

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

APRIL 2014

Meetings are the 2nd Saturday of each Month

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

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

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

[www.EAA55.org](http://www.EAA55.org)



## Climb and Maintain Flight Level 55

Fly without a 3<sup>rd</sup> class medical? Maybe! It looks like there continues to be progress made on eliminating the 3<sup>rd</sup> class medical for pilots.

The following is condensed for AOPA's recent

press release:

On April 2<sup>nd</sup> the FAA announced plans to go through a

rulemaking process that could result in expanding the number of pilots eligible to fly

without the need for a third class medical certificate. The rulemaking effort, which the FAA is calling the "Private Pilot Privileges without a Medical Certificate" project, will consider whether to allow private pilots to fly without a third class medical certificate in certain circumstances. Instead, pilots will be able to use other criteria, including a valid driver's license, to demonstrate their fitness to fly. The agency offered no other details of the planned rulemaking.

Wednesday's rulemaking announcement comes as the FAA has been under increasing pressure to allow more pilots to fly a wider range of aircraft without a third class medical, a privilege already enjoyed by sport pilots.

Legislation to expand the medical exemption has been gaining momentum in both the House and Senate. That legislation, known as the General Aviation Pilot Protection Act, would go a step further than the AOPA-EAA petition. Under the General Aviation Pilot Protection Act, pilots who make noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats would be exempt from the third class medical certification process. Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots.

Let's hope that this effort results in the elimination of the need for many of us to hold a 3<sup>rd</sup> class medical certificate. The AOPA and EAA websites have information on how to contact your legislators to express your support for this measure.

Steve Houghton, President ([steve@eaa55.org](mailto:steve@eaa55.org))

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



March Breakfast Team: Ray Fink, Jeff Shaud, Bill Purosky & Joe Madziar

## BREAKFAST TEAMS

<u>April</u>	<u>May</u>
Don Frank	Bill Bezdek
Christopher Halliday	Ralph Gregus
Deanna McAllister	Gordon Hempstone
Don McAllister	Bill Hensler
George Moore	Michael Rosencrans & Judith
Gary Nesbitt	Greg Shannon
George Spencer	

## EAA Chapter 55 Board of Directors Meeting March 5, 2014

→Meeting called to order at 7:05pm. →Present: Steve Houghton, Margie Clark, Al Spalding, Vickie Vandenberg; Doug Koons; Jack Voss; Bob Clark; Ken Vandenberg; Jim Spry. Absent: Dave James; Warren Miller; Bill Purosky; Ed Search →Secretary's Report 2/5/14; Jack Voss moved; Ken Vandenberg supported; all approved. →Treasurers Report 2/28/14; Vickie Vandenberg moved; Jack Voss

supported; all approved. → Young Eagle of the Year will be presented at Saturdays meeting. → Doug Koons has ordered YE supplies from EAA national. → Discussed booth at events to talk to public about YE and Adult Eagles. → Movie night scheduled for 3/14 and Euchre Night scheduled for 4/11/13. → Still need program coordinator; have MDOT seminar for May & for November; Vickie will call for April. → New member recruitment; discussed list of FAA registrations or other. → Audit of Books; Joe Pirch almost done and should present at April meeting. → VHS; approved transfer to DVD since there are not that many. → 55th Anniversary kick off dinner at Clara's Saturday. → Newberry Aviation Scholarship; discussed funding and applicants and process for next year. → Generic Biz Cards; discussed & will develop prototype. → Meeting room; discussed possible 10'x30' expansion; rough estimate \$2000 for materials. → Name Tags; tabled for next month. → Event Flyers; set up per prior years. → Advertising & Promotions; Vickie Vandebelt proposed budget of \$750 for DP and \$1000 for MAD; Doug Koons supported; all approved. → EAA55 will loan our sound system to OZW for their event. → Vickie Vandebelt proposed EAA55 buy diesel up to \$25 value for Dan Schiffer for all the plowing he did at the hanger this winter; Ken Vandebelt supported; all approved. → Discussed possible uses for aircraft theme material in storage. → Jim Spry made a motion to adjourn; Jack Voss supported; adjourned at 9:04pm. → Respectfully submitted, Vickie Vandebelt, Secretary

### **EAA Chapter 55 Membership Meeting March 8, 2014**

→ President Houghton called the meeting called to order at 9:30am with approx 43 members & 12 guests present. → Following the National Anthem, we thanked the breakfast team & President Houghton announced the April breakfast team and introduced guests. → YE of the Year was presented to Marcyna Montalvo by pilot Bob Clark.

