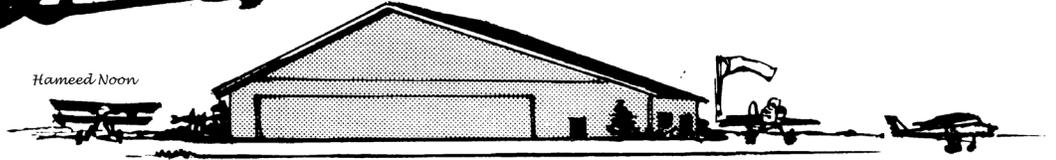


Hameed Noon



Meetings are the 2nd Saturday of each Month at the Hangar,
Mason Jewett Field, Breakfast at 0800, Meeting at 0900.

Pres: Bill Hanna 627-4360 Vice Pres: Paul Barbour 627-3381 Treas: Gregg Cornell 351-1338
Sec: Drew Seguin 332-2601 Editor: Charley Downey 349-3903 Graphics Editor: Sue Downey

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OFF TO A GOOD START One of the nice things about the Program Team approach to our monthly Chapter activity is they introduce new things. Last month's Team demonstrated to us that there is life without pancakes. In a bold, edge of the envelop move, the Team served a breakfast to the members that tasted great, looked good, plenty of calories and nary a flapjack in sight. Even the diehards were observed with full plates.



In addition to the good grub, Ted Lakin gave us an interesting, humorous (at Ted's expense) accounting of



his recent experience to obtain his BFR. Fortunately, Ted's experience is an exception rather than the rule, but it certainly illustrated the value of shopping for a good instructor and

making a plan for the BFR before starting the process. Thanks to Ted and the Team for making the February Chapter meeting a success. The Team consisted of:

**Jeffery Lape Lynn Brown Gary Long Ted Lakin
David Paul Bob Noelp Steve Ramey**

HOW DO THEY PICK 'EM Everyone who has visited AirVenture knows how many truly beautiful aircraft are

displayed. Antiques, classics, home-builts: there are always many airplanes that exhibit a level of quality and workmanship that no factory could ever achieve – not if they wanted to stay in business. Every year, a few are chosen as the best of the best and awarded as champions in their class. How do the judges make their selections, what do they look for, what features and details determine the winners? This month we'll get some insight when Chapter 55 member, Rick Duckworth, gives us a presentation on "Aircraft Judging." Rick has been a judge at Oshkosh for many years and will outline the process, standards and probably clear up some of the myth-conceptions about how the winning airplanes are selected.

A MAJOR AVIATION EVENT – JUST DOWN THE ROAD As plans come together for the second Great Lakes Fly-In, it promises to be the start of a major aviation event for our area. An expanded set of forums and workshops are being planned. The FAA has also agreed to

Board of Directors' Meeting

Wednesday, March 7
7:30 pm at Hangar

Chapter 55 Meeting

Saturday, March 10
8-9:00 am Breakfast
9:00 am Chapter Meeting

provide a comprehensive set of seminars that will include a WINGS program. So far, four of the forums or workshops are scheduled to be provided by Chapter 55 members. The overall program will offer something for aircraft builders,

aircraft owners and pilots – something for everyone. Two other important points: it will only be 40 miles away and it's FREE. This will all take place on the weekend of June 23-24 (which I'm sure you have already marked on your calendar).

A HOLDING PATTERN As we discussed at last

month's meeting, the LCC Board of Trustees has been presented with a proposal that would eliminate the Aviation Technology Program. This is both a cost saving initiative and a realignment of the College's strategic direction. To oppose this proposal, I wrote a letter to the LCC Board of Trustees that stressed the growing importance of aviation to the community, the chronic shortage of pilots and mechanics across the nation, and how important it is to maintain this program. At two different meetings there was much public comment that opposed the proposal including remarks by Tom Schmidt of the CCAA and AeroGenesis. Based on the nature of the questions the Trustees were asking, it appears they are trying to find ways to maintain the program, but need a better operating plan. The proposal was tabled by the Board for further review. At press-time for this column, no new information was available. We will watch the process and determine how to handle the Newberry Scholarship once the final decision has been announced.

