

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

MAY 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



PRESIDENT'S MESSAGE

by Drew Seguin (president@eaa55.org)

Well, spring is here at last! This time for sure. I've been able to work on the plane project with the hangar door open a couple of days. And with the later sunsets and daylight savings time I've even been able to get in some delightful evening flights. How cool is that?

It's also great to see all the activity at Mason-Jewett Airport this spring. I hear a lot of traffic while I'm in the hangar working on the project. With several options for flight training, there's a lot of training going on. Of course, sometimes we might need to make an allowance for working with students in the pattern but for the most part they do a good job and I can sure remember back when I was a student. I hope nobody else can. Heck, I don't know if I would want to be in the pattern with me even now.

Guest speakers are an important part of our monthly meetings. We're always looking for volunteers to present on pretty much any topic relevant to aviation. If you or someone you know has a story to tell let us know. We'd love to hear it.



April Breakfast Team: Deanna & Don McAlister and John Kuchar

UPCOMING BREAKFAST TEAMS:

May: Kurt Crandell Rosie Duckworth Brian Eakin Ralph Gregus Gordon Hempstone Tim Martinson Greg Shannon Jayne Snider	June: Bill Bezdek Mohammed Boumarte Randy Coller Dave & Denise Cook Hana Harshbarger (student) Mike Marhanka Karen Meirndorf Chloe Miner (student) Tom Sheehan Phil Tartalone
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BOARD MEETING: 7:00pm: Wed; May 9th
MEMBERSHIP MEETING: 9:30am; Sat; May 12th
with Breakfast served from 8:00am to 9:00am

2018 CHAPTER EVENTS:
Dawn Patrol (DP);
June 10th; 7am-11am
Mason Aviation Day (MAD);
August 18th; 7:30am-2pm

SCHEDULED PROGRAMS:

MAY:

tentative speaker on soaring

JUNE/JULY/AUGUST:

Young Eagle Rally

**CONTACT DAVE COUREY WITH
YOUR SUGGESTIONS**

EAA 55 Chapter 55 Board of Directors Meeting April 11, 2018 → Meeting was called to order by President Drew Seguin at 7:02pm. → Present: Drew Seguin, Margie Clark, Al Spalding, Vickie Vandenbelt, Mark Bathurst, John Bobcik, Dave Courey, Doug Koons, Warren Miller, Bill Purosky, Ken Vandenbelt & Jack Voss. Absent: Bob Clark. → Secretary's Report 3/9/18; Margie Clark made a motion to accept; John Bobcik supported; motion carried. → Treasurers Report as of 3/31/18; Al Spalding advised the EAA55 990E has been filed with the IRS; Doug Koons made a motion to approve; Jack Voss supported; carried. → Webmaster; Dave Courey reported Jonathan is ready to take over; Dave is still pending information from Craig Tucker. → Events Planning; Drew Seguin decided not to have separate meetings and will handle at Board Meetings. → MAD; Jack Voss, Jeff Shaud, Greg Harris working on exhibits of planes and aircraft building. → Applications/permits; Drew Seguin will handle EAA national insurance and Vevay Township Outdoor Assembly permit. Margie Clark will handle Ingham County Health Dept. and Water Testing. → Advertising Budget discussed; Mark Bathurst made a motion to approve \$750 for DP advertising expense and \$750 for MAD advertising expense (any monies not spent on DP carries over to MAD); Dave Courey supported; all approved. → Dave Courey agreed to handle the advertising. → Discussed use of MAD "Free Breakfast" certificates as EAA55 sponsorship donations for local events; Al Spalding will handle. → Mason Baseball Sponsorship suggested by Don Burt; no action; mute issue. → Ken Vandenbelt volunteered to contact Waldo Wright about selling bi-plane rides again this year. → Drew Seguin to contact Heliservice (Dave James) about selling helicopter rides again this year. → Programs; Jack Voss has confirmation from Alan Hollaway for Saturday and Dave Courey is working on Benz Aviation or other glider club for May program. → Bill Purosky provided information on 501c(3). EAA55 is

currently filed 501c(7) Social/Recreational Club. A 501c(3) is a Public Charity with 1/3 of revenues coming from the Public; if gross receipts under \$50,000; IRS would need annual filing of 990N form. Will continue to secure info. → Meeting adjourned at 8:00pm. → Respectfully submitted, Vickie Vandenbelt, Secretary

