



Meetings are the 2nd Saturday of each Month

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

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

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

www.EAA55.org



Climb and Maintain Flight Level 55

News Roundup: I thought that this month I would take some time to review some upcoming Chapter events. Even though the cold weather is here, there are still plenty of Chapter activities scheduled in the weeks and months ahead to help keep us all involved with aviation.

Elections: At the meeting on Saturday, we will be holding Chapter elections. All of the Board of Directors positions are open. If you are interested in helping contribute to running and advising the Chapter feel free to throw your name into the hat. The Board meets only one time per month so the time commitment is minimal. We would love to see some new faces on the Board.

Christmas Party: Our Christmas party is scheduled for Sunday, December 14th at 4pm at the Eldorado Golfcourse. There will be a great dinner, cash bar, time for socializing and our famous (infamous?) white elephant gift exchange. Hope to see everyone there.

Movie night:

Our first movie night will be this Friday night at 7pm. We will be showing an aviation themed movie. Bring a

snack to share. These events are quite popular so come on out and have a nice relaxing Friday night. Movie nights are scheduled for the Friday night before our membership meetings November through March.

"The Good, the Bad, and the Ugly!"

No, not a Clint Eastwood movie - this is the presentation that Designated Pilot Examiner. Randy Collier will be presenting at this Saturday's meeting. He discusses the importance of pre-flight planning and why it is important to be a skeptic about airport information. Why the airport you are planning on flying into may not be as pristine as you think. Why preflight planning is important and the many hazards that await the unwary aviator. Real world examples of the subtle dangers that lurk at many airports are provided. We expect that this will be a well attended event.

**Board of Directors Meeting
November 5, 2014, 7:00 pm
Chapter Membership Meeting
November 8, 2014
Breakfast 8-9**

Dues 'r Due: Chapter dues for 2015 are due soon. Chapter membership is \$25 per person and \$40 for a family. Anyone who pays their dues by the end of the year will be eligible for two fabulous prizes! Happy flying!
Steve Houghton, President (steve@eaa55.org)

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



**October
Breakfast Team
Failed to appear
per empty
kitchen!**



**Substitute Breakfast Team: Joe Madziar, Margie Clark and Bruce VanFarowe
THANKS FOR STEPPING FORWARD!!!!**

BREAKFAST TEAMS

<u>November</u>	<u>December</u>
Tom Botsford	Mujib Abbasi
Dave Courey	Stan Chubb
Kirk Curtiss	Rick Dallas
Kyle Curtiss	Grant Dowell
Ken Drewyor	Brian Eakin
J. Morris Hickman	Cliff Hale
Karen Meirndorf	Dick Riisberg
John Vandermolen	Dan Schiffer
Bruce VanFarowe	Margaret Schiffer