BOARD AGENDA – 3/7/01

- MAD Plan
- Balloon Fest Status
- LCC Status
- Plan to Meet our Goals
- GLFI Update

Bill Hanna, President &

EAA Board of Directors Meeting

Board of Directors Meeting - February 7, 2001

In Attendance: M. Arntz, T. Botsford, G. Cornell, B. Hanna, G. Hover, M. Jacob, E. Lutz, J. Pirch, D. Seguin, B. Purosky, Leah Volker. ➔ Minutes from previous meeting were approved. ➔ Treasurer's report was approved. ➔ Lansing Community College proposed closing of the aviation program was discussed. Motion was made and carried for Bill Hanna to prepare a written response and to represent the chapter in opposing the closing. Implications for Newberry Scholarship are clear. The Board decided to wait for final resolution before taking any action. ➔ Chapter goals for 2001 were outlined. See elsewhere in the newsletter for details. ➔ Mike Arntz and Mark Jacob reviewed plans for Young Eagles events for 2001. Dates are 5/12, 6/9, 7/14, 8/19 with 6/9 as the National Young Eagles day. ➔ Chapter 55 will plan to participate in the Mason Balloon Festival on August 17-19. How we will participate is yet to be determined. ➔ Great Lakes Fly-in is scheduled for June 23-24. Bill Hanna is authorized to represent Chapter 55 with funding up to \$200.00 approved.

EAA Chapter 55 Business Meeting

General Membership Meeting - February 10, 2000

44 people in attendance, including guests. ➔ Minutes from previous meeting were approved. ➔ Treasurer's report was given and approved. ➔ More discussion on LCC aviation program closing. Bill Purosky will email particulars to online members for a letter writing campaign in support of the program. ➔ Chapter goals were reviewed. Gary Long volunteered to organize a flying contest, with details TBD. Joe Pirch will organize activity around Airventure 2001. Tom Botsford will serve as chapter host in welcoming new members. We still need a volunteer to sponsor our fly-in (Mason Aviation Days). Greg Cornell will serve as coordinator for monthly programs. ➔ Chapter Program for March will be Aircraft Judging by Rick Duckworth. April will be Terry Lutz on the EAA Flight Advisor program.

Drew Seguin, Secretary &

FAA Medical

By Dick Wilke, Chapter 55 Member

[Dick just purchased this Cessna 150M 1977 in January 2001. He keeps it at Wimauma Airpark, Florida. – ed.]



I have always been interested in flying and did a little with friends in college 50 years ago. I broke my left shoulder skiing in Colorado two years ago, and since I couldn't go skiing, or sailing in Florida last winter, I decided to take flight instruction last January at Cirrus Aviation at the Sarasota/Bradenton International Airport. My flight instructor was Barry Pritchard, a colorful Brit, who spent four years in the Royal Navy flying helicopters and later worked as a production test pilot at Westland Sikorsky in Britain. He has a degree in Mechanical Engineering and a Masters in Aeronautical Engineering, so I couldn't have found a better flying and ground school instructor.

Because my shoulder was in a sling from a second surgery, I postponed taking my FAA Medical Exam until March, so I wouldn't have to ask for a waiver. The surgeon who did my exam asked for all of my medical contacts for the past three years, and since I had had a heart attack in 1987, I had to request complete documentation, and recent stress test results from my cardiologist. The surgeon said he

would have to submit this to the F AA and it would take several months to get a reply.

