

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

JUNE 2014

Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar; Mason Jewett Airport; 643 Aviation Drive, PO Box 443, Mason, MI 48854

→Pres: Steve Houghton; 290-7528 →Vice Pres: Margie Clark; 853-1418 →Treas: Al Spalding; 676-3370

→Secr: Vickie Vandenbelt; 589-5051 →Editor: Warren Miller; 517-214-2656 (all Area Code 517)

[www.EAA55.org](http://www.EAA55.org)



## Climb and Maintain Flight Level 55

When reflecting on our 55 year anniversary of EAA Chapter 55, there is certainly some symmetry in the number “55”. More than that however, is recognition of just what 55 years as a chapter means. We can lay claim to the fact that we are one of the oldest chapters in the country. We have passed the test of time. Other chapters have come and gone. Some ebb and flow in terms of membership. Others are active in name only. Chapter 55 is still an active, vibrant chapter.

We can take pride in our facilities. Sure, other chapters have nicer facilities, but we have done very well for ourselves. Over the past 55 years we have progressed from a trailer serving pancakes to a large facility with two hangars and a meeting room. Don't lose sight of the fact

that all of these improvements and additions were done by us!

We can also be

proud of how well we have followed the spirit of EAA. Chapter 55 members have completed a large number of homebuilt projects.

EAA IS homebuilding. Many aircraft on our field would not be there if it were not for the vision of EAA founder Paul Poberezny and the support of Chapter 55 members. We have also excelled at furthering the vision of EAA. EAA's vision statement says “EAA is dedicated to serving all of aviation by fostering and encouraging individual participation, high standards, and access to the world of flight...” Come out on a Young Eagles event and see this vision in action.

When it comes to celebrating 55 years as a chapter, we can feel proud of our seniority as a chapter, be appreciative of our facilities and feel pleased by our support of the EAA message.

In the end however, what often matters most is the people that make up this chapter. Most of us are active in the chapter because of each other. We have an organization where members actually like one another and enjoy spending time together. That they can do that in a setting that involves aviation is all the better.

So, on this celebration of 55 years, take a look around at all that this Chapter has created and be grateful – but give a nod to those around you who have made this Chapter what it is really all about.

Steve Houghton, President ([steve@eaa55.org](mailto:steve@eaa55.org))

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

## BREAKFAST TEAMS

<u>July</u>	<u>August</u>
Julie Bauen	Pete Chestnut
Gary Bauer	Ron Gorsline
Dale Corsi	Chuck Hacker
Paula Corsi	Jim Palmer
Ed Crouse	Dave Paul
Mary Gowans	Gregory Rheeder
Greg Harris	Roy Thelen
Ward Harris	Bruce Thorburn



June Breakfast Team: Dave Cook and Tom Sheehan

## EAA Chapter 55 Board of Directors – June 11, 2014

→Meeting called to order at 7:00pm. →Present: Steve Houghton; Al Spalding; Margie Clark; Vickie Vandenbelt; Jack Voss; Bob Clark; Ken Vandenbelt; Jim Spry; Dave James; Warren Miller; Ed Search; Bill Purosky. Absent: Doug Koons. Guests: Joe Madziar; Keith Kaspari

(CRAA). →Keith Kaspari asked about procedures for public gate access and parking for Chapter 55 upcoming Young Eagles, Dawn Patrol & Mason Aviation Day. Steve Houghton provided a general review of what we have done in past years. Keith thanked us for our good work with best wishes for great events. Also advised fuel price increase and provided info on the future operation of the card reader gate system. →Secretary's Report 5/7/14; Bill Purosky moved to accept; Dave James supported; all approved. →Treasurers Report 5/31/14; Margie Clark moved to accept; Dave James supported; all approved. →Young Eagles; Margie Clark confirmed all ready for this Saturday and 6/21/14 St. Vincent group. →Membership; per newsletter. →Flying activities; pending. →Programs; pending. →Safety Officer; no report. →55th Anniversary Party; signup sheet in meeting room & Steve will send email reminder.

