ALASKA: from Jim Spry - Set your DVR; "Flying Wild Alaska" season two started Oct. 28th on the Discovery Channel. Good show; usually Friday night.

Humor

Contributed to Readers Digest by Mike Lotto (and Vickie to us):

After 14 years, our daughter-in-law decided to retire from her position as town clerk. She said she has spent more than enough time recording the proceedings of town meetings.

At her retirement party, she received a t-shirt that read: "Retired Town Clerk. I could take the hours, but damn those minutes."

To all the members of Chapter 55

I want to thank all of you, and especially those on the scholarship committee, for the work you put toward raising the money to allow a few students to receive scholarships each year. The fact that Chapter 55 is so outgoing and full of members willing to work our events is what provides scholarship funding in the first place, and I really appreciate it. At the very least, every recipient should work to earn to the scholarship he or she is given out of respect for the potential that the scholarship committee sees in them. I received my Newberry Scholarship in early 2011, finished A&P school at Lansing Community College in August, and recently completed the series of FAA exams to receive my A&P certificates. I continue to work for Mr. Dave Groh at Yesteryear Aviation and enjoy the opportunity to restore pieces of history and play with those round engines.

Sincerely,
Chris Long



YOUNG EAGLES

By Doug Koon

Hi Everyone, On 10/12 Ernie, Ken and I gave 12 more kids from a home school group their Young Eagle rides, and on 10/30 Pat Salow gave 3 kids their Young Eagle rides. Pat has now flown 10 Young Eagles this year. With these flights, our Chapter has flown 194 Young Eagles for the year. This brings our Chapter 55 total to 2,773 kids. I will post the new pilot totals at the Chapter before our next meeting. I want to let everyone know that at the end of the Year, I am stepping down as the Young Eagle Coordinator. I have been doing this for 6 years and feel it's time for someone else to have fun. Phil Tartalone has volunteered to take over for me. He has requested that I work with him and train him next year, which I will. I know all of you will help and support Phil just like you have supported me in keeping up the great work our Chapter has done for the Young Eagles program.

Thank you all for all your support and help, Doug



NOTES FROM CAPE JUBY

By Terry L. Lutz

Chapter 55 Flight Advisor

One Golden Day in France

The events of one particular day were fulfilling enough for me that I decided to provide a name to the article that describes what it was like. Many of us who work as test pilots at Airbus were hired by Claude Lelaie. His efforts to build a world-class flight test organization and staff it with a

multi-national group of highly qualified test pilots and flight test engineers have allowed Airbus to flight test and certify the A380, and move on to greater challenges.

Those of you were at AirVenture in 2009 may have met Claude, or heard him speak at the Theater in the Woods. A Cri-Cri similar to the one in which he flew formation aerobatics at Oshkosh was carried to AirVenture in the cargo hold of the A380. He is a graduate of EPNER, the French test pilot school, and before coming to Airbus he worked at Daher-Socata on development of the highly successful TBM-700 single engine turbo propeller aircraft.

As Chief Test Pilot during the A380 flight test program, he faced many difficult challenges and in typical fashion met them head-on. None of us wanted to be on the receiving end of his fiery rhetoric, and I admit to having more than one pair of trousers with a hole chewed through. But love him or not, we all have great respect for what he accomplished and his vision of our future. He forged an agreement between Airbus and EPNER where they provide the final training and check flights for test pilots and flight test engineers trained internally at Airbus. In return, they receive funding from Airbus that helps them remain one of the top test pilot schools in the world.

Claude retired October 1st, and a celebration in his honor was planned for the following weekend, at the airport in Auch, France. The event was organized by Claudius LaBurthe, himself a retired flight test engineer and pilot. I have previously written about Claudius, his balloon exploits, and his 80% Supermarine Spitfire project. As Claudius planned it, the day would include a mass arrival of light aircraft, a gala lunch at the airport restaurant, followed by a gift ceremony, aerobatic displays, and a flight for Claude in a DeHavilland Hornet Moth (a 4 place cabin bi-plane). It was rumored that this very Hornet Moth was used in the movie "Out of Africa".

I was immediately enthusiastic about participating in the mass arrival of light aircraft, and visited the Aeroclub Jean Mermoz to refresh my currency in the Robin DR-400 aircraft. As luck would have it, one of the club airplanes was down for overhaul. However, the club had leased another example from a private owner, and it proved to be in excellent condition. During the week before the event, all the light airplane pilots met to brief the formation flying that would be required to do a parade pass by the airfield, and followed by an overhead break to a landing.

I was designated number 3 in a flight of 4 aircraft, designed as Blue Flight (which made me Blue 3), that included 3 DR-400 aircraft, with my friend and fellow test pilot Etienne Miche-de-malleray flying stinger in his GlasAir. Four holding points were designated within 10nm of the airport at Auch. The control tower does not operate on Sunday, but their frequency is still used as a multi-com frequency for local traffic. But French regulations would not allow us to use that frequency, so a different frequency was designated, and one of the off-duty controllers was available to assist the coordination between participating and non-participating aircraft, which would be on different frequencies.



