



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

NOVEMBER 2018

Meetings are the 2nd Saturday of each Month

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

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

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

www.EAA55.org



PRESIDENT'S MESSAGE

by Drew Seguin

[\(president@eaa55.org\)](mailto:president@eaa55.org)

It looks like the peak colors of fall are slipping by and the cold weather continues to build as we head into this Michigan Winter. Now is a good time to take a minute to review the facts about Carbon Monoxide (CO) poisoning. In 2015 there were 393 CO deaths in the US. The rate of poisoning is twice as high in winter months as in summer because our homes, cars and airplanes are closed up tight against the cold. Of course, most are household events but the air-cooled engines in our airplanes are especially vulnerable due to the use of heat exchangers on the exhaust system.

Here's an FAA chart on the effects:

Percent CO in Blood	Typical Symptoms
<10	None
10-20	Slight headache
21-30	Headache, slight increase in respirations, drowsiness
31-40	Headache, impaired judgment, shortness of breath, increasing drowsiness, blurring of vision
41-50	Pounding headache, confusion, marked shortness of breath, marked drowsiness, increasing blurred vision
>51	Unconsciousness, eventual death if victim is not removed from source of CO

In the event of CO exposure turn off cabin heat, increase ventilation land as soon as possible, and don't hesitate to let ATC know you're having a problem. When on the ground seek medical attention. Remember, CO is odorless so even though you can't smell exhaust it can still be there. Those of us with drafty Cubs and the like might be in better shape but it's not a bad idea to have a CO monitor in the cockpit during the cold winter months anyway. And take a close look at your exhaust system and heat muff. An ounce of prevention is worth a pound of cure.

I'm looking forward to this month's chapter meeting. We will be electing the new Board of Directors and Jim McKay from LCC will be presenting on composites. I hope to see you then.



October Breakfast crew was -
Jeff Shaud & Terry Lutz

BOARD MEETING: 7:00pm: Wed; Nov. 7th
MEMBERSHIP MEETING: 9:30am; Sat; Nov. 10th
with Breakfast served from 8:00am to 9:00am

UPCOMING BREAKFAST TEAMS:

<p>November : John Bidle, Pete Hensler (student), Steve & Michelle Potvin, John Vandermolen, Bruce VanFarowe</p>	<p>December : Stan Chubb, Ken Drewyork Bill Long</p>
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the foundation and student applications from the pilot program only. Board established that applicants must be attending a 141 or 147 school and EAA55 will promote to LCC program students. Board determined a minimum award of \$500. Applicants recommended by Scholarship Committee. →2019 Calendars; Jim & Carol Spry ordered 75 calendars at a cost of \$650; Jack Voss made a motion to reimburse the expenditure; Dave Courey supported; 10 approved; 2 opposed; motion carried. Extra copies will be sold for \$10.00 each. Board discussed criteria for calendars going forward; feature EAA55 member planes; projects; aviation. Solicit all members to submit photos; September meeting deadline. Board will review submissions and make selections. →Christmas Party; Warren Miller advised band would not be free; so, off the table for this party and will again have White Elephant Gift exchange. →Correspondence; Drew Seguin circulated a very nice "Thank You" letter from Karen Meirndorf for the EAA55 contributions to Relay for Life via our 50/50 drawings. →Meeting adjourned 8:47pm.

SCHEDULED PROGRAMS:

NOVEMBER:

Jim MacKay, LCC instructor; Composites

DECEMBER:

Chapter Volunteer Awards

JANUARY - FEBRUARY - MARCH

TBD

CONTACT DAVE COUREY or DREW SEGUIN WITH YOUR SUGGESTIONS

CHAPTER 55 CHRISTMAS PARTY
SUNDAY, DECEMBER 9th
 Reservation Form Attached

EAA 55 Chapter 55 Board of Directors Meeting October 10, 2018 →Meeting was called to order by President Drew Seguin at 7:01pm. →Present: Drew Seguin, Margie Clark, Al Spalding, Vickie Vandenbelt, Mark Bathurst, Bob Clark, Dave Courey, Doug Koons, Warren Miller, Bill Purosky, Ken Vandenbelt & Jack Voss. Absent: John Bobcik. →Secretary's Report 9/5/18; Bill Purosky made a motion to accept; Mark Bathurst supported; motion carried. →Treasurers Report as of 9/30/18; Margie Clark made a motion to approve, Doug Koons supported; motion carried. →501c3 status; Bill Purosky reported still waiting. →Drew Seguin noted that our flag pole installation is complete; pole will be brought in after each use; Doug Koons will make a cap to keep water out of the ground tube. →Programs; Saturday program all set; November program will be a composite class; Dave Courey working on 2019 program list. →Nominating Committee; Mark Bathurst & Warren Miller reported on slate of candidates for Director positions. →Silent Auction; discussed what we might have available. Old Tables; no one seems to want; someone dispose of?? →Newberry Aviation Scholarship; Jack Voss & Mark Bathurst have updated the application specific for LCC program; new interview procedure added. Vickie Vandenbelt will contact EMU about monies in