MACC Ribbon Cutting this Saturday; 9am sharp.  
→Chapter 2015 Calendar; \$95 setup fee; 50@\$301.00; roughly \$7.95-\$6.02 each or less. →Fire Extinguishers; need updating. →Event Planning; next meeting 7/16/14 @7pm; including DP debrief. →Dawn Patrol; wrapped up event details. →Builders hanger; sustained damage to the ceiling drywall; need to replace/repair some sections. →Don & Deanna McAlister have terminated their lease space in the storage hanger as of 6/30/14. →BOD; discussed need to wear name tags and meet & greet guests. →Warren Miller expressed need to have newsletter material no later than Sunday prior to meeting; late material will go in the following month. →Joe Madziar commented on greeting new comers & how he was made welcome. →Dave James made a motion to adjourn; Ken Vandenberg supported; adjourned at 8:08pm. →Respectfully submitted, Vickie Vandenberg, Secretary

### **EAA Chapter 55 Membership – June 14, 2014**

→President Houghton called the meeting called to order at 9:22am. →Following the National Anthem, we thanked the breakfast team & President Houghton announced the July breakfast team and introduced guests. →President Houghton presented the membership with the 55th anniversary plaque provided to the chapter by EAA national. →Secretary's Report 5/10/14; moved to accept; moved, supported & accepted as printed in the newsletter. →Treasurer's report 5/31/14; moved to accept, supported and accepted. →Margie Clark announced National Young Eagle Day; currently 1.8 million kids flown and we are ready to do more today. →President Houghton announced we will have a booth about Chapter 55 at YE, DP and MAD & looking for volunteers to man the booth to answer questions. →55th Anniversary plans underway & signup sheet available to RSVP if you will be attending. →Need volunteers for DP, YE & MAD events - please sign up and help publicize by taking & posting flyers. →Chapter 55 is on Facebook - like our page. →Have an opening in the storage hanger. →Looking for pictures of fly-outs, events and other stuff for the newsletter. →Karen Meirndorf thanks everyone who helped her team and supported Relay for Life. →Bill Purosky has lodging at AirVenture. →Thank you, Bob & Connie, for the real maple syrup!!

→Meeting adjourned at 9:40am. →Respectfully submitted, Vickie Vandenberg, Secretary



### **TIDBITS**

By Vickie Vandenberg ([vickie@eaa55.org](mailto:vickie@eaa55.org))

NEW MEMBERS: Chapter 55 welcomes new members Mujib Abbasi and Christ Goutis. We also welcome returning members Rick Dallas; Kirk and Kyle Curtiss. And, we welcome new student members Hana Harshbarger; Mackenzi and Heather Lambka.

EVENT PLANNING MEETING: next meeting scheduled for Wednesday; 7/16/14 at 7pm. All ideas and bodies welcome!!

EVENT FLYERS: We really need help getting the word out about Mason Aviation Day - especially beyond the Mason area. Do you have places you visit (ie. bank, church, civic group, party store etc.) where you could post a flyer for MAD and/or Young Eagles??

SNACK SALES: We now have KLONDIKE BARS in a variety of flavors!!



### **YOUNG EAGLES & ADULT EAGLES**

By Margie Clark ([alpha153@att.net](mailto:alpha153@att.net))

Wow! What can I say ... What a great flying day we had on June 14. Thanks to the fabulous pilots and fantastic ground crew we were able to fly 96 Young Eagles! With 14 pilots giving rides that day, things moved along very quickly. The ground crew didn't have a minute to spare either between registration, gathering groups for pre-flights, printing of certificates, completing the paperwork, making up goodie bags, selling snacks and drinks and manning the information booth. A heartfelt THANKS goes out to all the people involved that made this day happen. Without your participation we could not have made this event happen. Thank you to everyone involved for making this day special for all those youngsters. We can always use additional pilots and ground crew for these events so come out and lend a hand.

The following Saturday, June 22, we had the opportunity to fly an additional 22 youngsters from the St. Vincent Home for Children in Lansing. This was an experience none of them have had before and they were very appreciative to be given their rides. The staff was very excited about these youth having this opportunity given to them.

In addition we may be adding a potential pilot to our Adult Eagles Flight program. One of the counselors that attended the June 22nd special event has made a request for additional information about becoming a pilot. If you know of any adult, 18 years or older that is interested in becoming a pilot, fill out an Eagle Flight registration form and take them for a flight. There are materials available in the

meeting room to give them as well. If you don't have a plane or are not able to fly them now, contact me and I will set something up for them with another pilot. Lets help in building our GA population.



Young Eagles & Parents awaiting their rides!

### A Note from Margie Clark, Vice President

I would like to say thanks to Gordon Hempstead for manning the "Information Booth" at our June Young Eagles event. This is the first time in many years that the booth has been utilized and we hope it becomes a regular part of our events.



