



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

JULY 2015

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: Steve Houghton 517-290-7528 →Vice-President: Margie Clark 517-853-1418

→Treas: Al Spalding 517-676-3370 →Secr: Vickie Vandenbelt 517-589-5051 → Editor: Deanna McAlister 517-795-8171

www.EAA55.org



CLIMB AND MAINTAIN FLIGHT LEVEL 55

by Steve Houghton (steve@eaa55.org)

July Will Be a Busy Month!

Chapter 55's 56th Anniversary Celebration

On July 12th we will be celebrating the Chapter's 56th anniversary. Come early. Food will be served at 5:00pm. Like last year, the Chapter will provide the main course of barbequed pulled pork and members will be asked to bring a dish to pass. All chapter members, their families and friends are welcome. Donations will be accepted. Over 100 people attended our inaugural event in 2014. We had perfect weather last year so let's hope that the weather gods will finally smile on mid Michigan. There will be plenty of food so I wouldn't expect anyone to go away hungry. Several members will also have their planes available for rides. Come join us for this wonderful event!

Young Eagles

As most of you know, our June Young Eagles event and Dawn Patrol were rained out. It is quite unusual to have weather ruin an entire weekend but in this case, it cancelled two of our biggest events. We had quite a few Young Eagles show up only to be disappointed. One young child was heard to say that if eagles could fly in this weather, why couldn't he? Hard to answer that question! Fortunately, we will have another chance. Our next Young Eagles event is Saturday, July 11 – the day before our

anniversary party. Please join us as we expect a larger than normal group of kids to show up to fly. See everyone the weekend of the 11th and 12th for some great chapter events!

Grand Haven Fly-out

On Saturday, July 18th we are planning a fly-out to Grand Haven. The exact time is yet to be determined but plan on a mid morning departure. We will fly to Grand Haven Memorial airport (3GM) and catch a taxi ride into town. From there we can eat, tour the town and enjoy the beach – all with a quick 40-50 minute plane trip. I love general aviation! Anyone needing a ride should contact me or Jim Spry. See everyone then!

BREAKFAST TEAMS

<u>JULY</u>	<u>AUGUST</u>
Chris Carmody	Julie Bauer
Paula & Dale Corsi	Pete Chestnut
Ed Crouse	Ron Gorsline
Mary Gowans	Chuck Hacker
Greg Harris	Jordan Lewis
Ward Harris	Jim Palmer
Bruce Thorburn	Dave Paul
	Gregory Rheeder
	John Swartz



June Breakfast Crew: Tom Sheehan; Tim Martinson; Bill Bezdek; Dave Cook

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

Chapter 55 Board of Directors Meeting June 10, 2015

→ Meeting called to order at 7:01pm by President Steve Houghton. → Present: Steve Houghton, Margie Clark, Al Spalding; Vickie Vandenberg; Doug Koons; Michael Rosencrans, Dave James; Bill Purosky; Jim Spry. Absent: Bob Clark; Jack Voss; Warren Miller. Guests: Ken Vandenberg → Secretary's Report 5/6/15; Bill Purosky moved to accept; Margie Clark supported; all approved. → Treasurers Report 5/31/15; Doug Koons moved to accept; Dave James supported; all approved. → YE; Margie Clark advised the coordinator from Grand Ledge will visit for ideas; parking signs will be placed along Aviation Drive. → Membership; letters sent to 100 prospects. → Flyouts; scheduled Grand Haven 7/18/15. → Programs Coordinator; WANTED. → Safety Officers; will have handouts for YE pilots. Steve doing up list of Emergency Contacts. → Gate Status; pedestrian gate will be used for meetings & events. → 56th Anniversary; ordered 100 serving Pork BBQ; they will bring buns & sauce. → Nominating Committee; need to appoint at July meeting for Officer Elections. → Maintenance; picnic tables painted; hanger logo sign painted; coffee stand lowered (Thank you, Doug Koons). → DP; Steve Houghton has placed news print ads. Waiting for event insurance from EAA. Discussed field layout; volunteers; food purchase & permits; plane moving. → EAA55 Calendars; half off; \$4.00 each.