In late August, I finally heard from the manager of the FAA Aeromedical Certification Division, and the answer wasn't good. They were denying my application because of my previous heart attack, because I carried Nitrostat and because my stress test was slightly abnormal. They did say that I might appeal. I called the surgeon in Florida who had done my exam, and asked how I should appeal. He suggested I contact AOPA, which I did. They told me that one of the red flags was that I listed Nitrostat as one of my medications. I told them I carry it because my cardiologist prescribed it, but I hadn't taken it in over five years, that I have had no recurrence of my heart attack, and have been able to resume all normal activities. They suggested I ask my cardiologist for a letter stating that he prescribed this for all of his patients as a proactive measure, but that I hadn't taken it in over five years. They also told me about all of the information on FAA Medicals, which is on their Web site.

I went to the AOPA meeting in September to hear Phil Boyer's talk with a friend who is a 30 year pilot. He told me he had had a medical problem two years ago, and contacted a group of flight surgeons in Colorado who specialize in FAA Medical matters. I called Quay C. Snyder, M.D. of Virtual Flight Surgeons, Inc., 14707 E. 2nd Ave., Suite 200, Aurora, CO 80011, phone (303) 341-4435. He was very informative, and sent me a packet of information on their services. He said that if I could obtain a satisfactory stress test they would be happy to handle my appeal with the FAA. I discussed this with my cardiologist, who told me that even though I had been doing well since my recovery, another stress test would not likely meet the FAA requirements. He suggested they should look at his letter and a recent catheterization report. I wrote a letter of appeal and sent these with it to the FAA. I do not expect an answer for some months, and it may not be favorable. However, I may still be able to fly under the FAA's proposed Sport Pilot category, which is scheduled for publication in January and is expected to be acted upon by AirVenture Oshkosh in July.

My point in relating my experiences is that it may be of help to Chapter members who encounter problems with their FAA Medical to know that AOPA and people such as Virtual Flight Surgeons, Inc. are available to provide assistance and help with an appeal.

Mason Jewett Airport

By Bartlett Smith, Chapter 55 Member

Even though World War II was in full progress, some government leaders were looking forward to the future when the

Allies would successfully finish the hostilities and start the transition to a normal post-war life. Arthur Jewett, as mayor of Mason, was advised by those people that when the veterans returned, an airport would be an important asset to any city or town. Aviation had become a fact of life during the war. The military-trained pilots would be seeking continuation of their learned aviation skills, as well as many veterans would have a strong desire to learn to fly. An airport would also provide an attraction for industrial expansion to a city as well.

With this in mind, Mr. Jewett purchased the 180-acre Elsworth Fletcher farm south of Mason on Eden Road on December 16, 1943. The house was on the west side of Eden Road while the farm fields and large barn were on the east side of the road. The north border of that farm abutted the south borders of the Ingham County Park and the Jewett farm property.

An east-west grass surface runway of 2,800 feet was constructed in early 1944. This runway was parallel to the farm fields' north boundary and about four hundred feet to the south. Fifty acres were used for this runway while the remaining area was farm cropped. The interior of the hip-roof barn was removed and the concrete floor cleaned allowing the storage of three or four planes. A small building was moved in adjacent to Eden Road, which became the office with restrooms. An underground refueling system operated from the office was installed. Just to the north and the west end of the runway, a single hangar building, capable of housing six planes, was completed. Now Mason had its own airport!

The first plane to land on the partially completed runway was a Civil Air Patrol plane from Lansing with Dick Lyons as a passenger. A Civil Air Patrol Squadron was formed at Mason. At this time, the Mason Flying Club Number One was formed by Harry Spenny, Maurice Rickley, Harold Barnhill, Marvin Rice, Rudy Bowman, and Dick Lyons. They purchased a two-place Porterfield plane. For storage in the new hangar, the members picked up stones on the new runway and helped with the development of the fledgling airport as did the Civil Air Patrol Squadron members.