Christophe Cail would be the acting light airplane coordinator, using the call sign “Jupiter”. The story behind the call sign is that before Christophe came to Airbus, he was the Air Boss at the Salon du Bourget (Paris Air Show).

His call sign was “Jupiter”, and there was no doubt he had the experience to coordinate a lot of incoming aircraft.

The lead pilot in our 4-ship was Augustin Alvarez-Toledo and in the right seat was Matthias Queck. Augustin is from Spain, and Matthias is from Germany. Both are flight test engineers on the production and delivery side of Airbus. While I had flown many times with them in the jump seat, I had never flown on their wing. You can imagine some apprehension in that situation, because the skill of the flight leader determines whether everyone is comfortable on the wing, or has to deal with a “can of worms”.

Nancy and I arrived at the airport about 0900. There were a few low clouds to the south, but they were quickly breaking up, and there was nothing in the direction we were headed. The airplane was ready and fueled, but in the back of the hangar. So I preflighted in the hangar and with the help of some club members, moved enough airplanes to get the DR-400 out into the sun.

Blue Flight did one final briefing on the ramp, and started engines visually. Number 2 and 3 did run-ups on the ramp, because the run-up area is only big enough for one airplane. Lead switched us to tower frequency and requested clearance for a formation takeoff. In French, the controller said, “I’ve never done that before, but there is no traffic...” and cleared all of us by call sign, for takeoff. Since Etienne would meet us at the holding point near Auch, we took off as a 3-ship, with 10 seconds spacing.

The weather was good, with a steady wind from the west. We were able to climb to 3500ft for cruise to the holding point, about 30 minutes flying time away. This was Nancy’s first time ever flying in close formation, and she was initially a bit apprehensive. Close to the holding point, we descended to 2500 feet, and observed another flight of 4 above us. They were the aerobatic airplanes, and would occupy the same holding pattern, only 1000’ above us. I have to say that Augustin did an excellent job as lead. He was smooth and precise, I always had enough power to stay in formation, and we were never in the dark about what frequency to use or what we were doing.

Once established in the holding pattern, Etienne joined with his GlasAir. It must have been a bit difficult for him, since our cruising speed, at 170kph (or 105mph/92kts) was right at the flap extension speed for his airplane. Nancy and I had a glimpse or two of him during turns in the hold. Our departure time from the hold was 1100, and I think the call from “Jupiter” actually came at 1102. With that call, we started a westerly turn and descent toward the final on Auch runway 36. Since it was a left turn and I was on the right wing, it should have been an easy turn with a little power. But surprisingly, I found myself at idle power almost all the way around the turn. The only way the pilot on the inside of the turn was able to remain in formation was the fact that he had the airplane configured for glider towing, and the 4 bladed propeller helped him slow down.

The pass down the runway was at cruise power and 500’ agl in diamond formation. From what we heard after landing, our formation was the best observed on the day. Then we executed a right turn and climb back to the holding point. After another 10 minutes in the hold, we were cleared for the landing pattern, which included an overheard break. Augustin switched us to echelon formation, and I think my cross over to the right wing of Blue 2 was one of the more efficient maneuvers I have made in formation with a propeller airplane. We did a right turn toward the upwind leg, and this time, there was no need to be at idle power. A good thing, or all of us would have been in the hurt locker on the inside of the turn!

Once on the initial leg for the overhead pattern, we did break turns to the left for the downwind with 15sec spacing and 30 degrees of bank. Knowing that Etienne was behind me and considerably faster on final, I elected to land on the parallel grass runway. At 2500’ long x 300’ wide, the grass runway is the preferred runway for gliders and glider towing. I touched down for an easy rollout, and joined the ramp just as the GlasAir was turning off the hard surface runway toward the ramp.

A large crowd was already there, and after watching the other formations land, we joined them to greet all the other pilots who had flown in. At 1200, we were invited to the front of the operations building where refreshments and a jazz band were waiting (Claudius thinks of everything!). In total, about 120 people were in attendance, and at least 15 aircraft had flown in for the occasion.

We had lunch together at the airport restaurant. It was typical French cuisine, beginning with foie gras (foie gras is now banned in California!), a salad, which was then followed by magret de canard (duck breast grilled over a wood fire), and a sumptuous cake for desert. Just before the desert course, we were alerted that the A400M military transport would be doing a fly-by. The number prototype was on its way from France to Sevilla, Spain, and the crew had included Auch as a waypoint along their IFR routing to Spain.



After lunch, we walked to a hangar for presentation of some gifts to Claude, using a larger than life photo of Claude in front of a Mirage III as the backdrop. Gifts included a professionally prepared book of photographs, from Claude's career at Airbus. It was appropriately titled "CL Max"! But the most significant gift was from Rolls Royce, who provided a single fan blade from the Trent 900 engine that powers the A380. Claude doesn't smile that often, but he broke into a smile at the gifts and the speeches made for him.



