

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

NOVEMBER 2008



Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar - Mason Jewett Airport – 643 Aviation Drive, Mason, MI 48854
Pres: Bill Bezdek 351-0448 Vice Pres: Bill Purosky 214-2729 Treas: Sharron Hacker 740-4647
Secr: George Moore 536-1034 Editor: Warren Miller 214-2656 (all Area Code 517) www.EAA55.org

Breakfast Teams

Climb and Maintain Flight Level 55

Have you seen our new chairs and tables? We had the tables last month, and recently Doug Koons and Bill Purosky drove all the way up to Mount Pleasant to the Sam's Club to pick up our new chairs. So much nicer is our clubhouse now! Next comes cleaning and refinishing the floor to remove all of the rust spots made by the feet of the old chairs. To keep the new chairs and tables looking good we have decided not to loan them out. If you wish to borrow tables and chairs for an event you are holding elsewhere, please take only the ones stacked in the hangar. And be most careful when carrying things around our members' planes. Treat them as your own, for someday you might just be keeping your pride and joy in our hangar as well.

We have our election of officers this Saturday. Five directors. The names of the candidates are up on the whiteboard for you to see when you arrive. And we are asking one of you to volunteer to fill the remainder of Sharron's term as Treasurer. Come join the fun of helping run our Chapter!

And am I ever looking forward to our Christmas party this year, for once again we are having a White Elephant gift exchange. We must be very careful in holding this event after a filling dinner, because it is so much fun you can hurt yourself laughing. But we must follow the rules. When your name is called we have the choice of selecting either an UNOPENED gift from the table or an opened one held by another member. We cannot first open the gift and then decide between them. So search for that perfect gift hidden in the back of your closet or under your workbench anyone in their right mind should cherish forever and be prepared for the most fun you have had all month.

Bill Bezdek
President

November	December
Frank Balluff	Dave Courey
Tom Botsford	Kevin Cozik
J. Morris Hickman	Max Hall
Steve Houghton	Dave Keller
Doug Keith	Steve Meyer
Karen Merindorf	Pat Salow
Rick Riisberg	Joe Whitesides
Tony Schepis	

EAA Chapter 55

Board of Directors Meeting, October 8, 2008

BOD members in attendance: President Bill Bezdek, Vice President Bill Purosky, Secretary George Moore, Al Spalding, David James. Member in attendance: Doug Koons. Members in absentia: Vickie Vandenbelt, Rick Dallas, Charles Hacker, Sharron Hacker. Vickie was represented at the meeting by proxy.

The meeting was called to order by president Bill Bezdek at 7:38 p.m. (2338 Z).

Secretary's report: Moved and seconded that the report be accepted as printed in the newsletter. Carried.

Treasurer's report: In the absence of our treasurer no information available. Re: donation budget we need information for support of the Newberry Scholarship fund—how much needed? We will donate \$2,500 but need to know how much remains in the account so we can send an amount, the sum of which would equal \$2,500.

Young Eagles: Doug Koons no new information, except that the buttons and pins have been ordered.

**Board of Directors Meeting
November 5, 2008 7:30 pm
Chapter Membership Meeting
November 8, 2008
Breakfast 8-9 Meeting 9:30 am**

Old Business:

Reports from other officers and committees:

Christmas Party: Al Spalding reports that the cost will be the same as for last year, \$26.78 per person. Bill Purosky moved that we allocate a fund not to exceed \$350.00 to cover portion of the cost, i.e., Chapter 55 will pick up \$11.78 per person with \$15.00 to be paid by each individual to attend the party. The motion was seconded and carried. A "white elephant" gift exchange will again be conducted and the suggestion was carried by consensus.

Donation: A \$55 donation was made to Chapter 55, by Helicopter Services.

CHAIRS: Following considerable discussion, George Moore moved that we purchase 75 chairs, code #8137 from Sam's Co. with a total cost not to exceed \$2000. Motion was seconded by David James, carried: 5 approved and 1 opposed.

