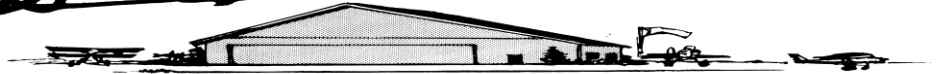


Wingtips



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

JUNE 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

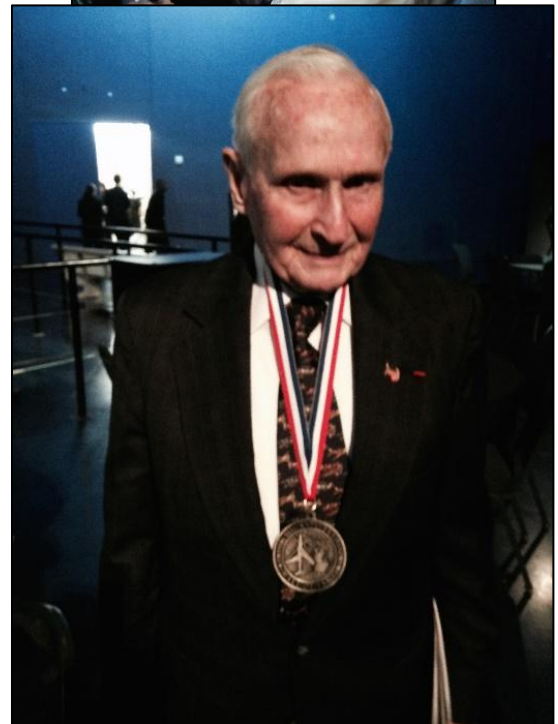
→President: Drew Seguin 517-333-4531 →Vice-President: Margie Clark 517-853-1418

→Treas: Al Spalding 517-881-8757 →Secr: Vickie Vandebelt 517-589-5051 →Editor: Deanna McAlister 517-795-8171

www.EAA55.org

Ernest W. Lutz 1921-2018

Ernie is gone. I don't know what I can say that's not already been said. We'll miss his smiling face and positive attitude around Chapter 55. We can all learn from the example he set with his entire life. I know I learned from him.





We'll miss you, buddy

Chapter Meeting, Young Eagles, Dawn Patrol

This weekend we'll have a lot going on at Chapter 55. As always, we need lots of volunteer help on both days. Please sign up for the times and areas you would like to contribute. If you can't decide between all the amazing opportunities, come anyway and we'll put you to work. One thing is for sure. It will be fun.

Drew

BOARD MEETING: 7:00pm: Wed; June 6th
 MEMBERSHIP MEETING: 9:30am; Sat; June 9th
 with Breakfast served from 8:00am to 9:00am

SCHEDULED PROGRAMS:

JUNE/JULY/AUGUST:
 Young Eagle Rally

**CONTACT DAVE COUREY WITH YOUR
 SUGGESTIONS**



May Breakfast team: Kurt Crandell, Tim Martinson,
 Ralph Gregus & Gordon Hempstone,
 and special
 Thank You, **Dave Groh**, for the delicious
 homemade donuts !



UPCOMING BREAKFAST TEAMS:

<u>June</u>	<u>July</u>
Bill Bezdek	Ed Crouse
Mohammed Boumarte	Evan Falk
Randy Coller	Mary Gowans
David & Denise Cook	Greg Harris
Hana Harshbarger	Greg & Karen Hover
Mike Marhanka	Dave James
Karen Meirndorf	Jadranka Komnienic
Chloe Miner	Heather Lambka
Tom Sheehan	Mackenzi Lambka
Phil Tartalone	Bruce Thorburn

