

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

SEPTEMBER 2008



Meetings are the 2nd Saturday of each Month

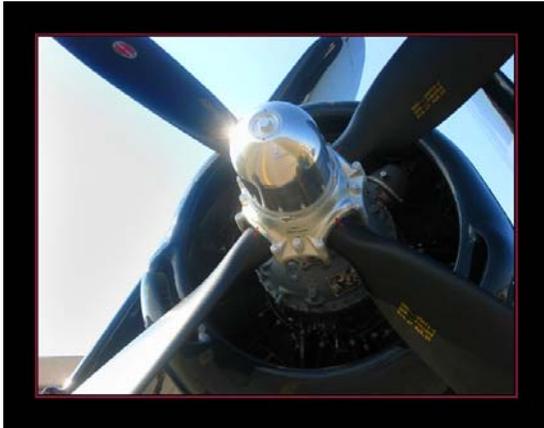
EAA Chapter 55 Hangar - Mason Jewett Airport – 643 Aviation Drive, Mason, MI 48854

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

## Climb and Maintain Flight Level 55

We had a successful Mason Aviation Days in August, and I extend my hearty thanks to all of you who made it possible. The press gave us very good coverage in the local newspapers. Part of the success was due to the efforts of all who advertised our event in the Fourth of July parade in downtown Mason. Jack Toman's Minimax towed by Gary Nesbitt on his trailer won Honorable Mention from the Mason Chamber of Commerce. Their certificate is in the meeting room.



Picture by David Miller



Picture by Ted Lakin

We have had a busy year. First the welding workshop, followed by the Dawn Patrol, all of the Young Eagles flights with the efforts by Doug Koons and Bill Purosky with the Mason Public Schools, the Fourth of July pot-luck dinner and fireworks watching, Mason Aviation Days, the Labor Day pot-luck dinner, and yet to come is the wing covering workshop and the Christmas party. A flurry of activity for the organizers and volunteers.

But, as I mentioned at the last meeting, we should examine the direction we want our chapter to take. What do you want out of belonging to Chapter 55? We have had bus tours to the Kalamazoo Air Zoo and the Wright Patterson AFB museum. One person mentioned he would like group fly-outs, to places like Mackinac Island, or Pelee Island. I read Sport Aviation and see what other chapters are doing and think to myself is there any interest in doing something similar in Chapter 55? Members of one chapter built several identical aircraft together, setting up production lines to make the complicated parts. Chapter 55 once built a Minimax for auction, but got scared off by the insurance liability and sold it incomplete. Would you like to help restore a Ford Tri-Motor at another airport? Would you like to have a more substantive Young Eagles program that involves classroom time as a preliminary to the kids' flights? Would you like more workshops or seminars like the welding class we had this spring and the upcoming wing covering seminar?. Any and all ideas are welcome. Please contact me by phone or e-mail with your ideas. Bring them up at the meetings to stimulate ideas in others.

Because Sharron and Chuck Hacker play snowbirds at their new home in Florida she is resigning her position as treasurer in November. If you like the smell of money and have had a secret desire to emulate Scrooge McDuck with his money bin, now is your time. Please contact me or any board member to volunteer.

Bill Bezdek, President

## Breakfast Teams

<u>September</u>	<u>October</u>
Dick Bacon	Pete Chestnut
Barb Bacon	Dave Groh
Carl Dalrymple	Russ Hilding
Gregory Harris	Fred Honhart
Richard (Dick) Hass	Ernie Lutz
Doug Koons	Terry Lutz
Ed Search	Roger Reeve
Judith Search	Drew Sequin
Julie Spalding	Doug Simons

## EAA Chapter 55

### Board of Directors Meeting, August 6, 2008

The meeting was called to order at 2334 Z (7:34 p.m. EDT)

#### Reports from other officers and committees:

Young Eagles: Ernie Lutz leads with 264 YE flown, 124 this year to date.

#### New Business:

Young Eagles rally this Saturday, August 9.  
Secretary's report as printed—accepted.  
Treasurer's report—accepted.

MAD: Bill Purosky reported that the water has been tested and food ordered, but still need food permit – cost \$95.00. Menu – steaks, hot dogs, cole slaw.

MAD BANNERS: Have been purchased and will be placed before event. Hart Well Drilling Co. to be contacted to get permission to locate on wall of their building facing Kipp Road. Two other banners to be placed on posts viewable from Kipp and Eden Rd.