Storage Hanger Winch: Bill Purosky moved that we purchase the winch model #AW100 from Wag Aero at a price not to exceed \$450. Motion seconded by David James, carried: 5 approved and 1 opposed

Furnace: George Moore moved that a bid not to exceed \$1200 be made to a local contractor to replace our furnace. Motion seconded by Bill Purosky, carried: 5 approved 1 opposed.

General Chapter Survey: Vickie Vandebelt to continue investigation as to how to proceed which involves the general membership expressing direction our Chapter should move regarding activities. Bill Bezdek to introduce the chapter strategic planning and mission statement at the general membership meeting, October 11, 2008.

2009 MAD PLANNING: Helicopter and BT 13 rides booked, but committee needs to meet and start planning ASAP.

Increasing revenue: Discussion re: how to increase donations from carloads of people visiting our aviation events (Newberry Scholarship Fund and Chapter 55 expenses). Discussion will continue during future meetings. Decision not yet made as to how to implement.

Election of BOD members (5 needed) and treasurer: Election to be held at the general membership meeting, November 8, 2008.

Proxy implementation: A member who cannot make a meeting where an election is to take place, may request a proxy form from the secretary who will fill in the effective date and expiration date as determined by the board of directors and send the requesting member a form via either e-mail, or hand it directly to the member at the general membership meeting or other arrangement before the date of the election. It is the responsibility of the member to write the name of the member who is to represent him/her at the election and provide the representing member the signed proxy to be presented to any BOD member before or at the meeting during which time the election is to take place.

Meeting adjourned at 9:15 p.m. ET.

EAA Chapter 55

General Membership Meeting, October 11, 2008

President Bill Bezdek called the meeting to order at 9:30 a.m. (1330 Z).

There were 41 members present.

Guests: Russ Koons, father of Doug Koons; Brenda Cowan Frautschy; and Greg Pinnell, M.D., Senior Aviation Medical Examiner (AME), Senior Flight Surgeon, USAFR.

Also, welcome back to Gilbert McKessy and Kyle Bradford.

Secretary's report: Minutes from September BOD and General Membership meetings: accepted as written.

Treasurer's report: Accepted as written.

Young Eagles: See BOD minutes.

Christmas Party: Will be held on December 13, 2008 at VeVay Township Building. Cost for each person attending will be \$15. Chapter 55 will pick up remaining cost of \$11.78 per person.

New Business:

Election of BOD members (5) and treasurer to be held on November 8 general membership meeting. Proxy form available from George Moore

Member Survey: Will be sent out via e-mail or other means if member does not have e-mail.

Tables and chairs: We have new tables and new chairs will soon be delivered. There are still three art tables available for \$15 each. See Bill Bezdek

Hangar winch: A new winch for the storage hangar will be purchased. See BOD minutes (October, 2008).

Furnace: See October 2008 BOD minutes regarding furnace replacement.

Roof and kitchen ceiling repairs: Completed. New Doors were installed and painted. Special thanks to Doug Koons and Bill Purosky for their persistent and consistent efforts

Keys to door between meeting room and storage hangar: A key is available to anyone who desires access to the storage hangar. Must sign up. See Bill Bezdek or Bill Purosky.

Meeting adjourned at 9:56 a.m. (1356 Z)

Following the general membership meeting our guest speaker was Greg Pinnell, M.D., AME, USAFR who gave a very interesting presentation. Subject: Medical requirements for pilots of all classifications. Many thanks, Dr. Pinnell for this most interesting presentation laced with humor and much essential information.

TIDBITS ~ October 2008

By Vickie Vandenbelt

ELECTION OF DIRECTORS: Elections of the Directors will take place at our November general meeting. To date, we have four nominations to fill the five chapter director seats. It is the duty of the Directors is to conduct and control the business and property of the chapter. Board meetings are scheduled for 7:30pm the evening of the Wednesday immediately preceding the second Saturday of each month. Elected Directors shall assume their responsibilities at the December Chapter membership meeting. The position is not highly demanding but extremely important to the function of the Chapter. If you are interested in serving your Chapter in this capacity, please step forward.

