

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

FEBRUARY 2008



## Meetings are the 2nd Saturday of each Month

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

Pres: Bill Bezdek 351-0448 Vice Pres: Bill Purosky 214-2729 Treas: Sharron Hacker 740-4647

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## Climb and Maintain Flight Level 55

Dave James and I traveled to Oshkosh January 10-13 to attend the second Chapter Leadership Academy. The first one was held in September and slight changes were made to the program based on the initial experience. It was an opportunity to meet the staff at Headquarters responsible for all of the various departments, forward ideas and suggestions, hear what other chapters are doing, and share experiences with our fellow attendees from chapters all over the country. We toured the museum, stepped over the barriers, and crawled through several aircraft open especially for us. We saw the back room operations, storage areas, and restoration hangar. We spoke at length with Tom Poberezny, and had lunch with his dad, Paul in his own personal workshop. He has a bar set up in there, and is presently restoring a Fairchild 24.

We learned that there are currently 961 chapters and approximately 168,000 members in EAA. Looking at the chapter numbers in the 1700's and membership registration numbers in the 900,000's it becomes plain that there has been a great turn-over of both over the years. And many national members do not belong to local chapters. Headquarters has a database of all national members and offered to send us a list of them within whatever radius of our Chapter we desired. I specified 30 miles and was sent a list of 279 members. Our Chapter membership is currently at 111. We're going to contact the other 168 and invite them to our meetings.

One impression we took away was that our Chapter at Mason is blessed with a favorable aviation climate. Other chapter leaders related they were on airports run by commercial aviation proponents and general aviation was discouraged at every turn. Airport security raised its ugly head for one chapter whose hangar is at the extreme corner of the airport property. They used to be able to park right next to their hangar and chapter meeting room like we do. Now the airport is fenced and they have to park in a large public lot, enter through a security gate, and walk about 150 yards to their hangar. If they

want to carry something in or out with a vehicle, they must call the airport manager and be escorted to and from their hangar, with their loads inspected both ways.

Count your blessings and work diligently to keep our situation as good as it is.

A major insurance issue raised its ugly head. At the Arlington, Washington regional fly-in, a pilot hot-dogged his take-off after the event on his way home, stalled his airplane, and crashed and burned. Because EAA sponsored the event and had the deepest pockets, they were hit with a \$10.5 million judgment. As a result, EAA will no longer sponsor any regional events. Even though our local events are still covered, a fall-out for us is that we must purchase our own insurance if we choose to have any aerobatic performances at our MAD events that

require waived airspace. Six chapters in the country have regularly done this, Chapter 55 being one of them.

Fund raising, membership, media relations, chapter activities, monthly meeting programs, Young Eagles, and meeting facilities were all

topics of discussion at breakout sessions. The national Speakers Bureau program was discussed with examples of how to register if you wish to present, or how to find a speaker on a certain subject for a meeting. Some speakers are willing to travel nationally if their expenses are covered. Several nearby chapters may wish to collaborate in obtaining one of these speakers in order to share the costs.

Several chapters are currently partnering with their local school districts in flying Young Eagles. We have recently made similar overtures with the Mason School District. Stay tuned for how this plays out. We found that many chapters are presently conducting forums and workshops, just as we are starting in Mason. It's a popular program and well attended, and I'm really looking forward to ours.

We were the first audience to view a new 17 minute video of "Airventure" narrated by Harrison Ford. It appears this is a production designed to run in the museum theater advertising

**Board of Directors Meeting  
February 6, 2008 7:30 pm  
Chapter Membership Meeting  
February 9, 2008  
Breakfast 8-9 Meeting 9:30 am**

the annual convention, bragging that for one week of the year the whole aviation world looks to Oshkosh. We were given a copy on DVD and will be showing it at an upcoming meeting.

The consensus of chapter representatives was that it is all well and good, but what about the other 51 weeks of the year? And why such an odd length? We suggested that national produce a 30 minute video covering the entire EAA experience that local chapters could show on their local public access cable channels, and 30 second and 1 minute “taggable public service announcements” for use in advertising local events such as our annual Mason Aviation Days. The idea was well received and we were requested to send in video footage of local events. We must try to make these as professional as possible, i.e. use a tripod, pan slowly, focus on a topic, watch the lighting angle, etc.

