

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

JULY 2011



Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar - Mason Jewett Airport – 643 Aviation Drive, Mason, MI 48854

Pres: Ken Vandenbelt 589-5051 Vice Pres: Bill Purosky 214-2729 Treas: Al Spalding 676-3370

Secr: Vickie Vandenbelt 589-5051 Editor: Warren Miller 214-2656 (all Area Code 517) www.EAA55.org



Climb and Maintain Flight Level 55

Summer is here!! Hard to believe June is gone.

We had a great hanger clean up party last month. Things are now organized much better for people to access the table & chairs and a lot of unused stuff was cleaned out. Big thanks to all who pitched in to get 'er done.

The chapter sends a big EAA55 thank you to Bruce VanFarowe. He has donated the cost of our latest banner to the chapter! Thank you, Bruce, for that donation as well as all the efforts you put into getting it ordered and delivered to us!!

Congratulation to Lynn Brown. Lynn was the winner of the ticket (I apologize that I originally thought there were two tickets in the packet) generously donated by Mr. Bacon for free admission to Thunder Over Michigan at Willow Run on July 23rd & 24th.

**Board of Directors Meeting
June 8, 2011, 7:00 pm
Chapter Membership Meeting
June 11, 2011
Breakfast 8-9 Meeting 9:30 am**

worst ever either. We ended up with about 52 planes and just over 200 breakfasts served. I think the cool breeze kept a lot of people away. Come to find out, the Mason High School graduation had been rescheduled for that afternoon and that may have affected a lot of folks from town as well. A big EAA55 thank you to all our members who came out & helped. Whether you were cooking, parking cars, parking aircraft, working the cafeteria, aircraft security or other - it's all important and necessary to the success of our events and it could not be done without you !!

Gosh, our Dawn Patrol will definitely not be listed as our best ever. But, I don't think it was our

Everyone keep your fingers crossed for a great weather day and good attendance for Mason Aviation Day on August 20th. Our proceeds enable us to fund our Newberry Aviation Scholarships. In the past, we weren't able to award every year. But in recent years, we have been able to do two or three each year and it would be wonderful if we could continue the same.

CRAA provided me with information from MDOT regarding airport security. There was a link to an article about drug dealers at the Sandusky, Michigan airport. And, another article about bandits targeting the Greenville airport. The tenants and owners at TEW are our best security protection and we should all be on "Airport Watch". MDOT offers a good reminder to remain diligent. If suspicious activity is observed, contacting our local law enforcement is the best action in most cases. In addition, the AOPA Airport Watch Hotline can be used to report unusual activity at 866-GA-SECURE (866-427-3287) or www.aopa.org/airportwatch/ I have requested a copy of the email & links with permission to forward it to you.

Please - volunteer to work at Mason Aviation Day. If you can spare the morning and/or the afternoon to assist - we desperately need you! And, we don't care if you bring your wife, your kids, your grandkids, your best friend, along to help too! A team of many is much better than a few! And what's better than spending the day at the airport with aviation people??? Signup sheets are in the meeting room.

Share the passion,
Ken Vandenbelt, President

NOTE: We have surplus eggs for sale! Only \$1.00 per dozen. Pick some up on your next trip to the airport or after the meeting S

Breakfast Teams

<u>July</u>	<u>August</u>
Gary Bauer	Pete Chestnut
Nancy Bauer	Gary Long
Rick Dallas	Jim Palmer
Ed Crouse	Dave Paul
Mary Gowans	Roy Thelen
Greg Harris	Bruce Thorburn
Tom Scheehan	
Ellen Webb	
Joan Wilke	

JUNE BREAKFAST TEAM



Karen Merindorf and Margie Clark

EAA Chapter 55

Board of Directors Meeting, June 8, 2011

→ Meeting was called to order at 7:01pm. → Directors present: Ken Vandenbelt, Bill Purosky, Al Spalding, Vickie Vandenbelt, Joe Madziar, Doug Koons, Jim Spry, Ed Search. Absent: Dave James, Warren Miller.
 → Secretary's Report dated 5/11/11; not yet published.
 → Treasurers Report dated 5/31/11; good breakfast receipts, normal expenses; Joe Madziar made a motion to approve, Doug Koons second; all approved. → YE: Doug Koons advised things are read for Saturday, has been in contact with Highfields. → Membership: Vickie Vandenbelt one new members. → Programs: set until October, suggestions welcome. → Event Planning: discussed details for YE, DP, MAD. → Builders Hanger: Don Burt moving out as of July 1, 2011. → Wright Brothers Master Pilot Award: Instructions on the FAA Safety.gov website. → Discussed hosting of MDOT seminars & plan another for September; maybe February next year. → Doug Koons announced letter dated 1/24/11 from LCC thanking the chapter for our scholarship to Chris Long. → Doug Koons announced the donation of a ticket to Thunder Over Michigan. Suggested a drawing among members. → Vickie Vandenbelt made a motion to adjourn; Joe Madziar second; adjourned at 8:04pm.