The first students to fly from the new airport were instructed by Ralph Martin from Eaton Rapids. In October 1944, Stanley Keck became the first operator of Jewett Flying School. Stan was originally an experienced instructor from Pennsylvania but had recently been stationed at Romulus, Michigan, in the Air Corps Ferry Command. As student-flying training increased, the school purchased used training planes. A second runway was constructed at the east end of the existing runway. This 2500 foot north-south runway

formed a lopsided “T” with the east-west runway.

With the end of the war in 1945, the airport and school qualified for a contract with the Veterans Administration to provide flying training to returning veterans. At this same time, they became dealers for new Piper aircraft and others.

In late May of 1946, the writer returned to Mason after several months in the European-African area as an Air Force pilot. I was pleased to find Mason now had a thriving airport with a very active training program. New training planes and a second instructor, Ralph Avery, had recently been added to the school. Privately owned aircraft based at Jewett Airport were on the increase. Because of this, five individual t-hangars were constructed along Eden Road south of the barn and office building.

Another former Air Force pilot was using Jewett Airport to continue his flying skills. Bob Starr, who had been a P-51 pilot in the Asian Theater, took a refresher course at the school. This enabled him to take the FAA flight check to obtain his flight instructor rating. Soon he was instructing at Mason.

It is interesting to note that at one time four brothers were pilots flying at Jewett Airport. They were Harley, who had been a member of the original Mason Civil Air Patrol Squadron, Glenn, Roy, and Bob Starr.

Stanley Keck left Mason the end of December 1946. Frank David from Charlotte took over the management Jewett Flying School He hired Margaret Crane and Bob Starr as instructors. The end of March 1947 Frank David left the business. The school was continued on by the instructors.

The writer decided to take a break from college at the end of spring term at MSU to return to flying. After taking refresher instruction from Bob Starr, I received my flight instructor rating on May 14, 1947. A few days later I started instructing at Jewett Flying School. The first new student I started and soloed was Hugh Silsby Jr., a childhood friend.

The “G.I.Program” attracted many more veterans to learn to fly and the school flourished. Looking forward for diversified business one of the Piper J-3 trainers was converted to an aerial crop duster in the summer of 1947. Bob got the required waivers and flew the dusting jobs, usually insect control or fertilizer applications in the early mornings or evenings.

With usual winter slow down of student activity, the writer left in January 1948 to ferry Dr. Joseph Ponton’s plane to his winter home in Arizona. Upon return I accepted the offer from Emory-Rearick Aviation of Owosso to operate their school at Chesaning.

In the spring of 1948, Laylin Jewett completed courses at Northrup Institute in California to obtain his aviation mechanics license. He returned to Mason to establish an

aircraft maintenance shop at Jewett Airport. With the potential increase in activity, the writer also returned to the field on the first of July.

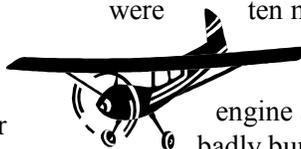
Renovations were made to the barn hangar to provide a modern heated work area with necessary facilities, tooling and equipment. The addition of aluminum overhead doors allowed easy access to the efficient shop.

The activity of the crop duster increased. With these increased demands on his time, Bob Starr purchased the crop duster in August to operate as his own business.

A new Stinson Station Wagon four-place plane was purchased by the school in October 1948. This was to make the training fleet more versatile but also to be used for charter service. A kit was purchased to make a quick conversion to an ambulance plane This resulted in many interesting charter flights and transporting patients to medical facilities, such as Mayo Brothers in Minnesota, Occasionally even non-living passengers were flown. Listed below are two of the more interesting of the ambulance flights.

A little girl from Albuquerque, New Mexico came to Mason to visit her grandparents in the summer of 1949. While here, she contracted infantile paralysis. In October 1949, she and her mother were flown home in the Jewett Airport ambulance plane. It was necessary to land at the Air Force Field at Albuquerque. Air Force personnel were giving the Governor of Michigan, Kim Sigler, an instrument training course at that field. He recognized me from our previous meetings at fly-ins and greeted me like a long lost friend. (A few years later on a flight from Chicago to Lansing the Beech Bonanza he was flying under low clouds hit a guy-wire on the Kalamazoo TV tower. Both he and his two passengers were killed.)