Remainder go to YE. → Doug Koons made a motion to adjourn; Bill Purosky supported; adjourned at 7:55pm. → Board members were polled prior to the general meeting and approved motion to purchase two 8' tables and two 6' tables for our YE events. → Respectfully submitted, Vickie Vandenberg, Secretary

Chapter 55 Membership Meeting June 13, 2015

→ President Houghton called the meeting to order at 9:13am with approximately 36 members & 5 guests present. → Following the National Anthem, we thanked the breakfast team & July team was announced. → Guests were introduced. → Weather forecast for low ceilings prevails plus outlook for DP is not good. → Secretary's Report 5/9/15; moved to accept; supported and approved. → Treasurer's report 5/31/15; moved to accept; supported & approved. → 56th Anniversary Party; Sunday 7/12/15; 5:00pm; Pork BBQ potluck; for members, family & friends; free but donations appreciated. → FlyOut to Grand Haven 7/18/15. → Karen Meirndorf announced Relay for Life June 20th at the courthouse. → EAA55 calendars; last chance to buy; \$4.00. → Need photo submissions for EAA55 2016 calendar. → Steaks from Merindorf's; pre-order available. → Dave James announced "Least We Forget" event in Benton Harbor. → Bill Purosky announced rooms available for AirVenture. → Meeting adjourned at 9:35pm. Young Eagles event cancelled for June. → Respectfully submitted, Vickie Vandenberg



NEWS OF OUR MEMBERS

by Vickie Vandenberg (vickie@eaa55.org)

THANK YOU: to Doug Koons for the fresh coat of paint on our picnic tables and the hanger logo sign. Doug also lowered the coffee stand to aid the backs of the folks making those heavy pots of coffee!!

CONGRATULATIONS: to John & Connie Bobcik on the completion of their Kitfox. John has started the exciting part of flying off hours. I don't have a picture of the finished product but here is a picture of them with their work in progress. Well done, John & Connie !!



YOUNG EAGLES

by Margie Clark (margie@eaa55.org)

Hi everyone,
We are looking for a great turnout this month for our Young Eagle Rally which means we will need lots of "hands on deck" to help with all facets of the day. We will find a place for you to help even if you can just spare an hour or two. Please consider joining us this coming Saturday.

A big thank you to all the folks that stuck around last month and filled bags. All of your efforts will make things go much easier this month. Together we make a great team!

RELAY FOR LIFE By Karen Marendorf

Thank you all who helped EAA Chapter 55 support the Relay for Life and our area cancer survivors. It helped our team raise \$3,512.55. The Relay was a lot of work but we had great weather, food, entertainment and a lot of fun too.

We had 19 teams from around the community with 114 registered participants (and a few fellow supporters that I couldn't manage without) that raised as of July 2, \$46,162.55. With more sponsor money expected in the next couple weeks.

Thanks again for your support, compassion, and generosity.



ADULT EAGLES

by Greg Rheeder (greg@eaa55.org)

Hello Members

We had a wash out for last month's program. I was hoping to install some new members to our group at that time. You just can't figure on the weather.

I have talked to a couple people about flights, but they did not pass the interview process. If anyone knows or has someone who would fit our program feel free to drop me a line.

Good news though, I was able to fix the magneto issue with my plane. I can't wait to show non flyers what it's all about.

See you Saturday!



Karen Meirndorf and Michelle McGillis with the chapter's track sign.





NOTES FROM CAPE JUBY

by Terry L. Lutz (terry.lutz@attglobal.net)

One of the more unusual things I've witnessed in aviation happened many years ago at Young Airport, a nice grass airfield west of Ann Arbor. Aerobatic greats Bill Barber and Bob Lyjack often kept airplanes there. Nancy and I were at Young Airport early one chilly morning in the Fall of 1970, rubbing the frost from the wings of a J-3 Cub. A couple of guys drove up, and slid open the doors of one of the T-hangars. A few minutes later, we saw them start the engine. Nothing unusual about that, except the airplane was still in the hangar. Then they closed the hangar doors, with the engine still running, hopped in their car, and left.