Bill Purosky moved to offer the Hart Well people their choice of either 4 steak dinners or 2 adult helicopter rides for their cooperation in displaying the large banner on one wall of their business building. Motion seconded by Sharon Hacker, carried with one dissenting vote.

**Certificates of insurance** for tow tractors for MAD to be acquired.

Vevay Township has rejected our request for variance of Assembly Permit fee. The Township is meeting Thursday night and a further plea will be made by Mr. Purosky for the variance with an explanation of our mission, i.e., our Young Eagles program and other community benefits. The fee is \$250.00 for the permit for Assembly Permit.

“MERC Jets” wishes to set up a 50-50 raffle booth at MAD for their fundraising. Concensus agrees with the request.

**Commercial Insurance:** Sharon Hacker requested permission to pay the bill for our Commercial Insurance Policy--\$665.00. It was moved, seconded and carried with one dissenting vote.

**Storage Hangar winch:** Needs repair or replacement.

Bill Purosky moved that we pay Sharon Hacker \$300.00 to do the tax return for our chapter. David James seconded, carried with one dissenting vote.

REMINDER: WE NEED TO FIND A NEW TREASURER TO REPLACE SHARON HACKER.

The meeting was adjourned at 2444 Z (8:44 p.m. EDT)

Board Members in attendance: President Bill Bezdek, Vice president Bill Purosky, Treasurer Sharon Hacker, Secretary George Moore, Charles Hacker, Al Spalding, David James, Rick Dallas.

Al Spalding was voting for Vickie Vandenbelt by proxy.

Member in absentia: Vickie Vandenbelt.

## EAA Chapter 55

### General Membership Meeting, August 9, 2008

The meeting was called to order by President Bill Bezdek at 1333 Z (9:33 a.m. EDT)

Secretary's Report accepted as written.  
Treasurer's Report accepted as written.

**VeVay Township:** Has granted us an exception and has waived the \$250.00 for Assembly Permit fee.

Both Bill Purosky and Bill Bezdek were to go to Vevay Township board meeting to further explain the activities and public service of Chapter 55 and request they reconsider their refusal of our requested waiver of the \$250 Assembly Permit application fee.

Bill Purosky was unable to attend the Vevay Township board meeting so Bill Bezdek presented Chapter 55's case, and was successful in obtaining the application fee waiver.

Bill Bezdek is currently working with MSU radio to advertise MAD, but now needs to fill out an application form, etc. President Bezdek stated that he has never before been required to do this, but continues to try to succeed in getting our ad broadcast.

**Banners:** Presented to General Membership and ready to mount on poles along the fence at two locations, the larger one to be displayed on the wall of Hartwell Drilling building. See minutes from BOD August meeting.

Bill Purosky: The morning of August 17, need a driver and vehicle, i.e., van, minivan, or other large vehicle to pick up food and supplies. No gas money to be reimbursed as these activities are to be voluntary.

Richard Wilke reported the dates for Michigan Airventure (flying) to be held September 12-14.

Helicopter rides will be conducted during MAD.

Bill Bezdek: What direction should our Chapter take regarding the future of our organization? Some suggestions were made that we need more fun/less work and some suggestions were made for fun activities. Still need to think about this for future discussion.

Tom Botsford led a discussion re: the need to give expenditures to local businesses in order to build a more positive image of Chapter 55 among business owners in Mason. Tom said that the community is aware of Mason-Jewett Airport and businesses are aware of Chapter 55 and our activities, but carefully observe whether or not our Chapter supports Mason business! We need to build a better bond by supporting local businesses.

Al St. George has set of forms/Test Cards for builders. The Test Cards include taxi, low speed, taxi, high speed; and first flight. Builders/Restorers who are contemplating preparation for taxi and first flight see Al St. George for a set of Test Cards.

There were 38 members in attendance.

Meeting adjourned at 1404 Z (10:04 a.m. EDT)

## **TIDBITS 2007**

**By Vickie Vandenbelt**

### WELCOME NEW MEMBERS:

Joe Madziar recently joined our group. We look forward to meeting him at upcoming meetings.

### LABOR DAY POTLUCK:

Over sixty members and guests attended our feast and no one should have left hungry. It was great to see everyone but so sad to think it is the end of summer. Special thanks to Joe Pirch, Greg Hover and Ken Vandenbelt for cleaning and then resetting up our meeting room. And, special thanks to Julie Spaulding, Nancy Johnson for their assistance with clean up. Extra special thanks to Joe & Cecile Pirch for the deep-fried turkey with potatoes & gravy !!