On a snowy morning in November 1949 Arthur Jewett received a call from the Gladwin Hospital that Wayne Feighner had been severely burned in an explosion in his deer hunting cabin. They could not properly treat him and felt he could not endure a long ground ambulance ride to adequate facilities. He remembered our ambulance plane and asked the hospital to call Mr. Jewett. In less than an hour, we were in the landing pattern at Gladwin. When we were ten minutes from landing, we radioed Flight Service on the field to alert the hospital of our arrival. As we shut down the engine after landing, the ambulance arrived. The badly burned patient was transferred to the plane. Forty-five minutes later we were transferring him to the ground ambulance that we had left in the heated shop at Mason. With Laylin Jewett driving the ground ambulance, the patient was transported to Sparrow Hospital to begin weeks of treatment.



Lights were installed on the East-West runway in the fall of 1949 to facilitate night flying. This allowed the

expanding of the training curriculum and added user convenience.

A model airplane hobby shop was created in the airport office the winter of 1949 to provide additional interest and business. Subsequently an area at the west end of the runway was maintained for flying U-control model planes.

At the beginning of year 1950, there were more than thirty planes based at Jewett Airport and despite more stringent requirements the training program was active. During the summer, the Mason Kiwanis Club once again sponsored the annual Dawn Patrol Fly-in breakfast that registered a record 263 visiting pilots and their planes.

In September 1950, the owner made the decision to close the airport business on October first. The training planes were sold and students and privately owned planes moved to other locations. Runway lights were removed and stored in the barn hangar.

The barn hangar-shop continued to be used for limited work on planes and autos. A welding accident in 1952 resulted in a fire that destroyed the building and its contents as well as three planes and three cars. The other empty hangars were eventually used for storage of farm machinery and crops. The runways had remained, though not maintained.

Bruce Love approached the writer to teach him to fly at Mason. In a conference with Mr. Jewett, he agreed to reopen the airport on a part-time basis if I would oversee it as the licensed Assistant Airport Manager.

Bruce's newly purchased training plane was flown to the airport and training began. A space was cleared in the north hangar for his plane. This began a resurgence of Jewett Airport. Soon fuel was made available and the office was open on a part time basis. As the other hangars were emptied other privately owned planes returned to the field. This very active part time operation and cooperative maintenance continued until 1965.

A full-time operation for flight training and aircraft rental was begun in 1968 by Harold Manville and continued until 1974.

Capital Region Airport Authority purchased the full 180 acres of the airport property from Arthur Jewett in March 1977 for an outlying reliever field for Capital City Airport in Lansing. All existing buildings and structures were removed from the property. A new east-west 3,000 foot asphalt runway was constructed on the location of the old runway but without the valley that had graced its mid point. The north-south runway was abandoned when a new terminal building was built on part of its location. A new road was constructed from Eden Road to that terminal building.

The east end of Kipp Road had terminated at Eden Road. The Ingham County Road Commission extended Kipp Road to Dexter Trail in 1978. This provided a south entrance to Ingham County Fair Grounds as well as added driver convenience.

In the ensuing years, the C.R.A.A. purchased an additional 100 acres of adjoining property. This allowed the runway to eventually be extended to 4,000 feet with the addition of lighted parallel taxi-ways. Due to constant building of new hangar structures at present, there are spaces for at least 80 planes to be housed at Jewett Airport plus a large area of surfaced ramp for parking.

Many flying clubs have successfully operated from the airport through the years. The club with the longest operation was the Sycamore Valley Flyers, which was started in 1946 and was active until 1966. Harry J. Smith was the only person to be a club member from its beginning to its end.