EAA Chapter 55 Board Meeting October 8, 2014

→ Meeting called to order at 7:05pm by President Steve Houghton → Present: Steve Houghton, Margie Clark, Al Spalding; Vickie Vandenbelt; Bob Clark; Warren Miller; Bill Purosky; Jim Spry; Ken Vandenbelt; Jack Voss. Absent: Doug Koons; Dave James; Ed Search. Guest: Julie Bauer. → Secretary's Report 9/10/14; Jack Voss moved to accept; Bob Clark supported; all approved. → Treasurers Report 9/30/14; Vickie Vandenbelt moved to accept; Margie Clark supported; all approved. → YE; Margie Clark has submitted award info to National. → Adult Eagles; Greg Rheeder volunteered to be the Chapter Coordinator; Margie Clark made a motion to approve appointment; Jack Voss supported; all approved. → YE Credits; Margie has list for goodie order which will finish then Vickie will submit for reimbursement. → Membership; per newsletter. → Flying Activities; no report. → Program will be Rick Anderson from FAA; need info on who will do MDOT program in November. → Safety Officer; discussed chapter efforts to YE rally safety and more for next year - briefing prior to events, communication, air boss, formalized procedures; etc. → Fire Extinguishers; Steve making arrangement. → Builders Hangar; repairs & improvements completed. Gary Nicola moved in. → Storage Hangar; Greg Shannon to move in. → Christmas Party; info & invitation in the newsletter; announce at meeting. → 2015 Dues Contest; announce at meeting. → Nominating Committee; no report. → 2015 Calendar; submit pics to Steve Houghton or Jim Spry; need by 11/15. → STEM Teachers Conference; Margie, Bob Clark, Bill Purosky, maybe Doug plan to do booth & session. → Movie Nights; monthly November thru March at 7pm the Friday prior to Saturday meeting; snack potluck. → Smith Mini project now in the hangar; hopefully can be completed by member or group of members. → BOD seeking input from members - what should we have for activities. → Vickie Vandenbelt suggested getting prices for new floor runners. → Newsletter; there will be a surcharge of \$15 for "snail mail" in 2015; then eliminate mail in 2016. → Letter received from CRAA regarding non-aeronautical use of hangars and proposed FAA rule changes. → Meeting room expansion; discussing regarding what could be done; grill modifications; furnace modifications; cost estimates; etc. → Jack Voss made a motion to adjourn; Bob Clark supported; adjourned at 8:31pm. → Respectfully submitted, Vickie Vandenbelt, Secretary

EAA Chapter 55 Membership Meeting-October 11, 2014

→ President Houghton called the meeting to order at 9:37am with approximately 41 members and 6 guests present. → Following the National Anthem, we thanked the substitute breakfast team & November team was announced. → Guests were introduced and included Walter Shockley who notated the Smith Mini. → Secretary's Report 9/13/14; moved to accept; supported & approved. → Treasurer's report 9/30/14; moved to accept; supported & approved. → Thank you Greg Hover for the nice job on the floors. → Movie Nights start in November thru March; Friday night before meeting; snack potluck. → Nominating Committee; Dave James announced he has one candidate. → Dave James proposed a group trip to the USAF Museum Dayton. Will pursue details. → Christmas Party Dec 14th; reservation & payment required in advance. → 2015 Newsletter surcharge of \$15 with dues to have "snail mail"; considering all electronic and no "snail mail" in 2016. → "Thank you" Doug Koons, Jim Spry, Dave James, Bob Clark, Jack Voss for repairs & improvements in builders hangar. → Safety Operations; Dan Schiffer & Terry Lutz strengthened our operations with improvements in 2014. Good program getting better for all operations. → 2015 Dues Content; memberships paid before 1/1/15 will be entered into a drawing for a \$25 Gift Card or Weather Station. First Prize is choice; drawing held at January meeting & President will pick prize if winner is not present. → 2015 Calendar; need photos submitted to Steve Houghton or Jim Spry by 11/1/14 for committee to select from. → Smith Mini Biplane donated by Walter Shockley; looking for member or group of members to complete project. → Letter received from CRAA regarding non-aeronautical use of hangars and proposed FAA rule changes. → Activities; what do members want to do? → Airport Operating Area gate; update on status. → Announced Greg Rheeder will be our Adult Eagle Coordinator. → General announcements from the floor. → Meeting adjourned at 10:10am; program by Rick Anderson followed. → Respectfully submitted, Vickie Vandenbelt, Secretary



TIDBITS

By Vickie Vandenbelt (vickie@ea55.org)

2015 DUES: It's that time of year again. Renewal application is attached with newsletter for your use. And, be sure to check out details of the "Dues Payment Contest" in the minutes.

HANGING FILES: Could your business or church or civic organization use some free hanging files? We still have a lot at the chapter to give away. If they are not gone by end of November, they will be donated to Goodwill.

WANTED: **Chapter Program Coordinator, Chapter Events Coordinator and Chapter News Editor** positions are open. Helping in any of these positions is a great way to work with and learn about fellow members.

Also wanted newsletter articles; write ups or pictures; projects, planes, trips and/or things you have seen or done etc.

CHRISTMAST PARTY RESERVATION: Fast approaching !! Attached is an invitation with details. This is a great time and hope to see all of you there.

