

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

JANUARY 2009



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

Many of you have returned the survey questionnaire, and several have suggested good new ideas. Thank you for taking the time to help us plan the Chapter activities and programs. Doug Koons has compiled the responses and we will report the results in next month's Wingtips. We're still receiving them in the mail, so if you have not yet responded please do so now. Send them to me at my home address: 2861 Hagadorn Road, Mason, Michigan 48854-9457.

And on this subject, please let us know if you would like to present a program at one of our monthly meetings. Many of you have particular expertise in a professional field that is applicable to aviation. We'd love to hear your presentation. Or if you have attended a particular interesting presentation at another location please tell us about the speaker so we can contact them to arrange something at one of our chapter meetings.

You may have read more about the proposed TSA ruling regarding large aircraft in the EAA Sport Aviation or AOPA Pilot magazines. I cannot emphasize how important your response is. This one ruling has the potential to change our personal liberties in this country, not only in the realm of aviation. The TSA has extended the public comment deadline until 27 February 2009. Go to <http://www.eaa.org/govt/tsa.asp> to see the entire proposal and instructions for submitting your comments.

Amidst the worldwide economic disaster and the continuing stream of discouraging news it is sometimes hard to laugh at ourselves. And every profession has a litany of jokes and stories about itself. Just look at lawyers. To remedy this problem I am introducing a new aviation humor section in our Wingtips newsletter. Each month Warren will include one short aviation related story or joke submitted by you. I am going to start the column off with a story emailed to me from one of my students in a Weather class I teach in another venue. Look on the last page of the newsletter. And send your jokes and stories to Warren.

Bill Bezdek, President

Breakfast Teams

<u>January</u>	<u>February</u>
Kyle Bradford	Rick Farrell
Lloyd Brown	Joe Madziar
Ken Drewyor	Joe Pirch
Gordon Hempstone	Tom Schroeder
Del Johnson	Brian Sheffield
Steve Kent	Bart Smith
Jim Sawyer	Bob Smith
	Phil Tartalone
	Leah Voelker



December Cooks: Dave Courey, Steve Meyer, Kevin Cozik and Pat Salow

EAA Chapter 55

Board of Directors Meeting, December 10, 2008

BOD members present: President Bill Bezdek, vice president Bill Purosky, secretary George Moore, Vickie Vandenbelt, Doug Koons, Al Spalding, and treasurer Sharron Hacker. Member in attendance: Chuck Hacker. Members in absentia: David James (represented by proxy) and Rick Dallas.

President Bill Bezdek called the meeting to order at 7:02 p.m.

Secretary's Report: Vickie Vandenbelt moved that the minutes of the November, 2008 meeting be accepted as written, seconded by Bill Purosky, carried unanimously.

Treasurer's Report: Sharron Hacker presented the report. It was moved by Doug Koons that we accept the treasurer's report as written, seconded by Bill Purosky, carried unanimously.

On the bright side: Sharron Hacker has volunteered to remain in her position as treasurer for the duration of her term. Yea Sharron! Thanks.

Old Business:

Membership Survey: Sent out to Chapter 55 members, results pending.

Young Eagles: Doug Koons reporting nothing changed. Mr. Koons indicated that there are still fourteen, 2009 Calendars available of which 4 or 5 recipients will receive at the general meeting on Saturday, December 13. Also, some will be given to Al St. George to distribute to special speakers for our meetings. Doug Koons moved that the fourteen calendars left be given to the above indicated individuals, seconded by Vickie Vandenbelt, carried.

Vickie Vandenbelt is still trying to locate a Young Eagle for the "Young Eagle of the Year" award.

Christmas Party: December 13, 2008 at VeVay Township Bldg. Al Spalding reminded us that the "white elephant gift" is to be given to individuals, not to couples or families.

MAD Planning meeting: Vickie Vandenbelt, chairperson (Vickie is also chairperson for the Dawn Patrol). Next meeting for MAD to be held January 14, 2009 at 7:00 p.m, meet at the Terminal Bldg.

