

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

FEBRUARY 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

EAA Chapter 55 Membership Meeting December 10, 2022:

Minutes not provided by time of publication.

I hope everyone is staying warm in these frigid temps we are having. You can be assured that if you come out to our Saturday breakfast and meeting the heat will be on! Good food, good company and a warm spot to boot! Our presentation this month will be "Rosie the Riveter" from the Yankee Air Museum. Bring a friend along to hear her presentation. Wednesday night, February 1, was the first Tenants meeting held at LCC since Covid. It was very informative and gave the tenants a chance to bring forth many concerns of their own. There will be quarterly meetings held during the year on May 3, August 2 and November 1. They are held upstairs in the LCC hangar at 5:30pm. Any tenant or interested party may attend these meetings to hear what's happening at this airport. Please mark your calendars if you care to attend.

CHAPTER 55
BOARD MEETING: 7:00pm: Wed: Feb. 8th
MEMBERSHIP MEETING: 9:30am; Sat; Feb. 11th
with Breakfast served from 8:00am to 9:00am

UPCOMING BREAKFAST TEAMS:

<u>February</u>	<u>March</u>
Greg Harris	Ward Harris
Dave Groh	John Schwartz
Tom Schroeder	Doug MacKenzie
Carol Spry	George Spencer
Jim Spry	Mark Jacob
Scott Basel	Mike Franzago

EAA Chapter 55 Board Meeting December 7, 2022:

No meeting of the Board due to a lack of quorum.

EAA Chapter 55 Board Meeting January 11, 2023:

→The meeting was called to order by President Margie Clark at 7:04pm. →Present were Margie Clark, Doug Koons, Drew Seguin, John Kuchar, Ken Drewyor, Gary Nicola, Jeff Shaud, Gabe Blosser, Bob Clark, David James, Michael Rosencrans. Absent were Mark Bathurst and Warren Miller. →The Secretary's Report for December 7, 2022 was the meeting was not held due to a lack of a quorum. →The Treasurer's Report for December 31 2022 was submitted by Drew Seguin; a motion to accept was made by Doug Koons; seconded by Gabe Blosser; the report was approved. →The Ray Scholarship report by Doug Koons is that he has applied for our 2023 scholarship and he will have notification in February. Daniel has received his final \$2,000 payment which was deposited to Crosswinds and is working on his flight lessons as weather permits. Two Youth Group members have approached Doug and have expressed interest in becoming a candidate. Doug will let them know once he receives confirmation of our approval to submit a candidate for 2023. →Youth Group report from Jeff Shaud was only two girls showed up

and no other adult came so there was no meeting. The meeting last month the group worked on drilling rivets out on the wing and learned how to guide the drill when drilling rivets. The group will be using the builders hangar so they will be paying rent for the use of the hangar. → Young Eagle report from Doug was that he updated the Young Eagle numbers with EAA headquarters and we were only one off between the numbers. → Gabe Blosser notified Margie that he can't give his presentation this Saturday and has talked with Dave Trojan, who will give a presentation on the Navy PBY's that were bombed at Pearl Harbor. → Jeff Shaud made a motion for the chapter to purchase a quantity of mugs with the chapter logo to be given to presenters and on other occasions at a total cost of \$155, the motion was seconded by Dave James; the motion was approved. → The Youth Group was honored by the Jackson County Airport for their work on the T-33 project. → Jeff referred Kaya to the Civil Air Patrol since she has expressed in going into the Air Force. → Gabe Blosser to buy sunscreen for the Young Eagles volunteers that work out in the sun. → A motion was made by Michael Rosencrans; seconded by Jeff Shaud; to reimburse Rick Laub \$136.74 for the LED lights that he installed in the builders hangar; the motion was approved. → There was no further business and the meeting was adjourned at 7:50pm. → Respectfully Submitted, John Kuchar, Secretary

EAA Chapter 55 Membership Meeting January 14, 2023:

Minutes not provided by time of publication.



YOUNG EAGLES COORDINATOR
by Margie Clark
(margieclark172@gmail.com)

This is the 30th Year anniversary of the National Young Eagle Program. Nationally there were 51,109 youth flown in 2022. The goal for 2023 is 55,000. Let's be part of those numbers as we have in the past. The incentive for this year to celebrate Young Eagles is for every pilot to fly 30 youth. The incentive for our program is that the credits earned by the pilots is doubled from January 1 to Air Venture in July. Those credits are used to support our local YE program. Please consider being a participating pilot this year.



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

NEW MEMBERS: Chapter 55 welcomes new member Paul Creger.