EAA Chapter 55

Gen'l Membership Meeting, May 14, 2011

→ Meeting was called to order at 9:33am with approximately 40 members & 2 guests present.
 → Following the National Anthem, President Vandenbelt

thanked Karen, Margie, Joe & Bill for filling in for the breakfast team that didn't show. → Secretary's Report for the BOD meeting 5/11/11 and the General meeting 5/14/11 as published in the newsletter; motion to approve, second, all approved. → Treasurers Report dated 5/31/11; report on income & expenses; also \$140.00 was collected & forwarded to the Amanda Franklin Fund; motion to approve, second, all approved. → Doug Koons advised all is ready for YE rally. → Volunteers needed & welcome for YE, DP & MAD. → Prize drawing for TOM ticket. → Request volunteers to help with paperwork for Wright Bros. Master Pilot award. → Volunteers interested in Parade Float for Mason 4th? → Al St. George announced he would like to do progress reports on member projects and will be contacting members for info. He is also working on a hard had for first flights. → Doug Koons advised Fred Honhart spouse involved in auto accident.
 → Craig Tucker announced Carol Spry featured in Capital Area Women and City Pulse. → Bill Purosky announced rooms available at house they rent in Oshkosh. → Chuck Hacker asked if anyone will be camping. → Karen Meirndorf announced upcoming Relay for Life. → Sharron Hacker commented on great hanger clean up job. → Motion made & meeting adjourned a 9:52am.



TIDBITS ~

By Vickie Vandenbelt

NEW MEMBERS: Chapter 55 welcomes new member Mike Fuller (his wife Laura plans to join at next renewal) and his son, student member Devon Fuller. You may have met them when they came to help on the Dawn Patrol grills. And, we also welcome another student member, Garrett Richardson.

EGGS FOR SALE: We had a lot left over from the Dawn Patrol. Available for purchase at the hanger; \$1.00 per dozen - just deposit money in any of the snack cans.

INGHAM COUNTY FAIR: Anyone interested in working at the MACC booth at the fair, please let me know. A good opportunity to promote EAA55 events as well as other things going on in Mason !!



YOUNG EAGLES

By Doug Koons

Young Eagle Rally Saturday 7/9/11

Setup is from at 9:00 am to 10:00 am. All shifts start at 9:50 am and end at 2:00 pm.

Plane Car Flight Line Snacks and Parking Safety Drinks

Clean up is from 2:00 pm to when we are done.



NOTES FROM CAPE JUBY

By Terry L. Lutz

Chapter 55 Flight Advisor

Here's hoping that the lead characters from the Muppets TV show, Kermit, Miss Piggy, and Fozzie Bear did a good job reporting on the European Symposium of the Society of Experimental Test Pilots last month. The last I heard, Miss Piggy had finally talked Kermit into a romantic gondola ride, and Fozzie Bear was enjoying the music of dueling ensembles in the main square.

After a rare week in which I somehow was scheduled to fly each model Airbus produces from the A320 to the A380, I spent one day at the Paris Air Show, or the "Salon du Bourget" as it is known in Paris. This is loosely translated into "stand close enough to a tailpipe and have your hair styled". As you may have heard, the air show did not get off to a great start for Airbus. Our A380 display airplane (Msn004, the same one we flew to Oshkosh in 2009) was taxiing, and despite being assured that the A380 had used that particular taxiway before, the wingtip contacted the corner of a building. Yes, it had been used before, but only under tow, and with an offset centerline!

About 3 feet of the wingtip was sheared off, including the winglet, which stood smartly at attention while stuck to the building. The actions that followed are what characterize the leadership and technical spirit of the people at Airbus. Our VP of Flight Test was in Paris with his family, and on hearing the news he hired a motorcycle to take him at high speed to Le Bourget (which is actually his favorite way of getting around Paris in a hurry). After assessing the situation and talking to the crew, he met with Embraer and offered apologies for putting a big scrape down the side of their building.

After carefully maneuvering the airplane away from the building, the ground crew determined that they could make a temporary repair to the wingtip, and the airplane could be flown back to Toulouse. The wingtip of the A380 is somewhat like the wingtip of a light airplane – it's a non-structural part, not connected to the wing spar box, and held on with a lot of fasteners. Since we had another flight test A380 in maintenance for some special modifications, we could borrow a wingtip from that airplane.