→ Secretary's Report 2/8/14; moved, supported, & accepted as printed in the newsletter. → Treasurer's report 2/28/14; moved, supported, and accepted. → Jim Spry announced Movie Night 3/14 & Euchre Party 4/11. → 2014 Membership Dues still be collected. → 55th Anniversary events announced - see calendar. → Still looking for a volunteer Program Coordinator. → Still looking for a volunteer Events Coordinator; first planning meeting 3/31/14. → Christmas Party; Eldorado; Sunday Dec 14th. → Bill Bezdek announced indoor flying. → Respectfully submitted, Vickie Vandebelt, Secretary



### **TIDBITS**

By Vickie Vandebelt ([vickie@eaa55.org](mailto:vickie@eaa55.org))

**NEW MEMBERS:** Chapter 55 welcomes new members Stan Chubb, Neal Johnson, Ron Gorsline, Michael Rosencrans & Judith Pierzynowski, along with new student member Marcyna Montalvo (our YE of the Year).

**EVENTS PLANNING 2014:** Next meeting April 28th; 7:00pm; everyone welcome. We are always looking for new ideas and contributors!

**FROM STOCKBRIDGE:** The High School Advanced Underwater Robotics team left on their third trip to Palau in the south Pacific on 3/27/13. The team will use a remotely operated underwater vehicle (ROV) it has created and built to search for downed WWII aircraft and their missing pilots. You can follow their adventure on FaceBook & article at [http://www.mlive.com/news/jackson/index.ssf/2014/03/stockbridge\\_robotics\\_students\\_1.html#cmpid=nwslthead](http://www.mlive.com/news/jackson/index.ssf/2014/03/stockbridge_robotics_students_1.html#cmpid=nwslthead)

**DETROIT AIR SPACE:** Revised effective 4/3/14 - map attached.

**MACC GOLF CLASSIC:** Four person scramble to be held July 24, 2014. Any EAA member interested in getting a team together? Flyer attached.

**INDOOR FLYING:** The last of the Indoor Flying Season! Fun for the kids of ALL ages! Potterville: 3rd Sunday, 11am-4pm; Potterville High School <https://sites.google.com/site/pottervilleindoorflying/> Holt: every Tuesday; 9pm-10pm; Holt High School 9th Grade Campus <https://sites.google.com/site/holtindoorflyingclub/>

### **YOUNG EAGLE OF THE YEAR**

Marcyna Montalvo of Holt has been selected by Chapter 55 to be our "Young Eagle of the Year". Marcyna is a straight A student who attends the Mason Middle School. Her favorite subjects are math, science, and French. This past year she won the Optimist Award, and was student of the month in April. Her extracurricular activities include cheerleading and track.

Marcyna, shown here with pilot Bob Clark, was chosen based on her enthusiasm and interest in aviation. She was presented with a commemorative certificate, a complimentary student membership in Chapter 55 and other gifts. She did her Young Eagles flight in June. Congratulations, Marcyna.



**FROM BILL BEZDEK:** The North American Model Engineering Expo will be held April 26-27 at the Yack Arena in Wyandotte, MI. Over 30,000 square feet of displays of precision machined gas, stem & stirling cycle engines; plus 1,000 miniature models and machine tools on display. [www.modelengineeringsociety.com](http://www.modelengineeringsociety.com) If interested in car pooling to this event, contact Bill Bezdek 517-351-0448 or [bezdek@msu.edu](mailto:bezdek@msu.edu)

**FROM EAA NATIONAL: A New EAA.org is Coming...**

At EAA, we're always involved in building, but it's not always aircraft. In the near future, visiting *EAA.org* will engender a new experience for members and other users. We're launching an all-new *EAA.org* - built from the ground up and designed to be faster, more intuitive, and easier to use. This effort marks the first major overhaul of our website in more than a decade. The new website will consolidate a number of separate websites - such as [Airventure.org](http://Airventure.org), [YoungEagles.org](http://YoungEagles.org), [SportAir.com](http://SportAir.com), and [AirVentureMuseum.org](http://AirVentureMuseum.org), to name a few. *EAA.org* will be more logically organized, much easier to maintain and upgrade, and feature significantly improved self-service options so members can renew, update their information, and more. You'll see more multimedia content, and for the first time, the site will be mobile friendly. So stay tuned - we look forward to your feedback when the new *EAA.org* goes live.