2023 MEMBERSHIP RENEWALS: Reminder - February 15th is the deadline to have dues paid and remain a Chapter 55 member in good standing. I will send unpaid members notice that they will be "voted off the island" once I receive the updated payment info from your Treasurer Drew. And, the online Membership Roster will be updated thereafter. Of course, Chapter 55 accepts payments at any time but a lapse could mean missing out on newsletters, special announcements, etc.

EAA NATIONAL "FREE TRIAL MEMBERSHIP":

If you know anyone who is interested in aviation but not a member of EAA national, we can sign them up for a FREE six-month trial membership, which will include all the benefits of being a national member including a subscription to "SPORT AVIATION". Application forms are in the meeting room or contact me if you would like an electronic copy. In addition, we encourage parents of youngsters interested in aviation to sign up for an EAA National membership to gain knowledge to share with their kids.

STUDENT MEMBERSHIP: Chapter 55, along with EAA National, has been very active in the encouragement of young people in aviation. Chapter

SCHEDULED PROGRAMS:

FEBRUARY

Yankee Air Museum
"Rosie the Riveter"

MARCH

Mark Bathurst/Todd Cotter-LCC
"Prepping aircraft for flying season"

APRIL

Dave Trojan – Aviation Historian

CONTACT DAVE COUREY WITH YOUR SUGGESTIONS

55 welcomes any youngster who wishes to become active in our chapter as student member - free of charge. An application for student membership is available at the hangar or contact me for an electronic copy. Perhaps you have a young person in mind that you might want to mentor, transport to meetings or events, etc ??

FLY-OUTS: Mark Bathurst has again volunteered to print off the flyers that we receive from other chapters and airports hosting fly-in events. He will post them on the bulletin board in the TEW terminal for locals and transients to see. Thank you so much, Mark!!

FROM CRAA; BLAKE ROY; OPERATIONS

MANAGER: Capital Region Airport Authority will be hosting Quarterly Tenant Meetings at Mason-Jewett Field on the first Wednesday of the second month of each quarter. The first meeting was held on February 1st. Future meetings are scheduled for May 3rd, August 2nd, and November 1st at 5:30pm in a classroom at the LCC Aviation Technology facility. Meeting agendas will be sent one week prior to each meeting. Meetings will last approximately one hour and CRAA hopes that everyone can attend. Please bring any questions or concerns you feel may benefit the airport. If you are not on the contact list and would like to be added, Blake can be reached at 517-321-0428 or broy@craa.com

THE RECREATIONAL AVIATION

FOUNDATION: is committed to the creation and restoration of recreational airstrips across the country. Their completed projects have been the result of financial contributions, but more because of the hundreds of hours of work by dedicated volunteers interested in establishing and preserving these wonderful spots for current and future pilots. Here in Michigan we can witness their efforts in the reopening of North Fox Island (6Y3) and the Two Hearted (6Y5) Airstrips. If you are interested in being a part of their efforts, please check out their website and consider a membership contribution. www.theraf.org

2023 MEMBERSHIP DUES:

In order to remain a member in good standing, your Chapter 55 dues for the new year must be paid by **FEBRUARY 15th**. Prompt payment assures your delivery of the EAA55 monthly newsletter, along with notification of any EAA55 and/or airport news. Dues can be paid by mail, at a meeting or left in the folder for the Treasurer (for everyone's protection, please do not leave cash.) We ask that you complete the renewal form even when paying in person so that we can assure that the information on our website is accurate and up to date. The online Membership Roster will be updated after the February 15th deadline.



YOUTH GROUP

By Jeff Shaud

jlshaud@wowway.com

See you at the hangar!

AWARD FROM JACKSON COUNTY AIRPORT AUTHORITY by Dave Trojan:

Back on December 21, 2022, EAA 55, EAA 304, EAA 55 Young Aviators Group, and Dave Trojan were recognized by the Jackson County Airport Authority at their monthly advisory board meeting for their efforts to refurbish the T-33 static display jet at the Jackson County Airport. Present to receive the award plaque for EAA 55 were Dave Trojan, and Jeff Shaud from the EAA 55 Youth Group. EAA 304 members also present were Charlie Moore, Ken Millard, and Ed Davis. As a token of appreciation, each of the EAA 55 youth volunteers who worked on the project received a Jackson County Airport insulated logo mug.



