

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

MARCH 2007



Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar - Mason Jewett Airport – 643 Aviation Drive, Mason, MI 48854
Pres: Bill Purosky 214-2729 Vice Pres: Tom Botsford 663-1318 Treas: Sharron Hacker 623-6476
Secr: Del Johnson 676-2756 Editor: Warren Miller 393-9385 (all Area Code 517) www.EAA55.org

Climb and Maintain Flight Level 55

Well, at least the days are getting longer with more light available to get some flying in. As a matter of fact, daylight savings time is going to happen this month, 3 weeks earlier than it usually does. So be ready to “Spring ahead” Saturday Night, March 10th. You are about to lose an hour of sleep that you won’t get back until the fall.

We didn’t get enough people available to go to the Air force Museum on March 17 by bus but plans are being made to go by car (Vans). It could reduce the cost significantly. I’m sure Bill Bezdek will bring us up to date at the members meeting.

Beacon Aviation is hosting a seminar on April 4 at their hangar that will be given by Garmin about avionics products. Charles Cooper has asked Chapter 55 to prepare dinner for the group. He expects about 60 people to attend and we are giving him various menus that he can choose from. We will need about 6 to 8 people to help cook and serve. The time will be about 5 pm to 6 pm for the dinner and the seminar will follow. Please let me know by email bpuros@aol.com or by phone, 517-214-2729 if you are willing to help out. A signup sheet will also be passed around at the members meeting on Saturday morning. If you have not received an invitation to the event but would like to attend, call Beacon Aviation and let them know of your interest. The event is free of charge.

Doug Koons and I attended a Chili Banquet at EAA Chapter 119 at the Mettetal (1D2) Airport in Plymouth, Michigan. We were able to taste about 9 or 10 different recipes of chili before we waddled away from the serving table.

We were given a tour of their facilities which are similar to our’s in setup. They also had recently (about a year or two ago) bought new chairs and tables for their meeting room and gave us a lead to a place with good prices.

The only bad thing about the visit was that we had to drive down instead of flying down due to poor visibility in snow showers. We also invited them up to visit us on one of our meeting days in the future.

We are continuing to plan for Mason Aviation Days in August and will be meeting on the 21st of March at 7:30 pm in Connie’s building. Join us and get involved in this event.

**Board of Directors Meeting
March 7, 2007, 7:30 pm
Chapter Membership Meeting
March 10, 2007
Breakfast 8-9 Meeting 9:30 am**

Remember to get some flying time in this month and keep the dirty side down.

Bill Purosky, President

BREAKFAST W/CHAPTER 55

<u>March</u>	<u>April</u>
Ray Fink	Dennis Hall
Leo Holmes	Robert Harter
Doug Koons	Richard Houghton
Ted Lakin	Jennifer Huldin
Mary Schwaderer	Deanna McAllister
Jim Schwaderer	Don McAllister
Mark Stanton	Gary Nesbitt
Ken Vandenbelt	Dan Schiffer
	George Spencer

EAA Chapter 55

Board of Directors Meeting February 7, 2007

Bill Purosky called the board meeting to order at 7:30pm. Attendees: Bill Purosky, Vickie & Ken Vandenbelt, Doug Koons, Dave & Debbie Groh, Bill Bezdek and Del Johnson. Proxy designees Bill Purosky and Doug Koons represented Tom Botsford and Sharron Hacker, respectively. →The minutes were approved as published in the newsletter. →Doug Koons reported a net income of \$797 and an operating