2008 CHAPTER CHRISTMAS PARTY:

Julie Spalding has been working energetically to finalize arrangements for the party. Plans include the popular White Elephant Gift exchange.

2009 BREAKFAST TEAMS:

Time for me to start planning the schedule for 2009. If you have a month that works better for you, please let me know ASAP. Otherwise, I will plot basically the same as 2008.

DON'T FORGET = SIGN THE AIRPORT REGISTER:

It's important for every airport to know the number of landings. Don't forget to sign the airport register wherever you may travel. Even if you only go from TEW to TEW !! site soon.

Young Eagles

By Doug Koons

We have a group of 11 kids coming from an aviation class for a field trip on 11/6 with a back up date of 11/14. I hope the weather will be good for them to get their YE rides.

Saturday I hope to have the Young Eagle awards ready for everyone who helped this past year.

Hope to see everyone on Saturday, Thank you!!

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

High in the sun-split sky over Edwards AFB, a small rocket powered airplane has been released from a B-29. The pilot ignites all 4 rocket engines and climbs to where the air is cold and thin. Buffeting begins at about 0.95 Mach and normal pitch control is lost, but the pilot uses trim to adjust the leading edge of the horizontal stabilizer. The Mach meter hesitates at 0.98 Mach, then rapidly pegs off the scale. On the ground, the first sonic boom is heard. The date is October 14, 1947. The pilot is Capt Charles E. "Chuck" Yeager.

The rays of the afternoon sun are beginning to slant into the cockpit of A380 F-WWOW, the prototype of the world's largest commercial airplane. The date is October 24, 2008, just past the 61st anniversary of the first supersonic flight. In the left seat is Brigadier General Charles E. "Chuck" Yeager. I am in the right

seat, and we are about to push back on a flight that will retrace the path General Yeager followed through southern France and into Spain after he was shot down near Bordeaux during WWII. For me and my incredible Airbus crew, it would be a flight and an experience of a lifetime.



Terry Lutz with General Chuck Yeager

General Yeager arrived in France on October 23rd, the guest of Tom Enders, Airbus CEO. The purpose of his visit was to tell of his experiences in flight test and aircraft development, and how they might apply to the work we are doing at Airbus. As the host from Airbus Flight Test, it was my responsibility to give General Yeager and his wife Victoria a tour of our facilities on Thursday, and prepare the mission profile for a flight in the A380 on Friday afternoon (Note: Glennis Yeager passed away in 1990).

The last time I saw General Yeager was at Edwards AFB back in the early 1980s. His helmet and harness hung four pegs down from mine, and it was hard not to think of him and his contributions to flight-testing each time I went out to fly. When I entered the Sequoia executive dining room near the A380 final assembly building, I introduced myself to Tom Enders and General Yeager and noticed immediately that the first man to fly supersonic was very much like the pilot I knew when I was stationed at Edwards: talkative, direct, and in touch with the aerospace industry. As we talked over lunch, I noticed that the pupils in his blue eyes were closed down to small dots.

Amazingly, at the age of 85, his vision has remained unchanged since he was a fighter pilot in WWII.

When I learned General Yeager would visit our flight test facilities, I contacted the engineers responsible for test programs on some specific airplanes. The flight line is a colorful place, with airplanes waiting to be delivered to airlines around the world. But what you don't easily see are the test airplanes, which are often set up with new equipment, nacelles, or minor aerodynamic changes.

After briefing him on the concept we use for flight testing, where the test Pilot, test Flight Engineer, and flight test Engineer (capital letters used to define the specialty) work within well defined roles, we began the tour of our test airplanes with an exterior preflight of the A380, led by test Flight Engineer Gerard Desbois. Then we went inside to explain the instrumentation systems on both decks of the airplane. Since we would be in the simulator later in the day, we didn't spend any time in the cockpit.