Aeroscholars: Online college credit aviation course, 17 weeks; two courses, first course cost \$333.00 and for second course \$385.00. Opportunity to be discussed during the general meeting, December 13, 2008.

New Business:

Financial Audit: Joe Pirch has volunteered to complete this. Sharron Hacker needs to have all expenses to date paid by December 31, 2008.

Personal Property Inventory: Still pending.

2009 Budget: Pending.

"Build-A-Plane:" Program to be offered to Ingham County Career Center as the Mason High School system has eliminated hands-on projects from their industrial arts program.

Hangar Leases: David James via proxy has provided us with needed changes to the storage hangar. This was modified by changing the word, "officer" to "board of directors." Doug Koons moved to accept the amended lease, including the above-mentioned modification. It was seconded by Bill Bezdek, carried unanimously.

Newberry Scholarship: Bill Purosky still waiting for nominations from Phil Tartalone with results pending.

Ford Motor Company is sponsoring EAA Oshkosh and has a "Partner Recognition Vehicle Purchase Plan." The brochure is available in Chapter 55 meeting room.

Great Lakes Aviation Conference and Expo: Sponsored by Cessna, January 30 and 31, 2009, Rock Financial Showplace, Novi, Michigan. Theme: "FLYING THROUGH THESE ECONOMIC TIMES & MAKING MOST OF YOUR FLYING DOLLARS." To register by phone, call 248-348-6942. Website: <http://www.GreatLakesAviationConference.com>

Garbage/trash disposal: Looking for a volunteer for each General Membership Meeting.

Meeting adjourned at 8:28 p.m.

EAA Chapter 55

General Membership Meeting, December 13, 2008

There were 39 members present and one guest.

President Bill Bezdek called the meeting to order at 9:32 a.m. (1432Z), December 13, 2008.

We had one guest today, Mr. Randy Maiville. Welcome, Randy.

Secretary's report: Moved, seconded and carried to approve November minutes as written.

Treasurer's report: This year (2008) has been an especially expensive year for us mainly because of the purchase of new tables and chairs, roof repairs, new outside door for our meeting room, and new furnace. It was moved, seconded and carried to accept the report.

Young Eagles: Doug Koons reporting. No new activities.

Membership committee: Vickie Vandenbelt reporting. Members urged to get in the survey ASAP to lighten the load of having to mail out as many to individual members.

Christmas Party: Julie Spalding says that everything is ready—see you there.

Aeroscholarships: An FAA program for High School students. See December 2008 BOD minutes.

Build-A-Plane: President Bezdek reporting. See December, 2008 BOD minutes.

New Flight Advisor: Thanks to Ernie Lutz who is now taking on the responsibility of our latest Flight Advisor.

After the First Flight: Al St. George has info. Al also may provide forms to assist in this important activity that determines flight characteristics, i.e., rate of climb, descent, stall, approach to landing, others.

MAD Committee: Vickie Vandenbelt is chairperson. Next meeting January 14, 2009 at 1900 (7:00 p.m.). Meet at the Terminal Bldg.

Great Lakes Conference and Expo: Bill Purosky reporting. Dates are January 30 and 31, 2009 (see BOD minutes). Reminder: Entrance fee waived for those who participate.

A special note: Sharron Hacker has agreed to serve out her term which will end November 2009. Many thanks Sharron

President's Awards: To Doug Koons for Young Eagles; Al St. George for Technical Counselor and also for Flight Advisor; Roy Thelon; Bob Smith for Technical Counselor; Terry Lutz for Flight Advisor; Ernie Lutz; Vickie Vandenberg for Membership Coordinator; Craig Tucker for Web Site editor; Vice President Bill Purosky; President Bill Bezdek; Warren Miller for Newsletter Editor; Sharron Hacker for Treasurer; and George Moore for Secretary.

Meeting adjourned at 10:00 a.m. (1500 Z)

Special Speaker: Mr. Ivan Kerr, a local balloonist, gave a very interesting talk about hot air ballooning in addition to showing an excellent video on the subject. Thanks to Mr. Kerr.



