

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

NOVEMBER 2020

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: Doug Koons 517-676-5001

→Treas: Al Spalding 517-881-8757 →Secr: John Kuchar 517-203-9976 →Editor: Deanna McAlister 517-795-8171

→YE Cordinator: Margie Clark → Webmaster: John Bobcik → Youth Group: Jeff Shaud → Membership: Vickie Vandenberg

→ Flight Advisor : Terry Lutz → Adult Eagles : TBD

www.EAA55.org



PRESIDENT'S MESSAGE

by Drew Seguin

ea55.president@gmail.com

Well, with the election (mostly) behind us we can quit arguing and get back to things that are more fun. I saw an interesting article on AVweb.com today:

Can A Computer Think Like A Pilot? It's A Trivial Question, by Paul Bertorelli

I always enjoy Paul's articles and I recommend you check this one out. The article and comments following present interesting thoughts on autonomous aircraft. My father used to say "nothing is impossible" and I believe that given enough time and resources that may well be true. I for one, think that someday in the not to distant future we will have airplanes without pilots flying passengers long distances.

But who wants to do that?

Meanwhile, the leaves have pretty much dropped, the time has changed, and summer is really over. It looks like we'll have great weather this weekend but it won't last. With it getting dark early we need to get our flying in early. No more lollygagging after work.

I'm pleased to report (*unofficially*) that Jeff Stetson has finished his annual. Those of us who spend a lot of time at the airport have been watching and cheering and hoping he could get his outdoor maintenance

done before it gets any colder. That airplane is just too wide to fit in a normal hangar.

I accepted a short project so I'm still trying to finish up the condition inspection I started at the end of September. And mean while the EX-3 project sits and we have this beautiful Indian Summer weather. What was I thinking? Airplane payments?

With the Coronavirus spiking around the country and so forth I don't think we can hold regular meetings with the usual fare for the next couple of months. As in the last few months we can have an informal social gathering next Saturday. Social distancing, bring your own, etc. I'm looking forward to the day when we can get back to some sense of normalcy.

We have a full slate of Board of Directors nominees for our November election.

In alphabetical order:

- Mark Bathurst
- Gabe Blosser
- Clarke Borgeson
- Ken Drewyor
- Rick Laub
- Joe Madziar
- Warren Miller
- Chloe Miner
- Jeff Shaud

Given that the number of candidates matches the available positions I think we will do a vote by mail to complement the informal chapter get together on November 14. We'll work out the details in Wednesday's Board of Director's meeting.

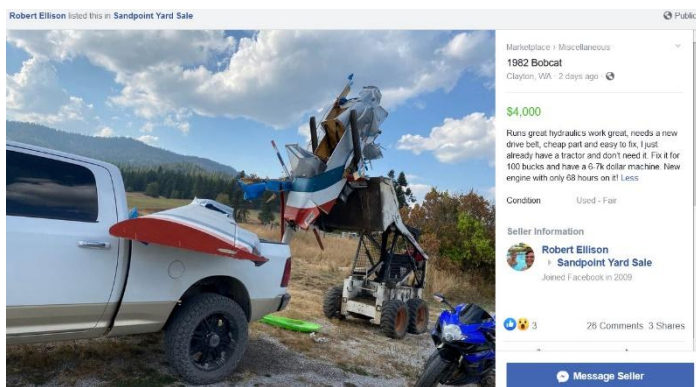
Speaking of the Board of Director meeting, we held the last meeting via Zoom. It worked reasonably well and Joe Madziar is now our "Official Zoom Meeting Guy". HE will set up Zoom meetings as needed for Chapter 55 for the near future. If you're interested in participating in the Board meeting contact Joe directly:

madziars@msn.com

All members are welcome to attend the meetings. I don't care for this approach but I think it's the best we can do for now.

Keep Calm and Fly on.

Drew Seguin



*I came across this ad for a Bobcat.
Made me wonder, who could do such a thing?*

EAA 55 Chapter 55 Board of Directors Meeting October 7, 2020

➔The meeting was called to order by President Drew Seguin at 7:02pm using Zoom online.