One recurring theme was that Headquarters does not have all of the resources to respond to chapter requests as they would like.

Their staff is limited, and they are having to contract outside EAA for many projects. Chapters are asked to do as much as possible at the local level before requesting national help. And send good things in to share with all chapters, such as this video production project.

One somber note to pass on: Burt Rutan is seriously ill with congestive heart failure. It looks like he will not get to realize his dream of going into space aboard his creation.

This is a necessarily limited description of our eventful weekend. Dave and I will endeavor to work the best of these new ideas into our local environment in the months ahead.

Bill Bezdek, President

### **BREAKFAST W/CHAPTER 55** **Breakfast Teams**

<u>February</u>	<u>March</u>
Rick Farrell	Bartley Dixon
Joe Pirch	Ray Fink
Tom Schroeder	Leo Holmes
Brian Sheffield	Ted Lakin
Bart Smith	Gary Riddell
Bob Smith	Mary Schwaderer
Phil Tartalone	Jim Schwaderer
Leah Voelker	Mark Stanton

## **EAA Chapter 55**

### **Board of Directors Meeting, January 9, 2008**

•Bill Bezdek called the meeting to order at 19:30  
 •Susan Fisher, the Director of College Advancement in the Scholarship Department at Lansing Community College came to address the Chapter Board and apologize for the College’s failure to respond to our Newberry scholarship candidates in past years. Ms. Fisher hoped the relationship could be re-established. The Board explained that the Chapter has transferred our scholarship support to Eastern Michigan University. The Board promised to consider future funding possibilities. →•January Wingtips had been e-mailed on Monday. Board and general membership meeting minutes

were reviewed and two necessary changes were noted as follows: 1. Vickie Vandenbelt provided the two names selected by the Newberry Scholarship review committee. 2. Doug Koons is not a Technical Counselor. A motion was made to accept these minutes with changes, and was passed unanimously. →•The Treasurer’s report was submitted. No major expense or income items were reported. A motion was made and approved to accept Sharron’s report. Bill stated that we were now accepting annual dues. The Hackers are leaving for their Florida home this Sunday. Any members whose dues are not paid by the 12 January meeting will be invoices.  
 •Doug Koons reported that contacts have been made with the Mason School District the intent of establishing an ongoing program of flying all sixth grade students in the Young Eagles Program. →•Doug Koons reported that roof repair materials have been purchased and await favorable weather for a Chapter work day. Doug also reported that he has been given two used doors in like-new condition to replace the rusted entrance doors to our meeting room and hangar. He requested authorization to replace the rusted door frames at the same time. A motion was made and passed to do this work. →•Replacement of the meeting room furnace was discussed. Doug Koons had obtained several bids from heating contractors for this work, ranging from \$3,000 to over \$5,000, depending on bringing other parts of the heating system up to current building codes. Bezdek will investigate current codes and advise on best path for replacement at a future meeting.  
 •A motion was made and passed to award the two Newberry Scholarship recipients honorary Chapter membership.  
 •The 2008 Christmas party budget was discussed. A motion was made and passed for the Chapter to fund half of the individual member cost of \$20 to \$26 per person for the catered dinner, and the full cost of \$100 for the Vevay Township Hall rental, \$350 for appetizers and drinks, and \$300 for decorations and gifts. Any entertainment would be considered as the year progresses. →•Bill Purosky will coordinate the EAA booth work schedule for the upcoming G.L.I.A.C. at the Rock Financial Center on 1 and 2 February. →•It was decided that the Chapter will provide and man a booth at the upcoming Teacher’s Conference at Capital City airport in May.  
 •Because of Vickie Vandenbelt’s upcoming retirement, she asked if she should utilize her employer’s generous printing support to prepare advertising materials for this year’s M.A.D. air show in August to the extent possible, before she leaves. The Board thought it a good idea. Bezdek volunteered printing capabilities for further advertising later. →•The Chapter is trying to determine the location of the barrel of smoke oil we purchased for the 2007 M.A.D., and the signed, framed, photograph of Terry Lutz landing the A380 in New York last year. →•Rick Dallas requested another LCC aviation scholarship for the new year. He was advised to submit another application letter for our consideration. →•A motion was made and passed to award Leah Volker honorary membership for 2008. →•The meeting was adjourned at 21:40.