TIDBITS ~ December 2008

By Vickie Vandenberg

ELCOME NEW MEMBERS:

Ralph Gregus and Clifford Hale have recently joined our group. In addition, we welcome David Mellon as our first Student Member.

2009 BOARD OF DIRECTORS:

It is the job of your chapter board to conduct the business of the chapter for you (the members). Your elected board for 2009 consists of Bill Bezdek (President), Bill Purosky (Vice-President), Sharron Hacker (Treasurer), George Moore (Secretary), along with Rick Dallas, Dave James, Doug Koons, Al Spalding, and Vickie Vandenberg (Directors). Filling appointed positions are Doug Koons (Young Eagles Coordinator); Warren Miller (Newsletter Editor); Craig Tucker (Webmaster); Al St. George (Program Coordinator); and Vickie Vandenberg (Membership Coordinator). Feel free to contact any board member if you have any suggestions, comments or concerns.

DAWN PATROL/MASON AVIATION DAY PLANNING:

The meeting has been rescheduled for Monday, January 12th, 2009 at 7:00pm in the airport terminal building. This meeting will be for pre-event planning and event promotion details. New ideas and concepts are always appreciated. Do you know of any exhibits that might be of interest?? Guest speakers?? We will also need volunteers as team captains to be in charge of airplane

parking, field security, auto parking, concessions, and dining room/food lines for the events. Come join the fun or contact Vickie with any ideas you might have !!

GREAT LAKES AVIATION CONFERENCE:

Again this year, EAA Chapter 55 will host a booth at the conference along with EAA Headquarters at the GLAC the end of January. If you have any items of interest that we could borrow to display at our booth, please contact Bill Purosky 517-655-1432

TSA "LASP":

The proposed Large Aircraft Security Program, or LASP, would impose a wide range of expensive and burdensome requirements, along with new security regulations on larger general aviation aircraft. Now is the time to have your comments heard. Meetings will be held in White Plains, NY; Atlanta, GA; Chicago, IL; Burbank, CA; and Houston, TX during the month of January. You may also submit comments following instructions online at www.eaa.org/news/2008/2008-12-23_tsa.asp and www.aopa.org/advocacy/gasecurity/

AOPA NEWS:

Last month I passed on a news clip regarding Michigan Fuel Taxes. Here is an update from AOPA ePilot Volume 10, Issue 52, 12/26/08 = MICHIGAN FUEL TAX ON HOLD, FOR NOW. The Michigan state legislature has adjourned for the year without coming to agreement on a proposal to raise aviation fuel taxes, effectively killing the measure for 2008. But pilots shouldn't be too quick to celebrate; the issue is likely to re-emerge come January. AOPA has asked Michigan lawmakers not to raise aviation fuel taxes by changing the way they are calculated-from 3 cents per gallon to 3% of the wholesale price of a gallon. At current fuel prices, the proposed calculation method could triple the amount of fuel tax pilots pay. That's in addition to a 6% sales tax on aviation fuel, aircraft, and aircraft parts that goes into the state's general fund for non-aviation uses. Read more at www.aopa.org

Snap shots from the Christmas Party



Bill Purosky won a white elephant prize for the front seat of his plane.



Happy Chapter members and spouses had a great time at the annual Christmas party.

Young Eagles

By Doug Koons

Our Chapter flew 218 kids in 2008 and the Chapter total is now 2,163. We are working on setting up the Young Eagles dates for the February Newsletter.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

The flying weather in the last two weeks of December was some of the worst many of us can remember. Snow, wind, low temperatures, a rapid thaw, and more wind pretty much sums it up. Where are Al Gore and the theories of global warming when we need them?

I must have used all my winter survival skills in a two week period. This included running my snow blower, snow shovel, broom, and tractor, along with spreading enough snow melter to keep Christmas guests from losing their footing. Dreams of a white Christmas were easily produced in the deep sleep that follows several hours of moving the white stuff. I was stuck 3 times at the end of my own driveway, and pulled another guy out a few days later who was stuck in the same spot.

