

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

MAY 2023

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: Margie Clark 517-712-2203 → Vice-President: Doug Koons 517-676-5001

→ Treas: Drew Seguin 517-333-4531 → Secr: John Kuchar 517-203-9976 → Editor: Deanna McAlister 517-795-8171

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

→ Flight Advisor : Terry Lutz → Adult Eagles : TBD

Website: chapters.eaa.org/ea55



PRESIDENT'S MESSAGE

by Margie Clark

ea55.president@gmail.com

Brr!! Where is our warm May weather? I left 80 and 90 degrees plus to come back to chilling temps.

Welcome to Michigan! Hoping the weather man is correct with the temps rising up by the time this article comes out. I am sure it will improve the weather conditions for flying for everyone!

The board is working on our plans for Dawn Patrol on Sunday, June 11th. We are hoping to fill the sign-up sheets for workers as we can't do it alone. Please sign up for a shift at the grills, kitchen help, plane parking, etc. It takes a village to have a successful event and this is only one of our fundraisers for the year. We look forward to showing off our Chapter in action and hopefully inspire some new members to join as well. This event goes on rain or shine!

We will be setting up for Dawn Patrol and our first Young Eagle Rally on Friday, June 9th, starting at 10:30am. Many hands make light work - so please, if you are able, sign-up for that day as well. Yes, it is a very busy three days but well worth it. Friday set-up is primarily getting the hangar cleaned and setting up the cafeteria for the pancake breakfast on

Sunday. Planes will need to be removed from our hangar on Friday as well. Please support your Chapter!

CHAPTER 55

BOARD MEETING: 7:00pm: Wed. May 10th

MEMBERSHIP MEETING: 9:30am; Sat. May 13th
with Breakfast served from 8:00am to 9:00am



Thank you **April Breakfast Team:**
Dave Trojan, Don McAlister, and Martin Pfenninger

SCHEDULED PROGRAMS:

May - TBD

June - July - August - Young Eagles

**CONTACT DAVE COUREY WITH YOUR
SUGGESTIONS**

EAA Chapter 55 Membership Meeting Minutes for Dec. 10, 2022:

Not yet provided for publication.

EAA Chapter 55 Board Meeting Minutes for January 11, 2023:

Minutes published in the Feb 2023 WingTips

EAA Chapter 55 Membership Meeting Minutes for January 14, 2023:

Not yet provided for publication.

EAA Chapter 55 Board Meeting Minutes for February 8, 2023:

Not yet provided for publication.

EAA Chapter 55 Membership Meeting Minutes for February 11, 2023:

Not yet provided for publication.

EAA Chapter 55 Board Meeting Minutes for March 8, 2023:

Minutes published in the April Wingtips.

EAA Chapter 55 Membership Meeting Minutes for March 11, 2023:

Minutes published in the April Wingtips.

EAA Chapter 55 Board Meeting Minutes for April 5, 2023:

Not yet provided for publication.

EAA Chapter 55 Membership Meeting Minutes for April 8, 2023:

Not yet provided for publication.



YOUNG EAGLES COORDINATOR

by Margie Clark

(margieclark172@gmail.com)

From EAA National: Dreams will take flight for young people ages 8-17 during the 30th annual International Young Eagles Day on Saturday, June 10. Each year we set aside one day to encourage all EAA members and chapters to participate in the Young Eagles program and share their passion for aviation with a new generation. Whether you fly Young Eagles as part of a chapter-sponsored flight rally or on your own as an individual member, or if you volunteer on the ground, we urge all EAA members to make sure that young people in their local areas have the opportunity to discover flying on June 10th, 2023.

This date is our first rally for 2023. To prepare for it I would ask that all interested parties willing to help out at our rallies (be it one or all three for the year) please take a few minutes to go on line and complete the **EAA Youth Protection Policy**. For rallies, at least two ground volunteers must complete YPP to ensure two-deep leadership at the event. **ALL PILOTS must complete the EAA Youth Protection Policy in order to participate. Also pilots must have their EAA national membership number to comply with the regulations.** When you do complete the inquiry and receive your certificate, please send a copy to me or print one off and place it in the Young Eagle folder on the front table. I would like to keep them on file so I know who I could contact if I need to ask for extra help as we do fly some groups on other days than just at our rallies.