MEETING ROOM DOOR CODE: Change coming in January 2015.

FLYING CLUB MANUAL: EAA National has developed a EAA Flying Club Manual - Establishing a Non-Profit Flying Club. It is available on their website or I can send you a PDF file.

2015 GREAT LAKES AVIATION CONFERENCE: Offering special discounted rate of \$25 for EAA members for the two-day conference held January 23-24 at the Lansing Center. (Regular cost is \$55) Registration form attached or visit their website.

FAA NEW SPORTING EVENT NOTAM: I received the following link from the FAA

https://www.faa.gov/files/notices/2014/Oct/NEW_Sporting_Event_4-3621.pdf

MDOT NEWS FROM RANDY COLLIER: In early October, a Cessna 210 N6176N was stolen from a mid-Michigan airport at approximately 2:30 a.m. It is mostly white with some minor red and blue trim. The aircraft was listed for sale. A "broker" sent a person representing the broker to inspect the aircraft. The "broker's representative" took a look at the log books then made a short hop around the field to check the airplane. A few weeks later, the aircraft was missing along with the log books. The hangar was locked. The departing aircraft was seen on the airport security cameras, but no other information is known.

This should serve as a warning to all airports and pilots to be on the alert. Aircraft, avionics, and engines are stolen every day.

- Keep airport gates closed
- Keep hangars locked
- Keep aircraft locked
- Keep log books in a safe place other than in the aircraft
- Watch for suspicious activity at the airport
- Take note of strangers & strange activity on the airport
- If you notice anything questionable, call airport management or the police
- See AOPA web page for additional information on stolen aircraft @ <http://www.aopa.org/Advocacy/Get-Involved/Airport-Support-Network/Guide-to-Obtaining-Community-Support-for-Your-Local-Airport/AOPA-Airport-Protection-Publications/Airport-Frequently-Asked-Questions-Aircraft-Burglary-and-Break-In>

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



YOUNG EAGLES

By Margie Clark (Margie@EAA55.org)

The weather is cooling off and our flights for this year are coming to an end. If you happen to fly any youngsters between the ages of 8 and 17 on your own time be sure to have a YE form with you. They are available in the rack in the meeting room. Any youth you fly this year adds to our overall yearly total. There is a folder on the front table in which to place the completed form. We will then add those numbers to our file and submit your form to National. Our count for 2014 is 334 but we can increase that with any add-ons before the end of January.

Again, we collect items for our goodie bags all year long. If you bring something in for the Young Eagles please be sure it is clearly marked for Young Eagles and who brought it in. Thanks for all your assistance in helping with this endeavor.

Happy Flying!

We want to include Karen Hover when giving thanks for our floors being stripped and waxed. Thanks Karen for a super job!

ADULT EAGLES

By Gregory Rheeder (pending)

I'd like to thank EAA Chapter 55 for the opportunity to serve as Adult Eagle Coordinator. It's a challenge that I accept and welcome.

I've done some research on the subject with the National Office of the EAA and hope to have some printed handouts to those individuals wishing to enter our world of flight. Just as each of us is aware of the need for young pilots, it's also important to remember that adult members are needed too, whether it being a G.A. pilot or a new sport pilot such as myself.

I plan on using my experience in acquiring my license as a basis for this work. I may call on the willing in our group to help with the areas that are new to me. I would hope that all would participate.

This winter I hope to have a team of members willing to talk to or answer questions of prospective future pilots. Just remember that for every pilot we have, there's someone out there wishing they were a pilot. Sometimes careers and family or life just got in the way. Now that that part of their life is stable and they have the time and the money, they may want to pursue their dream of flight. It's our responsibility as EAA members and pilots to help them along the way.

I always like to say "it's a sea of gray hair in our meetings" This may be true - we do need more young people, however one more (old Feller) wouldn't hurt our ranks.