### UP NEXT??:

Greg Hover suggested an **Octoberfest** with dogs, brats & kraut. Julie Spaulding suggested a February **Warm Up Chili Cook Off**. So, let us not forget to remind them that they should do that !!

### MID-EASTERN REGIONAL FLY-IN:

The 44th annual Mid-Eastern Regional Fly-In has a new home at Grimes Field (I74) in Urbana, Ohio, and preparations are being made for the September 6-7 event. The large grounds in beautiful southwestern Ohio will feature homebuilt and vintage aircraft; a B-17 restoration shop; the Grimes Flying Lab museum; seminars and forums; youth activities; a pancake

breakfast each morning; and an on-field Café and restaurant featuring homemade pies. Gates are open from 7 a.m.-5 p.m. both days and all aircraft types are welcome to attend. For more information, visit [www.merfi.com](http://www.merfi.com)

## **Young Eagles**

**By Doug Koons**

**No report**

## **Notes from Cape Juby**

**By Terry L. Lutz, Chapter 55 Flight Advisor**

In early August, I spent a few days visiting friends at the Aeroclub Bexbach, near Ramstein AB in Germany. The aeroclub was established in the early 1950s, when private flying was once again allowed after the end of WWII. Back then, the gliders they used were no more than a beam with wings and a tail. The pilot sat out in the open air. They were launched with a bungee cord that the club members had to stretch with muscle power. Flights were understandably short, and the pilot basically flew straight ahead and landed.

I stayed with my friend Karl-Heinz Glaser and his wife Irene. They are wonderful people, and we were able to enjoy pleasant conversations in the bits and pieces of the German language that I know. Karl-Heinz related to me stories about his boyhood during the war. He showed me a deeply revetted section of train track near a highway, and said that in early 1945, the German Army had parked an ammunition train in that section of track. One day, he watched as a P-47 pilot rather expertly dropped two bombs on the train, igniting a fire that burned for several days.

Karl-Heinz also told me that shortly afterward, at age 16, he was sent to Munich to begin training as a pilot. This began in a basic glider similar to early ones flown by the aeroclub. He showed me a picture of the glider with his classmates in the picture. The glider carried a swastika on its tail. The war ended before he could move on to powered airplanes, and he was forced to walk from Munich back to his home in Neunkirchen. It took 10 days in a war-torn country, never knowing where he would sleep or if he would find food.

The Aeroclub Bexbach has done well over the years, mainly due to a string of highly competent Presidents. They have one very large hangar with an attached clubhouse, and recently built another hangar to house a light sport airplane, and one of the tow airplanes. Their flagship sailplane is an ASW 25, which I flew a few years ago. It is magnificent, and the performance is so good that you can surf through lift and go places in a straight line without circling.

The aeroclub has about 160 members, but only 70 members are truly active (sound familiar?). One difference from Chapter 55 is that Aeroclub Bexbach members pay 250 euro (\$375) each year to keep their membership. But then the club has several airplanes to pay for, operate, maintain, and insure.

While I was there, I took a ride in their Cessna 172, and the cost for one hour of flying was 110 euro (\$165). The gliders and sailplanes are much less expensive, and you can fly for an hour in the ASW 25 for .30 euro (\$.50) per minute (or about \$45/hour).

While I was there, a guy landed in a RANS S-10, which is a US designed mid-wing airplane with aerobatic capability.



The airplane had actually been built in the US and exported to Germany. The guy was sort of a chatterbox, and while he jabbered away, I noticed that his baseball cap said "Tannkosh" on it. I thought, now there's a story I want to hear! So I asked him about it, and he said that Tannkosh got started at Tannheim in southern Germany, about 10 years ago. It is worth the time to go to the Tannkosh web site and read the story about the family who opened the airport, which is the only family-, owned and operated airport in Germany. The website has a beautiful photo of the airport during Tannkosh with a lot of airplanes on the field.

When I drove back to Strasbourg and crossed from Germany into France, I noticed how different the two cultures are. In Germany, things are neat and even and clean. Everything's in order and there's a procedure to follow to make it so. In France, life runs at a different pace. The grass doesn't get cut as often. Things that need painting sometimes get paint. Old farm equipment sits waiting to be used. I stopped to take a picture of some old cars and noticed a poodle running around that just didn't look right. Someone had dyed the fur on his head a bright orange. Now, it's bad enough being a poodle, but the orange hair (excuse the pun) was a bit over the top. But that's life in France.