Fifteen minutes later, they returned with coffee in hand, and re-opened the hangar doors. The airplane was still running as happily as before. In short order, they taxied out and took to the sky. This particular airplane was well-known to me as the Ryan SCW owned by Dee Barnard, who owned a plating business in Ann Arbor. Mr. Barnard could be counted on for a couple of rolls over the Big House when the weather was good on football Saturdays in Ann Arbor.

The Ryan SCW was designed in 1936 as an airplane that would bridge the performance gap between the Cub, Ercoupe, and Taylorcraft and the faster more expensive airplanes like the Staggerwing Beech and Howard DGA-15. The prototype Ryan SCM (for Sport Cabin), s/n 201, had a 4-cylinder, 150 hp inline Menasco C-4S engine. Apparently, the Menasco engine did not work out as planned, so Ryan changed the engine to the Warner 145 hp radial, and the design became known as the Ryan SCW.



As you can see in the photographs, the airplane has a low, rather sharply tapered wing. Structurally, it was probably overbuilt, having skins of .040 aluminum,

and a lot of 3/16 diameter rivets. The most unusual thing about the airplane is the flap, or dive brake under the fuselage, which appears as wide as the landing gear.



Only 13 of these airplanes were built before WWII demanded increased trainer production, so Ryan stopped work on the SCW and began producing the Ryan STA and STM trainers. The prototype airplane was sold to a man in Mexico, and the airplane received the Mexican registration XA-CUT. The airplane flew actively in Mexico and as far south as the South American continent. However, the main reason for purchasing the airplane was so that the man's daughter could learn to fly. Taking her lessons in the prototype SCW, she eventually became the first woman to be certified and licensed as a pilot by the Mexican Department of Aeronautics.

At some point in the early 1940s, the airplane suffered a hard landing, and the landing gear went up through the wings. Repairs were made, but were not well done and the airplane was pushed to the back of a hangar in 1943. Dan Martinez, an American working as a jet engine specialist at Laredo Air Force Base in Texas had been bringing airplanes and engines out of Mexico for some time. In the late 1960s, Dan learned about the Ryan SCW from a Mexican friend, Pedro Tovar, who told him that the airplane was near Torreon, in the back of an adobe hangar with a palm roof, with two crop duster aircraft in front.

At about the same time, a pilot trainee at Laredo AFB named Dupont heard about the airplane and flew down to look at it. The value of a Ryan SCW in the US was about \$5500. When negotiations began with

the owner, Dupont made the “mistake” of offering \$4000 for the airplane, at which point the owner countered with \$5000 (it is normal in negotiations in Mexico to offer low, as you know the seller will counter high). Had Dupont offered \$2000, the airplane would likely have sold for \$3000. The result was that the selling price, for whoever would buy it was established at \$5000. No deal was struck with Dupont and the airplane languished in the back of the hangar.

Dan and Pedro went to Torreon to have a look for themselves, and when Dan saw the value in the airplane, he contacted Bob Taylor at the Antique Airplane Association and Paul Poberezny at EAA to tell them about it and that the selling price was \$5000. Time passed, and sometime in the early 1970s Pedro contacted Dan and said that the airplane had been disassembled and moved to a warehouse in Torreon. At about that time Morton Lester learned of the existence of the prototype Ryan SCW in Mexico and asked Dan if he could get the airplane back to the U.S.

Dan was already planning a trip to Mexico to bring back a Cessna 180 and Cessna 182, and he agreed to try and buy the airplane for Morton and bring it out of Mexico. The plan was for Dan to travel to Torreon, verify the condition of the airplane, then make the arrangements to have the money wired to Mexico. The problem was that Morton Lester’s bank had no affiliation with banks in Mexico. The solution was to wire the money to the Laredo National Bank where Dan had an account, then for LRB to wire the money to the bank in Torreon.

Mr. Lopez Alva was the owner of the airplane, and he doubted that the money would be available for several days. But Dan’s contact at LRB called him at the hotel in Torreon and once all the information was exchanged, Dan had the money in less than two hours. And he made sure that he had one very significant piece of paper in his hand – a bill of sale, which would prove to be very important.