The problem was, it would take two full days to fly to Toulouse, do the repairs, and return to Paris. So how would we do the flight display on Monday and Tuesday? The answer was to ask Korean Airlines, who had their second A380 on display, if we could use their airplane. An agreement was forged and for two days, a beautiful blue and white A380 did the same display as our flight test airplane (and I should add: it was flown by the same crew who found the corner of the building the hard way). We really knew this was possible, because our test airplanes are no different than the ones flown by our customers. And two days later, our repaired airplane flew back to Paris to resume the display flying.

While the weather during most of week had been overcast, the weather on Saturday was beautiful, perfect for display flying and photographs. The all-electric Cri-Cri flew for about 15 minutes. The airplane has 4 electric motors in place of the 2 modified chain-saw engines. It is fully aerobatic, and let's face it, there is no inverted fuel and oil problem, although the chain-saw engines are happy in any attitude. The Cri-Cri pilot put on a nice aerobatic display, but it was so tiny and painted white against white clouds, that if you took your eyes off it for a second, well "is it a bird or a plane?".

Other than the A380, there were two other transport airplanes that flew at the air show. The first was that pesky C-27 Spartan. Maybe they should have painted it green. As Kermit the Frog once said "It isn't easy being green...." For a small, tactical transport, the C-27 crew did a great job, including an impossibly short landing in front of the crowd.

Then there was the Lockheed C-130J, flown by a Lockheed-Martin crew. All I have to say is "Wow!" Those guys did a fantastic job of turning and zooming and repositioning as a tactical crew would need to do. This included banked turns of more than 90 degrees of bank, in just the right position that spectators could see the full extent of the bank angle. I was very impressed by their flight display.

Next were the fast jets. First the Rafale (a twin engine French fighter), the F-16 (hooray!!), and then the Eurofighter (a twin engine fighter built in Germany and the UK). The delta-winged fighters displayed a distinct advantage over the F-16. They are able to generate higher angles during turns than the F-16, but the turn rate of the F-16 is the same or a little better. Plus, it does not lose speed in the turns like the delta-winged fighters. But there is one area where the foreign fighters have an advantage: inverted flight. The Rafale and Eurofighter could fly for an unlimited time inverted, but the F-16 was limited to a few short seconds before rolling upright again.

To finish his display, the Rafale pilot pulled up at the end of the runway on a 45 degree line, pulled the power back, and rolled inverted. We couldn't see what he was doing until he pulled out of the half-loop with the gear extended and landed out of the maneuver. It was the first time I'd seen a fast-jet do that. Not to be outdone, the Eurofighter pilot flew the length of the runway inverted, pushed inverted on a 45 degree line, and did the same thing! Wow – I was impressed that they could both control their speed on the down line, enough to slow to normal approach speed. Very cool.

The next day, I flew from Paris to Frankfurt on Lufthansa, then flew JAT Airways from Frankfurt to Belgrade, Serbia. JAT is the Serbian national airline, beginning in what was once a country called Yugoslavia. During the taxi ride from the airport to my hotel, I could see the construction in progress on a new suspension bridge crossing the Danube River. Then I remembered: coalition forces had knocked down most of the bridges around Belgrade during the war in the Bosnia in the early 1990s.

Today, Belgrade appears prosperous, and a lot of young people are going about their daily routine in the downtown area, which is converted to a pedestrian mall with shops and restaurants. It is a reminder of Europe as it once was, and prices for food and lodging are comparatively low.

I was attending a meeting of the International Federation of Air Line Pilots Associations, or IFALPA. For many years, I have been a member of the IFALPA Airworthiness, Design, and Operations Committee. Mark Feuerstein, Chief Test Pilot on Boeing's new B747-8 was there, along with Reyhaneh Sayfi (she is originally from Iran!) representing Bombardier in Montreal, and a new committee member, Mr. Kevin Parker from COMAC (Commercial Aircraft Corporation of China). COMAC is the equivalent of Boeing and Airbus in China. They are currently trying to certify the ARJ21, a fly-by-wire aircraft similar to the DC-9, and are designing a new aircraft called the C919, which will compete with the B737 and A320.

Kevin is Canadian, and after flying the P-3 Orion for the Canadian Forces, he went to work for the airlines. After two airlines fell out from under him, he formed his own company to provide training services for airlines. That led to a job as Director of Training for China Southern airlines. He has been hired as Assistant Chief Designer and Chief Pilot of COMAC, and was recently recognized by the Chinese President as one of the top 3 expatriates working in the country.

Kevin is laying the groundwork for flight testing the C919, including sending pilots and engineers through the flight testing and certification course at the National Test Pilot School in Mojave, CA. The sleeping giant that represents the Chinese aerospace industry will soon be awake, with a competent leader in control.