Next was a tour of A330 Msn 925, which is intended to be the first airplane, modified as a KC-45 tanker for the US Air Force. It is painted grey and has no interior. Flight test engineer Philippe Foucault provided a briefing on how the airplane would be transformed from a commercial transport into a refueling tanker/transport. General Yeager spent a lot of time in the cockpit, and we discussed the electronic flight control system and the Airbus philosophy of systems design using the overhead panel and ECAM systems pages.

Last stop was our A340-600 test bed airplane, Msn 360, which has the new P&W Geared Turbofan engine installed on the No. 2 pylon. The GTF uses a P&W 6000 core with a gearbox on the front of the engine that reduces fan speed to about one-third the rpm of the fan on today's engines. With the fan turning at slower speed, there is potential to reduce fuel consumption by 15% for airplanes like the A320 and B-737. Flight test Engineer Manfred Birnfeld outlined the flight test program, and explained how power is managed among the four engines during takeoff to keep the airplane balanced and account for failures of any of the four engines.

General Yeager said that he had very little experience with large airplanes. Although he has flown the B-52, most of his large airplane time was in the B-47, when he developed techniques for delivering nuclear weapons using a system called LABS (Low Altitude Bombing System). The LABS automatically released the weapon as the pilot began a steep climb from low altitude and continued over the top into a half Cuban 8, to rapidly exit the target area. General Yeager told us that even though the B-47 had a control wheel, the pitch forces were light enough that he could easily complete the maneuver.

From there we went to the Airbus Training Center to spend some time in the A380 simulator.



My sim instructor for the session was Michel Landrin, a retired Air France B-747 Captain, and Chief of Simulator Training at Airbus.

The idea was to let him become familiar with the switches, speeds, and flaps settings we would use for the flight. We intentionally did not fly a specific profile, or show General Yeager the maneuvers and flight envelope protections we would see on our flight. But we did provide a quick ramp-up of knowledge so he could concentrate on evaluating the airplane in the role of test pilot.

The following morning, he was scheduled to speak to a combined audience from both Flight Test and the Airbus Design Office. We had 100 seats allocated, and it was no problem filling them up. What I found amazing is how many of my French colleagues knew

of General Yeager's career, and had read his biography. In addition to that, many brought pictures, and a few brought copies of the original flight-test report from the supersonic flight, to be autographed. Many people brought the items to be personalized for their kids, many of whom are just beginning to think of their own careers.

The program began with a video of General Yeager's career that included many photos taken in the 1940s. The video covered his service in WWII, including being shot down over France, and went on to describe how he came to be test pilot for the X-1 program. There was some terrific video from the cockpit of the X-1, which showed the shaking of the flight controls as the airplane approached Mach 1. There was also video of the NF-104 as he lost control above 100,000 feet and had to bail out. When the video was over, General Yeager came into the auditorium to an enthusiastic welcome.

For over 45 minutes, he spoke continuously and without notes. While describing his experiences, he answered several questions provided in advance about what it takes to build a great flight test team and what the lessons learned were from the many programs he had worked on. He said that modern test programs need to focus on what the customer will use the airplane for, not to demonstrate new technologies or carry equipment that will never be used. He also said that it didn't matter whether you were young or old, whether you are a man or a woman, or what your ethnic background is. What counts is knowledge, experience and you have to work hard to get it.

We learned a lot about his experience in France during WWII, which would somewhat shape the profile we would fly later that day in the A380. On his 8th combat mission in the P-51, he was the airborne spare and the last airplane in a 16-ship escort for B-24s, assigned to bomb an airfield near Bordeaux in southern France. He spotted a flight of FW 190s diving into the flight and told the leader to break into the attack. The first FW 190 pilot opened up and crippled Yeager's airplane, forcing him to bail out. He landed near a large wooded area, and figured "there isn't a German around who can catch a West Virginia kid in the woods".