EAA 55 Chapter 55 Board of Directors Meeting

May 9, 2018 → Meeting was called to order by President Drew Seguin at 7:03pm. → Present: Drew Seguin, Margie Clark, Al Spalding, Vickie Vandenberg, John Bobcik, Bob Clark, Dave Courey, Doug Koons, Warren Miller, Bill Purosky, Ken Vandenberg & Jack Voss. Absent: Mark Bathurst. Guests: Greg Harris, Jeff Shaud, Michael Rosencrans. → Secretary's Report 4/11/18; Doug Koons made a motion to accept; Ken Vandenberg supported; motion carried. → Treasurers Report as of 4/30/18; Vickie Vandenberg made a motion to approve; Jack Voss supported; motion carried. → Webmaster; Dave Courey reported Jonathan Thaden has taken over and working to update. → Event Exhibits: Jeff Shaud presented Tool Box Kit he is looking at for a hands-on demonstration at MAD and talked about an RV trainer project for YE days. Greg Harris is working on a build demonstration exhibit or static display about building. Also, a Cleco competition. → Drew Seguin made a motion to approve up to \$150 to buy Van's Tool Box Kits for the YE exhibit; Jack Voss supported; all approved. → Programs; Dave Courey reported Saturday is confirmed; Rick Sutton will do September; Todd Cotter will do October; November will be maintenance program; December will be awards. → Corporate Status change to 501c3; Bill Purosky needs paperwork from our 501c7 filing to proceed. → Event Planning; Drew Seguin received email from CAP & will forward to Doug Koons. Doug Koons has contacted Boy Scouts for DP & MAD. Vickie Vandenberg will resend contact info for AOPA & RC club to Drew Seguin. Margie Clark will do water test, permits & food order for DP. Drew Seguin will call CRAA about the drop off from asphalt to grass areas. Al Spalding will take all banners to have them updated. Al Spalding has all Port-A-Potties rented. Al Spalding will check about using Don Burt's golf cart. → Drew Seguin will see to housekeeping (pick up rugs; clean windows; move picnic tables) is done after Saturday meeting. → Meeting adjourned at 8:00pm. Respectfully submitted, Vickie Vandenberg

EAA 55 Chapter 55 Board of Directors Meeting

May 12, 2018 → Meeting was called to order by President Drew Seguin at 9:30am with approximately 37 members and 6 guests present. → Following the National Anthem, Drew Seguin thanked the breakfast team and announced the June team. → Guests and visitors were introduced. → Secretary's Report 4/14/18; motion to approve; supported; motion carried. → Treasurers Report 4/30/18; motion to approve; supported; motion carried. → Young Eagles; Margie Clark has volunteer signup sheets; Jeff Shaud discussed exhibits for kids. → Adult Eagles; no report. → Cri Cri to AirVenture; no report. → Dawn Patrol; volunteer sign ups. → Website; introduce Jonathan Thaden, our new webmaster. → 50/50 Drawing; Karen Meirndorf announced EAA55 will be promoted on Track Sign at the event and on Electronic Info Site; thanks to all who supported Relay for Life. → Drew Seguin mentioned the taxi height vs. grass area; there is a lip and has been on prop strike. → Jeff Shaud asked if anyone interested in electrical class; one night a week for 8 weeks; contact him. → Bill Purosky announced he has rooms for rent at Oshkosh; this is his 18th year renting from these folks, contact him. → Meeting adjourned at approximately 9:55am. → Respectfully submitted, Vickie Vandenberg



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

Beautiful weather, great flying conditions...have you taken any youth between the ages of 8 and 17 up for their flight? If so, please be sure to have the registration form completed and place it in the folder on the table in the EAA Hanger. If you mailed it in just leave a note so we can keep track of who is flying and how many.

Again, if you are interested in flying Young Eagles be sure to take the Child Protection Survey and remember you must be a member of EAA National. Looking forward to warm weather and clear skies for our upcoming events in June, July and August! Happy Flying everyone.



ADULT EAGLES

by Greg Rheeder (greg@aaa55.org)

Good day to all. Finally nice weather. My annual is done, the Ercoupe passed with flying colors. Good compression and all A.D.' S complied with. Now on to my retirement from work. After 35 years of travel and hundreds of commercial flight hours building machines on several continents, I can really just relax. Seems that I'm the perfect candidate for adult eagles....haha.

That's exactly the person we look for in an old student. Kids gone, stable home and finances. Someone with time and to learn or the desire to pick back up where they left off.

I also look forward to the student who might not be at that retirement age. Maybe just someone who is over 18 and has a need to fly. Maybe some 40 year old "kid"

With all this new found time I should be able to actively recruit more such people.