The Experimental Aircraft Association Chapter 55 moved to Jewett Airport 1984 to build a hangar with attached meeting rooms. Their activities through the years have helped promote aviation and the airport.

The first operator of Jewett Airport after it was purchased by C.R.A.A. was Donald Frank followed by Pat Green and then Brent Andrews.



AeroGenesis Aviation, the present operator at the airport, constructed a large modern maintenance hangar and offices in 1998. The owner-CEO of this aggressive, successful company is Eric Swanson

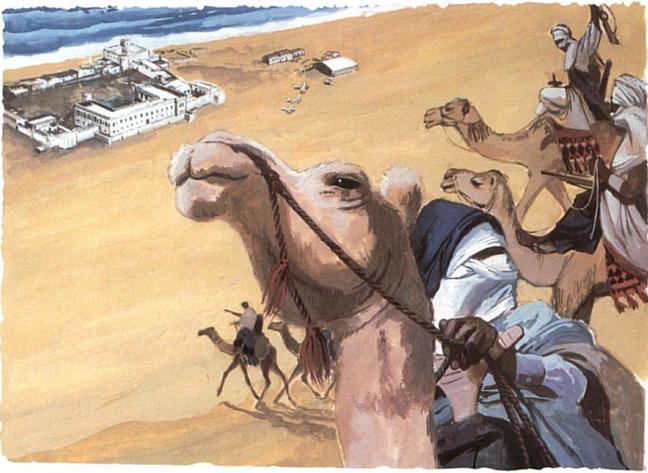
This is the fifty-sixth year of existence for Mason Jewett Airport. During those years, it has provided the aviation experience for a great number of people wither it be their first ride, training or continuation of their flying. For the major number of people it was an avocation or recreational flying. However, for some it became a vocation such as flight instructor, airline or corporate pilot, or other types of commercial flying.

The Guinness Book of World Records lists Bob Starr, a former Jewett Airport instructor, as designer, builder and pilot of the world's smallest man carrying airplane.

In retrospect, all of those who fly or have flown from Jewett Airport should be thankful for the foresight and initiative taken by Arthur Jewett so long ago.



Notes from Cape Juby



By Terry L. Lutz, Chapter 55 Flight Advisor

If you think the biennial flight review is a bummer, imagine what it's like for the average airline pilot to go through annual refresher training. Having just returned from the puzzle palace in the frozen north, I can give you a tiny bit of insight. Day One is a discussion of industry incidents and a review of security procedures. This includes stories about "dumb things that passengers do." Like the guy that boarded an airplane, held up a plastic bag with a sticky looking substance inside and asked "Is it ok if I carry this plastic explosive on board?" Or the guy that showed up at the ticket counter and told the agent that he had a handgun in his luggage. The agent asked if it was loaded. Turned out that it was, so the guy proceeds to pull a semi-automatic pistol out of his suitcase. In the process of unloading it, the weapon discharged. The round ricocheted off the ticket counter and lodged in the wall behind the agent.

Perhaps the most bizarre case was the guy that hijacked a flight from San Diego to San Jose, and ordered the pilot to fly him to Hollywood. The Captain pointed out that Hollywood didn't have an airport, so the hijacker settled for Burbank. The flight attendants convinced him that authorities would meet him at the airplane and take him where he needed to go. So he deplaned down some portable stairs at a rear exit. To make the exit a little more dramatic, he decided to swing his legs up on the railing and slide most of way down. I guess you have to practice this maneuver, because the guy ended up face down on the tarmac, which of course made it very easy to apply the handcuffs.

We also spent some time on bombs. Using a replica of an actual device used by a Middle Eastern terrorist, we worked with flight attendants to identify the device, and considered moving it to a location that would do the least

damage if it detonated. Funny though, they didn't cover how to chose the lucky person that gets to move it!

