

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

OCTOBER 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

Last month we hosted an Aviation Safety Seminar, presented by Tom Krashen from the Michigan Bureau of Aeronautics on our regular meeting day. He had been accustomed to presenting on a weekday evening, sometimes to as little as 10 people. A Saturday morning was a first for him, and he was overwhelmed when 83 folks showed up. His presentation was very informative, and he fielded many questions from the audience.

Chapter 55 has the good fortune to be centrally located in Lower Michigan, and we have a facility and equipment that can support a hundred or more event attendees, so we spoke the next week about Chapter 55 hosting this seminar on a regular basis. Tom agreed, and we are now planning on having the Bureau present a Safety Seminar twice a year, in May and September, on our regular Saturday meeting mornings.

We regularly fly Young Eagles in June, July, and August, and have tried to fly them in June and September, with poor results. In June the kids are getting ready for graduation events, and in September school has just started and they are busy with their schoolwork and sports activities. So the time slots would work well for hosting regular Safety Seminar events.

The normally good flying weather these months should work to encourage air travel for visiting Seminar attendees, and if the weather did not cooperate Mason is a relatively short drive from the major Lower Michigan population centers.

We are feverishly working to repair our hangar roof before the autumn rains start. Doug Koons, Bill Purosky, and Terry Lutz pressure washed the dirt and loose paint from our roof and were

later assisted by Al Spalding, Warren Miller and Dan Koons who also installed the reinforcing tape and primer coating on the metal roof panel seams in preparation for the final rubberized seal coat. Lets hope we can find a couple of warm, dry days in October to finish the job.

There are presently hangar spaces available in both the builders' hangar and the large hangar. Jim Spry now is flying his RV (YAY), and Ed Crouse (Snowbird Ed) will soon be leaving for Florida. Contact me for rental information.

This month's program will be presented by Al St. George on the subject of sheet metal work. He purchased a DVD from national EAA on the subject. It is in three parts. We'll show the first one this month and Al will discuss the techniques and tools afterwards, and field any of your questions.

We have nominees for the positions of Vice President, Secretary, and Treasurer, and have only to nominate someone for the position of President for the next two years. We hope to fill this last position by this Saturday, and hold our elections next month. So think seriously about stepping up to the job and becoming more involved with our club.

Bill Bezdek, President

Breakfast Teams

<u>October</u>	<u>November</u>
Pete Chestnut	Tom Botsford
Russ Hilding	Kirk Curtiss
Fred Honhart	Kyle Curtiss
Terry Lutz	J. Morris Hickman
Roger Reeve	Steve Houghton
Drew Sequin	Karen Meirndorf
Craig Tucker	Rick Riisberg



September Cooks: Ernie Lutz, Julie Spalding, Dick & Barb Bacon

EAA Chapter 55

Board of Directors Meeting, September 9, 2009

Members present: President Bill Bezdek, Vice President Bill Purosky, Secretary George Moore, Director David James, Director and Young Eagles Coordinator Doug Koons. Members absent: Treasurer Sharron Hacker, Director Rick Dallas, Membership Committee Chairperson/Director, Vickie Vandenberg, and Director Al Spalding. Vickie represented by proxy. President Bezdek called the meeting to order at 7:03 p.m. EDT (2303 Z). Lynn Brown called Mr. Bezdek re: \$50 sent to Newberry Scholarship fund in care of Phil Tartalone in the name of Isabel Brown, but his wife's name should be Hazel Eilene Brown, to be corrected. Secretary's report: It was moved by Doug Koons, seconded by Bill Purosky to accept as written. Motion carried. Treasurer's report: No official report. It was noted that MAD was successful this year. Young Eagles: Doug Koons reporting. Discussion followed re: rewards to be purchased for those young people participating in the Young Eagles program. Still to be determined. On a happy note: A check for \$208.00 was received from Ingham County Circuit Court as a donation to the Young Eagles Program rewarding our efforts for encouraging young people in positive ways. It was moved by Doug Koons, seconded by David James that this money be earmarked for Young Eagles only. Mr. Koons indicated the need to purchase new calendars for gifts to those participating in the YE program. It was moved by Bill Purosky, seconded by David James that we purchase 48 calendars. Motion carried. MDOT Safety Seminar: Saturday, September 12 beginning at 10:00 a.m. EDT. Our short business meeting will be conducted previous, which will include continued nominations for open positions for officers. Roof repairs: volunteers still needed to assist in washing the roof in preparation for repairs. Date to be determined pending weather conditions, but set for either Monday, September 14, or Thursday, September 17, 2009. New business: A discussion of whether or not to provide additional monetary reward for Cub Scouts and Boy Scouts of America for their voluntary efforts contributed during MAD. The decision was made that they already received a free meal and were actually helping us for past rewards. However with regard to Yankee Air Force donation it was moved by Bill Bezdek, seconded by Bill Purosky to donate \$200.00, motion carried. Brochure Rack in Terminal Building: For MDOT Seminar, free information. Also, application form also to be available for non EAA members for complimentary membership. Also in the Terminal Building a vending machine for pop, water, and snacks, voluntarily supervised by David James. Christmas Party: Need

invitation and payment information for October Newsletter. Newberry Scholarship: Bill Purosky to call Phil Tartalone to set in motion giving green light to Phil to find/select candidates. Meeting adjourned at 7:47 p.m., EDT (2347 Z).