expense of \$1,104 for the previous month. However, Doug had not received a balance sheet, from Sharron, in time for the meeting. The Treasurer's report was approved. →A motion was made and past to authorize the expenditure of up to \$25 for the social games party scheduled for the evening of Feb 10th. →The decision regarding replacement of tables and chairs was 'Tabled'. →Bill Bezdek reported that 10 people had signed up for the Dayton Bus trip. The Board agreed by motion that the Chapter would pick up the extra cost of not filling the available seats on the bus but that the bus trip would be canceled if we did not have 35 people signed up and paid by Feb 17th 2007. →The Chapter vests, for use by MAD crews, have been purchased. Hart Well Drilling has tentatively agreed to allow us to display or MAD banner at their business. The Sheriffs Department will provide at least two Mounties throughout the MAD event. The Mason area Boy Scout group will be for contacted to assist us with parking and related activities during MAD. →Discussion regarding options for fixing or replacing our lighting system in the meeting room an agreement that we build wood frames around the existing fixtures and insert new Plexiglas flat sheets in the frame. Doug volunteered to build a sample frame. →Vickie volunteered to be the Dawn Patrol Coordinator. The Board meeting adjourned at 8:55pm.

EAA Chapter 55

Business Meeting, February 10, 2007

Our President, Bill Purosky at 9:30am, called the meeting to order. The General Membership minutes were approved as published in the newsletter. → Doug Koons reported a year-end balance of \$14,930.67 and an end of January 2007 balance of \$15,787. A motion was made and passed to accept the Treasurer's report. →Bill Purosky announced that we are still in need of a Program Coordinator and that Vickie had volunteered to be the MAD coordinator. →Del Johnson provided information about the game party that his wife, Nancy, had organized for that evening. →Bill Purosky said that 19 people had signed up for the Dayton Bus trip and that we needed a minimum of 35 to make the trip feasible. →Bill Purosky reported that Yankee Air force was requesting chapters to volunteer to man the food booth for 'Thunder Over Michigan' during July 7th and 8th. By show of hands there was enough interest to commit our Chapter to volunteer to help with this event. →Bill also reported that Beacon Aviation had approached the Chapter to fix dinner for 60 to 100 participants that will be attending a Garmin training seminar. It would be money-making project for the Chapter. There were sufficient show hands from member to allow the Board to pursue further negotiations with Beacon Aviation. The date for this project is Friday, April 6th. →Al St. George brought up the issue of the high cost of new manufactured Sport Planes and asked the membership, with experience in airplane construction, to prepare estimates on the cost of building Sport Planes. He hopes to collect the information and submit the results to Headquarters for publication in the Sports Pilot magazine. →Bill Purosky recognized the work crew that helped with the painting and upgrade of the meeting room. →Phil Tartalone reported on another successful Great Lakes Aviation Conference. →The meeting adjourned at 10:15. A program by Dave James followed the meeting.

TIDBITS, JANUARY 2007

By Vickie Vandebelt

Mason Aviation Days (MAD) Planning Meeting:

The next planning meeting is scheduled for Wednesday, March 21, 2007 at 7:30pm. All ideas and participants are welcome!! Thoughts, suggestions, or information can be submitted via Bob Smith, Bill Purosky or any officer/director. Once again, we will be actively pursuing sponsors of all types (monetary, supplies, door prizes, etc.) and would like to arrange for more exhibitors or display booths. Again, if you have ideas or contacts we should pursue, let us know.

Dawn Patrol & Mason Aviation Days:

If you want the choicest of the choice jobs at our Dawn Patrol (June 10th) or Mason Aviation Days (August 18th & 19th – now is the time to sign up!! See Vickie for the Dawn Patrol sign-up and Bob Smith for the Mason Aviation Days sign-up at any of the upcoming meetings. Seriously, we have a lot of great plans in the works especially for MAD. It will be an excellent opportunity for us to showcase EAA and Mason Jewett Airport. Plus, we all get to have a great time !!

Vote for the GREATEST Aviation Flick:

If you subscribe to the EAA eHotline, you may have seen the short article about the vote to determine the greatest Aviation Movie of all time. They have a link to a list of movies that is awesome; some familiar, some very obscure. If you get a chance, check it out www.airventure.org/movie

Young Eagles

By Doug Koons

June 9 - July 14 - August 11

If you have not set aside these dates yet, please do so in order to help fly the kids this year.