## **EAA Chapter 55**

### **General Membership Meeting – January 12, 2008**

Vice President Bill Purosky called the meeting to order at 9:32 a.m. The breakfast crew for this month consisted of only one person, Del Johnson with Bill Purosky as assistant. The delicious breakfast was applauded by all.

New members: Tom Botsford introduced two guests, John Powell and his wife, Michelle Powel; Ernie Lutz introduced his guest as Mike Hauser who is the recipient of a scholarship in the Eastern Michigan University Aviation program sponsored by Chapter 55. Another scholarship winner of the Newberry fund is Kyle Denser introduced by Phil Tartalone. These two fine gentlemen both plan to follow a career in aviation. Karen Merindorf introduced Tim Hoffman.

Gregg Hover introduced Larry Martin, who fortunately for us has expertise in heating and air conditioning. Larry has agreed to advise us what is actually needed for our heating problems at Chapter 55 facilities which can save the Chapter considerable money. Gregg and Larry are working together to help solve the problem.

The secretary's report was approved as written.

The Treasurer's report was given by Sharon Hacker who indicated that she has a list of people who have paid their annual dues. There are still many members who need to pay the annual dues, so please do so in the very near future. The treasurer's report was approved. Ted Lakin asked for clarification re: the need for our Chapter to now pay federal taxes. Sharon Hacker further explained the issue as reported in last month's Board meeting that the monies passing through our hands has exceeded \$25,000.00 by about \$10,000.00 making it necessary to pay the taxes.

Julie Spalding reported briefly on the success of the Christmas party. This was one of the best ever and hopefully more members will take advantage of a really great time next year.

#### Old Business:

Doug Koons, reporting on the Young Eagles program described a new approach to conducting Young Eagles flight which solicits the cooperation of the Mason Middle School to reserve one day to fly their students, the number of which would be about 245 youngsters. This appears to be an excellent idea and would reduce the time and obligation of Chapter 55 members to one day rather than 3 or 4 days. Planning for this will be done in May. Also, this is a wonderful way to obtain the cooperation and goodwill of the school system which has been less than enthusiastic about the existence of Mason Jewett Airport in past town meetings. This is another important way to gain the support of the Mason Community.

Phil Tartalone reported on the Great Lakes International Conference and Expo to be held February 1 and 2, 2008. There will be 5 or 6 sessions conducted per hour and the Expo is getting better each year. Phil gave us some interesting information regarding some very interesting subjects that will be covered during this year's event. Further information will be forthcoming on our website. Admission to the Expo is \$80.00 but for those of our members willing to work the EAA booth, the admission is free.

Ribbon cutting ceremony involving the Mason Chamber of Commerce was reported by Tom Botsford the details of date and time of this event to be reported in a future membership

meeting. This is another way to promote a friendly spirit toward the Mason community.

New tables and chairs in the works. Bill Bezdek has made some contacts and a selection will soon be made. Each good quality chair said to cost about \$30.00 per chair.

Roof repairs to be done this spring as soon as the weather breaks – Doug Koons reporting.

Our Chapter has a space in our builder's hangar for rent, one from \$70 and another for \$115 plus cost of heat.

#### New Business:

We have now renewed our affiliation with EAA headquarters and we have renewed our liability insurance with headquarters for Mason Aviation Days, though additional insurance will need to be purchased if we include an aerobatic performance.

Ted Lakin reminded us of the efforts being done to change the name "EXPERIMENTAL" to another more appropriate name as the general public has a misunderstanding of what the name, "EXPERIMENTAL" implies. This name seems to bring up thoughts of inferior workmanship, or other an experiment that may fail, etc. The national association of the EAA continues to work on a possible change in name.