Pedro had arranged with a local freight company for a trailer and two trucks to transport the two Cessna aircraft and the Ryan. To cross the U.S.-Mexican border at Nuevo Laredo, the aircraft had to be transferred to a local hauler. It took three trucks to get across, plus the “mordida” (the bribe paid to Mexican exporters who then pay the inspectors at the

bridge). Once safely in the U.S., Dan put the airplanes in his shop in Laredo. A friend of Morton Lester traveled to Laredo to pick up the Ryan SCW.

You would think the story ends here, but Dan’s work to save the Ryan was not over. About a year later, Dan received a call from Morton Lester, who indicated that he needed some paperwork to register the Ryan in the U.S. At this point all they had received was the bill of sale. So Dan contacted the man he had purchased the airplane from and was told that the Mexican registration and airworthiness paperwork had been lost. After making several phone calls to the Mexican authorities, he finally found the right person and learned that they would need what is called a “de-registration” form from the Mexican authorities. By this time, Dan had been transferred to Laughlin AFB in Del Rio, TX. From there, he took a long, hot, and dusty 22-hour bus ride to Mexico City, and a taxi to the office of the Mexican FAA.

Arriving at 8:00 in the morning, he was greeted by the secretary, Sra Jovita Raquel Luna, who was very kind and assisted him throughout what would become a very long day. The person in charge was Sr Rafael Benavidez Santebanez, whose title was Jefe de Dept Direction General de Aeronautica, Dept de Transportes, Aero National. While waiting in the office, the secretary informed Dan that the registration for the Ryan had been cancelled some years ago, and that XB-CUT was now assigned to a Cessna 210 in Mexico. Sr Santebanez arrived around 9:30 and Dan was called into his office about 15 minutes later.

The atmosphere in the office, quickly became one of “I’m better than you are, and I want you to know that”. The “jefe” (chief) explained to Dan that he could not take the airplane out of the country because Mexico was saving antiques for museums. Dan showed him the bill of sale and explained that the airplane had been in the U.S. already for a year, had been rebuilt, had a new engine, and was nearly ready to fly. Sr Santebanez nearly had a fit when he heard that. Then Dan mentioned that the airplane registration had already been transferred, so effectively the government had already “de-registered” the airplane. This made the Chief even more upset, and he told Dan to go outside and wait.

Dan sat in the office until 5:00pm, with no bathroom break and no lunch break, because he knew that Sr Santebanez was watching him and could make any excuse to deny the request if Dan chose to leave. Finally, the secretary's phone rang and Dan was called back into the office. The secretary told him "He's ready, be nice, and smile", which is difficult when you're tired, hungry, and your stomach is upset!

So Dan went in, forced a smile, and said "Thank you" and "How much do I owe you?" Sr Santebanez handed Dan the de-registration paperwork, and gave him a warning: "Don't take antique aircraft out of Mexico." They were able to shake hands at the very end of the day. As Dan left the office, he gave the secretary a \$20 bill for her kindness to help Dan and keep the Chief from blowing his top. From there it was another 22 hours by bus before Dan was home in Del Rio. The airplane was eventually registered as NC17372, and is now in a place of honor at the EAA Museum in Oshkosh.

I first heard this story about 25 years ago, and still have the notes I took to write about it. Since I've been working in San Antonio, Dan and I have been meeting on a regular basis and I asked him once again to tell me the story so I could fill in the details and finally get it to print.

There is still a lot of good flying to do while the weather is so nice this summer. It was really great to see two Stearman biplanes and a T-6 flying over the 150th celebration of the city of Mason on July 4th. Great work, guys! And I hope it continues. So give your fellow airman a hand when you can so more people and more airplanes can enjoy some great flying.



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



TIDBITS

by Vickie Vandebelt (vickie@eaa55.org)

NEW MEMBERS: Chapter 55 welcomes new member John Schwartz.

DAWN PATROL: Rain sums up the news of this year's Dawn Patrol. We did sell a few breakfasts to the brave souls who ventured out. A question was asked about the loss we take on such occasions. We are out the cost of our newspaper advertising and cost of Port-A-Potties. Since we serve breakfast at our monthly meeting, the only perishable item we have is EGGS. And, if all our members purchase a dozen or two (our cost was \$2.80 but we are selling them at \$2.25 a dozen), those will be gone.