He was fortunate to be hidden by the French until he was handed over to the Maquis, a well-armed component of the French resistance. The Maquis were known for setting explosives and crippling German rail stock and the bridges they needed to keep rolling. Since he had worked with his father as a kid to set charges that activated gas wells, he was familiar with explosives and time delay fuses. From mid-January to mid-March, he lived, traveled, and set explosives with the Maquis. When the snow in Pyrenees began to melt, he was taken by truck to a point where he could walk into Spain and to freedom.

Yeager was picked to fly the Bell X-1 mainly because of his mechanical ability and exceptional flying skills. Colonel Al Boyd, in charge of the Flight Test Center at the time, told him this was the first time the Air Corps had been given the opportunity to participate in research flying. "So don't embarrass us, kill yourself, or damage the airplane". Pretty strong words for a 24-year old about to strap on a rocket-powered airplane and fly faster than anyone had flown before!

When the presentation was complete, General Yeager answered several questions from the audience, signed autographs, and did an interview for the Airbus internal newspaper, One. We had lunch together, hosted by Rainer Ohler, SVP for Public Affairs and Communications, and agreed to meet again at 4 pm for a briefing before the flight. I worked with Didier Ronceray, my flight test Engineer, to develop a flight profile that included flying over the route he had taken to freedom through southern France, followed by a demonstration of the capabilities of the A380. Gerard Desbois brought in a wooden handle and labeled it “Window Closing Facilitator”. We had that on the table, along with some fresh chewing gum. Those of you familiar with the story of the first supersonic flight will know why!

When General Yeager and his wife arrived, they showed us a map of the route he had taken to freedom. It began where he was shot down, about 80nm west of Toulouse near the town of Marmande. From there he went through the forests with the Maquis to Nerac, then to Auch, and finally through the Pyrenees mountains to the village of Sort in Spain. It took some negotiating with the flight test controllers, but we managed a clearance that would take us along the entire route.



Once strapped into the airplane, we pushed back and after the tug was disconnected, General Yeager went through the start sequence of the 4 Rolls Royce Trent 900 engines. We set the takeoff configuration, checked flight controls, and began the short taxi to Runway 32L in Toulouse. When takeoff clearance was received, he made the 90-degree turn onto the runway, and advanced the thrust levers into the Flex/MCT range for takeoff. Departing on Runway 32L put Marmande almost on the nose. I had inserted the coordinates of Marmande and Sort in the flight management system, and he was able to follow the flight director until Marmande came into view.

We did a left turn over Marmande, and took up a heading to Nerac. Along the route, General Yeager filled in the details of his contact with the French resistance, and showed us where he had stayed along the route south. We passed Nerac and then Auch and headed across the Pyrenees to the deep valley that leads to the village of Sort in Spain. I knew that radar coverage did not extend very far into Spain, and the controller was kind enough to tell us that on our heading we could fly an additional 30 miles before we had to turn north again. It was just enough to reach Sort.

After turning north again and back into France, we crossed the mountains and I asked for a block altitude from FL100 to FL200, so General Yeager could put the A380 through a series of flight

test maneuvers. He started by checking handling characteristics at 300 knots, then put the airplane into a shallow dive to observe the over speed protections that become active at Vmo. Since he had been a test pilot when fighter aircraft went from cable control systems to irreversible hydraulic systems, we turned all the hydraulics off, and he checked handling characteristics using only electrically powered actuators for flight control.

For the last test maneuver, General Yeager slowed the airplane down and I extended the flaps and gear. Slowing to the angle of attack protections with the stick full aft, he then used full left stick to put the airplane into a maximum rate turn at the bank angle limit. Those of us on the Airbus team looked at each other and couldn't believe we were watching Chuck Yeager fly our 700,000 lb A380 at 108 knots with the stick “in the corner”!