EAA 55 Chapter 55 Board of Directors Meeting April 14, 2018 → Meeting was called to order by President Drew Seguin at 9:30am with approximately 38 members and 6 guests present. → Following the National Anthem, Drew Seguin thanked the breakfast team and announced the May team. → Guests and visitors were introduced. → Secretary's Report 3/10/18 motion to approve; supported; motion carried. → Treasurers Report 3/31/18; motion to approve; supported; motion carried. → Young Eagles; Margie Clark discussed Youth Protection Certification & National Membership required for Pilots planning to fly young eagles. Besides pilots - need volunteers for registration, flight line, pilot briefing and more. → Karen Meirndorf discussed 50/50 raffle to raise funds for EAA55 Track Sign at the Relay for Life. → Terry Lutz provided update on the CriCri coming to AirVenture. Been working on the rack system and car requirements. Plans for plane & trailer to arrive in Wisconsin; tentative July 18th to do assembly at Waupaca. → Event flyers available to post and distribute. → Meeting adjourned at 9:56am and followed with a presentation about the Kalamazoo Air Zoo by Alan Hollaway. → Respectfully submitted, Vickie Vandenbelt, Secretary



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@eaa55.org)

See you at the airport!



Thanks for the informative program on the Kalamazoo Air Zoo, Allan Hollaway!



NOTES FROM CAPE JUBY

by **Terry L. Lutz**

(terry.lutz@attglobal.net)

There is so much going on today in aerospace, and so many interesting stories to be told that I could write for 24/7 and would be limited only by my fingers giving up in protest. For example, I just started reading the most recent issue of KITPLANES magazine, and laughed myself silly while reading the article by Tom Wilson titled “Builders By Type”. From Regular Joe to Gadget Freak, he described them with the funniest prose I’ve read in a long time. It made me realize how much of a rookie writer I really am.

Then there is the article by the Editor, Paul Dye, where he describes how to change the front main seal

on a Lycoming engine. As it turns out, I am trying to do the same thing with the Continental A65 on the nose of my Luscombe. Different engine, but the pearls of wisdom apply to both. From cover to cover, KITPLANES never fails to provide the right kind of aviation stimulation.

A few weeks ago, I attended the Northwest Section Symposium of the Society of Experimental Test Pilots. It is held in the Museum of Flight on Boeing Field, and as you might expect, there are plenty of airplanes and even more history within arm's reach. The audience included many current and former Boeing employees, along with many more from local aerospace industries. I was part of a 4-man team that presented a technical paper on flight-testing big airplanes in very strong crosswinds. The judges thought we did a good job and gave us the “Best Technical Paper” award for the symposium.

I would have given the award to the guys from Zee Aero (now a part of the California-based company Kitty Hawk), who presented a paper titled “Envelope Expansion of an Electric VTOL”. Their Z-P2 is a conventional airplane with an unconventional configuration, as you can see in the attached picture.



It has 3 racks under each wing, and each rack has a lift engine with a propeller in front of the wing and one behind the wing, for a total of 12 engines. There are two more engines providing forward thrust, located midway on each side of the horizontal tail, with aft-mounted propellers.

The thing that was interesting for me was their decision on how to begin the flight test program. They could do the vertical takeoff portion first, then

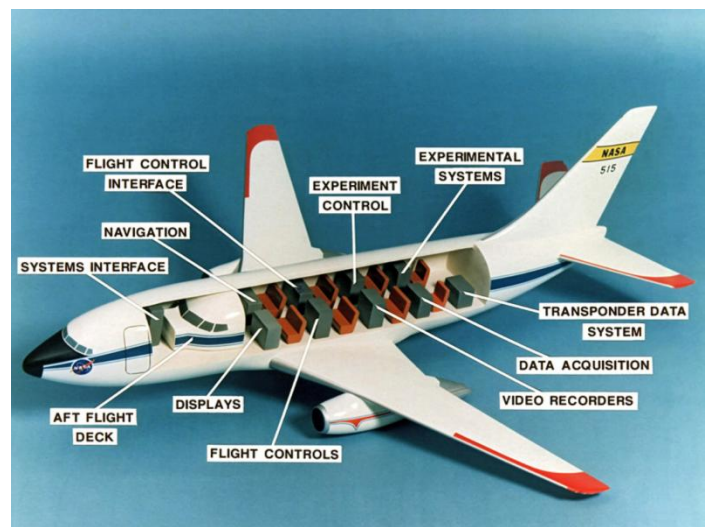
transitioned to horizontal flight. Or, they could do horizontal flight first, then transition to vertical flight next. It was open question that they posed at the beginning, then they described how they began with horizontal flight, with no racks and no lift engines. Then they expanded to horizontal flight with the racks, then with racks and propellers. That was followed by vertical flight, then horizontal flight that transitioned to vertical flight. Very clever work!