NOTES FROM CAPE JUBY

By Terry L. Lutz

Chapter 55 Flight Advisor

The beautiful airplanes built by Gulfstream are examples of what aviator's have thought for a long time – if an airplane looks great, it will fly great. After years of wondering if that's true, I finally have the opportunity to fly in a Gulfstream. But, I can't answer the question because I haven't touched the stick! (yet).

Amid strong competition in the business market, both Gulfstream and Dassault Aviation in France are developing new aircraft for the high end of business jets. For Gulfstream, after the G650 comes the G500 and G600, and for Dassault, it will be the Falcon 5X. These new airplanes will have fly-by-wire control systems, and new engines go along with their development.

This leads to the irony that the engine for the Falcon 5X is being tested on (you guessed it) a Gulfstream II flying test bed aircraft. Without going into how I became involved, or a description of the French companies associated with the program, I've been flying the Gulfstream II in the right seat and doing the test work on this new engine. I'm working with a flight test engineer in the cabin, who can make changes to the test engine and the mysterious thing that controls it called the FADEC.

I haven't actually taken the yoke and flown the airplane, mainly because the Captain has the responsibility for flying the airplane and keeping the shiny side up while I'm making changes in thrust, or doing airtasks. We're flying out of Kelly Air Force Base (a joint use airfield) in San Antonio. Since Houston, Texas is not far away, I am flying with Ken Cockrell, a former shuttle astronaut with extensive experience in the Gulfstream, which was used as a shuttle training aircraft.

What I can say about the Gulfstream (without actually flying it) is that it has terrific performance. We fly it close to max gross takeoff weight for every takeoff, and it climbs readily to FL400. In addition, we've had a few test points at very low speed at that altitude, and for an airplane with older aerodynamic technology, it does very, very well. The airplane has been modified with additional electrical and hydraulic redundancy so we can fly confidently on one engine, if required.

Our flying is normally conducted between San Antonio and Laredo, which is right on the Rio Grande River. I went to USAF pilot training there many years ago, and looking down amidst the growth of the city, I noted with shock and amusement that the house where we lived during that "year in 53 weeks" is gone – replaced by a highway by-pass around the east side of the city.

While in San Antonio, I looked up an old friend, Dan Martinez. When I was living in Laredo, I took a drive around town one day and found a house with 3 Cessna Airmasters in the back yard. Knowing that there would be someone interesting living there, I stopped and made a

long-time friend. Danny started his working life as a mechanic on the B-29, and then went to work for the Air Force as a civilian doing jet engine overhauls on the engines for the T-37 and T-38.

For many years, Danny brought airplanes and engines up from old Mexico and resold them. One them was a Ryan SCW, a rare and valuable antique. He had a steel building off the end of the runway at Laredo, and I remember doing engine runs on an old Fleet biplane. He did the propping and I manned the throttle. Today, Danny does engine overhauls and still has more parts for the small Continentals than he can count.

If we ever mentioned tinkering with rocket power around the legendary Scott Crossfield, he would be quick to tell you that there is a lot of energy in rockets, and they have to be treated with great respect. As the premier rocket pilot of the last century, Scott was in the cockpit of the X-15 when they did the first ground run of the 1 million horsepower (57,000 lbs thrust) XLR99 engine. As he was throttling the engine up, the airplane exploded, blowing the cockpit section forward. Crossfield was OK, protected by the Inconel skin of the X-15. But the skin was so hot, nobody could touch it. So Scott opened it from the inside, jumped to the ground and fell amidst the slippery foam and water sprayed everywhere by the fire department.

At a hastily arranged press conference, the news people asked if he was injured in any way, and he replied that "the only damage was to the crease in my pants". Sure enough, the next day an east coast newspaper printed a headline that read "X-15 Explodes During Engine Run – Pilot Wets Pants".

Well, that's the lighter side of the rocket business, but in truth, Scott Crossfield was correct – the rocket business is fraught with danger. We saw it twice last week, when the Antares rocket lost thrust and exploded on launch from Wallops Island, and when SpaceShip2 was lost, along with pilot Mike Alsbury. But we'll never stop developing and using rocket propulsion. It's what takes us to space today and tomorrow to where only our imagination can go.