I had planned for us to be in good position to begin descent and intercept the final approach course into Toulouse, for landing on Runway 32L. One of the items on the test card was to demonstrate a new system we are working on which uses auto brakes to slow the A380 down to 10 knots at a position where you can turn off the runway at a specific taxiway. I set up the system, and armed it as part of the approach checklist.

With the setting sun to our left, General Yeager intercepted the ILS and took us across the threshold, calling out the height he planned to use for the flare, and the airplane rolled smoothly onto the runway. As planned, we were at 10 knots just short of Taxiway S8.

After we turned off the runway, I took over and taxied the airplane back to our parking stand next to the Abreuvoir. It had been a great thrill for all of us to fly with General Yeager and to learn firsthand about his experiences as a test pilot.





Terry Lutz, Airbus Experimental Test Pilot
and General Chuck Yeager

We all had our logbooks on board, and he signed each one. We found him to be very gracious, and yet strongly focused on many points. It is easy to understand why he was highly successful as a combat and test pilot, even though he claims to have been the “right person at the right time with the right experience”. As we shook hands and parted company, I thanked him for his lifelong service to the United States of America. For all of us, flying with General Yeager had been the experience of a lifetime.

With winter coming up fast, don't forget that your flying weather will be in transition. There will be lots of moisture in the cold air, and pilots need to be alert for carburetor ice. And, they need to remember to help their fellow pilots when the help is needed.

From the Flight Surgeon Another Change In FAA Policy By Gregory Pinnell, MD Senior AME/ Senior Flight Surgeon USAFR

The FAA has now mandated that all pilots who are on Special Issuance for medical conditions now must carry their Special Issuance letter from the FAA as well as any Statement of Demonstrated Ability (SODA) certificates while exercising the privileges of their airman certificate. This move continues the FAA's attempts to align the USA with the International Civil Aviation Organization (ICAO) standards.

If you have a Special Issuance or SODA please make sure you keep a copy in your flight bag as you may be asked for it if you get ramp checked! Please feel to contact me at www.OK2FLY.com if you have any question about this change.

The FAA modernizes! The 8500-8 medical history form you are used to filling out in the AME office is now available online at <https://MedXPress.faa.gov>. When you fill in this form you will

receive a confirmation number that you bring into the office during your flight physical. The information you provide is then imported and the exam is filled out electronically. Your medical is printed out and off you go. If the information is not imported by the AME it disappears out of the FAA's computers in 30 days.

One warning, make sure you make a printout of the information you provided on the website and bring it with you to your physical. This way we can review your history and protect you from a possible medical denial, which would preclude you from flying sport pilot. Confused? Please feel free to contact me at www.ok2fly.com and I will be happy to answer any questions about this program

CLASSIFIED FOR SALE

Deluxe travel/camper van. 1996 Roadtrek 210. 74K, \$17,500. Has it all. Fully equipped & ready to go. Contact Ted Lakin 517 676-5873.

Telex ProCom 200 noise canceling headphones with boom microphone. New in original box. Must attach plugs for your particular radio to plain wires. Price negotiable. Contact Bartlett Smith 517-676-2146

2 Lots (approx .40 acres each) in Sugar Springs Residential Community approx. 10 miles north of Gladwin MI. Located on 3500 ft. grass airstrip with many extras. Only \$15,900.00 for both. Contact Doug Simons 517-626-6790

Burning barrels; 55 gallon drums like new. \$5.00 each. Contact Dave Groh 517-676-4416

Generator; Generac 4000w. \$350.00. Contact Greg Hover 517-676-5126

Wicks one inch seat cushions, blue, with front map pocket. Set of 2, like new. \$120.00. Contact Patrick Salow 517-565-3178

New surplus hardware. Save 30%-50% on hose clamps, Dzus, continental rocker hose clamps, spark plugs, prop clamp bolts, and much, much more. Contact Dave Groh, Yesteryear Aviation 517-676-4416

WANTED

Looking for plane ride around Mason area. Will pay for fuel. Note left on board during MAD from Gary; 517-749-8586

Looking for an Ultra Light in the \$5,000 price range. Note left on board during MAD from Gary; 517-749-8586

Copy of Flying Magazine - February 2006 issue. Contact Fred Honhart as he needs this issue to complete a set to donate to the library.