EAA Chapter 55 Events Info Booth

President Steve made a nice banner to hang on the booth letting folks know they don't have to be a pilot to belong to Chapter 55. We have information pertaining to the Chapter as well as information pertaining to what it takes to become a pilot. All you have to do is hand out information and answer a few questions for inquiring minds.

**Please consider volunteering to assist with the information booth at our upcoming events.**



## NOTES FROM CAPE JUBY

By Terry L. Lutz  
Chapter 55 Flight Advisor

On April 29, 2013, National Airlines Flight 102 originated at Camp Bastion in Afghanistan and departed for Bagram Air Base loaded with 3 armored vehicles and 2 minesweepers. After refueling at Bagram it began a takeoff roll that would end in disaster. Shortly after liftoff, some or all of the vehicles on board broke loose and the load shifted aft. Even with the cg well aft of the normal limit, the B747-400 should have been able to fly. But it's likely that the vehicles penetrated the aft pressure bulkhead and damaged the flight controls such that the pilots could no longer control the airplane.

After the chapter meeting on June 14<sup>th</sup>, we organized a 4-ship "missing man" formation to honor the crew of National 102, all but one of whom were from southeastern Michigan:

Brad Hasler	Trenton, MI	Captain
Jeremy Lipka	Brooklyn, MI	Captain
Jamie Brokaw	Monroe, MI	First Officer
Rinku Summan	Canton, MI	First Officer
Michael Sheets	Ypsilanti, MI	Loadmaster
Timothy Garret	Louisville, KY	Maintenance
Gary Stockdale	Romulus, MI	Maintenance

Our flight consisted of an RV-8 as lead, RV-6 as #2, RV-7A as #3 (the missing man, with smoke), and an RV-8 as #4. I flew as the lead pilot, and along with Carl Franz and John Feldvary in the RV-6, Dan Schiffer and Steve Houghton in Dan's RV-7A, and Jim Spry with Ron Staley.

With great weather (we could easily see the Willow Run Airport from Chelsea!), we departed and joined up overhead the Mason Airport. After flying southeast to Milan, we followed a long railroad track, running from Milan to our IP (on the shore of Ford Lake), about 1 minute from the memorial ceremony, which was held outside at the Yankee Air Museum on the east side of the Willow Run Airport. One minute timing marks, based on a ground speed of 130 knots would put us overhead the ceremony just as the playing of "Taps" was ending.

Just prior to flying overhead, Dan switched on smoke, then overhead he began a slow pull-up and turn to the west as the missing man. We departed Willow Run airspace as a flight of 3, and Dan joined up again near Whitmore Lake. The flight was a success for the memorial to the crew of National Flight 102, and it was a success for those of us who have been working steadily to improve our formation skills. The addition of John Feldvary and Ron Staley to the flight raised the bar significantly and we certainly learned a lot from their debriefing comments.

Following the "missing man" flight to honor National Flight 102, "Sweet Nancy Lynn" entered a significant working party to complete the annual condition inspection and

upgrade some systems (working party is term normally used at Airbus when an airplane is down for maintenance or upgrade). I needed a lot of help from Carl Franz, and without live music and good eats, we removed the magnetos, air/oil separator, and prop governor from the airplane, which gave us enough room to install a prop governor that matched the propeller (and didn't leak oil!), then to install a new air/oil separator that includes an automotive-style PCV valve, and finally to install two Pmags to replace the existing electronic ignition (Right side) and magneto with impulse coupling (Left side).

Pmags represent new technology in ignition systems. While electronic ignition has been around for several years (Lightspeed, Lasar, Electroair, and others), the difference with Pmags is that they have an internal alternator that allows the Pmag itself to power the ignition, should the aircraft electrical system fail. As long as the propeller rpm remains above approximately 800 rpm, the alternator will provide ignition at a fixed timing angle. This is the same concept used by the FADEC (Full Authority Digital Electronic Control) systems on modern turbo-fan engines. If the electrical system to the engine fails, FADEC has an internal alternator that powers the engine control and keeps the engine running. When the #2 engine on Qantas 32 exploded, it severed the controls to engine #1, which continued to run after the airplane was on the ground with everything shut down – the system works.

Pmags can be mounted in any orientation, and are timed by putting a pressure pulse in the manifold pressure line to the Pmags. This is usually accomplished by blowing into the tube for 1 second. Once timed, the Pmags operate on a variable timing schedule based on manifold pressure. The engine starts better and runs smoother, plus there is a noticeable reduction in fuel flow (between 0.5 and 1.0 gph less).