Summer's just around the corner. New adventures await.

Take a new person flying with you soon. If you think they would like to do more, we can put them in touch with the resources to make that a reality

Watch out A&W Friday morning group !!



NOTES FROM CAPE JUBY

by Terry L. Lutz

(terry.lutz@attglobal.net)

The B-17 named "Memphis Belle" was the first B-17 to survive 25 bombing missions over Germany. She was brought back to the U.S. and toured the country to raise money for the war through the sales of war bonds. The names of countless Americans were scratched in her aluminum skin as a testimony to the impact the story of the Memphis Belle would have on the war effort.

We saw the airplane in the restoration shop of the National Museum of the U.S. Air Force about 2

years ago. In bare aluminum, hundreds of names could still be seen on her skin. Last year, the Museum decided to complete the restoration and return the Memphis Belle to the configuration and color she had in combat. The airplane was unveiled to the public during a ceremony on May 17th, 75 years to the day when the airplane completed 25 missions in 1943.



The Museum moved the B-17 "Shoo ShooShoo Baby" out of the museum to display the Memphis Belle, which is mounted on pedestals with the landing gear up and the bomb bay doors open. Shoo ShooShoo Baby, the best remaining example of a B-17G, will go the Smithsonian's Steven F. Udvar-Hazy Museum at the Dulles Airport. It has been swapped with the Smithsonian for the B-17D "The Swoose", a B-17D with the small shark fin tail, which saw action in the Pacific. With the Memphis Belle and The Swoose eventually on display in the WWII gallery of the NMUSAF, they will represent the two most historically significant B-17s. For more information, visit Mr. Wikipedia: https://en.wikipedia.org/wiki/Shoo_Shoo_Shoo_Baby

Kurt Gubert and I drove down to the Dayton area to attend a meeting of test pilots, and on the way we stopped at Grimes Airport (I74) near Urbana, OH. This is the airport where the Grimes company made external lighting for aircraft. It's also the airport where the "homebuilt B-17", "Champagne Lady", is under construction. It had been 2 years since we last saw the airplane. They are making very good progress, but it is slow. The wing spars are done, and when we were there, they were hammering the

ribs on wood blocks with a big rubber hammer. The material was “O”(soft) aluminum, which will then need to be heat treated. Apparently, they are doing such a good job with the ribs that they will make several for another B-17 being restored



somewhere down south. You can learn more about the Champagne Lady here:

<http://www.champaignaviationmuseum.org/b-17>

With the passing of our Dad at age 96, it is appropriate to pass on just a few details of his experience in WWII. When going through the things that he saved from that time, we found a string of paper currency taped end to end. It took a while to understand their significance. The currency begins with a US \$1 bill. Then there is currency from Trinidad, British Guiana, and Brazil. The next one is from Morocco, then a one shilling note from Great Britain, and finally a 20 Franc note from France. Our Dad’s crew was formed in the US and they flew their B-26 to Great Britain via the southern route, including a stop on Ascension Island in the middle of the Atlantic. The paper currency represented all the countries they visited, and ends with France, because after D-Day, they operated out of forward locations there.

Dad remembered being in Marrakech, Morocco. The aircraft were being armed because for the next leg to Great Britain, they would be near hostile territory. During the briefing prior to takeoff, they heard the explosion from a B-26 that had crashed on takeoff just past the end of the runway. It was still burning with ammo cooking off when they lifted off. Of the 6 men in his crew that departed the US, only 3 returned from the war. Dad flew 65 missions

in the B-26, and left Europe just before Christmas in 1944. On Christmas Day, none of the airplanes from his unit returned from a bombing mission during the Battle of the Bulge. It is not hard to imagine that flying 500 Young Eagles was really no big deal.

Our heartfelt thanks to the pilots who flew the missing man formation at Dad’s funeral. Within seconds after being presented the flag, they were overhead. The pilots were Dan Schiffer, Bob Pingston with John Feldvary, Dave Folk, and Carl Franz.