I was at the airport a few days ago, and noticed Jack Voss pacing around an empty hangar with radio in hand. And then I noticed the Ruptured Duck taking off, without Jack! Must be a story there.....well come to think of it, Jack did mention he wanted to put an autopilot in the Duck. Maybe he was just testing his new pilot-assistant.

Not too many days left for the \$100 omelet or hamburger, or for just getting out to once again see the earth from the air. As the temperature gets colder, flying becomes more difficult. So while people are preheating, pulling and pushing, or moving the white stuff, stop by to lend a hand when someone really needs it.

FROM THE FLIGHT SURGEON

By Gregory Pinnell, MD

No article for November 2014.

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The Siren's Sophomore Year

By Elliott Seguin



During the second week of September we took our racer, the **Siren** (as Jenn calls it), to Reno for the second time.

We finished in fourth place at 229 mph. This is 4 places and 7 mph faster than our first runing of the airplane in 2013.

The Reno air races are a weeklong event starting with driving the airplane on a trailer the 350 miles

from Mojave to Reno. We arrived on Friday evening and took the airplane off the trailer to begin assembling it. Saturday was spent prepping the airplane and inspecting any road rash that may have appeared during the long drive out. The only damage that was found was a rub spot on the leading edge of the horizontal and a similar mark in the paint on the bottom of the left wing. The airplane passed tech as well.



The formula class is the oldest class of air racing with very specific limits on the engine and airframe. Most notably the airplane

must have 66 square feet of wing, and must weight at least 500 pounds. The engine (required to be an o-200) is thoroughly inspected, confirming that the swept volume, combustion volume, cam profile, and carburetor are all stock. This limits us to roughly 100 horsepower. While

almost every imaginable aircraft configuration has been attempted in this class the most represented aircraft is the Cassutt, a standard configuration tractor design with a mid-fuselage mounted hershey-bar wing with a standard tail. Typically these aircraft are eventually modified to include a composite wing with a modern airfoil and a tapered plane form.

Our racer, Wasabi, is a low-wing aircraft designed by Jenn and I and built from Carbon Fiber and Pro-Set (just like White Knight).

The plane was built over two and a half years, to be first flown in 2012. We had a lot of help getting the airplane in the air, some names that we could not have done without; Justin Gillen, Cory Bird, Ken Baker, Jake Jacot, Mark Bassett, Dan Kreigh, Clifton Moody, Chris Higbee, Jim Tighe, Mike Melvill, Ralph Wise, and so many more.

The build up to our qualifying run at Reno in 2014 was done in two flights. We were cramped for flight time on Sunday, so I flew the airplane just two laps before landing. The airplane handled fine and the engine ran good which was my primary concern so early in the week. Our second flight was on Monday and a little more technical, we flew 8 laps - the first six were each a different line moving the apex of each turn forward and back and moving the straights in and out. This was a fantastic moment for the team, a chance to quantify all the engine and flight path work we had done in the off season. This also yielded our second fastest lap of the week 235mph. We recovered the airplane, made a few slight engine tweaks, and cleaned and polished the airplane again for the qualifying run on Tuesday. We qualified in fourth at 235 mph, compared to our first year in the Siren at 229 and 8th place, and our first time on the course in the old airplane at 155 and dead last.

The weak point for Wasabi has been the engine program from the very beginning. When we were running the Cassutt our engine was a run out hand me down off a local Vari-EZ. After 100 hours on the Cassutt, we blew that engine up during the build-up to the first flight of the Siren. Since then we have had four separate engine programs; the cruiser engine that we flew to Oshkosh, the 2013 race motor, and two new other engine programs by competing engine builders. The reason I bring this up is that we figured out during qualifying that our 2013 race engine (the only one that made the show) was down on power compared to last year and even more so compared to other racers.

