

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

APRIL 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
Secr: George Moore 536-1034 Editor: Warren Miller 214-2656 (all Area Code 517) www.EAA55.org

Climb and Maintain Flight Level 55

I am becoming more excited about the Young Eagles event Doug Koons has arranged with the Mason School system. As you may know, Doug approached the school with the proposal to fly all of the sixth grade students in an organized fashion on a single day. The date of Saturday 17 May was selected, with 31 May as a back-up weather alternate.

He will be visiting the classrooms, speaking to the students, and distributing Young Eagles literature and parents' authorization signature forms. The intent is to make this an annual event. See his article elsewhere in this newsletter.

This has the potential to be very big. Through the children, the image of Mason Jewett Airport can be enhanced immeasurably.

Our community relations can significantly improve. We already fly our patterns south of the field to minimize noise over the city, which most local residents are not aware of. They know us mostly for our annual Mason Aviation Days steak lunches. (Which I do have to admit are excellent!) We now have the opportunity to expose more children to the magic of flying, and possibly change their lives for the better, and with this change the image their parents have of general aviation. We can show them that flying is much more than standing in endless lines like cattle, and being compressed like sardines in long aluminum tubes.

Doug also has something going with other groups that he will tell us about if and when the plans are finalized. Stay tuned for further announcements.

However, this means work for our chapter members. Many airplanes and pilots will be needed, and not just on our regular Young Eagles Saturdays. Some of these days will be long, both morning and afternoon. We'll need members to conduct pre flight briefings, including walk-around inspections of a static aircraft so we can shorten the cycle time of the flights them- selves; and also to process the paperwork. This means a larger

ground support staff from within our ranks. We'll talk more at the April meeting.

Our chapter annually receives a packet of forms from headquarters for anyone wishing to help set up the Oshkosh EAA grounds for Airventure. In the past Jim and Roberta Andrews have spent several weeks before each convention working in various capacities. Jim is a licensed electrician and has been in great demand. But anyone with a skill is needed and welcome. The forms help headquarters plan and schedule work crews in advance. Please see me if you wish to assist at Airventure this year.

**Board of Directors Meeting
April 9, 2008 7:30 pm
Chapter Membership Meeting
April 12, 2008
Breakfast 8-9 Meeting 9:30 am**

We also need volunteers to help with the Dawn Patrol on 15 June, and with Mason Aviation Days on 16 and 17 August. Neither of these events will be elaborate. We did that last August, and need two years to rest up. Preparing and serving food, directing automobile and airplane parking, all of the regular things. We all have a lot of fun amidst the work, and those steaks sure are good!

And keep in mind the welding seminar at Chuck Hacker's new shop. Chuck and Sharron will be back from snowbird duty shortly and we'll begin working on the logistics. The price will simply be a commitment to help at the Mason Aviation Days. More to come, stay tuned.

Bill Bezdek, President



March Breakfast Team: Raymond Fink, Jim Schwaderer and Ted Lakin

Breakfast Teams

<u>April</u>	<u>May</u>
Warren Davis	James Andrews
Don Frank	Bob Clark
Robert Harter	Jim Cushing
Jennifer Huldin	Gilbert McKessy
Deanna McAllister	Robert (Bob) Noelp
Don McAllister	Jim Spry
Gary Nesbitt	Al St. George
Dan Schiffer	Connie Stewart
George Spencer	

EAA Chapter 55

Board of Directors Meeting, March 5, 2008

President Bill Bezdek called the meeting to order at 0037Z (7:37 p.m., EST).

Treasurer's report: Doug Koons reported that 17 people have not paid their membership dues as of March 1, 2008, the deadline; and therefore those memberships have expired. One comment was that some people who live part of the year in Florida do pay the dues when they return to Michigan in the Spring. This, however, produces a hardship on our organization as the dues are used mainly for the printing of the monthly newsletter.

Doug Koons also issued a written statement of revenue and expenditures for February, 2008. It was moved, seconded and accepted by unanimous vote of the board members present.

Young Eagles: Doug Koons reported that all preparations for Young Eagles Events for the year 2008 have been finalized including the dates of the events. EAA Headquarters has sent certificates for Young Eagles credits which may be applied to help defray costs for those who participate in the summer academy.

Al Spalding presented a request by the Brighton Chapter 384 that we consider purchasing space for a booth at their fly-in this summer. After some discussion it was decided that it would be undesirable as we also have a Young Eagles event on the same date and we would not be able to reap any benefit from this event. It was moved, seconded and passed unanimously that we not participate.

