

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

SEPTEMBER 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)

I finished the airplane project which was of course a major milestone for me. I'm halfway through flying off the Phase I hours. Forty hours seems like a long time to live with the restrictions of Phase I. No passengers, no night flying, no IFR, and of course the 50nm limit.

And I'm about half way through the process so I'm sure my perspective will change a bit. However, as with most things in life there is good to go with the challenges. The good news is it sets up a nice opportunity to get to know the new airplane. Even though it's pretty much the same airframe as my last plane but with a bigger engine, it's interesting how the subtle differences add up. Or is it just me getting used to the substantial power increase. Hmmmm.

I learned that Terry Lutz made a successful first flight in the Glastar that Doug Koons and Bill Purosky just completed. Congratulations! And with the usual squawks that come with a first flight but I'm sure they'll get that sorted out in short order.

And we can't forget to mention the 172/170 engine swap performed by Ken Vandebelt with assistance from Dave Groh and a lot of opinions from myself and just about every other regular at the airport. That's one of those projects that looks pretty straight forward at the onset but turns into a seemingly endless chain of little things that slow you down. Congratulations to Ken for getting it done and with all that help to boot.

I want to thank all of you who helped out on Mason Aviation Day. What started out as a disappointment turned into a real success when the weather lifted and the local crowds came out. I think we even made a little money for the chapter.

Summer is coming to a close so we're coming into some of the best flying weather of the year. Make sure to take advantage of it.

Airplanes are Cool...

BOARD MEETING: 7:00pm; Wed; Sept. 5th
MEMBERSHIP MEETING: 9:30am; Sat; Sept. 8th
with Breakfast served from 8:00am to 9:00am



August Breakfast Crew:

(L to R): Mike & Cal Hayslette, Pat Salow,
Ron Gorsline and Steve Houghton.

UPCOMING BREAKFAST TEAMS:

<u>September:</u> Dillon Blair (Student) Connie Bobcik Ron Goodnoe Mike Lutz Ronald Pearce Gregory Rheeder	<u>October:</u> Kyle Bradford Lynn Brown Fred Honhart John Karlen Terry Lutz Chuck Moore
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SCHEDULED PROGRAMS:

September:

Rick Sutton - Flight #2501; 1950 crash in Lake Michigan

October:

Todd Cotter - Propeller Balancing

November:

Mark Bathurst - a maintenance subject?

December:

Chapter 55 Awards

**CONTACT DAVE COUREY WITH
YOUR SUGGESTIONS**

**EAA 55 Chapter 55 Board of Directors Meeting
August 8, 2018**

→ Meeting was called to order by President Drew Seguin at 7:01pm. → Present: Drew Seguin, Margie Clark, Al Spalding, Vickie Vandenbelt, John Bobcik, Bob Clark, Dave Courey, Doug Koons, Warren Miller, Bill Purosky, Ken Vandenbelt & Jack Voss. Absent: Mark Bathurst. → Secretary's Report 7/11/18; Doug Koons made a motion to accept; Margie Clark supported; motion carried. → Treasurers Report as of 7/31/18; Bill Purosky made a motion to approve, Jack Voss supported; motion carried. → 501c3 status; Bill Purosky reported all paperwork filed and waiting determination. → YE; Margie Clark reported ready for Saturday. → Feather Flag; Warren Miller has purchased and demonstrated to board. → Water/Well problems; could be well bladder or tank problem; Doug Koons will test well tank in next couple of days; check filter; and contact well serviceman, if needed. → Flag Pole; Bill Purosky secured info at AirVenture; 20ft. Aluminum Telescoping pole; \$359; comes with 4ftx6ft; can buy addl. rings to add second flag. Drew Seguin made a motion to approve purchase; Jack Voss supported; all approved. Bill

Purosky will order. → Plaque in memory of Ernie Lutz; tabled. → T-Shirts; Vickie Vandenbelt working on orders and information. → MAD; water test passed. Reviewed field logistics; exhibits. Setup Friday about 10am. → Silent Auction in works. → Discussed freezers; Al Spalding advised Consumers Energy will give \$50 for working units; will sell ours for \$50 or call Consumers. → Drew Seguin advised info about LSJ Storytelling event on September 18th. → Meeting adjourned at 7:44pm. → Respectfully submitted, Vickie Vandenbelt, Secretary