- Present were Drew Seguin, Doug Koons, John Kuchar, Mark Bathurst, John Bobcik, Joe Madziar, Bill Purosky, Jeff Schaud, Al Spalding, and Ken Vandenbelt. Absent were Gabe Blosser and Warren Miller. Chloe Miner attended as a guest. ➔The Secretaries Report for September 9, 2020 was submitted as printed in the Wing Tips newsletter, Joe Madziar moved to accept and was seconded by Mark Bathurst. The motion was accepted. ➔Treasurer's Report for September, 2020 from Al Spalding was submitted, John Bobcik made a motion to accept, Ken Vandenbelt supported, the motion carried. ➔The October 15th members meeting was canceled. An impromptu Saturday morning meeting was

suggested for those who would like to meet with other like minded members and a possibility of also having a Tuesday evening gathering as was done last fall. ➔The Board of Directors elections are to be held at the December members meeting. There are nine candidates who are willing to serve. Nine seats are open. The November Board meeting will determine how to proceed with a membership vote. ➔The Youth Group report from Jeff Schaud was they had two RC planes completed and were airworthy. All group members had a chance to fly the a plane. Wings with ailerons will be put on the planes next and the radios will be replaced with 4 channel radios. ➔The Ray Scholarship committee has to decide how to review and select the candidates they have so far. The deadline for submission to EAA headquarters needs to be checked and will we be able to select a candidate by November 30th? Dan Schiffer, Joe Madziar, Al Spalding and possibly Doug Koons will be on the selection committee. Jeff will follow up with EAA national to on the specific qualifications. ➔Future Board meetings will be held by Zoom online. Memberships meetings will be tried to see if the membership response is good to Zoom meetings. ➔The Christmas party will not happen this year. ➔Hangar rental will be discussed with the tenants and the cost for rental will be determined by the end of the year. ➔The Civil Air Patrol is back to holding their meetings at the Chapter 55 meeting room ➔The CARDS group wants to submit an article to the EAA about their activity with Chapter 55 and they could use some photos.

The Meeting adjourned at 8:01pm.
Respectfully Submitted, John Kuchar, Secretary

EAA CHAPTER 55 MEMBERSHIP MEETING OCTOBER 10, 2020

➔Meeting cancelled; no minutes.



BOARD MEETING: 7:00pm: Wed; Nov. 11th
MEMBERSHIP MEETING: 9:30am; Sat; TBA
with Breakfast served from 8:00am to 9:00am

SCHEDULED PROGRAMS:
**CONTACT DAVE COUREY or DREW SEGUIN
WITH YOUR PROGRAM SUGGESTIONS**



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

See you at the airport!

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



MEMBERSHIP
by Vickie Vandenbelt
(EAA55.mems@gmail.com)

2021 MEMBERSHIP DUES: A big thank you to all the members who have submitted their 2021 dues. This is a big help to Treasurer Al. For others, I have again attached a renewal form for your use. Since it may not be possible to pay at a meeting, Treasurer Al’s address is provided on the form. You could also leave your form & check in Treasurer Al’s folder in the meeting room (for everyone’s protection, please do not leave cash).

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



YOUTH GROUP
By Jeff Shaud
(jlshaud@wowway.com)

Meeting was canceled, see you next time at the airport.



LCC - MASON JEWETT CAMPUS
By Mark Bathurst
(bathursm@star.lcc.edu)

Every year the Boeing Corporation publishes its Outlook for pilot, aircraft maintenance technician and cabin crew (flight attendants) demand for the next 20 years. This is considered the seminal industry study and is widely used and quoted by government, industry and educators alike. This year’s edition is somewhat different than previous years’ studies as the effects of the COVID pandemic are now clear.

Quoting from the Boeing study:
“While the current industry downturn, driven by COVID-19, has resulted in a temporary oversupply of qualified personnel, the long-term need remains robust. In recent decades, aviation has experienced external forces that have affected demand, such as 9/11, SARS and the Great Financial Crisis. Recovery has generally followed several years later, as the fundamentals driving passenger and air traffic demand remain strong.”

“Prior to the downturn, the commercial aviation industry was poised to experience a shortfall of qualified pilots and technicians. Analysis of new licenses and certificates issued over the past few years had indicated that the number of new personnel entering the industry was lagging demand. The short-term oversupply allows operators the opportunity to build their pipeline in anticipation of growth returning in the next few years.”

Directly related to LCC’s maintenance training programs, the study continues: “Amid challenges posed by COVID-19, the training industry has begun to adopt increasingly innovative solutions. Many providers have transitioned their offerings to online and virtual formats where possible, allowing students to continue their learning safely. Immersive

technologies, adaptive learning and flexible distance learning methods are also being explored to enable optimum learning and knowledge retention. Investments in technology that are being made today will likely lead to a long-term fundamental shift in how training is conducted.”

Regarding the next few years, Boeing states: “As we look to the future, it is important to maintain a focus on recovery and ensure that we have the qualified pilots, technicians and cabin crew members required for the industry to return to long-term growth trends. We believe it will take around three years for commercial air travel to return to 2019 levels, and business aviation is currently in the midst of a robust recovery. Within that time frame, existing personnel will continue to reach retirement age or leave the industry for various reasons, leaving openings that will need to be filled by furloughed and new aviators. Additionally, as airplanes are brought out of storage, thousands of labor hours will need to be spent to ensure proper maintenance has been performed, parts are in working condition and airplanes are airworthy, requiring the expertise of skilled maintenance technicians.”