After the gift ceremony, two airplanes fired up for an aerobatic display. First was a Pitts S-2B, followed by a CAP 232. The CAP 232 was flown by Jean-francois Grandjean, one of our support engineers whose specialty is flight control systems. It was a great display, with no turn or reposition maneuver accomplished without an aerobatic maneuver of some sort. A lot of people who work with Jean-francois never even knew he was a pilot, let alone an aerobatic showman! The airplane he flew is actually part of the Midi-Pyrenees Voltige (aerobatic) Club, and travels from airport to airport in the summer so everyone in the region can get some aerobatic practice and instruction.

With the jazz band in place, the Hornet Moth was pulled out of the hangar. After a preflight briefing, Claude took the left seat and with the owner in the right, they brought the Gypsy Major engine to life and taxied out for a short orientation flight. Since Claudius normally flies his balloon from the airport at Auch, he had intended to cap off the day with a hot air balloon flight for Claude and his wife Martine. But the late day winds would continue to blow at

about 10-15 knots, making the balloon flight a promise for another day.



After the aerobatics, we spoke to Augustin and asked to join his wing for the flight back to Muret. This time, I took the upwind side of the runway and performed a formation takeoff from brake release. The airplanes performed well together, and I was fully in position reaching midfield on the takeoff leg. We enjoyed a smooth and uneventful flight back to Muret. About 10 miles out, Augustin asked if I had the airport in sight and cleared me on my own for the approach to Muret. He and Matthias then peeled off to the south for some sightseeing and airwork maneuvers.

It had been a perfect day of flying and friends and food, with good weather and excellent coordination for the formation activities. For me, the best parts were that Nancy was able to go along, and that for the first time, I conducted both flights on the radio entirely in the French language.

November is very likely the last month to find some really good flying days. They might be crisp and have a touch of wind, but the flying will be excellent prior to the entry into winter. Remember to carefully preheat the engine when the temperatures are less than about 45F, watch carefully for carburetor ice, and as always, remember to help your flying friends when they really need it the most.



FROM THE FLIGHT SURGEON

By Gregory Pinnell, MD

Flu season is here. Fever, chills, coughing and sneezing. Sometime diarrhea and vomiting come too not to mention the body aches. You can for the most part avoid this nastiness by getting your flu shot. The H1N1 vaccine is built into this year's flu shot. A good idea is to wait at least 8 hours after an immunization before flying an aircraft in case of adverse reaction to the shot. Mild side effects like injection site tenderness and some very mild cold symptoms for a day after the shot are not uncommon and are usually quite transient. Don't lose the few good days of winter flying we get by spending it in bed out for the count! Fly healthy!

Excerpts from Lauran Paine's book:

'If Airplanes Could Talk'

Submitted by Al St. George

- * Get your priorities straight; own an airplane, drive a junker.
- * If you are not flying your plane, sell it to someone who will.
- * If you are not comfortable with your situation, you're probably not safe.
- * Don't do anything that might later be construed as stupid.
- * Arrive early. Things always go better when you do.
- * Don't make a gear check on final; make three.
- * The first requirement for a good landing is a good approach.
- * Own a small airplane at a small airport.
- * A decision to hold your bladder will be met with a headwind.
- * Small problems usually get worse before they get better.

CHAPTER 55 CLASSIFIEDS

HANGARS: EAA55 Builders Hangar 517-589-5051 or Deanna 517-851-7047 or Lloyd 517-589-8619

WANTED: Garmin 396 or 496. Contact Dan Schiffer 517-862-6413

FOR SALE: Assortment of woodworking tools (saws, drill presses, etc.); info & complete list contact Steve Houghton 517-333-2196 or steve.houghton@att.net

Legal Eagle ultra-light experimental airplane; Volkswagon engine; wooden propeller; from the estate of Jim Cushing; asking \$10,000. James Devereaux 989-534-1333

2009 Kitfox; Model 4-1200; Rotax engine; many extras. Jack Toman 517-882-8331

KIS TR-1, Subaru Legacy engine; GPS nav/com; many extras. George Moore 517-536-1034

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

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

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

Yesteryear Aviation; new surplus hardware; 517-676-4416

FREE: Collection of Sport Aviation dating from 1958 on; All in boxes. Bart Smith 517-285-1518

MICHIGAN SAFETY DATA

The attached letter is some information on the safety data for Michigan for 2011. With a little over two months left in the year we have almost equaled the number of accidents from 2010 and have doubled the number of fatal accidents.

Although the accident rate is continuing to decline, we are still seeing too many "human error" accident causes. Please take a look at the information and share it with others at your airport.

Rick Anderson, Supervisory Inspector
GA Airworthiness
East Michigan FSDO
Office 734-487-7285

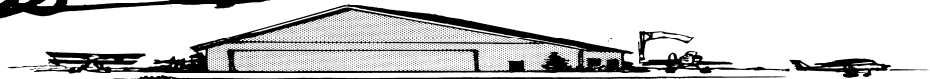
POCKET CALENDAR:

Nov 12 = Mettetal Chili Fly-In; 12-3pm

Dec 11 = Xmas Party; Eldorado; 4:00pm

Jan 21&22 = Great Lakes Aviation Conf

Wingtips →



Warren E. Miller
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