While we were on the ground dealing with old man winter, our nation's air line pilots were busy moving passengers safely to their destinations. They had to deal with snow covered runways, deicing, and schedule disruptions to complete their appointed rounds. It's never easy, but the conditions we experienced around the holidays bring out the true professional in every air line pilot.

The weather must be studied and analyzed. Full airplanes mean that loads must be accurately computed, flaps correctly set, and departures planned on the most suitable runway. Deicing must be carefully performed, with full knowledge of how much time is allowed between exiting the deicing pad and start of the takeoff roll. Each task must be performed to perfection, as winter flying puts crews much closer to the edge of catastrophe. Something to think about when the press characterizes air line pilots as overpaid and underworked.

During the 15 days I was home, only 3 days could really be considered as suitable for VFR flying. The rapid thaw we experienced really helped, because the runway and taxiways at Mason had not been cleared after all the snow and wind on

December 19th. Even considering that the Capital Region Airport Authority had to work very hard to keep the Lansing airport open, something seems a bit broken when you can keep your hangar plowed out, but can't taxi to the closed runway!

One of the more interesting stories in aviation in the year 2008 had to be the girl who learned to fly, despite being born without arms. Jessica Cox, age 25, received her Sport Pilot license while flying an Aircoupe 415C. She began with a special harness to stabilize her body in the airplane, and flies cross-legged. Her right foot operates the yoke, and her left foot operates the throttle. As Jessica became more adept with the controls, the harness was no longer necessary. She does have some trouble with the old style pull-starter, but the regulations allow for that.

If you go online you can check out the video on YouTube at <http://www.youtube.com/watch?v=QuMHSFPOzpc> What you will see is this amazing ability for the young woman to do all the things we normally associate with our arms and hands, using her legs and toes. It includes writing, putting in contact lenses, keying the microphone, and every other task those of us with two arms and two legs consider natural.

As an "aeronautical system", she has less redundancy than desired. For example, during preflight, she could stand in front of the wing and remove the fuel cap to check fuel, but in fact, she has to stand on one leg, or sit on the wing, to remove the cap with her toes. Winter ops would pose a big challenge. Her feet could stand the cold to remove the cap, but not perhaps to trudge around in the snow without boots and socks. The good news: she lives in Arizona!

Perhaps the real story here is her confidence. It is certainly possible to fly without arms, but to accept the challenge of the sky is her true accomplishment. From a design standpoint, you could design a fly-by-wire airplane around Jessica, one where she could achieve very precise control without having to twist her legs around to do it. The design would be totally foot oriented, with instruments at eye level, and controls at a comfortable foot level. The 30 degree reclined seat like the F-16 would be a big plus for comfort and body support. But one word of advice Jessica: Don't stub your toe climbing in!

Some of the RV guys at the Pontiac Airport paid homage to their long-time friend Alex Becker by honoring him with a fly-by of the Detroit Metro Airport. You can read about it in the following link on the VansAirForce web site at <http://www.vansairforce.com/community/showthread.php?t=37908&page=2> Scroll down to the entry by KOHLER. By being a little patient, they were able to make a pass across DTW at 500 feet in 3 ship formation, and Alex made it from the Tracon to Tower to watch the flight come across the airport.

Alex had been an air traffic controller there for many years, working more recently in the Tracon. He built a Long Eze with the underwing baggage pods, and it was really a fast machine. But he sold it to purchase a Cozy, so he could carry a larger load at about the same speed. Alex will be moving from Michigan to North Carolina, where he hopes to begin a second career as a pilot! "Good Luck" is not appropriate here, because

Alex is a sharp and capable pilot, who sees the flight environment through well-trained eyes.