Old Business:

Tables and Chairs: The style and cost of the furniture has already been decided for French Blue Matrix as displayed in the National Business Furniture catalog. Other vendors will also be considered to obtain the best price. Both the tables and chairs will be of very good quality and will be kept as part of our permanent furnishings, not to be loaned out.

New Business:

Jim Spry will be moving his aircraft project into the building hangar filling the remaining space. The building hangar is now filled to capacity.

Craig Tucker, Web Master, has been working diligently on an activities calendar and has requested that we develop event descriptions for all activities of Chapter 55 to be submitted to the national EAA organization for inclusion into their calendar. He still needs info re: Dawn Patrol and MAD to add to the calendar. We are invited to view the calendar on our website.

MAD (Mason Aviation Days) will be known as a Fly-In, Drive-In event. Also same for the Dawn Patrol.

Discussion ensued re: the possibility of adding an antique car show along with MAD. Vicky Vandenberg indicated that in order to make this happen, it requires the agreement of an Antique Auto Club to take responsibility for their participation. There are difficulties in finding an Antique Auto organization that would be willing to cooperate with us in this area.

Al Spalding has been developing an update of the calendar of events for Chapter 55.

Vicky Vandenberg reported that there will be no Chapter 55 participation in the Teachers' Conference which is to be held at Kalamazoo Air Zoo; however, we intend to participate again next year when teachers would be able to inspect aircraft that fly in to the event. Teachers are not able to do this at the K-Zoo event.

Vicky Vandenberg to purchase bottled water and pop for coming events this year.

Student memberships available with packet, such as "Adjust Your Altitude" for cost of \$10.00

Vicky Vandenberg suggested that we obtain a sign with Vinyl transfer letters that could be hung on the fence near the entrance taxiway/driveway for our events. Available from J.P. Graphics owners.

Flight and Technical Advisors needed. Qualified members encouraged to fill these positions.

Board members in attendance: President Bill Bezdek, Vice president Bill Purosky, Vicky Vandenberg, Al Spalding, David James, and George Moore.

Member in attendance: Doug Koons (also acting treasurer).

EAA Chapter 55

General Membership Meeting – March 8, 2008

President Bill Bezdek called the meeting to order at 1430 Z (9:30 EST)

Secretary's report was approved as written.

Treasurer's report: Doug Koons reported an expenditure of \$269.71 net for the month of February. For January and February expenditures including insurance amounted to a - \$618,45, but we will be caught up after another two months. The treasurer's report was approved as presented.

Young Eagles: Doug Koons reminded us that all days for the Young Eagles program are in process and the dates for Young Eagles flights for the 6th grade elementary school class is May 17 and in case of inclement weather or other unexpected causes, May 31 would be the alternate date. Urgent need for help in handling all wriggling and enthusiastic 6th graders both for pilots and ground personnel. Our insurance with headquarters now taken care of from headquarters.

Student memberships available for young people of ages 11 through 17. Credits earned for pilots flying Young Eagles can be given to a promising Young Eagle which can be any youngster of any member's acquaintance to assist in defraying expenses of the summer academy (total cost of the Academy is \$250.00). This represents a rare opportunity for those interested.

Old Business: Lloyd Brown accepted the remaining youth membership kit, a \$10.00 value for some lucky youngster.

Craig Tucker has now completed the calendar for the national calendar for EAA and is now available.

Headquarters has supplied us with the names of 269 members of EAA who reside within a 30 mile radius of Mason Jewett Airport (but no telephone numbers provided). Postcards will be used to contact these individuals inviting them to our Chapter 55 meetings.

Al Saint George reported that application forms are now available for the Flight Advisor positions.

We were all pleased to see the photo of the billboard announcement of Mason's Ernie Lutz Day on February 25.! We are proud to have as one of our members this gentleman who is now recognized by the community of Mason. Congratulations, Ernie.

From EAA President Bezdek received a box containing 5 copies of a video that may be loaned out. These may be viewed by individual members for a private viewing, for showing on local PBS television stations, or other local media. Five posters also available.

Mr. Mike Daigle submitted a letter clarifying Connie Stewart's position at Mason Jewett Airport. Connie also was present and commented that she was on medical leave to have surgery for replacement of a cervical vertebral body. Surgery to be

performed on April 21, 2008 at Ingham Medical Center, Lansing.

President Bezdek paid a much deserved tribute to Connie for her excellent service to Mason-Jewett Airport (much deserved) followed by resounding applause.