Vicky Vandenbelt pointed out the information re: Lansing Community College Scholarship programs to be found in several brochures on the table in Ted Lakin's Corner.

Program for today was conducted by Al St. George re: "Estimating Performance." Al St. George and David James have reviewed a book by this title. Important technical information for builders/restorers of aircraft. The program was conducted after the general meeting was adjourned at 10:20 a.m.

## **TIDBITS 2007**

**By Vickie Vandenbelt**

Nothing to report this month.

## **Young Eagles**

**By Doug Koons**

Hi everyone, I wanted to update you on Young Eagles. Please check out the article in the [Ingham County News](#) about Mike Hauser. He was a Young Eagle flown by Terry Lutz at our Chapter in 2003. He has been taking flight lessons at Spartan Wings this past year and he has just received an appointment to the US Air Force Academy.

I have finally received permission to meet with 245 6<sup>th</sup> graders and their 9 teachers at the Mason Middle School. I will be handing out information and explaining our Young Eagle program to them. I will also be offering them their Young Eagle rides on May 31, 2008. Please set aside this date to help with flying these kids.

Our goal is to try to fly the 6th grade class every year from now on, so that in the future we will have given everyone in this community a positive experience about aviation. The long-term goal is to gain community support for the Mason Jewett Airport.

## Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

In a recent article, Lansing State Journal columnist John Schneider tried to define just what a hero was, and what a hero probably was not. For example, he said that just because someone is a firefighter, he or she is not necessarily a hero. And sports figures or Hollywood stars aren't heroes, either. As someone once said, "That's Entertainment".

Dictionary.com (sorry Webster, it's the internet age!) defines hero as "a person who, in the opinion of others, has heroic qualities or has performed a heroic act and is regarded as a model or ideal: *He was a local hero when he saved the drowning child.*" Maybe we could add to the definition by saying that a hero is someone who unselfishly risks everything when confronted by a completely unexpected situation.

Last year, I wrote in these *Notes* about a helicopter crew who rescued a mountain climber in very hazardous conditions. Aviation Week magazine gave the crew The Breitling Award For Aviation Heroism. This year, Aviation Week has again named a helicopter crew as recipients of the Breitling Award. Someone once told me that helicopter pilots "know something bad is going to happen, they just don't know when." Maybe that makes them heroes just for climbing into their machines.

On July 2, 2007 a British Royal Navy Sea King helicopter crew was scrambled to rescue a swimmer who was trapped in a cave along with a Royal National Lifeboat Institution lifeguard who had tried to rescue her. It was high tide, and the sea along the Cornwall Coast of southwest England was angry with gusting winds and rain.

The 5-man crew from 771 Naval Air Squadron, based at Royal Naval Air Station in Culdrose. Led by Lt Cdr Matt Shrimpton, the crew consisted of co-pilot Capt Daimian (Daisy) May, observer Lt Tim Barker, winch man Petty Officer Julian (Bungi) Williams, and paramedic Sgt Mark White would spend the next 11 hours in a dangerous rescue of the injured swimmer.

A 100-person rescue team spent the afternoon searching, but was hampered by high seas. The search continued into the night with the use of searchlights and night vision equipment. Just after midnight, the lifeguard who was with the swimmer managed to get out of the cave. Swimming for over 40 minutes, he was pulled aboard a rescue boat and provided details about the location and condition of the swimmer, who was suffering from hypothermia.

The sea state surrounding the cave was too dangerous for the approach of a rescue boat. With the deteriorating condition of the swimmer, a sense of urgency surrounded the rescue team, and they realized that the only way to approach the cave was by

winching someone into the entrance from a helicopter. The cave was located 200 feet below the top of the cliffs above, making placement of the winch man quite a bit like threading the most dangerous needle ever imagined.