We have two ways of measuring the power our engine is creating. The primary one is a full power static ground run rpm check. Using the SAE dyno horsepower calculator and the pitch of the given prop we can compare the horsepower on a given day to previous days. The reason I bring this up is about this time in the week we realized we were down roughly 6-8 hp from last year and about twice that from the other racers in our heat. We decided this was likely due to glazed cylinders so we stopped pre-oiling the engine before races and tried to get as many temperature cycles as we could in a given run in order to hope to clean the barrel walls. The alternative would be to pull the cylinders and

hone them but we decided that was aggressive during the time crunch of race week.

Our qualifying speed put us in the front of a pack of 4 airplanes that all qualified within one second of each other. As a result we were set up for a week of some of the tightest racing I had ever been involved in.

Through the week, for the most part you fly with the same pilots. You get to know how the pilots fly, how they accelerate etc. Typically the faster airplanes are slow to accelerate while the slower aircraft tend to be very quick on the start, which can make for an interesting first lap. All the airplanes take off in a grid and the race starts with the airplanes at a dead stop.



This becomes even more important when there are so many airplanes with such similar performance, especially early in the week when nobody knows what to expect. The result was that during the first race of the week a very tight gaggle formed going into pylon three.



Four airplanes jousting for the same spot in the sky. I took the conservative high line so I had a chance to look down on the knife fight that was going on below, and it was intense. Steve Temple in race 87 Madness was forced into an inside pass

for which he was disqualified. This was the most dynamic race of the week but each following race had similar challenges. The best part of this entire year was consistently having a target to compare our speed to because we had airplanes so closely matched in speed. This meant direct feedback on our different lines on the course.

Because of a couple mistakes by other racers we started the final race in third, which meant front row in the grid. Because of the Mojave Flyin and the trip to Oshkosh, the announcers had lot to say about the little airplane from Mojave and its crew of Scaled Composites folk.



It's always refreshing to learn how people are inspired by the work that Wasabi does and invite them to come out to Mojave and work with us. This week gave us a lot of opportunity to do that!

CHAPTER 55 HUMOR



CHAPTER 55 CLASSIFIEDS

HANGAR FOR RENT: one space in Builders Hangar; \$115 plus gas; Steve 517-290-7528

HANGAR FOR RENT: Skyway Estates; 60G; Eaton Rapids. Pete Chestnut 517-663-3118.

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

FOR SALE:
Pure Michigan Maple Syrup; 10% of member sales will be donated to Newberry Scholarship Fund; Half Gallon \$21; Quart \$12; Pint \$6. John & Connie Bobcik 517-231-0506 or jbobcik@gmail.com

KIS; \$22,000; many extras; George Moore; 517-536-1034

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

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

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

DTV analog or digital antenna; \$25.00 George Moore 517-536-1034

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

FREE: hanging files for home or office in meeting room.

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

Contact Warren or Vickie to place your ad here!

POCKET CALENDAR

Nov 7 = Movie Night
Nov 15 = Canton-Ply-Mettetal Chili FlyIn
Dec 12 = Movie Night
Dec 14 = Christmas Party; Eldorado; 4pm

SAVE THE DATE 2015:

Jan 9 = Movie Night
Jan 23-24 = Great Lakes Aviation Conf
Apr 21-26 = Sun-N-Fun
Jun 13 = YE Rally
Jun 14 = EAA55 Dawn Patrol
Jul 11 = YE Rally
Jul 12 = 56th Anniversary Potluck
Jul 20-26 = AirVenture
Aug 8 = YE Rally
Aug 15 = EAA55 MAD

WINGTIPS is published monthly by EAA Chapter 55 of Mason, Michigan, for the use, education and enjoyment of Chapter members and supporters. Accurate information transfer is our goal; however readers should verify dates and times prior to attending an event.

DEADLINE FOR SUBMISSIONS is the last Saturday of the month. The Editor reserves the right to edit all submitted material. Photos, sketches or artwork sent by email must be in JPEG or BMP format. Text must be in a Word format or copyable from the email. Submissions may be sent by regular mail and must be accompanied by prepaid postage if you want them returned. Submissions should be sent to: Warren Miller, Newsletter Editor.

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Wingtips →