Looking forward to having a good turnout of volunteers and youth on June 10th. We are in need of pilots, ground crew to facilitate registration, a cashier for concessions, safety on the flight line, someone to man the static display and do the preflight explanation to the youth and adults prior to their flight. We would like to set up the cleco board but need someone to show folks what to do with it.

Again, many hands make the job easier for all. Please come out and volunteer.

UPCOMING BREAKFAST TEAMS:

<u>MAY</u>	<u>JUNE</u>
Ralph Gregus	Bill Bezdek
Anna Fulger	Rick Laub
Tim Martinson	David Cook
Pat Salow	Randy Collier
Chloe Minor	Lee Paquette
Gilda Tucker	



MEMBERSHIP

by Vickie Vandembelt
(EAA55.mems@gmail.com)

NEW MEMBERS: Chapter 55 welcomes new student member Amogh Kodur.

THROW BACK TIME: Here's a couple of photos from 2009 and 2010. This was when the chapter would do up a float for the Mason July 4th Parade. Back then, Bill & Marilyn Bezdek, Karen Meirndorf and I would walk the whole parade route passing out MAD flyers to the spectators. A dozen plus years and now I feel really aged.



YOUTH GROUP

By Jeff Shaud
(jlshaud@wowway.com)

See you at the hangar!



LCC - MASON JEWETT CAMPUS

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

The end of LCC's 16 week spring semester is here. Our students finish on May 8 and resume June 5 for the summer semester. The summer semester is a shortened 8 weeks, and classes run longer during the day to make up for the reduced class schedule. Our second year students will graduate at the end of the summer semester on August 1, and are now actively focused on employment opportunities. There are a large number of jobs for newly FAA-certificated maintenance technicians today.

Industry surveys are forecasting record number of both pilot and maintenance technician vacancies in the next 10-20 years. Aircraft maintenance employers have been calling with increased frequency asking three questions: When do your students graduate? How many are graduating? When can we talk to your students?

There are vacancies in the United States for maintenance technicians, and there are even more in other parts of the world. In the next 20 years, 250,000 new maintenance positions will exist in the Asia/Pacific region. Europe will require 120,000 new technicians, North America will require 134,000, the Middle East will have 50,000 vacancies, Latin America 35,000, and 21,000 positions will be open in Africa.

Our graduates have opportunities to work in any part of the world. The FAA A&P certificate is recognized and accepted throughout the world since employers know what subject material our students study, the level of proficiency our students must demonstrate on all of the required course outcomes, and the hours spent on the various subjects covered during the two years they are in school. The FAA A&P certificate is truly the international gold standard for maintenance technicians.

One of the byproducts of the pandemic and the commensurate early retirements and buyouts is the

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

significant ratcheting up in starting salaries for newly-graduated A&P mechanics. Whereas starting salaries 5-6 years ago were in the low \$20/hour range, they are now consistently in the \$30-\$32/hour range. Added to that are provisions for relocation allowance, tools, uniforms, tuition reimbursement and even flight training reimbursement. The packages employers are offering our graduates have significantly improved over the past few years based on demand for mechanics and the limited numbers of graduates all 190 Part 147 schools in the U.S. can produce.

Given increased employer hiring needs and increasing industry starting salaries, aviation maintenance is a great career to consider.



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

See you at the airport.

COLD FRONT FLIGHT/ TICKLING THE DRAGON'S TAIL - April 15, 2023

By Jeff Stenson

This is the kind of fascinating stuff one can do in a short local flight with a motor glider.

These few days were weird weather for this time of year in Michigan. Yesterday April 15th, was 85F (30C), a record for the date. The day's SkySight soaring forecast (<https://skysight.io>) was poor, but I still climbed engine-off to 8,000' msl (ground = 1000 msl), def on the high side for around here.

Today had a better forecast, but with a cold front coming from the west. Of course, I got off late, 3:30, and with a 90% overcast. Normally, this kills the lift pretty quickly, but I took off anyway to search for any leftover thermals without much hope of finding much. Headed west, then south towards some clouds of interest, finding a few bits of lift.

Complete overcast by then. But it got better, much better! Went to idle at ~4,000' and tip-toed along before hooking something useful at 3,300'. Shut the engine down at 4,000'. Topping at 8,000', lift to 10 kt with a 5 kt average over the 4000' climb, the t-storms were firing off south and west, time to aim for the

hangar after a pretty short flight. But I got a taste of non-thermal lift preceding a cold front - a condition often used for distance records in the good old days. 7,000' agl ~10 miles from home.