**Chapter 55th Anniversary Kick-Off Dinner**

Chapter 55 held a "55th Anniversary Kick-Off Dinner" at Clara's Lansing on Saturday evening, March 8th. Twenty-four members and spouses gathered to enjoy a great dinner, conversation and fun.





## NOTES FROM CAPE JUBY

By Terry L. Lutz  
Chapter 55 Flight Advisor

Although it is many miles away, Brazil is a country with a long heritage in aviation, much of it unknown here in North America. Last week, I attended a Flight Test Safety Conference hosted by test pilots and flight test engineers at Embraer. The location was Sao Jose dos Campos, where the modern Brazilian aerospace industry began. Today, not only is Sao Jose the home of Embraer, it is also where the CTA, the Brazilian equivalent of the FAA, and the Brazilian Test Pilot School are located.

The name Embraer is short for EMpresa BRasileira de AERonautica (Brazilian enterprise for aeronautics). Formed in 1969, for many years Embraer was a government funded corporation. In 1974, they began building airplanes under license from Piper Aircraft. Initially, components were built in the US and assembled in Brazil. But it didn't take long before the Brazilians were providing most of the content. Overall, they built more than 2500 airplanes under license from Piper.

In 1981, I was a student at the USAF Test Pilot School. One of the foreign students in my class was a truly unique man named Gilmar Nunes. One of the things we will always remember about Gilmar was that he bought this enormous motor home and had the dream that he would drive it all the way down the Pan American Highway and enter Brazil from a border crossing in Chile. It was a great plan, but given the political situation in Honduras and Panama at the time, it was doomed to failure. (Years later, while deployed to Panama with the NY Air National Guard, I noted from the cockpit of my F-16 that the Pan American Highway was no better than a remote dirt road from Panama City which ends before the border with Columbia).

Gilmar arranged for our test pilot school class to visit Brazil in 1981. At the time of our visit in 1981, Embraer had succeeded in developing and producing an airplane of their own design, the Bandeirante (Portugese for "Bandit"). But it was another airplane that caught my attention, and not because it was a single engine, tandem-seat turboprop trainer with 1200 hp. It was the ingenious way they designed conceived it that was remarkable.

At the time, Embraer had been producing the Piper Navajo under license. They realized that the wing design of the Navajo would safely carry the weight of the Tucano fuselage and allow maneuvering up to 4g. The first two airplanes were prototypes with the Navajo wing, which allowed them to get low cost prototypes in the air. When people saw what the airplane could do, the orders flooded in and Embraer put additional money into designing wings that would match the mission of the airplane. Some very good decisions resulted in a great success story. Today, the Super Tucano is flying with 1600 hp on the nose!



Two young members of Warbirds of Glory. Patrick Mihalek presented our March program about the recovery and restoration of the B-25 Sandbar Mitchell. (above)



## YOUNG EAGLES

By Phil Tartalone ([phil@eaa55.org](mailto:phil@eaa55.org))

See Tidbits from Vickie Vandenberg



Embraer has been increasingly successful with their civil airliners. The Bandeirante was followed by the Brasilia, and then the EMB-135/145 family of regional jets. In 1994 the company broke its government ties, and in 2002 they began producing the E-170/190 family of larger regional airplanes, which many people prefer because of the large cabin and good overhead storage. They have a line of corporate jets, and are just launching the KC-390, which will be a small but very capable air-refueling aircraft.

Our Flight Test Safety Conference included a short flight to Gaviao Peixoto, which is an airfield Embraer had built specifically for flight-testing. When I first heard about this airfield and its 15,000 foot runway, my thoughts were that this would provide the Brazilians a landing field for a winged spacecraft. But it was truly built for testing airplanes, with a wide, flat section in the middle for runway performance and wet runway testing.