EAA Chapter 55

Gen'l Membership Meeting, September 12, 2009

There were 49 members and in attendance. Guests: Numerous for the MDOT Safety Seminar. Following the National Anthem, President Bill Bezdek called the meeting to order at 1317 Z (9:13 EDT). Secretary's report: David James moved to accept as written, seconded and carried. Treasurer's report: None. Young Eagles: No new information. Michigan Air Tour: Meeting at Capital City Airport on September 13, 2009 includes some discussion of how aviation and airports benefit communities. Roof repairs: Crew of a few of our members to meet on Monday, September 14, 2009 beginning at 10:00 a.m. to assist in roof preparation for repair. Volunteers still needed to assist. Election of officers nominations: For treasurer, Edmund Search; for secretary, Bob Smith; for vice president, Bill Purosky may continue if there is no other candidate; for president, none to date. Story of "Taps:" President Bill Bezdek read a moving account of how the soulful music of "Taps" was composed of music and words. Website: Editor Craig Tucker reminded us to visit the web site and make corrections or additions as needed. Meeting adjourned at 1340 Z (9:40 a.m. EDT). MDOT Safety Seminar was held in our storage hangar beginning at 1400 Z (10:00 a.m. EDT). Seminar well attended with many flying in to attend.

TIDBITS ~

By Vickie Vandenberg

NEW MEMBERS: Welcome new members Dan Pheils; Sean Mullaly; Helen and Ronald Goodnoe. And, welcome student members Cecilia Major; Ben and Sam Connolly. Please take a moment to introduce yourself to these new people when you see them.

EAA NATL TRIAL MEMBERSHIP: If you know of anyone who is not a member of EAA, we have six-month trial memberships available. Applications are in the brochure rack or see me. We would like to recruit as many people as we can – suggestions welcome. (Top 3 chapters have 33-13-11 respectively. We have 8 & need to keep them coming!)

HONORARY STUDENT MEMBERS: Last year, EAA Natl. introduced their Student Membership program whereby students age 8 to 17 can join EAA for \$10 per year. Chapter 55 welcomes Student members as honorary members free of charge. If you know of an interested young person, applications are available in the meeting room or see me.

NOMINATIONS FOR OFFICERS: Nominations for the office of President, Vice President, Secretary and Treasurer are still welcome!! Board meetings are 7:00pm the evening of the Wednesday immediately preceding the second Saturday of each month. Elections will take place at the November meeting; officers assume duties at the December chapter meeting.

CHAPTER 55 CHRISTMAS PARTY: Mark your calendars for the **2009 EAA Chapter 55 Christmas Party on Saturday, December 12.** Hors d'oeuvres will be served at 6:00 pm followed by dinner and a white elephant gift exchange. Our party will be at the Vevay Township Hall (just south of Mason Jewett Airport). The cost will be \$15 per person. Reservation information & payment must be received by the treasurer on or before Monday, November 30, 2009. The Chapter will be accepting payment for the Christmas Party at the October & November meeting. Hope everyone can make it!

Young Eagles

By Doug Koons

Hi everyone, here is the list of volunteers that helped Fly 179 Young Eagles this past year on 6/13/09 and 7/11/09. Our Chapter total is now at 2,362. I would like to thank all of you for your great help with the kids. If I have missed anyone please let me know.

EAA Chapter 55 Young Eagle Volunteers For 2009

GROUND CREW

Julie Spalding
Dick Becon
Bill Bezdek
Rick Dallas
Al St. George
Jim Spry
Karen Meirndorf
Pat Salow
Ed Crouse
Kyle Curtiss
Steve Houghton
Greg Hover
Doug Koons
George Moore
Vickie Vandenbelt
Dave Cook
Bill Purosky
Gary Long
Jack Toman
Lloyd Brown
Carol Spry
Linda Wilke

PILOTS

Drew Sequin
Doug Koons
Steve Houghton
Al Spalding
Dave James
Ernie Lutz
Mike Marhanka
Pat Salow
Kirt Curtiss
Bill Purosky
Tom Schroeder
Lloyd Brown
Hui Kai Huang
JustinGodchaux

THANKS, DOUG

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

It was great to back in Michigan for a few weeks, and enjoy the beautiful weather in the month of September. It was great to see Jim Spry flying his RV-8, and great to see that Jack Toman has his beautiful Kitfox ready to fly. I flew formation with Jim for 30 minutes, and his airplane looks and performs just great in the air. Jack gave me the close-up tour of his Kitfox, and it is one very well built airplane. I sure wish I could have had the chance to fly it!