Boeing’s narrative concludes: “In the near term, operators are deferring noncritical maintenance to conserve cash, which has led to a decline in maintenance, repair and overhaul (MRO) demand. This has resulted in a temporary decrease in technician demand; however, MRO demand is expected to recover as airlines bring parked aircraft back into service and regular maintenance checks resume. Talent pipeline challenges that the industry has been facing for years remain a concern as large numbers of experienced technicians approach retirement age.

For the next 20 years, Boeing forecasts a worldwide demand of about 740,000 new maintenance technicians. In North America, there is a demand forecast of 192,000 new mechanics for the same period. Pilot demand is expected to be 763,000 worldwide and 208,000 in North America. Clearly, Boeing expects demand to recover and providers of pilot and maintenance training will be experiencing demand as previously experienced prior to the onset of the pandemic. LCC expects our classes to be at or near capacity again in the fall of 2021 when the next class begins.



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

2020, so far only one Young Eagle flight given to a young man. Even though I could not see his smile through his mask his eyes were twinkling. His first time ever off the face of the Earth. His words were, "wow" Id love to do that again.
Thankful, Have a Happy Thanksgiving

Contributions, corrections and additions to "WingTips" are welcome and can be made by contacting Deanna McAlister (zirconmoons@gmail.com)
Deadline: 1st of each month.
Joe Madziar "Breakfast Teams" (madziars@msn.com) and Dave Courey "Monthly Programs" (dcmi@reagan.com)

High-Wing Halloween Horror
By Chloe Miner

The time has finally come. The two weeks worth of planning was finally about to pay off. This was about to be the flight she would never forget.

It was 7:00 AM on Halloween and little Captain Chloe knew she was about to have the greatest time of her life...or so she thought. She called Flight Service the night prior to get an outlook briefing on the weather and everything sounded great, other than one little thing. THE WIND. It was looking like it would be gusting in the 20’s. Little Captain Chloe knew she could handle wind gusts pretty well, but didn’t know how she felt about soloing with gusts of 20 knots that would get worse on the way back. After some time of thinking, she decided to go through with it.

She kept the surprise flight a secret from her Chief Captain (her mother) because her birthday was on Halloween and she loved the chocolate from Gaylord. Captain Chloe had a mission and knew what she needed to do.

The day of in the C-172 before takeoff

AWOS reported a crosswind from runway 13 at 15 knots gusting 18. "Here goes nothing," Little Captain Chloe thought to herself.

She adjusted for the wind, applied full throttle, and took off. "That was garbage," she said out loud referring to her takeoff. It was one of her worst takeoffs ever. Worse than in her student pilot days back in the Stone Age.

"Shirley you can't be serious," you're probably thinking as the reader. Yes I am. And don't call me Shirley.

Throughout her flight to Gaylord, she had a tailwind of 23 knots and arrived 20 minutes sooner than she expected. It was a bumpy, but fast flight.

"I'm 15 miles away. It's time to listen to AWOS," the Captain thought to herself.

"Blah blah blah winds 180 at 14 gusting to 24 blah blah blah."

"Oh goodness!" Except that's not what she was thinking. "This is going to be worse than what I thought," Chloe exclaimed.

Descending and aligning for final on runway 18, the winds picked up and were throwing her around. There were buildings, trees, and a road just before the threshold of 18. As she was descending even more, the wind decided to make it interesting and move her off course. She got aligned again and was ready to land. When she went to land, she bounced and did not like how it was looking and decided to go around.

"That was disgusting to watch," Little Captain Chloe thought to herself. She got realigned and then after attempt 2, landed. It was by no means pretty.

Once she taxied to the terminal, she shut the plane down and opened the door. It flew open so fast! She gathered all of her belongings and headed for the door of the terminal.

"Holy crap! That was worse than 2020!"

After her travel around Gaylord to gather the black cherry soda and chocolate for her mom, she went back to the airport and hopped back in the plane. She

went to open the door and SLAM! The door slammed into her because of the wind. "It's going to be one of those days I guess."

She started the plane, aligned with runway 18, and popped off the ground. After the long flight back, she was ready to land. Of course it wasn't going to be easy on her, why would it? Of course the runway would have winds gusting 20 knots with a crosswind on the surface. She was aligned and ready to land, but her plane decided that bouncing was going to be better. After a failed attempt to land, she had to go around.

But wait! There's more! She knew she would have enough fuel to make it and back, but because the flight back took so long, she had less than intended. As she was climbing, the low fuel warning went off. She knew that she needed to land and get the plane on the ground. Little Captain Chloe got aligned, but the wind was pushing her to the left and she was trying to correct for it. As she was about to land, she got aligned quickly and was pushed to the left of the runway, had a few small bounces and then made it safely.