EAA 55 Chapter 55 Membership Meeting August 11, 2018

→ Meeting was called to order by President Drew Seguin at 9:30am with approximately 30 members and 3 guests present. → Following the National Anthem, Drew Seguin thanked the August breakfast team and announced the September team. → Guests and visitors were introduced. → Secretary's Report 7/14/18; motion to approve; supported; motion carried. → Treasurers Report 7/31/18; motion to approve; supported; motion carried. → Young Eagles; ready to go. → Adult Eagles; no report. → MAD; need volunteers; setup on Friday. → Water issues; being worked on. → LSJ Storytelling Event; 9/18/18; info available. → Silent Auction; now open until close of September meeting. → Citronella Candles; for taking. → Bill Bezdek has ExamOgrams 1964-1969 for whoever might want. → Jeff Shaud announced Jack Lousma; speaking engagement; 9/11/18. → John Kuchar volunteered at YE AirVenture; fund raising event was sold out. → September 9; Maple Grove FlyIn. → EAA Ford Trimotor will be selling rides at Jackson Reynolds Field 8/30 to 9/2. → Meeting adjourned at 9:47am. → Respectfully submitted, Vickie Vandenbelt, Secretary



YOUNG EAGLES
by Margie Clark
(margie@eaa55.org)

NO REPORT

EDITORS NOTE: I have been told our rally numbers were: -0- June; 123 July; 126 August = 249 so far plus whatever individuals turn in. Not bad for just two rallies!!



ADULT EAGLES

by Greg Rheeder (greg@eaa55.org)

Here we go again.. It's September already. Some of the best flying is done in the fall. How many of us take a color tour flight?

What a great way to introduce a "newbee" to flying. Take a look around you. *Is there someone who would like to go?*

There's no better way to wake that aviation bug in somebody like a nice smooth flight.

With winter just a short time away, get out and fly. If you know someone who may like an adult eagle flight let me know.



NOTES FROM CAPE JUBY

by Terry L. Lutz

(terry.lutz@attglobal.net)

It is really wonderful to see that the planning and work that goes into the construction of an amateur-built aircraft eventually results in an airplane that graces the air above us. Last month, Drew Sequin's Carbon Cub took to the air, and on August 23rd, the GlaStar built by Bill Purosky and Doug Koons left the ground on its first flight. Although Bill and Doug can tell you a lot more about the project, here are my impressions about the airplane and the first flight.

It was fun to watch Bill and Doug work on the airplane. The innovations they used to both build and equip the airplane represent the true spirit of homebuilding. I have always believed that the line is blurred between creativity and unconventionality. If we all did things the same way, we'd be flying some pretty boring homebuilts!

Probably the best example, and one that I've mentioned before, are the seats. Instead of purchasing seats from one of the prominent suppliers, or having some local person do the sewing, they went to an auto salvage yard and found some seats in great condition in the back of a van. They sewed them to the seat frame in the kit, and I can tell you the seats are great! They are comfortable, and very nicely adjustable.

Bill and Doug are very good at finding the parts they need, and I think they are on a first name basis with the folks at Wentworth when they need something from aircraft salvage. However, once they had the engine, they decided to use a modern electronic ignition/fuel injection system. It is one of the more unique features of their airplane, and although it might seem complex, it is actually straightforward and easy to understand. I like the redundancy of dual ECUs (Engine Control Units), dual fuel pumps, and dual batteries. The engine operates in a similar manner to engines that have FADEC (Full Authority Digital Engine Control). The exceptions are manual control of ECU selection and the electronic mixture control.

Bill and Doug spent a lot of time understanding how the engine control system worked, and like many new systems, they had to do several engine runs to get it right. The result was an engine that starts easily and runs exceptionally well. With power on, the throttle is pumped twice to fill the injector lines with fuel, then advanced 8 one-half turns to set the throttle position for start. They will learn more about the system when the time comes to doing hot starts, which can be challenging with fuel injected engines. They will also learn more about the electronic mixture control when it comes time to do fuel consumption tests.

For the first flight, we used a combination of guidance from the previous version of EAA's Flight Test Manual and the draft version of the new manual. The test card began with a climb to 4500 feet at 75 knots, acceleration to 110 knots, followed by airspeed calibration using the GPS. The airplane is easy to taxi, and is similar to other airplanes that use differential braking to steer on the ground. With a planned rotation speed of 65 knots, the airplane literally jumped off the ground after a ground run of about 900 feet. It was easy to trim the airplane for the 75 knot climb speed, but I did note that trim would be more intuitive if the UP and DN functions were reversed.