After a tour of the facilities at Gaviao Peixoto, we flew to the Sao Carlos airport about 15 minutes away. The Brazilian airline TAM has a maintenance facility there, along with a world class aircraft museum. Of all the airplanes in the museum, there are two that deserve mention.

First, there was a P-47 that represents the 1<sup>st</sup> Fighter Group of the Brazilian Expeditionary Force that served in Italy during WWII. Their motto was “Senta a Pua”, which is roughly translated as “Hit ‘em Hard”.

The second was a tiny Cessna 140A. As you can see in the picture, it has been signed by hundreds of people. Those signatures represent the people touched by a woman pilot named Ada Rogato.

She was a pilot of distinction, having been the first to land a 90 hp airplane at the airport in La Paz, Bolivia (field elevation – 13,323’). She crossed the



Amazon region in the little Cessna with basic maps and a compass, many years before GPS.

But perhaps her greatest achievement was in 1951, when she flew across the three Americas – South America, Central America, and North America. Her route covered more than 30,000 miles, stretching from Tierra del Fuego, Chile, the southern most point in South America, to the Arctic Circle in Alaska.

Although the relationship between Washington and Brazil’s capital of Brasilia has not been the best in recent years, the Brazilian people are warm, incredibly bright, and very focused on developing terrific airplanes. They currently produce executive jets at a facility near Melbourne, Florida.

And what of my friend Gilmar? We helped him celebrate a birthday, along with two of his children and three of his grandchildren. Long since retired from test flying, Gilmar’s stripes have completely changed. He now runs a charitable organization called ABREED. The purpose is to build citizenship among the children of Sao Jose dos Campos.

On the weekends, he leases space in local schools and provides activities for children that helps them learn, helps them develop social and teamwork skills, and just be normal children. I’ve seen him in action, and the first thing is that the children need to be there on time (and politely cued up at the door). The second thing they do is stand together and sing the Brazilian National Anthem.

While it may be the last time I see Gilmar in person, the knowledge of who he is and the difference he makes each day cannot be erased from my mind.

Our native son Elliot Seguin is keeping supremely busy with all things aeronautical out in Mojave, California. His current adventure is to organize a record weekend at Mojave. What he’s done is work with people who want to set records and developed specific speed courses near the airport.

The Federation Aeronautique Internationale will be there to sanction any new records that might be set. I think this is absolutely terrific – instead of begging and scratching to set up the details for a record attempt, Elliot has put the infrastructure in place to just get it done. Bring your airplane and go fast is the focus. Man, I wish I could be in Mojave next weekend! I’ll get all the details and the results for next month’s article.

Well, it looks like Spring may have made an appearance – finally! I will personally buy breakfast for the first person to smash a bug on their windshield. Photo documentation must be provided, and no, they can’t be the bugs from last year you’ve been too lazy and cold to clean off.

Hey, maybe breakfast will be a good enough incentive to do more flying. Gotta happen!

Spring means a lot of challenges until the wind subsides a bit in May. Watch the winds, crosswinds in particular. The Mason airport has unpredictable crosswinds, which are stronger in some spots along the runway. Watch out for gust fronts just before storms, and carburetor ice on moist days until the weather turns really warm. And since a lot of us might be opening the hangar for the first time this year, always remember to lend a hand to your fellow pilot when they really need it.

### Relay for Life - By Karen Meirndorf

This year the American Cancer Society's Relay For life will be held down town Mason on Friday June 13 starting at 3pm till 3pm Saturday.



A great way to help support cancer research and patient programs is to buy a Luminaria. I'll be taking orders after the club meeting for anyone to purchase either an "In Honor of" or "In Memory of" Luminaria decorated how ever they wish for \$10.

I also have extra forms posted at the hangar. Thank you for your support.

So, last week the FAA announced an impending Notice of Proposed Rulemaking (NPRM) to relax medical standards for recreational/private pilots. We don't know what is in the NPRM but I suspect we will very soon. Hopefully it will be reasonable and reflect a good blend of common sense and practical solutions to aviation medical oversight.

No country in the world allows pilots to fly with absolutely no medical oversight. Some countries have standards much harder than the FAA's. More to come.

Fly Safe and Healthy!