We have set a goal of 300 flights for 2007. Please plan on helping in any way you can. You will also have a lot of fun doing it.

As these dates get closer I will send out more information.

Thank you, Doug

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

From what I hear, winter is keeping a firm grip on Mid-Michigan with snow, wind, and below freezing temperatures. Numerous cases of cabin fever have been reported to local doctors and hospitals. It was so cold the other day, someone saw a lawyer walking down the street with his hands in his own pockets.

Just to make you feel a little warmer, I would like to tell you what it's like to live and fly during the winter in a small town in the far north of Canada. Iqaluit, Nunavut Territory was once called Frobisher Bay, after the British Explorer who "discovered it". The native Inuit already lived there, so what was the big deal about some English guy showing up in a ship? While they did change the name a few years back to Iqaluit, the Canadian station identifier is CYFB, and the "FB" stands for Frobisher Bay.



We are doing certification testing on what are called "tech insertion" CFM-56 engines for the A320. These engines are the same basic engine, but with upgrades to internal seals and the Full Authority Digital Engine Controls, or FADECs. One of the tests we have to do is engine starts at very cold temperatures. The really great things about Iqaluit are that they have a large ramp, a long runway, and they love big airplanes!

First, a little more history. Back in the Cold War days, even before the KC-135 refueling tanker was invented, the guys from Strategic Air Command were keeping B-52 bombers in the air 24 hours a day. That took a lot of fuel, and the tanker of the day, the KC-97, had to be positioned close to where the bombers would need fuel if something bad was going to happen. Frobisher Bay was one of those places, so SAC built a nice wide ramp, a nice long runway, and the fuel storage capacity to keep the bombers going. When SAC stood down from airborne alert and the KC-135 came along, the facility at Frobisher Bay was no longer needed.

But the Air Force couldn't take the ramp, runway, and fuel storage tanks with them when they headed home. So the Northern Territories of Canada inherited the infrastructure. The Inuit had always been somewhat nomadic people, following the fishing and caribou hunting as the seasons changed. But some of these people decided to settle in Iqaluit to seek new livelihoods plus educational opportunities for their children.

In order to keep the village going, everything has to be brought in by ship. Lumber, mechanical equipment, cars, snowmobiles, fuel, and almost everything else people need for everyday living has to be brought in. Ships work well for the short summer season, and the really heavy stuff has to move during that period. For the rest of the year, including the long and cold winter, everything moves by air. For Iqaluit, the airport is life itself in winter, and thank goodness SAC left behind a great facility.

We flew the A320 from Toulouse to Iqaluit with a planned fuel stop in Keflavik, Iceland. I was hoping to see what Iceland looked like, but the weather was 200' and ½ miles in moderate rain. All

we saw was the ramp, and not much of that. After refueling, we took off and had plenty of fuel for alternates as far away as Montreal. We could have made it non-stop, but there would have been precious few options if weather or runway conditions had changed dramatically. We crossed central Greenland couldn't see anything but clouds. Then between Greenland and Canada, a few breaks appeared, and we began to see huge icebergs imprisoned in pack ice as far as the eye could see. As we began our descent, the weather cleared even more to reveal a beautiful vista of snow, ice, and rugged mountains. We landed in near perfect weather, at a temperature of -31C.

Now here is the simple math to convert Celsius to Fahrenheit. If you can't do this in your head while chewing gum, you'd better go for the Sport Pilot license while you still can! Take the temp in degrees C, double it, subtract 10%, and add 32. This will give you an answer in degrees F that is almost the same as using a computer to grind out the formula (and except for rounding off the 10% number, it is the SAME as the formula!). No fair cheating with a table.