Ever since Robert Cumberford wrote about a race he organized between a Citroen 2CV and an Aeronca K, I have wanted to drive one of those old French cars. 2CV, or "Deux Chevaux", literally means 2 horsepower, although I believe two horses could do the work of several of these cars. (Note: the car actually has more than 2 hp, but for tax purposes it has 2 hp). I finally had the chance to drive the 2CV after visiting one of our test pilots at his weekend home in the Gers. The Gers is a delightfully rural area to the west of Toulouse. Christophe Cail and his family purchased an old farmhouse there that has tons of old stone and potential, and have created a beautiful home for themselves, and (count 'em) their 8 children! They are a delightful family.

Christophe was fighter pilot in the French Navy, became a test pilot, and was then hired by the DGAC (the French version of

the FAA). He was assigned to organize and insure the safety of the air show routines flown at the Salon du Bourget (the Paris Air Show). This was very difficult at times, because he was a young guy carrying huge responsibility, and he had to deal with pilots trying to sell their company's airplanes with the air show routine. The limiting factor at Le Bourget is airspace. The airspace around Charles de Gaulle Airport is just two miles away, placing lateral and vertical limits on the air show performers.

Christophe has a couple of these cars, so we did a walk-around inspection and drove one of them. The engine is a two-cylinder, horizontally opposed, air-cooled affair. The fan to cool the engine is right in front. But you have to remove the fan assembly to change spark plugs. The 2CV is built with front-wheel drive (an innovation in early 1950s when the first 2CV appeared). However, the front brakes are mounted right where the drive shaft comes out of the gearbox, and you have to dismantle the driveshaft to work on the brakes.

Once settled into the driver's seat, things are mostly where they should be except for the gear shift, which is a big knob sticking out from the top of the instrument panel. To do the shifting, you move the knob in and out like a trombone slide, and rotate it from side to side. To select first gear, for example, the knob is full in. Second is out and rotate to the left. If you think in three dimensions, it is possible to imagine the gear pattern. So if you can drive and play the trombone at the same time, you are qualified in the 2CV!

It's a fun car to drive. The sliding driver's window is nice, but is hard to put your arm out to wave at the pretty French girls along the way. Much better is the canvas top, which essentially makes a convertible out of the 2CV. This canvas top gave the 2CV the nickname "cigarette roller", because it looked similar to machines sold in tobacco stores back when the 2CV was popular.

Last year, I wrote about Paul Muller, a retired Flight Test Engineer and airplane builder living on an airport and building a new airplane designed by Michael Colomban. I am sad to report that since last year, Paul has had a tough time of it with cancer. He recently completed his chemotherapy, and was waiting to begin radiation. I visited him two weeks ago, and he looked good and couldn't wait to get back to working on his new project. He told me that while he could legally fly his ultralight CTSW, he was not allowed to fly his tiny Cri-Cri. Last week, Paul became seriously ill and doctors are trying to figure out why. Please say a prayer for Paul and his wife in Berdoues, France.

Flight Operations at Airbus is run very much like a military flying squadron. The Chief Test Pilot shows up about 4pm and puts names on the schedule. It is bad luck to watch, because it usually means you won't get to fly the next day. One day last week, I invited 5 of the pilots over to my house for a short barbecue and lunch. One of the pilots there was Sylvie Loisel-Labaste. Sylvie is one of our Flight Test Engineers, and her specialty is the Flight Management and Guidance System. She has enough flight experience and ratings that she flies as pilot on some test flights at Airbus, and I have flown with her on several occasions.

During lunch, I learned that Sylvie had graduated from the French Test Pilot School as a Flight Test Engineer. She was assigned to work for the CEV, which is the military authority for all flight testing in France. One of the perks of the job was that the French government would pay for flight training to become Private Pilots, and would follow up with 30 hours per year for proficiency. Sylvie was posted at the French Flight Test Center at Istres, but the CEV airplanes were based in Marseilles, a short distance away.



Sylvie Loisel-Labaste

About 10 years ago, Sylvie had flown from Marseilles to Castres, and dropped off another pilot who was to pick an airplane that had been in for maintenance. On the way back to Marseilles, she had to fly a required VFR routing that avoided the horizontal and lateral limits around the military airspace Istres, to get to Marseille. This required her to fly a short distance out over the Mediterranean Sea at 600' above the water.

Sylvie was flying a Wassmer CE-43, which is a 4-place, low wing, all metal monoplane. She was out over the water, and the engine began to run rough. She alerted air traffic control, who promptly sent her to the next frequency without providing any assistance. While she was trying to contact Marseilles Approach, the engine quit, and she was forced to ditch the airplane in the sea. The routing required her to fly at a distance from shore and an altitude that would not allow a glide to dry land. No flotation gear was on board, nor was there any flotation required to be carried.