FREE

Sporty's Electronic E6B Flight Computer. Like new. Retail value \$90.00; will give to anyone who would like to check it out. Contact Vickie Vandenberg 517-589-5051

Collection of EAA Sport Aviation magazines; complete 1959 thru 2000. Organized in boxes by years w/some indexes by Bergeron. One condition—entire collection must go. Contact Bart Smith 517-676-2146

WILLING TO LOAN: Jigs & Fixtures for a Zenith 701.
Contact Chuck Hacker 517-740-9222

FOR SALE: Avon Products & Natural Beauty Soaps. For a copy of the latest brochure, contact Deanna McAlister 517-596-2506 or visit www.naturalbeautysoaps.net/deanna

PLACE YOUR AD HERE! Contact Warren or Vickie for the next edition!

The world's smartest man?

A pilot, Michael Jordon, Bill Gates, the Pope, and a pizza delivery man were all in a plane together traveling through stormy conditions.

Suddenly, the pilot came running back to the passengers and announced that lightning had hit the plane, and they were going to crash in a matter of minutes. "There are only enough parachutes for four of the five of us," he announced. "Since I'm the pilot, I get one!" After saying this, the pilot grabbed a parachute and jumped out of the plane.

"I'm the world's greatest athlete," proclaimed Michael Jordon. "This world needs great athletes, so I must live." Michael Jordon then grabbed a parachute and leaped out of the plane.

"I'm the smartest man in the world," bragged Bill Gates. "The world needs smart men, so I must also live!" Bill Gates grabbed a parachute and jumped out of the plane.

At this point, the Pope began to speak. "I have lived a long life compared to you, and you may take the last parachute. I will go down with the plane."

"You don't have to stay here! The world's smartest man jumped out of the plane with my backpack."



EAA Chapter 55 Christmas Party Saturday, December 13th, 2008

Hors d'oeuvres will be served at 6:00 PM

Dinner at 7:00 PM

Champagne Chicken / Sliced Roast Beef
Rosemary Redskins
Carrot Coins / Green Bean Casserole
Fancy Mixed Green Salad
Croissant
Warm Fruit Pie A la mode
Coffee and Tea

*We will have a White Elephant Gift
Exchange after dinner!*

Vevay Township Hall
780 S. Eden Road, Mason
(The hall is south of Mason Jewett Airport)

Cost is \$15/person
Please RSVP to Sharron Hacker with check
payable to EAA Chapter 55
no later than Monday, November 24th
2751 Parman Road
Dansville, MI 48819
517-740-4647

Following:
Mason Jewett Airport
Continued from October

The rest of the story

On a snowy morning in November 1949 Arthur Jewett received a call from the Gladwin Hospital that Wayne Feighner had been severely burned in an explosion in his deer hunting cabin. They could not properly treat him and felt he could not endure a long ground ambulance ride to adequate facilities. He remembered our ambulance plane and asked the hospital to call Mr. Jewett. In less than an hour we were in the landing pattern at Gladwin. When we were ten minutes from landing we radioed Flight Service on the field to alert the hospital of our arrival. As we shut down the engine after landing the ambulance arrived. The badly burned patient was transferred to the plane.

Forty-five minutes later we were transferring him to the ground ambulance that we had left in the heated shop at Mason. With Laylin Jewett driving the ground ambulance the patient was transported to Sparrow Hospital to begin weeks of treatment.

Lights were installed on the East-West runway in the fall of 1949 to facilitate night flying. This allowed the expanding of the training curriculum and added user convenience.

A model airplane hobby shop was created in the airport office the winter of 1949 to provide additional interest and business. Subsequently an area at the west end of the runway was maintained for flying U-control model planes.