Pictured (L-R); Ed Davis, Ken Shuman, Dave Trojan, Jeff Shaud, Charlie Moore

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



LCC - MASON JEWETT CAMPUS

By Mark Bathurst

(bathursm@star.lcc.edu)

Past articles have focused on our aviation technology program and the requirements our students must satisfy to become successful, highly skilled and technically competent aircraft maintenance technicians. Since our students are well into their

spring semester studies, I thought this month I'd once again explain how our program fits in the larger LCC picture, and also offer a few facts about LCC itself. The aviation technology program is part of the LCC's Technical Career's Division. The division offices and other division programs are located in LCC's facility on Mt. Hope Road, just east of Crytes Road. The college's other divisions are Arts and Sciences (English, math, science, etc.), Health and Human Services (nursing, dental, etc.) and Continuing Education (non-credit classes.)

Lansing Community College is one of the largest community college in Michigan, and the community colleges larger than LCC are in the Detroit area. Students attend LCC in statuses that include full time, part time, and on-line. Funds for LCC come primarily from state allocations, student tuition and property taxes from the 15 communities contiguous to LCC. Tuition for students who live in the school districts surrounding LCC (Bath, Dansville, DeWitt, East Lansing, Grand Ledge, Haslett, Holt/Dimondale, Lansing, Leslie, Mason, Okemos, Stockbridge, Waverly, Webberville, and Williamston) is \$114 per credit hour. Comparing that to MSU, WMU, EMU, etc. and the value proposition is clearly in LCC's favor.

LCC has five campuses to conveniently serve students. The main campus is downtown, just northeast of the Capitol building. There are also satellite campuses in East Lansing and Howell. As I indicated, the Technical Careers campus is in West Lansing, and Aviation is at the Mason airport. Making classes convenient in location allows more students to attend and is in keeping with the mission of community colleges.

A large number of programs offered by LCC transfer to four-year universities. Completing the first two years (or for some programs three years) at LCC represents a significant financial savings, and LCC works with a large number of four year universities in Michigan to ensure LCC graduates' courses of study are accepted in full. As an example, LCC aviation students who complete all FAA-required courses and five additional general education core courses are awarded two Associates' degrees, and can complete their Bachelor's degree at either Western Michigan or Sienna Heights University in two years or less. When one thinks about community colleges, the concepts of value, location, transferability, individualized instruction and an education that leads to immediate employment in areas currently in demand should be obvious. For someone thinking

about where to start their post-secondary education, LCC is a viable option. The education opportunities are significant, the value is real and employment prospects are immediate in the technical careers arena.



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

See you at the Airport !!

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

INFO BROUGHT TO OUR ATTENTION BY JEFF STETION:

The FAA published a direct final rule addressing aircraft registration on November 22, 2022. The rule will be effective on **January 23, 2023**. The FAA is applying this amendment to all aircraft registered under 14 CFR Part 47, Aircraft Registration.

This action will extend the duration of aircraft registration certificates from three years to seven years, in accordance with Section 556 of the FAA Reauthorization Act of 2018. The rule also removes the requirement that the FAA issue a letter extending the validity of aircraft registration.

-All persons who hold a valid and current certificate under Part 47 on January 23, 2023 will have their registration expiration date extended to seven years from the date of issuance.

-The Registry intends to reissue registration certificates before their current expiration date to avoid confusion. However, any certificate with an expiration date later than January 23, 2023 is still valid, and will remain valid until seven years from the date of issuance.

-The second copy of the Aircraft Registration Application (the "pink copy") will be valid temporary

authority to operate until the applicant receives the aircraft registration certificate, the application is denied by the FAA, or 12 months have elapsed during which the registration is pending on that aircraft. The Registry will no longer be issuing letters of extension.
Link to final rule:

<https://www.federalregister.gov/documents/2022/11/22/2022-25289/increase-the-duration-of-aircraft-registration> "



EXPENSIVE HAMBURGERS

By Bill Purosky/Doug Koons

Good things come to those who wait! The flying weather on January 14th was exceptional. CAVU with no winds to speak of but what little there was at low altitudes was from the north. This happened after about 2 weeks of dreary weather where flying was not an option. Low ceilings, mist at or below the freezing level and limited visibility were the norm. What a way to start the new year! Doug and I left to fly north right after the monthly EAA Chapter 55 meeting. We flew at 3500 feet where it was very smooth with only about a 3-knot head wind. We flew to Big Rapids (KRQB) because every Saturday they have a lunch that starts at 11 AM. This is a great airport to go to even if they are not having a lunch. The airport is called Robin-Hood and is attended by the day-to-day Office Manager, Beth Ranger. Beth is the soul of this airport and a person you will not forget once you meet her. There are two runways, 09/27(4300 feet) and 14/32(2699 feet). This Saturday, I counted 17 airplanes on the ground and upward of 35 people in the terminal building. Homemade chili was being served with a side serving of meatballs in gravy. All home made by the people who support this event every week. For dessert, there was a chocolate cake with whipped cream and a tiramisu. You could really hurt yourself at this lunch! A good number of folks from Mason area were in attendance. Tom Botsford and Karen Merindorf (ex-Mason folks who now live nearby KRQB) were there as well as Dan Schiffer (flew up in his new helicopter) , Terry Lutz (who brought Gilda Tucker with him in the RV-8) and of course Doug and I. The hanger flying was intense. We sat around a table that seated about 20 and solved the aviation problems of the world. At the