During climb to 4500 feet, the oil temperature was climbing as well, and was close to the limit at level off. It continued to climb, and the oil pressure was noted to be slowly dropping, probably as a result of the high oil temperature. So between the pilot and the ground team, we decided to reduce power and descend back for a landing. During descent, a quick

handling qualities check was made, and in addition to being very easy to trim and hold a constant speed, control in all three axes was very good. The rudder is very powerful. The only thing really noted about flight control was that the forces were a bit high, which might be corrected by reducing cable tension a small amount.

Final approach was flown with Flaps 1 (there are two flap positions) at 65 knots. As mentioned, the airplane can be trimmed to hold airspeed very precisely, so flying a nice, stable final approach was no problem. Touchdown was just a bit nose high, so a slightly slower speed for final approach is definitely possible.

Post flight inspection revealed no problems with leaks, loose components, or excessive heat to the cowl. The oil temperature problem is most likely because the engine did not have an oil cooler. With a quick call to their friends at Wentworth, they had one coming the same day. They'll get it installed before the next flight, which should keep engine temperatures well within the normal range.



Each year on Labor Day weekend, the Antique Airplane Association holds a fly-in at their headquarters in Blakesburg, IA. Along time ago (48 years) at an airfield not far away (Ottumwa), I attended an early version of this fly-in. Rick Duckworth said I absolutely had to go. I flew there as a passenger in a Warner-powered Fairchild 24 flown by Denzel Wade from Alma, in loose formation with a one-of-a-kind airplane, the Pasped Skylark, flown by Bob Greenhoe.



It was a long cross-country in the Luscombe Silvaire Bullet, about 394nm with 2 stops for fuel. Kurt Gubert flew along in his homebuilt Wagabond. We stopped at Starke Co airport near Knox, IN, and at Kewanee Airport, near Kewanee, IL. We enjoyed very nice weather both coming and going, and could see the skyline of Chicago from 30nm away. I will not upset the weather and wind gods and tell you what the winds were like, both ways.

The airfield at Blakesburg, IA is not pool table wide, level, or smooth. The south half of the runway is flat, but going further north, the runway slopes down – quite a bit down. And the north half is surrounded by forest. My first landing on this runway was from the north to south, with the wind coming over the trees on the left side. Touchdown was good, but just long enough that as the runway flattened out, the airplane came off the ground again, which was a surprise.



The rest of the airfield has a bit of a roll to it. There are high spots and low spots, and most of the parking is pretty good. Easily level enough to pitch a tent and get some sleep. Thunderstorms were predicted each day, which kept the attendance down. We did get a good amount of rain early in the morning on Friday, and then again Friday evening. Although the airfield and runway were just a bit soft, there was quite a bit of flying on both days. I did get the chance to fly on Friday afternoon, just to get another crack at the runway. I had the airplane down and slow before the top of the rise, and easily made the turn to parking.



I was really impressed by the terrific flying of the guys flying the old biplanes. They knew just how to read the runway, do perfect landings, and turn off well before midfield. One of the crowd favorites was the replica of Mr. Mulligan, featuring an R-1340 engine with 600hp. To get the attached picture of



that airplane during a high-speed pass, I actually pushed the shutter button before the airplane entered the camera field of view, and just barely got it in the frame!

My friend Kurt believes that there is water everywhere in the solar system. On Mars, on Jupiter, on our moon, and on a lot of other moons. He even believes that there is water on the Sun. Listening to him is enough to get me really steamed up. But I guess we will find some answers with a space probe launched on August 12th from Cape Canaveral. It is the Parker Solar Probe, named after astrophysicist Eugene Parker, who 60 years ago wrote a landmark paper predicting the existence of the solar wind, a stream of charged particles flowing from the Sun. His theory was confirmed by Russia's Luna 1 probe in 1959, and NASA's Mariner 2 spacecraft in 1962.

The Parker Solar Probe, if it survives the intense heat of the Sun's corona, estimated to be in the millions of degrees F, will spend seven years studying the Sun. Eugene Parker is the first living scientist to witness the launch of the spacecraft that bears his name. He earned his B.S. degree in Physics in 1948 at Michigan State University.

When you pick up the September issue of Sport Aviation and scan the names of those who have Gone West, you will notice Terry Lutz, EAA 69308, Williamston. I can assure you that I flew back East just last Sunday in the Luscombe Silvaire Bullet. As Mark Twain once said "The rumors of my death have been greatly exaggerated".