Think I could make it? (With a bit of tailwind, my L/D was ~40:1 or 53 miles in 7,000'.) Finally pulled spoilers and blew off 4,000' to get back before the storms hit, which they did a half-hour after I got the plane back in the nest.

Fascinating flight, and impossible to have done with a standard airplane or un-powered glider.



Fig. 1: ~3,700 feet, engine off, prop feathered. Looks ugly, but looks were deceiving!



Fig. 2: Normal climb and left turn out to 4,000'. Got some weak thermal and pulled the power to idle. Drifted down to 3,300' making my way south, then southwest to a cloud line of interest. Got a good one and shut it down, climbing through 4,000'. 4-8,000 in 8 minutes, 500 fpm, 5 kt.



Fig 3: ForeFlight track log. Note the wiggles in the green ground speed line. That's from circling with about 15 kt of wind aloft. The speed spike at 4:22 is a dive to do a windmill start, without using the electric starter.



Fig. 4: 5.7 kt climb on the averager @ 7,500 feet. 7.5 on the vario, but near stall as I took the picture - would have been closer to 10 otherwise. (Hard to snap photos with climb turbulence, solo). Remember 1 kt = 100 fpm. Taking into account my sink rate of 400 fpm in a turn, air was rising at up to 1,400 fpm!



Fig. 5: Rain squalls getting close – time to run!

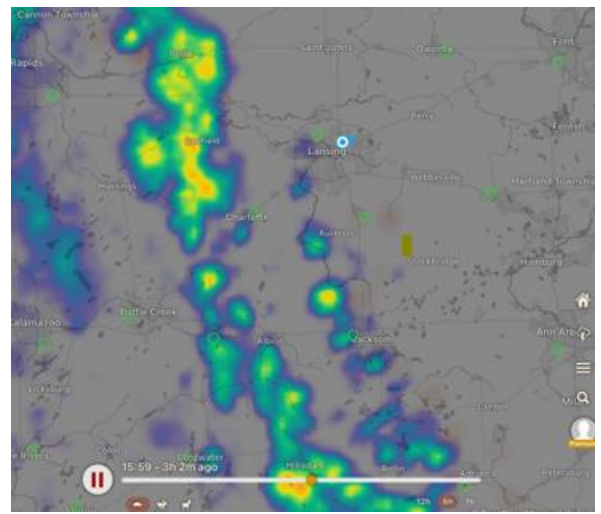


Fig 6: I was playing in the eastern line of build-ups. Big dummy me forgot I could have gotten this display live via ADS-B in on ForeFlight and done a better job of running this line of convergence and instability.

EAA Chapter 55 is a 501(c)3 non-profit. Donation gifts to Chapter 55 are tax deductible to the extent provided by law. If desired, donation gifts can be designated specifically for the Youth Group, for Young Eagles, or for the Newberry Aviation Scholarship. An acknowledgment receipt of your donation gift for tax purposes can be provided on request.

Tax ID#90-0423493



FREE RADIUM INSTRUMENT TESTING AND TRAINING
By Dave Trojan

Many instruments made up until 1960s had the luminous paint, needed to read them at night, based on Radium. Radium is one of the most radioactive chemical elements and is 1000 times more radioactive than Uranium. It has a half-life of 1602 years and decays into radon gas. This means 70 years old instruments are still active and will be for the next thousands years. Are you worried or just want to be extra safe around gauges that may contain radium? I can check any and all your gauges, instruments and anything else that you may suspect of containing radium free of charge. I have been trained by the U.S. Air Force to identify and test for radium. I can also provide training to you on how to

identify radium gauges. Testing is FREE of charge using my portable Geiger counter testing device. I can also safely dispose of any Radium gauges that you may have. For more information on this subject: <https://theaviationist.com/special-reports/radioactive-materials-in-flight-instruments/>

If interested in testing and or training on this issue, please contact Dave Trojan at dtrojan60@gmail.com or cell 808-386-0609



EXPENSIVE HAMBURGERS

By Bill Purosky/Doug Koons

The month of April was not a good month for flying our Glastar. Both the weather and mechanical problems reared their ugly heads. In addition, old people problems plagued us as well. Doctor appointments seemed to fall on the good weather days. If I didn't have one, Doug did. Well hopefully May will be better.