Here is a song written by John Denver, “The Eagle and The Hawk”, that embodies what service to country and community really means. It fits well with what Pastor Bill Pinches had to say at the funeral:

I am the eagle, I live in high country
In rocky cathedrals that reach to the sky
I am the hawk and there's blood on my feathers
But time is still turning they soon will be dry
And all of those who see me, all who believe in me
Share in the freedom I feel when I fly
Come dance with the west wind and touch on the
mountain tops
Sail over the canyons and up to the stars
And reach for the heavens and hope for the future
And all that we can be and not what we are

Stick with me here, as there are a few more things to say this month.

The B-58 Hustler was one incredible airplane, considering that it was born before the era of computers. The initial design study began in February 1949, and first flight was on 11 Nov 1956. The airplane achieved operational status in March 1960 with the Strategic Air Command, which was excellent considering today’s long development times. It was powered by 4 General Electric afterburning J-79 engines, which were specifically designed for the Mach 2 cruise requirement of the B-58.

Six weeks after the B-58 became operational, it was entered into the SAC annual bombing competition in September 1960. It finished second in the competition and won the scramble takeoff portion,

becoming airborne in just 2 minutes 10 seconds. Then they started setting records. On January 12th, 1961 a B-58 named “Untouchable”, crewed by pilot Maj Henry Deutschendorf, navigator-bombardier Capt William Polhemus, and defensive systems operator Capt R. R. Wagner, flew a 1,242 mile course in 1 hour 16 minutes, with an average speed of 1,061 mph, and maximum speed of 1,421 mph. *Remember those names!*

Six world records were claimed on that flight, 5 of which had been held by the then Soviet Union. From September 1960 to March 1962, the B-58 claimed 8 world records, and captured the Thompson, MacKay, Bleriot, Bendix, and Harmon trophies, some of them more than once.

The B-58 was an advanced airplane for its time, but it did not fit well in SAC’s definition of strategic deterrence. General Curtis Lemay had a chance to fly it and determined that it was range limited compared to the B-52. Although it was very fast, it needed a lot of air refueling to reach the target and return. It carried only nuclear weapons, and was never tested with conventional bombs. I personally think that because it was a single pilot airplane, there were concerns at SAC about human performance while carrying nuclear weapons.

After 116 airplanes were built, the B-58 was officially retired in January 1971 after a little more than 10 years in service. Most of them were cut into pieces, and only a few examples remain in museums or as displays at a few Air Force bases. Now for the names mentioned earlier. Maj Henry Deutschendorf was singer John Denver’s father. In 1967, Capt William L. Polhemus was the navigator for Anne Pellegrino’s successful around-the-world flight in a Lockheed 10, duplicating the route of Amelia Earhart, including over flight of Howland Island.

Finally, in the true spirit of lending a hand to your fellow aviator, a serious wing hanging was held in Drew Seguin’s hangar the week before Memorial Day. Judging from the round inlets, you can easily tell this is the twin-engine turbojet version of the Carbon Cub. The usual suspects were there to help, including Tim Martinson, Ken Vandenberg, Doug Koons, and yours truly. We’ve got two important

events coming up next weekend, so please be there to lend a hand.



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)

NEW MEMBERS: Chapter 55 welcomes new members David Alexander, John Bell, Tracy Tillman and Lisa Colletti.

CONDOLENCES: To Terry Lutz and Michael Lutz and their families on the loss of their father. Ernie Lutz will be greatly missed.

THANK YOU: To Ken Vandenberg for doing the first mowing at our hangar; and to Bruce & Audrey Thorburn for doing the second cutting. Ed Crouse is back and has volunteered to do the summer mowing in memory of Dick Wilke and Ernie Lutz.

2018 EVENT FLYERS: are ready for distribution to work, church, civic groups, airports and any posting board that you might see !! Please help your Chapter by promoting our events.

FLY-OUTS:

Big Rapids - Soup Lunch; 11am-1:00pm; each Saturday
Brighton - Breakfast; 9am; each Saturday
Hillsdale - Breakfast; 8am-11am; 3rd Saturday 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/>
IFLYPLANZ; Kyle Chmielewski;
<http://iflyplanez.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.