I caught up with Alex Becker, Dave Pohl, Ted Gautier, and Terry Kohler last Saturday, which was perhaps the best flying day of the holiday period. They took off from Pontiac in 3-ship formation, and I joined up with them in "Sweet Nancy Lynn" as they crossed US23. From there we, had a great flight to Jackson for some java and friendly aviation chatter. We wished Alex well for his commitment to aviation, and the prospect of a new and different career. We took a few pictures along the way, and judging by the colorful airplanes we were flying, it could easily have been called the "Flying Circus".



This month's Notes From Cape Juby could also be called "know your fellow members". Some of us got to see Elliot Sequin when he was home from his job at Scaled Composites out at the Mojave Airport.

Yup, he works for Burt and yup, he flies the Proteus research airplane for Burt, too!! Wow! Elliot also raced at Reno for the first time in his own Cassutt Racer, which he put together after purchasing a partially completed kit. Given Elliot's mechanical ability, extreme aeronautical work environment, and piloting skills, he has much to look forward to, and it will be fun for us to watch.



Elliot in his Cassutt Racer.



Elliot with friends and trophies

I also spent some time with Ray Fink. When you are just sitting next to guy at a Chapter 55 breakfast, you might never know that he has spent a lifetime working with machine tools, and has the equivalent of a working machine tool museum next to his house! Ray recently gave me a tour of the equipment he has purchased over the years. The names are not familiar, but the tasks that each machine performs are as unique as the name.

Ray knows how each one works, and not one of them came with a set of instructions. In many cases, he has added modifications of his own to make it work better, or provide better precision. Just moving these machines is a careful bit of art! One of them weighs over 25,000 lbs and sits on 39 inches of concrete, yet Ray managed to move it with just his tractor and some carefully designed dollies.

A Navy veteran of the Korean conflict, Ray still has the milling machine that he built from scratch while serving in the machine shop of a ship. I guess you could call it Fink Model No. 1. If it can be cut, milled, machined, traced, or welded, Ray knows how to do it. These are things you might never know when you are sitting next to a guy and just having breakfast.

Who knows how long and difficult the winter of '08-'09 will be, but flying will certainly be more difficult. It will be hard to move airplanes in icy conditions, and pre-heat will be a necessity. Fly safe out there, and don't forget to give your fellow pilot a hand when it's needed.

CLASSIFIED

FOR SALE

Deluxe travel/camper van. 1996 Roadtrek 210. 74K, \$17,500. Has it all. Fully equipped & ready to go. Contact Ted Lakin 517 676-5873.

Telex ProCom 200 noise canceling headphones with boom microphone. New in original box. Must attach plugs for your particular radio to plain wires. Price negotiable. Contact Bartlett Smith 517-676-2146

Burning barrels; 55 gallon drums like new. \$5.00 each. Contact Dave Groh 517-676-4416

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

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

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

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

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

FOUND: Vivitar camera in case; left at rented house in OshKosh. Contact Vickie Vandenbelt 517-589-5051

FOUND: Notebook Portfolio & brochures. Left in Dave James aircraft after flight to OshKosh. Contact Vickie Vandenbelt 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.

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 Vandenbelt 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

WILLING TO LOAN: Jigs & Fixtures for a Zenith 701. Contact Chuck Hacker 517-740-9222

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

POCKET CALENDAR

For additional listings see www.eaa.org and www.mdot.state.mi.us and www.flyins.com

Humor Section

Two blind pilots were both wearing dark glasses.

One is using a guide dog and the other is tapping his way along the aisle with a cane.

Nervous laughter spreads through the cabin, but the men enter the cockpit, the door closes and the engines start up.

The passengers begin glancing nervously around, searching for some sign that this is just a little practical joke. None is forthcoming. The plane moves faster and faster down the runway and the people sitting in the window seats realize they're headed straight for the water at the edge of the airport.

As it begins to look as though the plane will plow into the water, panicked screams fill the cabin. At that moment, the plane lifts smoothly into the air.

The passengers relax and laugh a little sheepishly and soon all retreat into their magazines, secure in the knowledge that the plane is in good hands. In the cockpit, one of the blind pilots turns to the other and says, "Ya know, Bob, one of these days, they're gonna scream too late and we're all gonna die."