Day Two is a review of aircraft systems and specific flight procedures. This year's theme was braking systems and brake wear. Airlines will squeeze dollars from unlikely sources, and the pilot's feet are no exception. Brakes cost money, and if you are stomping on them too much, they wear out fast. So they had some brakes there for us to look at, some brand new ones, and some brakes with heat damage. This was followed with a video of how to properly use the thrust reversers, both to stop that airplane and to avoid foreign object ingestion. Every airplane is different in this regard, but for most jet transports, thrust reverse is used down to about 80 knots, and the reversers are stowed by 60 knots. Using thrust reverse down to 80 knots, then applying the wheel brakes, can minimize brake wear. Lots to think about on the landing roll, when the end of the runway is coming up fast and there is an airplane 2 miles behind you on short final.

On Day Three, you are in the simulator for a procedural warm-up that prepares you for Day Four, which is the annual "your license is on the line" proficiency check. We started out in Detroit, taxiing out with a runway visual range of only 600 feet. Shortly after takeoff, the red "Tail Compartment Overheat" light came on. We leveled off and I passed flying duties on to my First Officer. The overheat procedure ran a least 4 pages, and during this time, we had to declare an emergency, run all normal procedures, and head to our takeoff alternate. Detroit, of course, had gone below minimums. The takeoff alternate was Lansing, but Lansing was down to 500/2. To make matters worse, both the ILS and VOR were out of service, leaving only the ADF to get into Lansing on runway 28L. This particular ADF is very close to the runway, leaving precious little time to descend to the MDA at 140 knots. So after doing all the emergency procedures, all the normal procedures, and briefing the ADF approach, the weather goes below minimums and we have to go around. This is designed as a "first look" at how well you work together, and how well you can solve problems. The whole thing is video taped, and you get to re-live the pain a few more times. At the end of this session, you want to pull your own fingernails out, just to feel good about yourself.

Day Four is the FAA annual proficiency check, which consists of takeoff aborts, engine failures at V1, and one of each type of approach. No tricks today, just demonstrate proficiency on the most difficult tasks we are likely to encounter. It turned out that my First Officer was the jump seat pilot on the flight to Minneapolis where the Captain had a heart attack and died on the flight. Not only did he find the Captain unconscious in the lavatory and render immediate aid, he took the left seat of the DC-10 and assisted the First Officer, who took command and made

the landing. In my view, this pilot, with less than a year at the airline, had already passed his check.

For the airline pilot, the annual proficiency check is a detailed polish-up. For those of us who haven't flown much over the winter (this winter in particular), the first few flights of the New Year will be for "rust removal." Try to get the most out of them. First, make sure that the airplane is ready. Tires need air, and the sump should be carefully drained. With many humidity changes over the winter, water in the fuel is distinct possibility. There will be a lot of humidity in the air as the snow melts, so watch out for carburetor ice. And, if the temperature is above freezing, the surrounding fields will be soft, so the prospect of an off field landing is not a good one. Plan your cruise altitudes and traffic patterns accordingly.

The choice of maneuvers to practice is up to the pilot, but a good place to start is simply flying the airplane precisely. Nail your altitudes and airspeeds. Square the corners on the traffic pattern. And don't forget to clear for other traffic, because on the first few flights after a long period, you will tend to focus inside the airplane. You will probably want to practice landings, so challenge yourself by varying the flap settings, or trying to make landings on a planned spot. This will ramp you up to proficiency a little faster than if you just droned around for a while.

You won't have an instructor pilot to crack the whip for you, so you have to challenge yourself to knock the rust off. Just remember that in a few short weeks you'll be flying with friends, family members, and even some Young Eagles, who depend on the pilot to be "rust free." As always, fly safe and don't forget to help your fellow airmen when they need it.



“The New Air Force One”

From the Archives



1988

Left to Right – Ed Zdybel, Dick Newberry, Warren Miller, Ivan Rowell, and Art Lance
Taking Charley Downey's Cygnet to Mason for assembly