On the mechanical side of the month, we were burning an inordinate amount of oil in our O-360. We started to run about a quart of oil every two hours. We decided to run a compression test to determine if there was a problem in the engine since we were relatively sure the oil consumption was not totally due to leakage. We had seen some leakage from the front seal and replaced it with a new one. Didn't solve the problem. The compressions were good on three cylinders at about 80/75 psi but cylinder number 2 showed about 80/60. Also, when testing it, we noticed some air leakage coming out of the oil fill tube. This meant to us that the air was leaking past the piston into the crankcase. We decided to pull the cylinder and inspect the rings. Sure enough, the top ring was cracked in two places. The resultant blow by had also allowed carbon to build up on the third ring, the oil wiping ring, to the point that it was frozen and not free to wipe the oil. Obviously, that was allowing compression pressure to enter the crankcase and was probably the reason we were getting oil leakage past the front seal. So we took this opportunity to remove the remaining two rings from the piston keeping in mind their orientation position with regards to where the top of each ring was so we could replace them back as they were. We did this because these rings

were already seated to the cylinder and would not need to be broken in when reassembled. We bead blasted the piston to clean it and remove all the carbon buildup and ordered a new set of rings. We only used the new set to replace the top ring and reinstalled the two original rings in their respective spots. We then reinstalled the cylinder, logged all work done including the torque settings used to tighten the cylinder down. After a thorough inspection, Doug returned the airplane to service. We ran it up on the ground for about 10 minutes to check for any problems. Shut it off and inspected it again. We were running the engine full rich to help the single top ring on number 2 cylinder break in. We then took off on runway 10 and climbed to 3500 feet staying right over the airport to check all engine parameters with a runway directly below us if a problem arose. After about 15 minutes of running at altitude, we decided to head to Plainwell for lunch. It is only about a half hour away and we could land and check the engine after shutdown for seal leakage and anything else that might be a problem. We landed on Runway 19, a grass runway, due to winds out of the south. After shutdown, we visually inspected and all seemed to be in order. Had lunch and returned to take off. Winds had shifted and Doug used runway 27 with winds at about 230. Flew back to Mason-Jewett with no problems being presented. As usual, Doug got the tailwind! We will keep you posted on the engine in future contributions to this newsletter offering



RELAY FOR LIFE

**By Karen Meirndorf
Team Heartwood Glad Rags**

EAA Chapter 55 is fund raising for a fact sign topper that will have our Chapter's name on it. These signs are placed around the walking track for everyone to read during the whole time of the event. Please join us at the Relay For Life on Friday June 23 starting at 6 pm until 10 am Saturday. We celebrate our Survivors, and those we lost, Friday at 9pm as we light the luminary bags that line around the track. I'm asking you for one more chance to buy the winning 50/50 ticket during our pancake breakfast to support a great community event that helps so many people we love. The winning ticket will be drawn at the end of the meeting.



Your support enables the ACS to continue its lifesaving work to make sure our Survivors have more birthdays. Thank you for your generosity.



I'm especially looking for Clocks, Altimeters, Gyros, Fuel gauges, and Airspeed indicators. I'm also looking for toggle switches, warning lights, and old control boxes. I don't mind getting my hands' dirty digging through hangars looking for stuff. One pilot's junk is another's treasure! If you have old gauges, instruments, and cockpit parts please contact Dave Trojan at dtrojan60@gmail.com or cell 808-386-0609

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)

CHAPTER 55 CLASSIFIEDS

FOR SALE:

Do you have anything you want to buy, sell, or trade?? Contact Deanna McAlister zirconmoons@gmail.com

WANTED: Your old Gauges, Instruments,

cockpit parts. Looking for non-airworthy gauges, the older the better, for use in static display instrument panels. I collect and restore old aircraft instrument panels for collectors and museums. I'm a member of the international Aircraft Cockpit & Instrument Panel Collectors Group. I also work with many Aviation Museums to restore their aircraft such as the Selfridge AFB Museum, Wurtsmith Air Museum, and the Yankee Air Museum. I recently restored FG-1D Corsair panel for the Selfridge AFB Museum using old gauges and parts. Old instruments can be used to fill holes in panels and can be used for parts to restore other instruments. While not all damage can be fixed, broken parts from two or more identical indicators can often be salvaged to create a single, functional whole.