The Z-P2 does quite well in all phases of flight. Yaw control in vertical flight comes from two of the lift engines that are canted for that purpose. After taking off vertically and transitioning to horizontal flight, the lift engines are stopped and propellers are aligned with the airflow for efficient cruise. The test airplane was just large enough for one person, and battery life limited the airplane to flights of just 10 minutes!

Another presentation was by Bob Bogash. You should have a look at his website: www.rbogash.com This guy has saved more airplanes from extinction than the Smithsonian, and he has a few more to go. For example, he saved the Super Connie, which is the first thing you see when you arrive at the museum parking lot. The attached picture is what it looks like on nice, clear day in Seattle.

Bob saved the No. 1 B727, which languished on Paine Field, north of Seattle. He led the team that worked very hard to get it airworthy again, then made arrangements for it to make the short flight from Paine Field to Boeing Field, south of Seattle. He presentation was actually about saving the No. 1 B737. Bob was an engineer working on that very same airplane when it was assembled and rolled out of the factory. He had a picture from the hangar mezzanine showing the airplane from above, and his desk just ahead of the right wing.

After going through the certification test program, and staying around Seattle for some development work, the airplane went to NASA, who used it for several research projects, including the cockpit within an airplane. This was used to test whether concepts for aircraft operation with remotes sensors only. It was a precursor for synthetic vision, and (gulp) remotely piloting the airplane.



After NASA was through with it, they parked it on the airfield at Moses Lake, WA. Who knows why airplanes end up in such mythical places like Marana Airpark (who picked THAT name) near Tucson, or Mojave Airport in California. Probably because the cost to feed the parking meter is pretty low. When Bob found out where the airplane was, he made it his mission to keep it from rotting into the tarmac. Over a 10-year period, he made frequent trips to Moses Lake, kept the tire pressure up, the hydraulic system serviced, fired it up and taxied it around the airport. The story of how he did it, and how it eventually was flown back to its birthplace in Seattle is on Bob's website. The airplane currently resides in an open-air hangar across the street from the museum.



One of the ways Bob made it out and back from Seattle to Moses Lake was with the RV-12 that he built. It's been a very reliable airplane for him from day one. Well, one day Bob had the idea that he would try to find out what the service ceiling was for

his RV-12, measured when climb rate slows to 100 feet per minute while climbing at Vy (best rate of climb = 75 kts for the RV-12). But wait! The FARs say that a light sport aircraft may not be operated above 10,000' MSL, or 2,000' AGL, whichever is higher. Bob knew that the service ceiling was well above 10,000'. He also knew that the top of nearby Mt. Rainier was 14,410'. So he carefully planned a flight test that would keep in the FAR limits, and allow him to determine the service ceiling of his 100hp RV-12. When the climb rate slowed to 100 fpm at 75 knots, his indicated altitude was 15,364'. After the flight the data was corrected for temperature and density, and his actual service ceiling was 16,214'. You can read more about his flight here: <http://www.rbogash.com/RV-12/Service%20Ceiling/RV-12-Service-Ceiling.html>

During his presentation about saving the first B737, Bob mentioned that the B737 has been in continuous production since 1967. He compared that to several other well-known airplanes. Just for fun, at the next chapter meeting, we'll have a short contest to see who can put the top 5 light aircraft that have been in production longer than the B737, in the proper order.

A couple of weeks ago, I met a pilot who is new on the airport at KTEW. He brought an Aeronca Chief from the Jackson Airport. While talking to him, he mentioned that it was hard to find the brake clips that hold the brake disc in place, and those that he did find were \$60 apiece. I said "how many do you need?", then dug through a bunch of bins in my hangar and there they were. I could take neither credit nor money for having them, as they are the legacy Rick Duckworth left to us, specifically to keep old airplanes in the air. Something to think about that the next time you have the opportunity to help a fellow pilot.

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

FLY-OUTS:

Big Rapids - Soup Lunch; 11am-1:00pm; ea. Sat.
Brighton - Breakfast; 9am; each Saturday
Hillsdale - Breakfast; 8am-11am; 3rd Sat. ea. month



TIDBITS

by Vickie Vandenbelt (vickie@eaa55.org)

NEW MEMBERS: Chapter 55 welcomes new member Kurt Immekus.