So let's say the temperature was 31C. Double it to 62. Subtract 10%, or 6, and you have 56. Then add 32 to get 88 degrees F. Sounds warm. Now work on -31C. Double it and get -62, and then subtract 10% or -6, which is -(-6), which is the same as adding 6, to get -56. Then add 32 to get -24F. So you see, it wasn't that cold after all!

Airbus had fitted us with extreme cold weather gear. It was basically a triple layer ensemble for head, torso, legs, hands, and feet. When we stepped off the airplane, we knew it was cold. We stayed out of the wind, and managed to walk around Iqaluit in relative comfort. The townspeople were adapted to the cold, but we were not. We noticed several people without hats or gloves. There were many women in traditional Indian dress, carrying their children in a papoose on their backs. Many of these tiny people had nothing covering their head. In about 24 hours, we began to adapt, but only to remove one or two layers as an adjustment.

The people of Nunavut Territory have declared Iqaluit to be their capital, and they know the value of keeping the airport open. The teamwork I witnessed to keep the runway open and to keep traffic flowing (both in the air and on the ground) was remarkable. The airport manager knows that if he conserves liquid de-icer, some flights may not make it in. He also knows that if he uses too much de-icer and runs out, a lot more flights may not make it in. And he knows that at least once each month, a wide-bodied long-range passenger airplane will make an emergency landing there, usually for a medical emergency.

There were several airplanes on the ramp, we saw both scheduled and non-scheduled traffic at the airport. The scheduled flights come up from Ottawa, and are a mix of B737 passenger aircraft and B727 freight aircraft. A local charter outfit carries supplies from Iqaluit to the smaller communities even farther north. The day that I chose to kick tires and meet some new folks was the day they were running a medevac flight to a community about an hour north. The pilot was

flying a King Air 200 with 2 EMTs and all their gear. They would be picking up a patient and returning to the hospital in Iqaluit. That particular pilot had only been on the job about a month. He was a young guy and I admired his talent and relative calm nature. Who says there is no adventure left in aviation?

Our airplane did well during the tests we had planned. The idea was to cold soak the engines then subject them to various start possibilities (ground assisted, cross-bleed, and starts with high pre-loads on the generators). We planned one local flight, so we decided to take the crew up to the Arctic Circle just to say we had been there. The region we flew over has some beautiful mountains, including one vertical rock face that is one mile tall, the tallest in the world. If you are a James Bond fan, you will recall one ski scene where he skis off a mountain and opens a parachute that looks like the British flag. That scene was filmed at Thor Mountain, with the one-mile drop straight down.

We returned non-stop to Toulouse, and since then the flight testing has also been going non-stop. I'm now flying as Captain on the A380, and on my first flight in the left seat we were tasked to collect data for the flight simulator data package. We took off weighing 1.12 million pounds, climbed to 7,000', and the test order was to put down gear and flaps, slow to V2+10 (around 150 knots), release the controls, and pull an outboard engine to idle. We did that in several configurations with the magic on, and then with the magic turned off! The landing weight was 1.04 million pounds, well over the max normal landing weight.

Another interesting flight was a fire suppression test in a crew rest compartment. We had to see how long the concentration of the fire suppression agent would last at FL430, and then immediately land so that the concentration of the agent was still above certification levels. The landing had to be made within 15 minutes of leaving FL430. Do the math for that one!

The A380 will visit the United States for the first time during the third and fourth weeks in March, as part of a route proving exercise for Lufthansa. I am fortunate enough to be one of the pilots for a portion of these flights.

Well, our FAA Administrator, Marion Blakey has presented Congress with the future funding program for FAA operations that includes user fees, large increases in licensing fees, and a large jump in fuel taxes. It is what AOPA's Phil Boyer has been predicting, and if you recall from a previous newsletter, this package is what a lot of airline executives are staking their futures on. Ms. Blakey was asked repeatedly about user fees last year, and she sidestepped the issue. But in the end, she is an appointed representative of the current administration, is merely accomplishing what she was directed to do.