HANGARS FOR RENT AT TEW:

Lloyd Brown; 517-589-8619
Tom Tuttle; 734-216-7532
Gabe Blosser; 517-896-0020
EAA55; Common Storage or Building hangar space;
Margie Clark; 517-853-1418 (waiting list)

SENDING EMAIL BLASTS:

The best way to do a broadcast email to our Chapter 55 membership is to "reply all" to your latest newsletter email. Update the "Subject" enter your message and delete the old subject matter content. This will insure you get the most up-to-date membership roster.

EAA55 = PILOTS, PLANES & BUILDERS:

Here is a list of those who are working on homebuilts and/or restorations, as well as pilots and their planes ... Additions, deletions & corrections appreciated:
Mark Bathurst; Cessna 172
Gabe Blosser; Bushmaster SuperCub Amphib

John & Connie Bobcik; Kitfox 7SS
 Ivan Bradley; Zenith CH650B
 John Caron; Cessna 172
 Stan Chubb; Beechcraft Bonanza
 Lewis (Bob) Clark; Cessna 172
 Randy Coller; Cessna 182 & Hot Air Balloon
 Dave Cook; RV-6A (w/Greg Hover); Taylorcraft
 Ultralight
 Ken Drewyor; Kitfox (sold); Mooney M20C
 Richard Floyd; Cessna 310
 Adam Fogg; Piper Warrior II
 Donald Frank; BE35P
 Mike Franzago; Stearman; Starduster project
 Ralph Gregus; Zenith CH750
 Dave Groh; Stearman; Citabria; Beechcraft Bonanza;
 and Travelaire; PT-17; AT-6 restorations
 Greg Harris; Zenith 750 project
 Ward Harris; Cessna 177B
 Steve Houghton; RV-7A
 Greg Hover; RV-6A (w/Dave Cook)
 Mark & Jennifer Jacob; C-120; Beech 18, C-34
 project
 Dawn Koeplinger; Cessna 172; Aeronca Sedan
 Doug Koons; Glastar (w/Bill Purosky)
 Rick Laub; Sling 4 project
 Terry Lutz; Luscombe & RV-8
 Edward Maturuk; Lancair ES
 Doug MacKenzie; Zenith 701
 Tim Martinson; RV-6A & RV-14A; RV-9A project
 Don & Deanna McAlister; Cessna 172
 Chuck Moore; RV-12
 Gary Nicola; Beechcraft Bonanza & Grumman
 Traveler restoration
 Jim Palmer; Glasair III
 Bill Purosky; Glastar (w/Doug Koons)
 Pat Salow; Zenith 701
 Drew Seguin; Carbon Cub EX2 & Carbon Cub EX3
 project
 Jeff Shaud; RV-7 project
 Tom Sheehan; C-170 & Aerosport & Funk B85C;
 Lincoln-Page 1928
 Rockwood Shepard; RV-9A
 Jim Spry; RV-8
 Jeff Stetson; Aeromot Ximango
 Bruce Thorburn; Cessna
 Ken Vandenbelt; C-172; C-170; Stearman project
 John VanderMolen; Zenith 750
 John Yurkon; J3C-65; PA28-181; C-172P

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

POCKET CALENDAR:

Jun 11 = EAA55 Dawn Patrol (tent)
 Jun 24 = Jackson Aviation Day
 Jun 29-Jul 4 = Battle Cr Balloon & Air
 Jul 24-Jul 30 = AirVenture
 Aug 12 & 13 = Thunder Over Michigan
 Aug 19 = Mason Aviation Day (tent)

FLYERS FROM OTHER AIRPORTS POSTED

IN TEW TERMINAL w/special thanks to Mark Bathurst. Be sure to check these flyers out if you are looking for a weekend place to fly !!

WEB EVENT CALENDARS:

www.eaa.org/eeaa/events
www.funplacestofly.com/aviation-events.asp
www.michigan.gov/aero/

2023 CRAA BOARD MEETING
 4th Monday of the Month
 4:30p.m.
 Marion "Babe" Ruth Community Room
 Terminal Building, Capital Region Int. Airport

**People hear I'm a pilot
 and think I'm rich**



Bro, I'm just irresponsible

When I'm out with non-aviation friends and I hear an aircraft



Should I go flying today?



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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