Little Captain Chloe learned that for a very long time, she will never fly if it's gusting more than 20 knots.

CHAPTER 55 CLASSIFIEDS FOR SALE:

For sale 2021 calendars from EAA
If anyone would like some please let
Doug Koons know before November
15th. Price will be \$7.00 each plus
shipping and handling. 517-676-5001

Chapter 55 T-Shirts; size L or XL; only \$15.00 each
for chapter members. Vintage Chapter 55
Sweatshirts; size L or XL; only \$15.00 each.

Bluebird/Songbird Houses; \$20.00 each; proceeds
benefit the Mason Sycamore Creek Youth Garden
Club; Vickie Vandenbelt; vickie@eaa55.org

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

Pure Michigan Maple Syrup John & Connie Bobcik
517-543-8238; jbobcik@gmail.com We can deliver
to EAA hangar for pick-up.

For sale!!!! 16 acres, 4 bedroom 3 bath, hangar,
horse barn, runway, forest, pond, hunting, 2 big hills
Haslett Schools Williamston township, 865 Barry Rd
Haslett \$478,000 \$450,000 if no realtor contact Gabe
Blosser 517- 896-0020



FOR RENT:

Space for rent in common hangar; best for low wing
but might accommodate high wing aircraft. Tim
Martinson; 517-803-0462; tmartins1575@yahoo.com

Excutive/corporate heated hangar space available.
Includes pilot lounge, kitchen, bathroom/shower,
conference room, TV. Cloud9 248-921-0092

**Do you have anything you want to sell?? Additions
and corrections, contact Deanna McAlister
zirconmoons@gmail.com**

EAA55 = CHAPTER BUILDERS

Members who are working on or completed
homebuilts or restorations ... (Have I missed anyone?
Additions, deletions & corrections appreciated):
David Alexander; Aventura II
Gabe Blosser; Bushmaster SuperCub Amphib
John & Connie Bobcik; Kitfox
Ivan Bradley; Zenith CH650B
Dave Cook/Greg Hover; RV-6A
Ed Crouse; Rans
Ken Drewyor; Kitfox
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 w/BPurosky; Glastar
Rick Laub; Sling 4
Wm. (Bill) Long; Kolb Firefly Ultralight
Terry Lutz; RV-8
Doug MacKenzie; Zenith 701

Tim Martinson; RV-6A & RV-12; RV14A project
Warren Miller; Fisher 303 ultralight
Chuck Moore; REVO Lt Sport Evolution
George Moore; KIS Pulsar 150
Gary Nicola; Grumman Traveler restoration
Jim Palmer; Glasair III
Bill Purosky w/DKoons; Glastar
Pat Salow; Zenith 701
Drew Seguin; Carbon Cub EX2 ; EX3 project
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
David VanderMolen; Zenith 750 project
John VanderMolen; Zenith 750 project

Chloe's Aviation Joke of the Month:
I tried to sue the airport for losing my
luggage.
I lost my case.

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

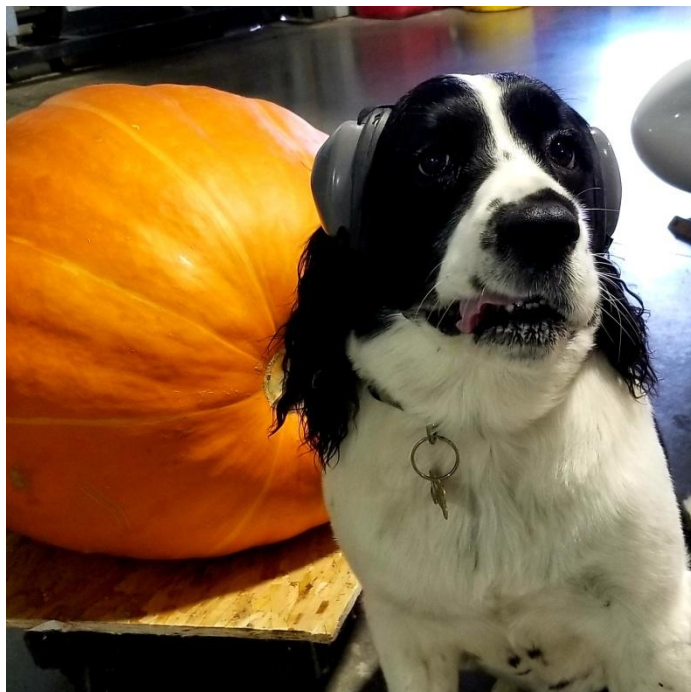
**FLYERS FROM OTHER AIRPORTS
POSTED IN TEW TERMINAL (with
thanks to Mark Bathurst)**

WEB EVENT CALENDARS:

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

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

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



Ok, it's not the Great Pumpkin, could you make it
into PIE?

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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