EAA 55 Chapter 55 Membership Meeting October 13, 2018 →Meeting was called to order by President Drew Seguin at 9:30am with approximately 27 members and 6 guests present. →Following the National Anthem, Drew Seguin thanked the October breakfast team and announced the November team. →Guests and visitors were introduced. →Secretary's Report 9/8/18; motion to approve; supported; motion carried. →Treasurers Report 9/30/18; motion to approve; supported; motion carried. →Water problems seem to be resolved; new toilet is wonderful. →Our new flag pole is all installed and great. →Silent Auction; looking for new items. →Nominating Committee; Mark Bathurst reported on slate of candidates for Director. →Programs; Dave Courey looking for suggestions; tours and Sandbar Mitchell were thoughts. →Christmas Party; make your reservation !! →Mike Lutz thanked the Chapter for the donation in memory of Ernie Lutz. →Meeting adjourned at 9:44am. →Prior to the start of Todd Cotter's Prop Balancing program, Deb Groh announced the appointment of Dan Schiffer and herself to the CRAA Board.



YOUNG EAGLES

by Margie Clark (margie@eaa55.org)

NO REPORT THIS MONTH



ADULT EAGLES

by Greg Rheeder (greg@eaa55.org)

NO REPORT THIS MONTH

ADULT EAGLES

To mentor, inspire, motivate and monitor aspiring pilots.



NOTES FROM CAPE JUBY

by Terry L. Lutz

(terry.lutz@attglobal.net)

As many of you are aware, I recently traveled to Iceland to attend a meeting with ISAVIA, the Iceland equivalent to the FAA. The path to this meeting involved months of discussion, the assistance of an astronaut, and meetings with Ambassadors in Washington, Paris, and Reykjavik. The result of the meeting is that manufacturers of Part 25 airplanes (the big iron) now have a path to conduct crosswind testing at Keflavik, the major international airport in Iceland. From November to March, the probability of winds greater than 35 knots at Keflavik is greater than all comparable airports in the world, *combined*. Winds that strong allow the manufacturers to determine the crosswind limits for large transport aircraft, which has a direct effect on the safety of airline operations, worldwide.

Iceland was created by thousands of years of volcanic activity. Lava fields are everywhere, and so are vents with steam rising from superheated water just below the ground. There is enough heat from the ground to heat the city of Reykjavik and provide hot water as well. The energy from the ground allows electricity to be generated efficiently and at low cost.

The population of the entire country is about 350,000, not including the thousands of tourists who visit each year. Crime is very low. They usually have one murder per year, and they think that's too many. Police officers do not carry weapons, and other than

their Coast Guard, they have no military. People are very friendly, and everyone speaks English. The skyline of Reykjavik is graced by a magnificent Cathedral, and nearby is a statue of Leifur Ericsson, sent as a gift from the United States.

At the antique airplane fly-in in Blakesburg, I logged some yak time with Jim Zazas, who said if I was in Iceland I should contact Baldur Sveinsson. So after our meeting with ISAVIA, I met with Baldur and in the space of just a few hours, I was exposed to the history of flying in Iceland, from military airplanes, to transports, to light aircraft, and to homebuilts. It was a wonderful afternoon.

Baldur is an aviation photographer, and his work is without doubt the best I have ever seen. His photographs consider the aspect to the subject aircraft, the lighting, the background, symmetry between background and subject, and finally, action. At times, he captures the airplane at the instant of touchdown, and at other times, he captures formation fly-bys with an impressive depth of field. He has used photo airplanes such as the CAP 10, and has adopted specific coordination maneuvers with the target aircraft that work very well. The US Air Force even gave him a back seat ride in an F-4E. Those pictures are terrific.

When we first met, he presented me gifts of soft cover books that encompass his work for some specific years. They are wonderful! The unique thing about aviation in Iceland is that the country is small enough, and the airfields unique enough, that you can capture a year's worth of aviation in one book. Baldur has also published a hard cover book that includes the best of his photography from the very beginning. I could see very little difference between his early use of celluloid film and digital media. The pictures include airliners, fighters that were either based at Keflavik or passing through, helicopters, light airplanes, and antique airplanes. The book sold out in 5 months, but I had the chance to review a copy during our visit to the workshop of the Iceland Historical Aircraft Society. The Society has their own building, including a workshop, on the Reykjavik Airport, so it was an easy drive from my hotel. Arriving at the airport, the very first airplane I saw was the Cessna 152 in the photograph. Aircraft in Iceland carry the registration TF-, followed by letters. As you can see, the letters can spell some interesting words!