EGGS, EGGS, EGGS: We seem to have a surplus of eggs (rain on our pancake breakfast seems to do that). They are for sale for \$2.25 per dozen. We did have a few containers, but if anyone has extras egg cartons? or please bring your own container. Money can go in any of the pop, water, snack sale cans.

SNACK SALES: We have fresh supplies of chips, cookies, granola bars, candy bars and various flavors of Klondike ice cream along with our usual pop and water for sale. Stop by for a snack during your next trip to the airport.

AIRVENTURE SEMINAR SPEAKER: For those attending AirVenture on Friday, Elliot Seguin will be doing a seminar "Reno Wastegate Development" on July 24th at 11:30am; Forum Stage 1. He will present an update on 12 months of wastegate development work being done on the Aerochia Super Legacys at Mojave. The highlight of the last ~90 hours of testing of four engines, in three vehicles was the engine failure on the track at Reno 2014, this was the AHA moment in the program that they believe broke the problem open.

THUNDER OVER MICHIGAN: Dick Bacon has generously donated a free general admission ticket to the event Aug 29-30. Anyone interested in the ticket contact Steve or Vickie.

WANTED: Our chapter is still in need of a Program Coordinator to arrange for guest speakers at our monthly meetings. Also wanted: member contributions of newsletter articles; write ups or pictures; projects, planes, trips and/or things you have seen or done, etc.

MACC GOLF TEAM: The Mason Area Chamber of Commerce is hosting their annual golf classic fund raising event on Thursday, July 23rd. Have we got four golfers in the chapter that would consider being our team?? Flyer attached.

CARDS (Capital Area Radio Drone Squadron): Giant Scale fly in on Saturday July 18th from 9am-5pm. Flyer attached.



Vickie Vandenberg & Debbie Groh



FROM THE FLIGHT SURGEON
By Gregory Pinnell, MD
Senior AME/ Senior Flight Surgeon
USAFR
www.AIRDOCS.net

No article this month.

Contributions to "WingTips" are welcome and can be made by contacting Deanna McAlister (zirconmoon@hotmail.com) Deadline: 1st of each month.



Terry Lutz

CHAPTER 55 MEMBERS IN THE FOURTH OF JULY PARADE MASON, MICHIGAN



Ernie Lutz

CHAPTER 55 CLASSIFIEDS

ROOMS At OSHKOSH: rented house; \$40/night; contact Bill Purosky 517-655-1432

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

WANTED: Serviceable ELT, model AK450, 121.5 megahertz w/accessories; Kyle Bradford 517-663-3083

Useable sweeper you would consider donating to EAA55. With all the new floor mats that we now have it would be greatly appreciated.

Projector you could donate to EAA55. We are still hoping to try to set up a movie area in the hangar for our events. Contact Margie 517-853-1418.

Program Coordinator; to schedule speakers for EAA55 monthly meetings; advise Steve 517-290-7528

FOR SALE:

ASA CX2 Flight Computer; a step UP from the electronic E6B; in original box; works great; \$65.00; Gregory 517-315-3247

Starduster II; Mike Franzago; 517-910-6091;
mlfranzago@me.com

Smith Mini project; one seat biplane; some parts; Steve 517-290-7528

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

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

Maple Syrup; 10% of sales donated to Newberry Scholarship Fund; Half Gallon \$21; Quart \$12; Pint

\$6; John & Connie Bobcik 517-231-0506;
jbobcik@gmail.com

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

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

Contact Deanna or Vickie to place your ad here.

POCKET CALENDAR

Jul 11 = YE Rally
Jul 12 = 56th Anniversary Potluck
Jul 18 = Grand Haven Fly Out
Jul 20-26 = AirVenture
Aug 8 = YE Rally
Aug 15 = EAA55 MAD
Aug 29-30 = Thunder Over Michigan
w/Blue Angels
Dec 13 = EAA Christmas Party; 4:00pm

WEB EVENT CALENDARS:

<http://www.eaa.org/en/ea/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: Warren Miller, Newsletter Editor.

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