We're coming up on some great flying weather in September and October, so enjoy the sky around you and always be ready to jump in and lend a hand to your fellow pilot.

EDITORS NOTE: Michigan Antique Aircraft Association publishes a great newsletter with awesome photography. If you are interested in membership information, email vickie@eaa55.org

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)

CONDOLENCES: to Dick Bacon and family on the loss of his wife, Barb. Dick & Barb have been members for many years. Barb enjoyed helping at our events. Memorial service is planned for Saturday, October 6th; 11:00am at the First Presbyterian Church in Holt. The full obituary will be posted the Sunday before.

SILENT AUCTION: Bidding closes at the conclusion of our meeting/program on September 8th. Coffee Maker; starting bid \$3.00. Microwave; starting bid \$3.00. Weather Station; starting bid \$15.00 Tables; both old wooden and door tables; starting bid \$1.00 per table. (TABLES NOTE: highest bidder gets first pick of however many tables he wants at his bid per table; next bidder gets ones he wants at his bid per table - and so on until they are all gone. Thanks to all who participate !!

FLY-OUTS:

Big Rapids - Soup Lunch; 11am-1:00pm; ea. Sat.
Brighton - Breakfast; 9am; each Saturday
Hillsdale - Breakfast; 8am-11am; 3rd Sat. each month

FLIGHT TRAINING AT TEW:

Great Lakes Air Ventures; Dale Foerschler;
<http://greatlakesairventures.com/>
Cloud 9 Flight Training; Tracy Tillman;
<http://cloud9flighttraining.com/2017/09/20/web-site-up/>
Spartan Wings Flying Club;
<http://www.spartanwings.com/>
Deanna McAlister; zirconmoons@gmail.com

HANGARS FOR RENT AT TEW:

Lloyd Brown; 517-589-8619
KBS Trust; Deanna McAlister; 517-795-8171
Tom Tuttle; 734-216-7532
Jacque Carlson; 517-881-6174

DO YOU HAVE ANY NEWS OR INFO TO SHARE?? Contact Vickie.



LCC - MASON JEWETT CAMPUS

By Mark Bathurst
(bathursm@star.lcc.edu)

If one does a Google search for aviation maintenance technician positions, thousands of openings appear, both in the U.S. and overseas. Employers other than the typical three (airlines, manufacturers and major repair facilities) are appearing with openings in increasing numbers. These include flight schools, corporate 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 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 a worldwide demand for over 635,000 pilots. North America's share is 206,000. 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 11 months from now, and is a strong indicator of the increasing acceptance of what NBC News called the "New Collar Jobs" featured in several broadcast stories over the past year. Highly skilled, technically competent workers can earn a substantial starting salary without a four year

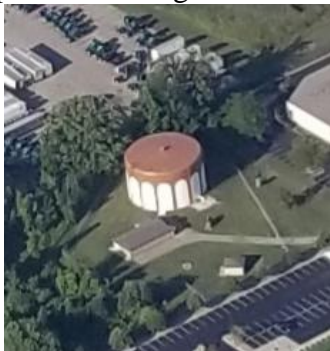
college degree and have significant advancement opportunities over the course of their career.

Aviation maintenance is clearly at the forefront of that trend.



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

My opinion the best time of year to fly is coming soon. Drum up some fall flight time!



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)
Dave Courey "Monthly Programs" (dcmi@reagan.com)

CHAPTER 55 CLASSIFIEDS

FOR SALE:

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

EAA55 Coffee Mugs; if someone would please buy these last two mugs (\$6.00 ea), we will be able to get rid of the box.

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; David Clark H10-20 headset, as-new, \$150; Graco Series 700, HVLP paint sprayer with several nozzles & accessories; plus 3M respirator; make offer. Prices negotiable. Gary Nicola; glnicola@att.net or 517-898-6387.

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!

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.)

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
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 EX2
Jeff Shaud; RV-7 project
Jim Spry; RV-8
Tracy Tillman/Lisa Colletti; (2) E-LSA Bailey-
Moyes 914 Dragonflies; (1) E-LSA Alatus-AL12
sailplane
Ken Vandenbelt; Stearman project
John VanderMolen; Zenith 750 project

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ON FACEBOOK !!



POCKET CALENDAR:

Dec 9 = EAA55 Christmas Party

**FLYERS FROM OTHER AIRPORTS
POSTED IN TEW TERMINAL**

WEB EVENT CALENDARS:

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

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

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

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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