I had a list of things to try and accomplish on my RV-8 while I was home, and finished most of them. My GRT Engine Information System is set up to show manifold pressure, rpm, and fuel flow, on the top line of the page I have in view while flying. This corresponds to what's in my left hand – throttle, prop, and mixture controls. The fuel flow parameter has been elusive for a year or so, but Sandy at Grand Rapids Technologies helped me program the unit, and showed me a few little “tricks” I could use while fueling the airplane.

Basically, the GRT EIS knows that the RV-8 fuel capacity is 42 gallons. After fueling, I initialize to that value, then the computer takes fuel flow over time and calculates fuel remaining. But it must be calibrated. On my last calibration run, after 2.5 hours of flying, the actual fuel I put in was 1.2 gallons more than the EIS calculated. With a small adjustment in the computer settings, I can get that number right to zero. When properly calibrated, this gives a great double check of my fuel gauges.

Then I worked on timing both the mag and the Lightspeed II electronic ignition. As usual when working with Bob Parker, I always learn something very useful. My engine is set up with taller pistons, giving a 9:1 compression ratio. Bob showed me that the Lycoming manual recommends standard timing for that compression ratio, but the engine run-up should be done at 65% power instead of the usual 1700 rpm. 65% power works out to be about 16 inches manifold pressure and 2100 rpm at close to S.L. The mag check is perfect at that power setting, but the risk is picking up nicks in the propeller from small stones in the run-up area.

Then I put myself in one of those “if it ain't broke, don't fix it” situations. When doing several engine starts while timing the ignition, we thought we heard the starter gear hanging up in the flywheel gear. Van's aircraft wrote an article on it, and recommended a wiring change to the starter circuit. So I did the wiring change, and when I tested the starter – nothing. Much worse off than before! Jack Toman came over and gave me hand, but neither of us could figure out what happened. Then my Dad “the electrical guy” came by and in 2 minutes figured out that something was wrong between the switch and the solenoid. “Some guy” (this usually refers to someone who unwittingly did something right) put a fuse in the starter switch circuit. Sure enough, the fuse was blown (I'm still not certain as to why). Replaced that, removed the wire change, and the engine began to make noise again.

Altogether, I managed 10.7 hours of flying in two weeks, including 4 flights with some formation flying. Many thanks to everyone who provided a little help or a little tool along the way. I paid a visit to Grand Rapids Technologies, in (drum roll, please) Grand Rapids. It was nice to meet Sandy in person, and to get a run down on their products. As many of you know, they make a high resolution Electronic Flight Instrument System (EFIS) for homebuilt aircraft. Someday, I'll do a panel upgrade, and you have to keep up with the changes, which are coming pretty fast these days.

The GRT EFIS has many elements I am interested in. The product itself is a small and robust unit, with a 3-axis accelerometer system. In addition to providing all the flight information you need, it will display your flight path vector and an actual readout of the wind. For light airplanes, these and many other features will put the avionics in a homebuilt airplane right up with the capability of modern air carrier aircraft. But as with any other leap in technology, you have to be able to use it to make it pay for the ride in your airplane.

As many of you are aware, the roof of Chapter 55's hangar and meeting room is leaking, so a plan was approved to get underway with some repairs. I went up on the roof to help Bill Puroskey and Doug Koons seal up the seams in the metal panels. I have to tell you that this was the first time I have seen toilet paper actually being used as repair material for a leaking roof! Note the picture of Bill and Doug in action. Also helping were Al Spalding, Warren Miller and Dan Koons. Make sure you thank those guys, because the work was not easy.



I spent the last two days here in Toulouse with Jeff Skiles, the First Officer who, along with Sully Sullenberger, saved all 155 people when their A320 suffered dual engine failure after hitting several Canada geese. We gave Jeff some system training in the A380 Multi-Function Training Device, then I put him in the left seat and off we went for a 1+40 flight evaluation in the A380. I found him to be equally as talented as Sully, and he handled the airplane as though he had already been checked out. In case you were not aware, he and Sully were named by EAA to succeed Harrison Ford as the heads of the EAA Young Eagle program. Jeff recently purchased a 1935 Waco YOC cabin biplane, which he hopes to use to fly young eagles.