At the beginning of year 1950 there were more than thirty planes based at Jewett Airport and despite more stringent requirements the training program was active. During the summer the Mason Kiwanis Club once again sponsored the annual Dawn Patrol Fly-in breakfast that registered a record 263 visiting pilots and their planes.

In September 1950 the owner made the decision to close the airport business on October first. The training planes were sold and students and privately owned planes moved to other locations. Runway lights were removed and stored in the barn hangar.

The barn hangar-shop continued to be used for limited work on planes and autos. A welding accident in 1952 resulted in a fire that destroyed the building and its contents as well as three planes and three cars. The other empty hangars were eventually used for storage of farm machinery and crops. The runways had remained though not maintained.

Bruce Love approached the writer to teach him to fly at Mason. In a conference with Mr. Jewett he agreed to reopen the airport on a part time basis if I would oversee it as the licensed Assistant Airport Manager.

Bruce's newly purchased training plane was flown to the airport and training began. A space was cleared in the north hangar for his plane. This began a resurgence of Jewett Airport. Soon fuel was made available and the office was open on a part time basis. As the other hangars were emptied other privately owned planes returned to the field. This very active part time operation and cooperative maintenance continued until 1965.

A full time operation for flight training and aircraft rental was begun in 1968 by Harold Manville and continued until 1974.

Capital Region Airport Authority purchased the full 180 acres of the airport property from Arthur Jewett in March 1977 for an outlying reliever field for Capital City Airport in Lansing. All existing buildings and structures were removed from the property.

A new east-west 3,000 foot. asphalt runway was constructed on the location of the old runway but without the valley that had graced it's mid point. The north-south runway was abandoned when a new terminal building was built on part of its location. A new road was constructed from Eden Road to that terminal building

The east end of Kipp Road had terminated at Eden Road. The Ingham County Road Commission extended Kipp Road to Dexter Trail in 1978. This provided a south entrance to Ingham County Fair Grounds as well as added driver convenience.

In the ensuing years the C.R.A.A. purchased an additional 100 acres of adjoining property to the east.. This allowed the runway to eventually be extended to 4,000 feet with the addition of lighted parallel taxi-ways. Due to constant building of new hangar structures at present there are spaces for at least 80 planes to be housed at Jewett Airport plus a large area of surfaced ramp for parking.

Many flying clubs have successfully operated from the airport through the years. The club with the longest operation was the Sycamore Valley Flyers which was started in 1946 and was active until 1966. Harry J. Smith was the only person to be a club member from its beginning to its end.

The Experimental Aircraft Association Chapter 55 moved to Jewett Airport 1984 to build a hangar with attached meeting rooms. Their activities through the years have helped promote aviation and the airport.

The first operator of Jewett Airport after it was purchased by C.R.A.A. was Donald Frank followed by Pat Green and then Brent Andrews.

Aero Genesis Aviation, the present operator at the airport, constructed a large modern maintenance hangar and offices in 1998. The owner-CEO of this aggressive, successful company is Eric Swanson.

This is the fifty-sixth year of existence for Mason Jewett Airport. During those years it has provided the aviation experience for a great number of people wither it be their first ride, training or continuation of their flying. For the major number of people it was an avocation or recreational flying. However, for some it became a vocation such as flight instructor, airline or corporate pilot, or other types of commercial flying.

The *Guinness Book of World Records* lists Bob Starr, a former Jewett Airport instructor, as designer, builder and pilot of the world's smallest man carrying airplane.

In retrospect, all of those who fly or have flown from Jewett Airport should be thankful for the foresight and initiative taken by Arthur Jewett so long ago.

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Jewett Airport, 1948



Jewett Airport 1950, Looking South



Jewett Airport, Mason, Michigan 1950
Looking East

Jewett Airport, 1950 – Looking East



JEWETT AIRPORT 1952

Jewett Airport Fire 1952

POCKET CALENDAR

12/12/08 Chapter 55 Christmas Party

For additional listings see www.eaa.org and www.mdot.state.mi.us and www.flyins.com