Progress on selecting new table and upholstered chairs to be a permanent furnishing for our meeting room (not to be loaned out) reported by President Bezdek.

Vicky Vandenberg indicated that the old tables and chairs will be stored for loaning out and for use during fly-in events, also a few tables may be used as building tables for the building hangar.

New Business:

Ted Lakin suggested that all members should have the privilege of access to the general hangar where some parts are stored, (along with privately-owned airplanes). A key for each member should thus be provided. Much discussion followed with some members opposed because of the fear of possible damage to aircraft hangared therein by guests of members bringing them to visit the facility. It was also suggested that an inventory of aircraft parts be made and a list provided. There are many pros and cons to the proposal of greater freedom of access and so David James moved that the Board of Directors be given the authority to further investigate a possible change in the lease agreement using our member attorney for advice. Membership to be given the opportunity to ask questions or comment on proposal. Motion seconded by Gary Long and accepted.

Meeting was adjourned at 1523 Z (10:23 EST)

Special presentation:

A video featuring Dick Rutan re: proper communications techniques and need for planning.

This was followed by a presentation by David James of his experiences as a helicopter pilot for the military. Mr. James also explained in detail the complex mechanics of rotor design and aft rotor, as well as skills in piloting these rotating wing aircraft. After listening to David's presentation, I was thankful that I pilot a fixed wing aircraft! However, David explained that, like riding a bicycle, the skills required become almost second nature. Still, the skill needed is rather awesome!

TIDBITS 2007

By Vickie Vandenberg

LANYARDS FOR NAME TAGS:

I have a large supply of lanyards. I plan to give these to Young Eagles, but if you would like one for your name tag, please see me before we start flying the kids !!

YOUNG EAGLES NEEDS:

Doug Koons has the program that can print the certificates for each Young Eagle. But, we need a volunteer with a lap top and a portable printer to be at the YE rallies to do the certificates.

Would you be able to volunteer your equipment & services??
See Doug Koons.

HELP WANTED:

I have an unused 2006 Michigan Aeronautical Chart. I would like to find a volunteer(s) who would mount this on some sort of display. We could then have it set up at YE rally and fly-ins; perhaps manned by a volunteer to show the kids and answer questions (?). See Vickie Vandenbelt.

DVD's CURRENT AVAILABLE FOR LOAN FROM OUR EAA55 LIBRARY:

The Aviator (Leonardo DiCaprio)
Battle of Britain (1969)
The Dirty Dozen (double feature; Telly Savalas)
Flags of Our Fathers
Flyboys
Memphis Belle
Return of the Phoenix (Jimmy Stewart)
Sands of Iwo Jima (1949 John Wayne)
Generals of WWII – DVD #1 (documentary)
Generals of WWII – DVD #2 (documentary)
Great Circle Air Safari (documentary)
One Six Right (documentary)
One Six Left (companion documentary)
Warbirds Wings to Victory (documentary)
Warbirds of WWII (documentary)
Wings of Glory - Part #1 (documentary)
Wings of Glory – Part #2 (documentary)
NOTE: Library sign out cards are located inside the DVD box

TEW AIRPORT OPERATIONS:

Mr. Robert Selig; CRAA Executive Director, has asked that we encourage tenants and users to immediately contact [Airport Operations Center at 517-886-3723](#) when there is a safety, or other such situation, at Mason Jewett Airport.

Note: In the case of bodily injury, health, fire emergencies – [call 911](#)

SIGN THE AIRPORT REGISTER:

It's important for every airport to know the number of landings. Don't forget to sign the airport register wherever you may travel !! Even if you only go from TEW to TEW !!

Young Eagles

By Doug Koons

Hi Everyone, Spring is almost here along with nice flying weather. This also means that our Young Eagle rally dates are coming soon.

The first group of 15 kids are going to be here after our May 10th meeting. I hope a few of you will stay and help give these kids there rides.

Our next rally is May 17th when we have the Mason 6th grade class coming. I want to be set up and ready

to fly about 150 kids. (that is about 1/2 of the class) I am planning to start this group at 8:30 am. and hope to fly 20-25 kids every 45 min. so that we will be done around 4:30 pm. I also am planning to have them come at staggered times threw out the day, this will make it easier on everyone. We will need a lot of help to do this one in a positive way. Please be ready to sign up to help at our April meeting or call me at 517-676-5001 to volunteer. This is the rally that in the long run should help the airport the most. Our back up date for this one is May 31.