Finally, I want to report on two airline crews that you may not have heard about, but who did some amazing things to save their passengers and airplanes. On May 5, 2008, Compass Airlines Flight 2040 departed Minneapolis for Regina, Saskatchewan. After reaching FL320, a fire broke out in the aft lavatory. While the flight attendants fought the fire, the pilots donned oxygen masks, began an emergency descent, and switched off the air conditioning fans to keep the smoke from spreading. Captain Steve Peterka and FO Lee Cain brought the airplane, with 74 passengers, to an emergency landing in Fargo, ND, descending from FL320 to the runway in 8 minutes and 32 seconds. Any delay would certainly have resulted in loss of the airplane and everyone aboard. The FBI later determined that the fire was intentionally set.

Captain Everett Miller and FO Doug Cochran were operating United Flight 731 from Newark to Denver. Shortly after takeoff, as the gear handle was raised, their Airbus A320 suffered a complete loss of all the primary flight instruments. Cockpit warning systems began to flash erratically. Using only the standby flight instruments, Captain Miller leveled the airplane at 2500' and maintained 220 knots. They had lost all the communications and navigation equipment, and the flight controls were in a degraded mode. Then the standby flight instruments failed. Not knowing if the landing gear was safe or not, they elected to manually extend the gear. Brake pressure read zero, so they didn't know if they had any brakes. They flew a 4 mile visual approach to Runway 22R at Newark and touched down just 7 minutes after departure. The brakes worked, and an airplane with 105 souls on board was saved.

When we flew the A380 to AirVenture just a few months ago, we realized how important volunteerism is to the success of our annual gathering at Oshkosh. On a much smaller scale, volunteerism is essential to many of the things we accomplish in life. Whether it's holding the door open for someone, or fixing the hangar roof, it takes that little bit of someone's time to make life easier for an individual, or better for an organization. So take the extra time to help the Chapter where you can, and don't forget to help your fellow pilot, too.

From the Flight Surgeon

By Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR

A change is coming regarding clinical depression and aeromedical certification. As it stands now, no pilot may hold a medical certificate when a diagnosis of clinical depression exists which is being treated with "psychotropic" medication. These medications include many of the common names out there such as Prozac, Paxil, Zoloft, etc.

In the near future, clinical depression, which is stable for at least one year and on an approved medication, will likely be able to get a Special Issuance to receive their medical. The program as I have been able to determine is not going to be simple and will require regular visits with a mental health care provider.

If this diagnosis affects you or someone you know, please stay tuned as details of the program are very sketchy at this time. Please feel free to contact me at www.OK2FLY.com if you have questions. Fly Safe!

Chapter 55 Homebuilt

By Warren Miller

Ken Drewyor has completed and is flying his beautiful series 7 Kitfox. Ken said he started the project in April of 2002. After approximately 1300 hours time working on his plane, it was finished. His first flight was on June 18, 2009. Ken said he is very satisfied with his Kitfox and is looking forward to flying it every chance he gets. For more pictures of this aircraft, click on the link below.

<http://www.kitfoxaircraft.com/images/Recent%20Completions/Ke-n-Drewyor.htm>



Presidential Candidacy

By Ken Vandenbelt

I originally joined Chapter 55 in 2002. I recently took a couple of years off while my wife retained membership, but still continued to participate when I could. I have decided to run for Chapter President.

In 2002, Vickie and I debated between Jackson and Mason. We selected Mason because of the people & the activity of Chapter 55 and we have never regretted our choice.

I think the members of Chapter 55 are outstanding advocates for general aviation. Our outreach via Young Eagles, Dawn Patrol & Mason Aviation Day has greatly benefited the Chapter, the airport,

and our community. I think it is extremely important that we continue these venues.

I'm not one for campaign promises, but I would work to enhance communication within the chapter; increase member participation; and recruit & retain members. Oh, and I could probably promise shorter meetings.

November is election month. Hope to see you all there.

CLASSIFIED FOR SALE

Rans 2007 S6S Coyote II; engineer built; 88 hrs; no damage history; Rotax 912 designed to operate on 87 oct. auto fuel; ground adjustable prop; panel mounted Garmin 296 GPS; comm w/intercom incl. head set; transponder w/altitude encoding; stobes; canopy cover; \$55,000. Ed Crouse 517-349-1437 or Ernie Lutz 517-676-4601

DTV antenna connects w/either a converter for analog TV or new digital TV. \$20.00 George Moore 517-536-1034

Telex ProCom 200 noise canceling headphones. Negotiable. Bart Smith 517-676-2146

Burning barrels; \$5.00 Dave Groh 517-676-4416

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

New surplus hardware (clamps, Dzus, spark plugs, bolts, more) Dave Groh 517-676-4416

Military-style Dog Tags made to your order. \$5.00 Vickie 517-589-5051

Avon Products & Natural Beauty Soaps. Deanna McAlister 517-596-2506

HANGERS FOR RENT: Contact Deanna McAlister 517-851-7047 or Lloyd Brown 517-589-8619

WILL LOAN: Zenith 701 jigs & fixtures. Chuck Hacker 517-740-9222

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