In darkness, wind, and rain, "Bungi" Williams was lowered to the cave entrance, but with a hand-held searchlight, he was unable to locate the swimmer. He knew there was no alternative but to disconnect from the cable and conduct a search of the cave with just a flashlight in profound blackness. In that instant of thought, his actions became truly heroic. It took 20 minutes to find her in the back of the cave. She was hypothermic and unable to walk. Williams picked her up and carried her to the entrance of the cave. His radio had failed from exposure to the water, but he was able to signal the helicopter crew with his flashlight. They were winched back into the helicopter and the swimmer was flown to a hospital.

As difficult as this rescue sounds, we have soldiers right now today in Iraq and Afghanistan taking fire from some really bad people. We can ask ourselves "are they heroes?" The soldiers themselves would say no. But their actions are extraordinary, and they experience things each day that are far outside the comfort zone we have all come to enjoy. On the surface, it's the business they were trained to do. But on the inside, they carry the private hope that their actions will make all of us proud. So just what is the measure of a hero? Take the time to think about and pray for our troops in battle, including Scott Thelen, son of EAA Chapter 55 member Roy Thelen.

Cold, snow, mud, cold, snow, mud. That pretty much sums up winter around southern Michigan. A lot of folks are trying to get a few things done on their homebuilt projects, so if you have the time pay them a visit, try to lend a hand to your fellow pilot and homebuilder if you can.

### CHAPTER 55 - CLASSIFIEDS:

**FOR SALE:** 2 Lots in Sugar Springs Residential Community approx. 10 miles north of Gladwin MI. This 4000 acre development has the following amenities: two lakes ( Lancer, 780 acres & Lancelot, 230 acres), paved roads, sanitary sewer system, underground electric, weekly garbage pickup, 18 hole championship golf course w/ pro-shop, indoor swimming pool, restaurant and pub, beach areas with toilets and showers, 2 tennis courts and a 3500 ft. grass airstrip ( 0mi1 ). These 2 lots (approx .40 acres each) offered are improved, drive/culvert, 5" well, electrical service set, sewer line already in. Only \$15,900.00 for both. Contact Doug Simons 517-626-6790

### **FOR SALE:**

Mason Aviation Day t-shirts; lots size L & XL \$10.00 each. Chapter 55 wear = (2) EAA55 hats; \$15.00 each.

**CHEAP:** Sporty's Electronic E6B Flight Computer. Like new. Retail value \$90.00; will sell for ANY OFFER. Proceeds go to EAA55. See Vickie Vandenbelt

1946 Cessna 140. 3660 total time; 1333 on 100 HP O-200A. Clean, good looking, great flying plane hangered at Mason Jewett. Valcom 760 radio; Narco Transponder. All A.D.s complied with; annual inspection & transponder recertified

8/21/06. Only \$22,000. For details or appointment contact Tom Botsford 517-256-4381

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

Zodiak 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

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

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](http://www.naturalbeautysoaps.net/deanna)

WANTED TO BUY – Cessna 210; retractable gear. Contact Doug Green 601-265-0009 or [coffee-break@hotmail.com](mailto:coffee-break@hotmail.com)

FREE: Collection of EAA Sport Aviation magazines; all issues 1959 thru 2000. All organized in boxes by years & includes some indexes by Bergeron. One condition – entire collection must go. Contact Bart Smith 517-676-2146

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!

#### SEBRING LIGHT SPORT AVIATION EXPO

Sebring, Florida  
January 17 - 20, 2008  
By Dick Wilke

This year's Light Sport Expo was expanded to four days, but rain was forecast for Thursday, so I went on Friday. This is the fourth such event, and it keeps growing each year. Even on Friday the ceiling was low, so demo flights were curtailed, which was a disappointment to some exhibitors and their prospects, but that didn't interfere with most of the show.

I had an opportunity to speak with Phil Lockwood, who runs several aviation companies in Sebring, and writes articles on Rotax engines for the EAA magazines. He has also made an excellent DVD entitled Rotax 912 Engine Introduction, which I purchased. It is available from ASA.