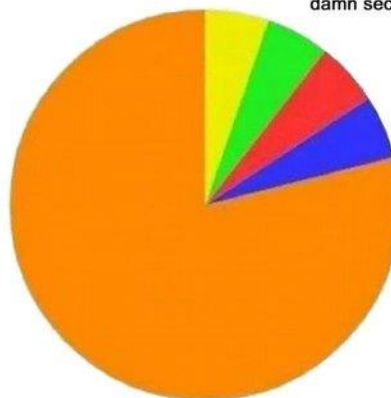
[www.airdocs.net](http://www.airdocs.net)

### EAA CHAPTER 55 HUMOR

#### HOW I SPEND TIME IN MY HANGAR

[WWW.FRANKLINAIRSHOW.COM](http://WWW.FRANKLINAIRSHOW.COM)

- Airplane Work
- Automotive Work
- Welding
- Cleaning Up
- Trying to find the tool that was just in my hand five damn seconds ago!



And one NOT SO HUMOROUS



### FROM THE FLIGHT SURGEON

By Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR

When it comes to FAA medical certification these are the most unsettled times I have seen in the 14 years I have been a senior aviation medical examiner for the FAA. Here are some of the issues: 1) The FAA is behind in special issuance certification due to the government shutdown and problems with their computer system, 2) the FAA continues to at times request medical information which is neither aeromedically relevant or consistent with current medical practice.

But, the FAA is not the only problem. AOPA continues to push for changes which throw out the baby with the bathwater. Their petition/legislative initiatives if enacted are almost certain to raise the death toll in general aviation past the approximately 400 each year seen now. A recent position paper by the AeroSpace Medical Association indicates the death rate may rise significantly. The driver's license medical" is really a joke as state standards vary widely and quite a few states really have no medical standards at all.

So, where is the answer? The desired end state is where we get all who are reasonably safe to fly in the air and have a responsive system to protect those who might endanger themselves, their passengers and those on the ground.



**Snow snow go away, at least before June !  
Taken 30 March, 2014, by Gregory Rheeder**

## CHAPTER 55 CLASSIFIEDS

EAA55 Builders Hangar: one space; Steve 517-290-7528

### WANTED:

**Serviceable ELT, model AK 450, 121.5 megahertz, with accessories. Kyle Bradford 517-663-3083**

HANGAR FOR RENT: Heated, water, compressed air available. Skyway Estates; 60G; Eaton Rapids. Pete Chestnut 517-663-3118; pandp@wowway.com

### FOR SALE:

1966 Mooney M20C; Dave Courey; 517-331-7097 or dcmi@reagan.com

**Pietenpol Air Camper Light Sport, 248 Hours - \$6,000  
Kyle Bradford, 517-663-3083**

Chevrolet Corvair 100-HP flight motor conversion; nearly complete, unassembled. \$5,000/negotiable. Greg Harris 517-775-4563 or [gkharris1974@gmail.com](mailto:gkharris1974@gmail.com)

Zenith Zodiac XL/650 Corvair motor mount; Greg Harris 517-775-4563 or [gkharris1974@gmail.com](mailto:gkharris1974@gmail.com)

Honey; Gordon Hempstone 517-515-1454

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

Contact Warren or Vickie to place your ad here!

## POCKET CALENDAR

Apr 28 = Event Planning; 7pm

May 25 = JXN Pancake Breakfast - 7am-Noon

Jun 6 = 70th anniv/D-Day invasion Normandy

Jun 14 = **MACC 55th Anniv Ribbon Cutting 9am**

Jun 14 = **YE Rally; 10am-2pm**

Jun 15 = **Dawn Patrol; 7am-11am**

Jun 20-22 = Planes, Trains & Autos; Owosso

Jun 28 = Livingston Co. Open House; 10am-2pm

Jul 12 = **YE Rally; 10am-2pm**

Jul 19 = **55th Anniv Potluck Celebration**

Jul 28-Aug 3 = EAA AirVenture

Aug 9 = **YE Rally; 10am-2pm**

Aug 9-10 = Thunder Over MI w/USAF Thunderbirds

Aug 16 = **MAD; 7:30am-2:00pm**

Aug 27-Sep 1 = AAA-Blakesburg

Aug 15-16, 2015 = 70th anniv/end of WWII

Dec 14 = **Christmas Party; Eldorado; 4pm**

**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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