With a couple of hours to spare before my flight left Belgrade, I took the opportunity to visit the Air Museum near the airport. Much of the old Soviet influence in the region is rusting and crumbling, and the remains of what must be the entire Yugoslavian Air Force are parked on the grounds of the museum. The displays inside describe aviation in the former Yugoslavia very closely, from their early pioneers to the end of the Soviet influence. In the middle are some very interesting airplanes.

In 1939, the Germans gave the Yugoslavians the Me-109 B2, which the Yugoslavs eventually used against the Germans. Must have made for some interesting air-to-air combat! Then the Soviets gave them the Yak-3 and IL-2 Stormovik, which didn't perform better, but were hard to knock down. Faintly resembling the Stuka, the Stormovik is a rare airplane, and of more than 44,000 produced, few remain. It was heavily armored around the engine and pilot, which make it an effective ground attack machine against German ground forces.

Among several post-war airplanes provided by the US, including the F-86, there are pieces of two USAF airplanes which were shot down during the war in the Balkans. The first are the canopy, ejection seat, and broken wing of the

"You can't hit what you can't see" F-117A Stealth Fighter, and the canopy and vertical fin of Scott "What I can't see can't hit me" O'Grady's F-16. Those events are now part of Serbian aviation history, and the US should be justifiably embarrassed at the losses, neither of which should have happened.

Oshkosh is just around the corner, just a few short weeks away. Noting the aircraft accidents which have occurred recently in Michigan, I wish all of you safe flying and safe travel regardless of where and how you are traveling this summer. Thinking and flying safely make a difference, and so does helping your fellow pilot when the help is really needed. Stay safe and stay in the flying game!





FROM THE FLIGHT SURGEON

By Gregory Pinnell, MD

Watch for this next month!

Hard Hats for Flight Test – Cycle helmets are low cost alternatives, and they come with earphone pockets option. Unit cost without face shield is \$60 each; \$50 each in quantity. Suggest chapter purchase three, small, medium, and large. There are 6 sizes available. Recommend white or silver. Can be seen at cycle shop in North Mason. Al St.George 517-694-9409.

CHAPTER 55 CLASSIFIEDS

AIRVENTURE: Fly to Oshkosh; \$120; Dave James 517-410-4959 or davejamesj@sbcglobal.net. Rooms at Oshkosh; \$40 night; Bill Purosok 517-655-1432

HANGARS: EAA55 Builders Hangar 517-589-5051 or Deanna 517-851-7047 or Lloyd 517-589-8619

WANTED:

Good 8-10HP outboard motor; 25" or longer shaft. Garmin 396 or 496. Contact Dan Schiffer 517-862-6413

Old inspection plate covers. Kyle Bradford 517-663-3083

Old towels for use as cleaning rags at EAA55.

FOR SALE:

Legal Eagle from the estate of Jim Cushing. Karen Cushing ccushingk@yahoo.com

2009 Kitfox; Model 4-1200; Rotax engine; many extras. Jack Toman 517-882-8331.

KIS TR-1, Subaru Legacy engine; GPS nav/com; many extras. George Moore 517-536-1034.

Rans 2007 S6S Coyote II; Rotax 912; many extras; \$49,000. Ernie Lutz 517-676-4601

Hunting Camp; 1/8 share; 157 acres; Houghton Lk State Forest/Roscommon. Dick Bacon 517-230-7808

DTV antenna; analog or digital; \$20.00 George Moore 517-536-1034

Telex ProCom 200 noise canceling headphones. Bart Smith 517-676-2146

Generac Generator; \$350.00 Greg Hover 517-676-5126

Yesteryear Aviation; new surplus hardware; 517-676-4416

Avon Products; Deanna McAlister 517-596-2506 and Emu Oil Products; Vickie Vandenbelt 517-589-5051

FREE: Collection of Sport Aviation dating from 1958 on; All in boxes. Bart Smith 517-285-1518

BEACON AVIATION RIDES: Mike Marhanka 517-485-9190/ Jim McFarland 517-944-7796

Contact Warren or Vickie to place your ad here!

POCKET CALENDAR:

Jul 9 = Young Eagle Rally

Jul 23-24 = Thunder Over Mich/Blue Angels

Jul 25-31 AirVenture-Oshkosh

Aug 13 = Young Eagle Rally

Aug 20 =Mason Aviation Day 7:30-4:00

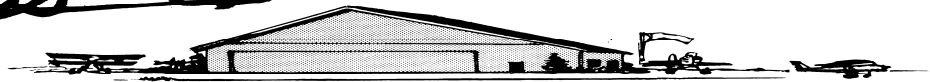
Sep 10 = Program: MDOT Seminar

Sep 10 & 11 = MERFI (Mid-Eastern Regional FlyIn)

Dec 11 = Xmas Party; Eldorado; 4:00pm; Sunday

Jan 21&22 = Great Lakes Aviation Conference

Wingtips →



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