Many of you have read the article published in USA Today, and reprinted in the Lansing State Journal titled: "Unfit For Flight". It ran for three days, beginning on Wednesday, June 18<sup>th</sup>. I've read the article in total several times now, and let's not jump the gun – it's not critical of pilots. In fact, it's much more critical of regulators. Between the FAA and the NTSB, the author concludes that not enough is being done to improve the safety and crash-worthiness of GA airplanes. On that point, I have to agree. But then again, as operators of GA airplanes, we may be our own worst enemy.

It is true that the commercial accident rate and fatalities are at a true historic low. This high level of transportation safety is due to a lot of hard work by many people, worldwide. In the US, we can point to the Commercial Aviation Safety Team (CAST), whose work was so significant that it earned the Collier Trophy in 2008. At the same time, both the accident rate and fatality rate for GA aircraft and experimental amateur-built remained high.

The USA Today article pointed out the cost of lawsuits resulting from GA accidents, and the reluctance of

manufacturers to share internal data on components or systems that may have failed. I've read past studies where it was reported that 50% of the cost of a new GA airplane is related to the cost of such lawsuits. Some of these lawsuits were truly justified. Consider the case of vacuum pumps that could fail without warning, leaving the pilot with false information on vacuum-driven instruments. Others were not justified, such as cases where the manufacturer was sued for stall-spin accidents that occurred on airplanes they produced 50 years earlier. Legislation was finally passed limiting liability to 18 years.

The NTSB is composed of political appointees. They are usually not experts in aviation, technology, or transportation safety, although there are exceptions. The NTSB staff is small, and their investigations often take 1-2 years to complete. At that point, they make recommendations to the FAA for regulatory change. The FAA can act on those recommendations, but may conclude that safety data does not justify a change in the regulations. This is very likely why airplanes can be produced today to the same standards that existed when they were first certified.

The FAA is a large organization, and regardless of what we observe on the surface, the people working for the FAA are dedicated professionals. Behind the scenes, a lot of important work gets done. But they are encumbered with procedures and processes that slow their work to a crawl. For example, new regulations require publishing a Notice of Proposed Rulemaking (NPRM) in the Federal Register, followed by a public comment period. If the comments are deemed favorable, the regulation goes to a legal review, then a cost analysis (to see if cost is a burden to those affected by the regulation). It literally can take years to produce or change a regulation. A quicker way is to provide guidance to the aviation community through Advisory Circulars. Although they are non-binding, ACs are generally regarded as guidance material that should be followed.

You can Google the FAA's mission statement, and find that their mission is to promote safety in air transportation. Nowhere in the mission statement will you find that they're responsible for enforcement, and it doesn't mention accident investigation, although the FAA does both. I found it interesting that the USA Today article mentioned interviews by the NTSB and FAA where a pilot involved in an accident was accused of improperly operating the airplane, while at the same time overlooking factual information.

This actually happened to a colleague of mine. He owned a Cessna 206 with long-range fuel tanks, and departed Springfield, OH one day on an IFR flight to St. Mary's County Airport, just southeast of Washington, DC. While in IFR conditions on approach to his destination, the engine of the 206 failed, and he was forced to ditch in the St. Mary's River. The FAA did a quick calculation of fuel consumption, and determined that he ran out of fuel (not knowing about the long-range tanks or verifying how much fuel he departed with). In his hospital room, the FAA

confronted him with that scenario, to which he replied, "You just missed the EPA. Would you like to see the citation I received for the fuel spill in the river?"

It's a system we have to live with, and to influence where we can get achieve positive changes. But remember what I said about being our own worst enemy. To improve safety and survivability for our passengers, and ourselves we have to be willing to make hard choices before those choices are mandated by the FAA. Installing shoulder harnesses in older aircraft is one example. Another would be making sure your amateur-built aircraft has a stall warning system. I could go on and talk about ADS-B and 406Mhz ELTs, but the point is that as members of organizations that promote aviation, such as EAA and AOPA, we need to be as proactive as we can to improve both the accident and fatality rate for GA aircraft operations.