The thing that surprised her the most was how quickly the airplane stopped once it hit the water, even though she had slowed to minimum speed. She managed to get the door open and climbed out onto the wing, along with her handbag, which she put placed out by the wingtip. But the airplane quickly sank, taking her handbag with it, and she was forced to start swimming to shore. She swam slowly to conserve energy, because even though she was a mile or so from shore, there was an offshore wind, and she was making little progress.

Air traffic control knew she was in the water when they lost the transponder signal and radio contact. They sent a helicopter that was already airborne to the area. Sylvie could see them searching, but the airplane had sank and she was a very tiny target to find in the water. Fortunately, a man on a small hill along the shore saw the airplane go down, and he managed to contact a nearby boat, who found Sylvie trying to swim to shore. She was very, very lucky. They fished the airplane out

of the water, and determined the cause of the engine failure to be an internal failure of the engine-driven fuel pump.

The reason that I bring this up is that we live in a state with a lot of water in and around it. Sometimes, airports are located near shore, and the takeoff path takes you over the water. The airplane is at low altitude and may not be able to glide to dry land. Or, you could be flying to Oshkosh and fly across Lake Michigan. Or, you could be flying around the lake, and fly out over the water at low altitude to avoid airspace around Chicago O'Hare. Or, you could be planning a trip to Mackinac Island, or Put-In-Bay.

The point is that you have to plan for some options. If you are over water, you have to have some flotation gear on board. If at all possible, you should minimize the time where you are unable to glide to dry land. This is simple risk management. Maintain good radio contact with air traffic control. If you end up in the water, you need to be able to signal rescuers so they can locate you. Even something as simple as a mirror will work. If you are in formation, brief the possibility that someone may go in the water. Stay in visual and radio contact enroute, and discuss the duties of the airplanes overhead, should they need to act as airborne rescue coordinators.

Fall weather is ahead, and it is usually characterized with favorable winds and dry days with clear skies. With the loss of sunlight each day, the atmosphere has less and less energy, but there will still be fronts coming through, sometimes one each day. Be wary of changes in the weather, and as always, be a good wingman both in the air and on the ground, and be ready to help your fellow pilot when you least expect to do it.

## CHAPTER 55'S OWN

Drew Seguin's son, Elliot Seguin will be competing in the 45th National Championship Air Races September 10 to 14 at Reno Nevada. He will be flying Race 68, "Wasabi" a Cassutt Racer which he completed this Spring. He attended Pylon Racing School in June to earn his Race Pilot license.



Elliot Seguin



Elliot's new plane



Ground crew



Cheer leaders

Let's all wish him the best of luck.

## **CLASSIFIED**

### CHAPTER 55 - CLASSIFIEDS:

**FOR SALE:** Generator; Generac 4000w. \$350.00. Contact Greg Hover 517-676-5126

**WANTED:** looking for plane ride around Mason area. Will pay for fuel. Note left on board during MAD from Gary; 517-749-8586

**WANTED:** looking for an Ultra Light in the \$5,000 price range. Note left on board during MAD from Gary; 517-749-8586

**FOUND:** Vivitar camera in case. Left at rented house in Osh Kosh. Contact Vickie Vandebelt 517-589-5051

**WANTED:** copy of Flying Magazine - February 2006 issue. Contact Fred Honhart as he needs this issue to complete a set to donate to the library.

**FOR SALE:** 2 Lots (approx .40 acres each) in Sugar Springs Residential Community approx. 10 miles north of Gladwin MI. Located on 3500 ft. grass airstrip with many extras. Only \$15,900.00 for both. Contact Doug Simons 517-626-6790

**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. Contact Vickie Vandebelt 517-589-5051

**FREE:** Collection of EAA Sport Aviation magazines; complete 1959 thru 2000. Organized in boxes by years w/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. Currently on loan but contact Chuck Hacker 517-740-9222 if interested for a later date.

**FOR SALE:** New surplus hardware. Save 30%-50% on hose clamps, Dzus, continental rocker hose clamps, spark plugs, prop clamp bolts, and much, much more. Contact Dave Groh, Yesteryear Aviation 517-676-4416

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

**INSERT YOUR AD HERE!** Contact Warren or Vickie for the next edition!

## **POCKET CALENDAR**

12/12/08 Chapter 55 Christmas Party

For additional listings see [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)