I asked whether it was necessary to download the recently issued updated service manual for my 912UL, since I have followed all of the Service Bulletins. He definitely recommended I do so. I also asked his thoughts on using auto fuel containing 10 percent ethanol. He said that Rotax has tested auto gas with 5 percent ethanol successfully, and that he has not encountered any problems using 10 percent, as long as fuel tanks and fuel lines are suitable for 10 percent ethanol. Phil also said that Rotax is now building the 912UL with fire-resistant fuel lines, and that when covering the original lines, the hose clamps should be covered.

RANS had three aircraft on display, including the new S-19 all aluminum low wing design, which attracted a lot of interest. I congratulated Randy Schlitter on his recent induction into the Homebuilder Hall of Fame at a ceremony in Oshkosh. Randy has been designing and selling kit airplanes since 1983, and has been one of the most successful in the business, so the award is well deserved. I asked him about a vibration problem I have experience with the right hand struts on my S-6S, and he showed me a different design of jumper strut they are now using, which is available from their parts department. I plan to consider installing the new parts.

At Matco, I met George Harp, the owner, who said that I should check the black seals on the wheel bearings at each Annual, to make sure they are not rotating with the wheel. He suggested re-lubricating the wheel bearing every other Annual, based on my 65 hours of usage the first year. He also showed me how to tell whether the brake pads were worn out, when the visible step disappears. I was interested to hear that he flies a RANS S-7 in the back country out West.

I had a nice visit with Mary Jones, Editor of EAA's Sport Pilot Magazine, who told me that my article about the Michigan Air Tour 2007 will be published in the March issue of Sport Aviation Magazine, for which I thanked her. At the EAA tent I also met David Hipschman, Director of Publications and Editor of Sport Aviation, and thanked him for the great job he and Mary are doing with the magazines. Speaking of the Michigan Air Tour, he said "How come I never get to have fun like that?", and asked me to send him an e-mail about the 2008 Tour.

There were too many new airplanes on display to mention, but they are sure to be covered in Sport Aviation and Sport Pilot magazines. A great show!



Seen at the Sebring Expo, the Freedom With Wings Amphibian - check it out at [www.FPNA.com](http://www.FPNA.com)



Also, seen was the new Rampage with instrument panel, - check it out at [www.skykits.com](http://www.skykits.com)



I'm back to working on the plane full time and hope to have it completed for Sun 'N Fun. Boy I can't count the times that I've said that!

I do look forward to flying down this spring to see you all. I have attached some pictures to show that there is life in Northern Michigan for the flying brave.

Gregg Cornell and Tim Martinson have both flown up to check out my new airport. Its a big day when we get 2 landings in the same day. I am willing to serve a lunch to any brave souls who fly up, so give me a call on my cell (231 590-5151) and I'll get the burgers on the grill.



### **Note from Jim Palmer**

Well its been a little over a year now living in the wild north.

I sure miss all my friends at Chapter 55. I have joined the Traverse City Chapter 234. They have their meetings on a Sunday night at Northwestern Michigan College Aviation Department at Cherry Capitol Airport, a very nice facility. Nice people, but they just don't seem to have the enthusiasm that Chapter 55 has.

I completed my hangar at the Thompsonville Airport in September to find out that I had prostate cancer. The last couple of months of working on the hangar was done on adrenaline alone. I had my prostate removed in November, so have been going through some healing time.

## **POCKET CALENDAR**

Sun-N-Fun; 4/8/08 to 4/13/08

Young Eagles; 6/14/08

Dawn Patrol; Sunday, 6/15/08; 7:00am-Noon (T)

Young Eagles; 7/12/08

AirVenture; 7/28/08 to 8/3/08

Thunder Over Michigan; 8/9/08 & 8/10/08

Young Eagles, 8/9/08

Mason Aviation Day; Sunday 8/17/08; 7am-4pm (T)

Mid-Eastern Regional Fly In; 8/23/08 & 8/24/08

Christmas Party; Saturday, 12/13/08

For additional listings see Events Calendar at  
[www.eaa.org](http://www.eaa.org) and [www.mdot.state.mi.us](http://www.mdot.state.mi.us) and [www.flyins.com](http://www.flyins.com)