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.)



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

You've read a lot about the pilot and maintenance technician shortage not only in the U.S. but throughout the world. In the maintenance realm, airlines, manufactures and MRO facilities are all scrambling to find enough qualified, competent technicians to meet their demand. Boeing forecasts 260,000 net new mechanic positions worldwide in the next 20 years. In the U.S. alone there will be 118,000 new positions created. Filling that demand

is everyone's focus—employers, schools, and now, even congress.

A couple of months ago Senator James Inhofe of Oklahoma introduced, along with three other senators, Senate Bill 2506. Representative Sam Graves of Missouri introduced the same bill in the House of Representatives as H.R. 5701 along with six cosponsors. These bills are designed to address the maintenance technician shortage in innovative manner.

The bills would authorize the appropriation of \$5,000,000 in each of the 2019-2023 fiscal years to fund pilot programs of \$500,000 each. A pilot program would be an amalgam of an employer (airline, MRO, manufacturer), a state or local government entity and a school that teaches an approved FAA maintenance technician program under 14 CFR 147.

The programs would be funded for the following opportunities:

- (1) to establish new educational programs that teach technical skills used in aviation maintenance, including purchasing equipment, or to improve existing such programs;
- (2) to establish scholarships or apprenticeships for individuals pursuing employment in the aviation maintenance industry, including obtaining airframe and powerplant mechanic certificates;
- (3) to support outreach about careers in the aviation maintenance industry to—
 - (A) primary, secondary, and post-secondary school students; or
 - (B) to communities underrepresented in the industry;
- (4) to support educational opportunities related to aviation maintenance in economically disadvantaged geographic areas;
- (5) to support transition to careers in aviation maintenance, including for members of the Armed Forces; or
- (6) to otherwise enhance aviation maintenance technical education or the aviation maintenance industry workforce, as determined by a unanimous vote of an FAA designated committee established to review applications. These bills are designed to increase opportunities for individuals interested in aircraft maintenance careers, and generally create awareness of the need for skilled technicians.

Obviously programs like LCC's are very supportive of these bills, and we will be extremely interested in participating in the pilot programs should the bills become law. We have spoken to our representatives and senators from Michigan expressing our support, and schools from other states are doing the same with their U.S. legislators. Employers are doing the same thing, and the level of interest and willingness to join the cosponsor list from many legislators is gratifying. As the bills move through the congressional process I'll keep you informed.



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

See you at the airport!!

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

CHAPTER 55 CLASSIFIEDS

LOST & FOUND: Someone left a trailer light tester and 8mm socket in the meeting room ??

ROOMS AT AIRVENTURE: Contact Bill Purosky; just \$40 a night; 517-214-2729

FOR SALE:

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

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

EAA55 Calendars; we still have a small amount available for purchase at the low price of \$3.00 each while supplies last.

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

Pietenpol Aircraft; have two; make offer; for complete info contact Kyle Bradford; 517-663-3083

ASA CX2 Flight Computer; works great; \$65.00; Greg Rheeder 517-315-3247

Contact Deanna or Vickie to place your ad here!

POCKET CALENDAR:

Jun 9 = EAA55 Young Eagles
Jun 10 = EAA55 Dawn Patrol; 7-11am
Jul 14 = EAA55 Young Eagles
Jul 23-29 = AirVenture
Aug 11 = EAA55 Young Eagles
Aug 18 = EAA55 Mason Aviation Day; 7:30-2pm
Aug 25-26 = Thunder Over MI
Dec 9 = EAA55 Christmas Party

FLYERS FROM OTHER AIRPORTS POSTED IN TEW TERMINAL

WEB EVENT CALENDARS:

<http://www.eaa.org/en/ea/events>
<http://www.fly-ins.com/>
<http://www.michigan.gov/aero/>

2018 CHAPTER EVENTS:

Dawn Patrol (DP);
June 10th; 7am-11am

Mason Aviation Day (MAD);
August 18th; 7:30am-2pm

BE SURE TO LIKE "EAA CHAPTER 55"
ON FACEBOOK !!



Ernie, you will be missed.



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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