The other three YE Rally's this year are our normal summer dates after the June, July, and Aug. meetings. I will also have sign up sheets for these dates at the April meeting.

Thank you all, Doug

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

The first time I ever flew in a KC-135 was in the summer of 1968. The opportunity came when I was an ROTC cadet on summer camp duty at Fairchild AFB, WA. Fairchild had B-52s and KC-135s to refuel them. Bombers sat alert, and so did the tankers. Each day, based on wind and temperature, they figured the maximum fuel load they could carry and still get off the ground on the 13,000' runway, with 1,000' to spare. That was the fuel they loaded, and they hoped that nothing would go wrong as they passed refusal speed, which was the maximum speed they could accelerate to and still decelerate to a stop. Heaven help them if they lost an engine beyond that speed. A scramble meant war, and those SAC crews were willing to give their lives if necessary.

Several years later, I flew to Brazil on a KC-135. We visited the Brazilian Flight Test Center at Sao Jose dos Campos, and then flew to Rio DeJanerio to visit the fighter base at Santa Cruz (OK, we visited the beaches too, and launched an exhaustive search for the girl from Ipanema). When it came time to leave, we taxied to the end of the runway and were advised by the tower that a construction crane was blocking the takeoff path about a mile off the end of the runway. It was 95F OAT and we were heavy with fuel to make the flight to Eglin AFB in FL.

The aircraft commander (AC) decided to taxi the length of the runway and make one of two decisions: to depart downwind, or, after getting a better look at the crane, to decide if he could at least avoid hitting it if the worst happened and we lost an engine. When we got to the end, the navigator calculated that we could not takeoff downwind. The AC decided he could handle the crane, but we had to taxi all the way back down the runway, turn around and takeoff.

The KC-35 we were flying had only one operating air conditioning "pack", and all of us back in the cabin were boiling hot in the mid-day heat. We had peeled our flight suits off and were down to our skivvies, including Carmen Luchie,

the female flight test engineer traveling with us. Just before takeoff, that one “pack” was turned off to improve takeoff performance. I remember the takeoff roll lasting more than 1 minute and 20 seconds. We used every brick of the 12,000’ runway, and passed the crane just above eye-ball level. At two minutes, the water injection ran out, and it sounded like all 4 engines had quit!

We climbed out and at some point the crew turned the air conditioning on again. Passing about 20,000’, we started putting clothes on again, and a lot of us were in sleeping bags to stay warm for the rest of the flight. (Sadly, Carmen Luchie would perish in a flight test accident a month or so later, along with Steve Monaghan and Doug Halliday. One of the wings on their variable stability B-26 separated in flight).

I mention these vignettes to give you some idea of the performance of the early versions of the KC-135. They were equipped with 4 P&W J-57 engines producing 13,000 lbs of thrust. With a maximum takeoff weight of 305,000 lbs, they need all of it. When American Airlines took their B-707s out of service, they offered the engines and pylons to USAF. This created the KC-135E with engines rated at 18,000 lbs of thrust. Finally, a test program was begun in the 1980s to re-engine the fleet with the CFM-56 engine, producing 18,000 lbs of thrust. What a difference it made! The maximum takeoff weight of the KC-135R was raised to 315,000 lbs, and it gave the airplane outstanding runway performance. (I was lucky enough to have flown both the KC-35A and KC-135R).

The first KC-135 was delivered to USAF in June 1957, making the design itself over 50 years old, and the KC-135R going on 25 years old now. While we would all like to own a ’57 Chevy, they would not be our daily driver. Isn’t the same thing true for the USAF pilots who fly tankers and the receivers who depend on them for air-to-air refueling? At 50 years old, the KC-135 is one of the most successful aircraft purchases ever for the USAF. But it shows its age. It has a plywood floor. It has no emergency lighting in the cabin. While very elegant from a design standpoint, the flight control system is complex and provides no protections to the crew. And by today’s standards, it is limited in fuel and cargo capacity.

A lot has been written about the recent decision to award the contract for the KC-135 replacement to a foreign company. The tangled history of the tanker replacement will fill some books, so stay posted for them on the New York Times best seller list. While I don’t really want to enter into a debate about whether the decision was a good one, or one that takes away American jobs, I do want to provide some insight on how production will be accomplished.

First up is the alphabet soup. EADS stands for European Aerospace and Defense Systems. Airbus makes the A330 on which the new tanker, the KC-45, is based. But Airbus is a smaller company within EADS. The recently announced contract is with a team comprised of Northrop/Grumman and EADS North America, another smaller company within EADS. So from a management standpoint, the companies are all from the US.