The Iceland Historical Aircraft Society has two very interesting aircraft in the workshop. The first is a Waco YKS-6 cabin biplane that was shipped to Iceland from the US. It will be restored to replicate the first airplane operated on floats in Iceland, a YKS-7 (built in 1937), which first flew from Reykjavik harbor on 29 April 1938. The other airplane, TF-OGN, is the first airplane designed, constructed, and flown in Iceland. Effectively, it is their first homebuilt. The airplane is just called "Aagnne", and I had to learn how to say it before I could look at it! Construction was started in 1931 by Gunnar Jónasson and Björn Olsen and it was completed in 1932, but without an engine. They finally found a Gypsy I engine and first flight was in 1940. After 4 flights totaling 2.5 hours, the British forces occupying Iceland at the outbreak of WWII banned operation of the aircraft. It was disassembled and never flown again. Today, it is under the care of the Iceland Historical Aircraft Society. They have the ability to assemble it and demonstrate it for taxi operations only.

Our next stop was a beautiful grass airfield just outside Reykjavik called Tungubakkar. The runway is about 3000' long, and very nicely wide. There are several privately owned hangars there, and I had a chance to go inside to meet the pilots and have a look at their airplanes. My first stop was a hangar/workshop where 3 guys were working on various projects, including a highly polished Cessna 140. The hangar was so full of airplanes that there was barely room for their overstuffed chairs. They brought out a book that they ask all visitors to sign, and I noticed that I was signing just below Bob and Pat Wagner, of airshow fame here in the US.

The next stop was a nice hangar with some flying airplanes. When I walked in, I immediately noticed a Stampe SV4C biplane, with a very cool registration: TF-OLD. How appropriate for an antique airplane! The owners are Air Atlanta Captain Sigurjon Valsson and mechanic Elias Erlingsson. They are legends in the small airplane world in Iceland, and Baldur remembers them coming into the IAHS workshop as just kids.

This particular airplane is powered by a Renault 4P-03 rated at 145 hp. One unique thing about the airplane is the pneumatic starter. Note the blue air lines in the photo. The starter is mounted on the front of the engine, and once the engine is running it will

recharge the air bottle for subsequent starts. The bottle is good for about 3 start attempts, and it can be recharged on the ground through a Schrader valve.



Another airplane in the hangar was a beautiful J-3 Cub, owned by Gisli Sigurjonsson. It has an O-200 engine, and a starter. He lifted the rear seat bottom and showed me how the electrical system was installed under the seat. The battery was something we are using here in the US on homebuilt airplanes – an Odyssey PC680. This particular Cub, TF-CUP, has flown from Iceland to the US and back. Along with a Pitts Special, it flew in the cargo hold of a B-747 operated by Air Atlanta Icelandic, one of the largest operators of B-747-400 freighter aircraft in the world. It was unloaded and assembled in Milwaukee, then flown to Oshkosh. If you look closely at the photo, you'll notice the sticker that says "2002 Award Winner".

You are probably wondering, "Is there a J-3 Cub in Iceland with the registration TF-CUB?" The answer is YES. It is a flying aircraft associated with The Aviation Museum, located in Akureyri, Iceland. Akureyri is located in a fjord on the north coast of the country. To get there you can take an airline flight from Reykjavik. Or, you can rent a car and see much more of the country than you can experience on day tours from Reykjavik.

Then we went to another hangar, which was also a workshop. My tour guide was Orri Eiriksson. He showed me a Rhinn One Design that they had built locally. Although you really couldn't see the differences, they increased the wingspan in the area of the wing root, which gives better aerobatic

performance. The airplane was equipped with an experimental propeller that was carved right there in the shop. They have a CNC machine that carves propellers out of wood, then they encase them in carbon fiber.

After this visit, I was left with several impressions. For an island nation, where the nearest continental land mass is beyond the range of most light airplanes, aviation seems to be thriving. They are not maintaining the status quo; they are actively working on airplanes and finding ways to improve them. They seem to have the freedom to modify certified airplanes with modern equipment to make them better. Their work is precise, up to date, and they have both the tools and the supplies to keep going. Finally, they are all very friendly and passionate about airplanes and aviation. I really could not thank Baldur enough for taking a few hours out of his day to take me places and introduce me to people I never would have found as a tourist.

Back here in the US, I have been studying the hundreds of wooly worms crossing country roads on nice, sunny days. Although November is starting out cold, windy, and with a hint of snow in the forecast, the wooly worms are forecasting a milder than normal winter (the center band is wider than normal). But that doesn't mean it will be an easy winter, so don't forget to lend a hand when the cold and wind gets the better of your fellow pilots.