The weather has been great for flying, and it seems that this year we are doing a bit more flying than in past years, and that's a good thing for all of us. But we need to be vigilant and safety-conscious during all of our flying, including our Young Eagle flights. They may seem routine, but in aviation, nothing is routine – everything is variable and changing. It's why I always mention: remember to lend a hand to your fellow pilot because they really may need it, and you just might make a difference.



### **FROM THE FLIGHT SURGEON**

**By Gregory Pinnell, MD**

Senior AME/ Senior Flight Surgeon USAFR

Less than a month to go until Oshkosh! Some will be taking their aircraft over Lake Michigan flying at high altitudes to increase safety margins. We all know the FAA rules for oxygen usage. We must use oxygen above 12,500 feet when the time at altitude is 30 minutes or longer. At 14,000 feet or above all aboard must use supplemental oxygen.

The reality is that hypoxic symptoms can start as low as 5000 feet at night and even during the day there is research that says performance degradation can occur as low as 6000 feet!

Additional information on hypoxia and hypoxic signs are available on the web but if your trip takes you high consider renting or purchasing a portable oxygen system for safety and to make the trip more enjoyable!

### **EAA CHAPTER 55 HUMOR**



One day, the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee.

Some quick-witted comedian in the DC-8 crew got on the radio and said:

"What a cute little plane. Did you make it yourself?"

Our hero the Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like that and I'll have enough parts for another one."

### **CHAPTER 55 CLASSIFIEDS**

EAA55 Builders Hangar: one space; Steve 517-290-7528

HANGAR FOR RENT: one space in Common Storage Hangar \$70; one space in Builders Hangar; \$115 plus gas; Steve 517-290-7528

HANGAR FOR RENT: Heated, water, on Skyway Estates; 60G; Eaton Rapids. Pete Chestnut 517-663-3118; pandp@wowway.com

#### WANTED:

Serviceable ELT, model AK 450, 121.5 megahertz, with accessories. Kyle Bradford 517-663-3083

#### FOR SALE:

Garmin GPS 96 w/Col Bracket \$95;  
Ernie Lutz 517-676-4601

Lathes & other equipment; Jeff Shaud 517-712-6482

Wittman W10 Tailwind Project \$7500; Piper Tri-Pacer Project \$5000; Lycoming O-290-G Engine \$1800;  
Bill Trommater 517-526-3588

1966 Mooney M20C; Dave Courey; 517-331-7097 or dcmi@reagan.com

Pietenpol Air Camper Light Sport; \$6,000  
Kyle Bradford, 517-663-3083

Chevrolet Corvair 100-HP flight motor conversion; unassembled. \$5,000/negotiable. Greg Harris 517-775-4563 or [gkharris1974@gmail.com](mailto:gkharris1974@gmail.com)

Zenith Zodiac XL/650 Corvair motor mount; Greg Harris 517-775-4563 or [gkharris1974@gmail.com](mailto:gkharris1974@gmail.com)

Honey; Gordon Hempstone 517-515-1454

DTV analog or digital antenna; \$25.00 George Moore 517-536-1034

Contact Warren or Vickie to place your ad here!



HUNGRY PEOPLE FILLING UP ON PANCAKES AT JUNE DAWN PATROL



VICKIE VANDENBELT, DAN SCHIFFER, DEB GROH READY FOR THE JULY 4TH PARADE

**POCKET CALENDAR**

Jul 12 = YE Rally; 10am-2pm

Jul 13 = Chesaning DP

Jul 16 = Event Planning meeting; 7pm

Jul 19 = CARDS Giant Scale Fly; Grand Ledge

Jul 19 = 55th Anniv Potluck Celebration

Jul 20 = Ray Community DP

Jul 28-Aug 3 = EAA AirVenture

Aug 9 = YE Rally; 10am-2pm

Aug 9-10 = Thunder Over MI w/USAF Thunderbirds

Aug 10 = South Haven DP

Aug 16 = MAD; 7:30am-2:00pm

Aug 23 = CARDS Electric FlyIn; Grand Ledge

Aug 23 = Grand Haven DP

Aug 27-Sep 1 = AAA-Blakesburg

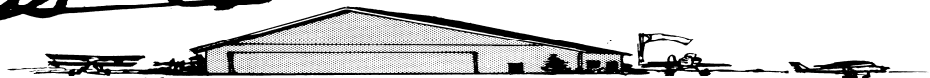
Aug 15-16, 2015 = 70th anniv/end of WWII

Dec 14 = Christmas Party; Eldorado; 4pm

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: Warren Miller, Newsletter Editor.

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