We could carry signs and shout loudly at Oshkosh when (if!) she visits this year, but it won't matter. What matters is that our Congressmen need to hear, loud and clear, that we are opposed 100% to these changes in the way the FAA is funded. We have paid for years into the Aviation Trust Fund, through tickets taxes (and for a few years with a direct tax to aircraft owners). Congress repeatedly used that money for non-aviation purposes, and did not

use it to upgrade the ATC system. It's time for Congress to step up, use the fees they have now, and reject this outrageous and damaging proposal. And it's time for us to mobilize all of our resources. We all have a dog in this fight, and it's a fight we have to win.

So plan right now to contact your elected representatives in the Senate and the House. That would be helping your fellow pilots precisely when they need it the most.

CHAPTER 55 CLASSIFIEDS: CHAPTER 55 - CLASSIFIEDS:

FOUND = men's jeans; size 44 x 30. Left in the storage rack of the chapter supply room. No one has claimed them yet. Contact VickieV at kv_vand@core.com if you think they are yours.

FOUND = One dark olive green sweatshirt jacket; one dark green camo sweatshirt jacket; one dark blue nylon-like jacket. You can claim them if they are yours or we will keep them hanging there for anyone who has a need for them.

PROGRAM COORDINATOR – position opening. All you have to do is make a few phone calls to set up speakers for about six meetings per year. If interested, contact Bill Purosky

FOR SALE – Wicks one inch seat cushions, blue, with front map pocket. Set of 2, like new. \$120.00. Contact Patrick Salow 517-565-3178

WILLING TO LOAN – Jigs & Fixtures for a Zenith 701. Contact Chuck Hacker 517-623-6476

FOR SALE – Chapter 55 Hats, \$15.00 each, see Sharron Hacker

FOR SALE – Zodiac inflatable boat 10'2" limited edition. Wood floor, 1100 lb. Capacity, up to 10 hp outboard motor. Excellent condition. \$800.00 Contact Tom Botsford 517-256-4381

FOR SALE – Franchi 12 gauge semi-auto shotgun in new condition. Contact Tom Botsford 517-256-4381

FOR SALE – Avon Products & Natural Beauty Soaps. For a copy of the latest brochure, contact Deanna (McCreery) McAlister 517-596-2506 or visit www.naturalbeautysoaps.net/deanna

WE COULD HAVE INSERTED YOUR AD HERE! If you have a FOR SALE or TRADE or WANTED or NEED TO BORROW or FREE TO GOOD HOME, etc. – we have space in our newsletter. Contact Warren or Vickie for the next edition!

POCKET CALENDAR

3/21/07 MAD Planning Meeting; 7:30pm

4/17/07 to 4/23/07 Sun-N-Fun; Lakeland, FL

6/9/07 EAA Chapter 55 Young Eagles Rally; 9am to 3pm

6/10/07 EAA Chapter 55 Dawn Patrol Pancake Breakfast

7/7/07 & 7/8/07 Yankee Air Force Thunder Over Michigan; featuring USN Blue Angels;
advance tickets are already on sale on the Thunder website with substantial discounts for early purchase.

7/14/07 EAA Chapter 55 Young Eagles Rally; 10am to 2pm

7/23/07 to 7/29/07 AirVenture; OshKosh, WI

8/11/07 EAA Chapter 55 Young Eagles Rally; 10am to 2pm

8/18/07 & 8/19/07 EAA Chapter 55 Mason Aviation Days

8/25/07 & 8/26/07 Gratiot Community Airport, Alma, MI; B25; P51; T6's; Gene Soucy Airshow

8/25/07 & 8/26/07 Mid-Eastern Regional Fly-In; Marion, OH

9/28/07 thru 9/30/07 Michigan Air Tour 2007 (final stop Mason Jewett Airport ??)

12/8/07 Chapter 55 Christmas Party; Vevay Township Hall

additional listings available at www.mdot.state.mi.us Events Calendar and www.flyins.com

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