THE EAA MISSION:

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



TIDBITS

by Vickie Vandenberg (vickie@eaa55.org)

NEW MEMBERS: Chapter 55 welcomes new student member, Andrew Walczak.

BEST WISHES: to our student member Chloe Miner on her upcoming trip to American Samoa with the Stockbridge InvenTeam Robotics trip November 21st to December 5th. Hope Chloe has a great learning experience. Maybe she will send us some pictures and write up for a future WingTips?? More

info at: <https://www.wilx.com/content/news/Local-students-prep-for-overseas-robotics-trip-498616721.html>

CHRISTMAS PARTY: So hard to believe - one month until our Christmas Party. And, YES - there will be a White Elephant Gift Exchange again this year !! (reservation form attached)

2019 RENEWAL DUES: And, two months to the start of another year and 2019 Membership Dues collection. (renewal form attached)

NOMINATING COMMITTEE: Mark Bathurst informs us that we have a complete (9) slate of nominees for the election of directors. Names are listed on the white board in the meeting room. Additional nominations can be accepted up until our election at the November general meeting.

TODD COTTER CONTACT INFO: Manager, Charlotte Airport. Cell 517-712-8177. Email todd@charlotteairservices.com

FRIDAY COFFEE: from Jack Voss; every Friday morning, 09:00, A&W in Mason. While enjoying a Thanksgiving meal, try to save room for Friday's breakfast? And, be sure to give thanks for our ability to make choices for ourselves here in the USA.

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)

If one does a Google search for aviation maintenance positions, many openings appear, both in the U.S. and overseas. Aviation maintenance employers other than the typical three (airlines, manufacturers and major repair facilities) are hiring in increasing numbers. These additional employers include flight schools, corporate aircraft operators, colleges like LCC who need instructors and overseas operations requiring

FAA-licensed A&P maintenance technicians or their equivalent.

What is remarkable about the opportunities is not just the sheer number of openings, but the starting salary and benefits package offered to entice applicants. In the past, \$40,000 plus benefits was considered a good starting package. \$50,000 and up plus benefits is the new starting norm, and overseas positions are paying at least twice that amount to attract qualified technicians.

Boeing's annual industry forecasts all point to an increasing demand that is progressively going to be harder to meet. All FAA-certified Part 147 schools like LCC's (177 schools in the U.S.) produce about 4,500-5,000 graduates per year. Over the next 20 years, it is estimated that there will be over 189,000 new positions in the North America, and about 754,000 worldwide. If you do the math, there is a definite shortage that is only going to accelerate. Parenthetically, the pilot shortage about which we all have read is equally noteworthy. Over the next 20 years, there will be a worldwide demand for over 790,000 pilots. North America's share is approximately 117,000.

Based on publicity concerning the demand, and recent local and national media exposure about our program, we have experienced significantly more inquiries from prospective students than ever in the past. Our students start the program every fall, and we already have a sizeable number who have indicated they want to enroll in the class starting in August 2019. That's nine months from now, and is a strong indicator of the increasing acceptance of what NBC News called the "New Collar Jobs" featured in previous articles. Highly skilled, technically competent workers can earn a substantial starting salary without a four year college degree and have significant advancement opportunities over the course of their career. Aviation maintenance is clearly at the forefront of that trend.



EDITORS PROLIX

By Deanna McAlister (zirconmoons@gmail.com)

It is November, a month to recollect on our many blessings. It sure is fun to share flight with a young or

old person. This year I had the chance to take a 96 year old pilot up and let him fly. It was very heartwarming to see his smile and the twinkle in his eye as we flew around in a C-172. Later in the year I took up a 9 year old girl from the UK. She had that same glimmer in her eye. Age does not seem to effect that sparkle one gets as they leave the Earth.



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

CHAPTER 55 CLASSIFIEDS

FOR RENT: Builders Hanger Space; \$115 per month plus gas; EAA members only; Drew Seguin; 517-333-4531

FOR SALE: Small chest freezer (pictured); still ran last we knew; \$50.00. Vickie Vandenberg 517-589-5051

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

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

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

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

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

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

Contact Deanna or Vickie to place your ad here!

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
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
Jeff Shaud; RV-7 project
Jim Spry; RV-8
Craig Tucker; Gyrobee Gyroplane project
Ken Vandenbelt; Stearman project
John VanderMolen; Zenith 750 project
Tracy Tillman & Lisa Colletti; Two E-LSA Bailey-Moyes 914 Dragonflies, and one E-LSA Alatus-AL12 sailplane.

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

POCKET CALENDAR:

Dec 9 = EAA55 Christmas Party

FLYERS FROM OTHER AIRPORTS POSTED IN TEW TERMINAL

WEB EVENT CALENDARS:

<http://www.eaa.org/en/ea/events>

<http://www.fly-ins.com/>

<http://www.michigan.gov/aero/>

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



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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