SNACK SALES: Tis the season to spend time at the airport (finally)? Don't forget to stop by the EAA for your pop, water, munchies and the ever popular Klondike Bar !! All available at reasonable prices.

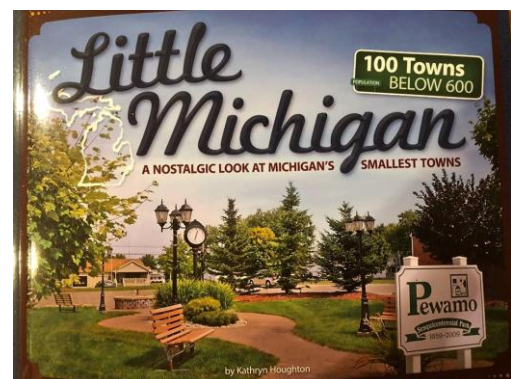
2018 RELAY FOR LIFE - LUMINARIAS: The Ingham County and Eaton Rapids communities are combining for this year's RELAY FOR LIFE held around the Mason Courthouse on June 15th & 16th. Karen Meirndorf is a long time EAA Chapter 55 member and a huge supporter of the RELAY FOR LIFE effort. She is not only instrumental in organizing a team each year but is also involved in the overall planning for this awesome event. Hope you will consider supporting her "Heartwood Glad Rags" team. I have attached her "Luminaries" order form which can be returned to Karen Meirndorf with your information. Let's all help Karen exceed her 2018 goals.

WOMEN'S AIR RACE CLASSIC: Comes to Michigan this year...

<https://generalaviationnews.com/2018/04/09/121-women-pilots-to-compete-in-42nd-annual-air-race-classic/>

2018 EVENT FLYERS: are ready for distribution to work, church, civic groups, airports and any posting board that you might see !!

CONGRATULATIONS: to Steve Houghton's daughter, Kathryn, on the publication of her book. Maybe her next one will be about vanished airports?



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.



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 7 and resume June 6. The summer semester is only 8 weeks, and some classes run longer during the day to make up for the reduced number of weeks. Our second year students will graduate at the end of the summer semester on August 1, and are actively focused on employment opportunities. There are a significant number of jobs for newly FAA-licensed maintenance technicians today.

As previously discussed in this column, industry surveys are forecasting record numbers 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 them? Not only are there significant vacancies in the United States for maintenance technicians, there are even more in other parts of the world. In the next 20 years, 268,000 new maintenance positions will exist in the Asia/Pacific region. Europe will require 127,000 new technicians, North America will require 118,000, the Middle East will have 66,000 vacancies, Latin America 50,000, CIS/Russia 26,000 and 24,000 positions will be open in Africa.

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

In addition to the course of study leading to the A&P license, our students can also be awarded two LCC Associates' degrees with the completion of five other general education core courses. The core course subject areas include mathematics, science, writing, communication and global perspectives and diversity, and students have to take one course from each area. The importance of the Associates' degrees relates not only to management opportunities with employers, but to transferability to Western Michigan University or Sienna Heights University where our students start as juniors for completion of a bachelor's degree. Increased enrollment numbers, increased employer inquiries and increasing industry salaries all point to aviation maintenance as a great career to consider.

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

WEB EVENT CALENDARS:

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

FLYERS FROM OTHER AIRPORTS POSTED IN TEW TERMINAL

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



Relay For Life of Ingham County will be held on June 15 at 6PM for 18 hours at the Ingham County Courthouse Lawn.

Our chapter is fund raising to place our name on the top of a track "fact" sign. Please help a great cause and community event with your 50/50 ticket purchase or see me for a luminaria form to fill out for a \$10.00 donation.

Thank you for your support - Karen Meirndorf



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

Is our weather really changing? Huge debate, in my opinion (and everyone has one) what if our calendar is shifting? Our dated calendar, let's just say it is etched in stone doesn't change. It does not take into effect other phenomenon happening to the earth and the atmosphere. I'm not talking about the obvious carbon emissions. What about our slowing rotation, our journey getting closer to the sun? What if we just shift our calendar weeks forward? Just something to ponder while you're sitting on a quilt, in the shade, enjoying a subtle breeze, under your wing.

CHAPTER 55 CLASSIFIEDS

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

FOR SALE:

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

EAA44 Calendars; we still have a small amount available for purchase at the low price of \$5.00 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

Contact Deanna or Vickie to place your ad here!

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

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.)



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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