same time, the next room in the terminal was alive with talk about airplanes and events that were portrayed by their owners or pilots or both. A good time was had by all. Doug and I try to get up there at least once a month. We usually put \$20.00 in the donation pot to help keep this going. Grass Roots at its best! I got the chance to fly back with Terry in his RV-8 since Gilda liked the heater in the Glastar better than the one in the RV-8. We flew back at 5500 feet MSL with a 20-knot tail wind producing a ground speed of 177 knots (well over 200 miles per hour). Air smooth and clear. A day to remember especially in January!

ASK FLYING

By Meg Godlewski

November 23, 2022

Why Does the Pilot in Command Sit on the Left Side of the Cockpit? When side-by-side seating became more common, the PIC took the left seat. Theories abound as to why this is.



Sitting on the left side of the cockpit, the PIC has a better view of the runway during traffic patterns to the left. [Credit: Shutterstock]

Question: Why does the pilot in command sit on the left side of the cockpit in an airplane?

Answer:

Many aircraft in early aviation had tandem seating. When flying solo, the pilot in command (PIC) often sat in the back seat in order to keep the aircraft within its weight and balance envelope. When side-by-side seating became more common, the PIC took the left seat. Theories abound as to why this is.

There is the left seat/left traffic theory. Sitting on the left side of the cockpit, the PIC has a better view of

the runway during traffic patterns to the left. The left-turning tendencies caused by P-factor, a symmetrical thrust, spiraling slipstream, and torque make it easier for the airplane to turn to the left rather than the right. Pilots figured this out, and the left traffic pattern was born.

Another theory relates to automobile design. In American cars the driver sits on the left side. As airplanes and automobiles were developed around the same time, it makes sense that they would borrow designs from each other. The ignition, magnetos, and instruments are often concentrated on the left side of the cockpit as well.

A third theory: Many side-by-side aircraft were designed with the throttle in the middle of the panel, putting the throttle knob or lever to the right of the left seat. As right-handedness is more predominant than left-handedness, when the PIC sits in the left seat their dominant hand is available to work the throttle.

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

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 Debonaire
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 Manturuk; 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:

Mar 28-Apr 2 = Sun-N-Fun
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

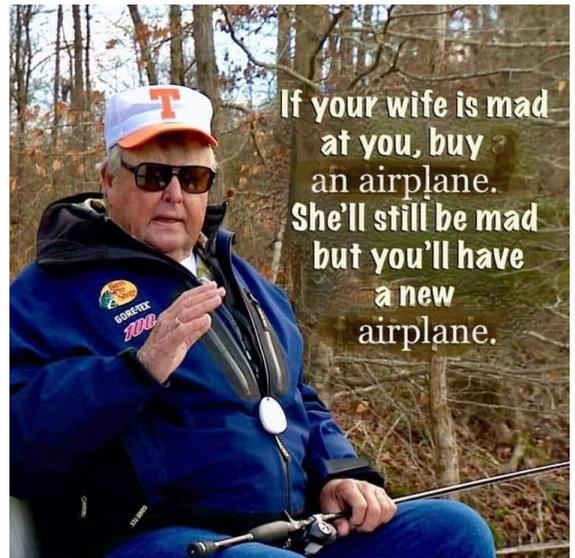
4th Monday of the Month

4:30p.m.

Marion "Babe" Ruth Community Room
Terminal Building, Capital Region Int. Airport

LUTZ HANGAR OPEN HOUSE
Saturday, Feb 18th, 1100 to 1300

Join us in **Hangar 639**, the double hangar just West of the EAA building at the KTEW Airport in Mason
We've got heat and it's warm and cozy inside!



A Musical Performance by **Gilda Tucker** from Noon to 1230!

****Unveiling** of a new and very special homebuilt airplane!!

Specialty coffee provided by the **Coffee Barrel** in Holt!

Bring your sweetie and stop by for a good Cup o' Joe, light snacks, and some great conversation !

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.

PERMISSION TO USE original content from WINGTIPS is granted to other EAA Chapters provided proper credit is given to the source. Unless so noted, photos and other content are the Editor's.