The airframe components that will eventually become tankers will be produced in Europe, using the same efficient manufacturing methods Airbus has been using since the beginning of the A320 program in 1985. Wings, control surfaces, fuselage sections, and the nose sections will be produced by several plants throughout Europe. When they arrive in Mobile, Alabama they will already be fitted with wiring, plumbing, bleed air lines, pumps, and actuators. The airplanes will then be assembled, have engines and landing gear installed, and be test flown in Mobile.

Even then, they will still not be tankers. A second team will take the airplane and install the air refueling systems, including the boom and associated equipment, and the avionics systems required by USAF for air refueling and cargo hauling missions.

At present, the work sharing between EADS North America and Northrop/Grumman has not been completely sorted out. Engines will be provided by General Electric. But at the end of the day and when paychecks are handed out, the work will have been accomplished with American hands. And side-by-side with the tankers, Airbus will be producing the A330F, a freighter version of the most popular long-range airplane currently in production, the A330. This represents even more American jobs, that aren’t really counted when considering just the KC-45 production program.

To put a few things in perspective, I flew A330 serial number 914 about a week ago. Airbus has record orders for these airplanes, and they will likely be produced for another 10 years. It is an all fly-by-wire airplane, with protections. The pilot can’t stall it, over bank it, over g it, or over speed it. It has excellent runway performance. Anyone who has ever watched the A330 takeoff or land will tell you that its performance is based on the efficient design of the wing, and excellent thrust to weight ratio. Performance and flight control protections will improve the safety and reliability of tanker aircraft for our men and women in blue. It’s what I would want to be flying, and it’s what I would search for when flying a fighter and low on fuel.

One additional thought. The southern part of the US has a long history of working on heavy aircraft. USAF aircraft have been maintained and overhauled down there since the B-29 was produced in WWII. KC-135s are still overhauled in Birmingham, AL and Warner-Robbins, GA. This contract will give a boost to an already capable work force, and if the KC-45 lasts as long as the KC-135, there will be a lot of American jobs there for a long time to come. American people managing American hands to assemble and flight test military airplanes for Uncle Sam.

So with those “heavy airplane” thoughts, as Spring finally wakes up the flowers and the weather turns warm, it’s time for our annual rust removal exercises. No, not with scotch brite here and there. With your hands, feet, and airplane! Help you fellow pilot with a little hangar flying. It’s the way we’ve kept our minds in the game for years. And fly safely, too. Don’t test the weather and try to remove rust at the same time.

CLASSIFIEDS:

NEEDED LAPTOP & PRINTER:

Doug Koons has the program that can print the certificates for each Young Eagle. But, we need a volunteer with a lap top and a portable printer to be at the YE rallies to do the certificates. Would you be able to volunteer your equipment & services?? See Doug Koons.

NEEDED VOLUNTEER FOR SMALL PROJECT:

I have an unused 2006 Michigan Aeronautical Chart. I would like to find a volunteer(s) who would mount this on some sort of display. We could then have it set up at YE rally and fly-ins; perhaps manned by a volunteer to show the kids and answer questions (?). See Vickie Vandenbelt.

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.

FREE TO GOOD HOME: Sporty's Electronic E6B Flight Computer. Like new. Retail value \$90.00; will give to anyone who would like to check it out. See Vickie Vandenbelt

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

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 517-740-9222

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!

EMAIL FROM CRAA; Mike Daigle:

From: Mike Daigle

To: Mason Jewett Advisory Group

Sent: Monday, March 03, 2008 2:34 PM

Subject: Connie Stewart

I have heard many rumors about Connie and her relationship with the Airport Authority. So to put these rumors to rest I thought I would send an email out to the Advisory committee that you can then forward and share.

Connie is and always has been employed by the Authority. She is out on a medical absence for a yet undetermined amount of time. We wish her speedy recovery and look forward to her return to work.

Any questions, issues or concerns about Mason Jewett Airport should be forwarded to me or to Authority Operations. Operations can be contacted at (517) 886-3723. Thank you.

Michael A. Daigle; Dep. Exec. Director, Opns. & Maint.; Capital City Airport; 4100 Capital City Boulevard; Lansing, MI 48906

Ph: 517-886-3712; Fax: 517-321-6197; Email:

mdaigle@craa.com

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 and www.mdot.state.mi.us and www.flyins.com