

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

DECEMBER 2009



Meetings are the 2nd Saturday of each Month

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

Pres: Ken Vandenberg 589-5051 Vice Pres: Bill Purosky 214-2729 Treas: Ed Search 882-5867

Secr: Vickie Vandenberg 589-5051 Editor: Warren Miller 214-2656 (all Area Code 517) www.EAA55.org

Climb and Maintain Flight Level 55

Hello, I'm Ken Vandenberg and I have signed on to be your Chapter president for the next two years.

I'm a pilot and I am working on the restoration of 1941 PT-17 Stearman. In the meantime, I'm flying my 1956 Cessna 172 based here at our own Mason Jewett Field.

I have been a member of EAA since 1995 and a member of Chapter 55 since 2002. I've been interested in aviation since I was a kid. I enjoy looking at all types of aircraft and talking about all things aviation - flying, building, events, museums, etc.

Breakfast Teams

<u>December</u>	<u>January</u>
Dave Courey	Kyle Bradford
Kevin Cozik	Lloyd Brown
Brian Eakin	Ken Drewyor
Max Hall	Cliff Hale
Dave Keller	Gordon Hempstone
Steve Meyer	Del Johnson
Pat Salow	Dan Pheils
Joe Whitesides	Jim Sawyer
	Carol Sawyer

**Board of Directors Meeting
December 9, 2009, 7:00 pm.
Chapter Membership Meeting
December 12, 2009
Breakfast 8-9 Meeting 9:30 am.**

I have no ground breaking or spell binding ideas but I do hope that I will be able to contribute to the wonderful tradition of our long-standing

chapter. Our community outreach has made great strides in the last 7 to 8 years with our Young Eagles Program, our Dawn Patrol and our Mason Aviation Day. Since one of the chapter's main purposes is the promotion of aviation education and recreation, I think these events are very important to EAA55 and to the surrounding community.

I think one of our greatest assets is the comradeship and diverse nature of our group. At our chapter meetings we can talk business - and also enjoy a few laughs. I'd like to find more ways to enhance our fellowship and draw in more of the members we don't see so often. Also, maybe some more evenings with movies, cards, food, fun and a great time for all.

I'm open to any ideas, suggestions or thoughts from you. Feel free to contact me. (NOTE: I'm a little slow on the computer.)

Ken Vandenberg
President



November Breakfast team cooks: Karen Meirndorf, Kirt Curtiss, Kyle Curtiss, and Richard Riisberg

EAA Chapter 55

Board of Directors Meeting, November 11, 2009

Meeting was called to order at 7:02pm. →Directors present: Bill Bezdek, Bill Purosky, Sharron Hacker, Doug Koons, Vickie Vandenberg (acting Secretary and representing Al Spalding) by proxy. →Secretary's Report dated October 7, 2009 - VVandenberg made a motion to approve; BPurosky second; approved as written. →Treasurers Report dated October 31, 2009 - major expenses noted: CRAA lease has

increased; Perry Construction was paid for the roofing materials; issued \$2500 to the EMU Foundation for the Newberry Scholarship Fund; YE awards expenses. DKoons made a motion to approve; BPurosky second; approved as written. →SHacker brought to BOD attention that the rent amount accepted on a recent lease of the storage hangar was pro-rated for a partial month. It has been past policy of the chapter that all rents be paid on a full month basis due as of the first of each month. Additionally, she has only been provided a copy of the lease from GHover. She would like her records to be up to date when she transfers paperwork. She still needs a copy of the Whitesides lease, the Wilke lease, Joan Wilke's membership paperwork, and Don Burt's membership paperwork. BBezdek will pursue copies for Sharron. Lease agreement will be reviewed and tabled for next meeting. →SHacker advised BOD that the cost of Quick Books Pro Edition for incoming Treasurer will be \$300+/- . Chapter might consider purchase of a computer/laptop for Treasurer use (and also have available for YE work?). Will pursue additional input from ESearch & CTucker. Chapter will also need to find someone to do the IRS Tax Return Form 990. →DKoons advised that the YE awards should be here in time for presentation at the general meeting. The revised total of YE flown in 2009 is 181; grand total now 2364. →Roof repairs are now done and EAA55 letters look great (well done BPurosky, DKoons & ASpalding). Still need to continue to ascertain that we have no leaks, check the insulation above ceiling & paint bad spots. →Member of the Year selected. →YE of the Year selected and to be notified. →Election absentee ballots will be picked up from GMoore if he will not be able to make the meeting. →Newberry Scholarship Award - candidate applications have been received and committee will review & make recommendations. →"Thank You" cards were signed by the board for the chapter & will be sent to Bill Perry of Perry Construction for donating time & equipment for our roof job & to Thomas Badall of Badall's Upholstery for the fine job on the peddle plane seat. →Dates for our 2010 events have been set: DP Sunday 6/13/10 & MAD Saturday 8/21/10. →Builders Hangar Door cables & pulleys have been replaced but still some problems. Need to get 4x4s to use as safety braces. →Vevay Township Hall has been tentatively reserved for our 2010 Xmas Party. Will need to submit deposit in December. →Toilet is leaking and must need new wax ring. →BOD discussed the absences of RDallas. BBezdek will contact him to see if he will be able to fulfill his duties as director. →Meeting adjourned at 8:18pm.

EAA Chapter 55 Gen'l Membership Meeting, November 14, 2009

Following the national anthem, the team serving us breakfast this morning was acknowledge with applause. President Bill Bezdek called the meeting to order at 9:31 a.m. EDT (1431 Z). Guest: Bryan Plaunt who is planning to become a member of Chapter 55. Secretary's report: It was moved and seconded to accept the secretary's report as written, motion carried. Treasurer's report: Sharron Hacker presenting. Sharron explained that the extra expenses this month was for roof repairs in the amount of \$3,450.00. It was moved, seconded and carried that the report be accepted as presented. A special thanks to Doug Koons, Bill Purosky, and Al Spalding for their magnificent work on the roof repairs, including the blue-painted "EAA 55" on the north side of the meeting room roof. Christmas Party: Members were advised to sign up today. Cost: \$15 per person.

Young Eagles: Doug Koons reporting. We have flown 181 YE this year. Awards were presented by Mr. Koons to those who assisted in the YE program as follows:

Ground Crew: Julie Spalding, Dick Bacon, Bill Bezdek, Rick Dallas, Al St. George, Jim Spry, Karen Meirndorf, Pat Salow, Ed Crause, Kyle Curtiss, Steve Houghton, Greg Hover, Vickie Vandenberg, George Moore, Dave Cook, Bill Purosky, Gary Long, Jack Tomen, Lloyd Brown, Linda Wilke, Carol Spry, Doug Koons.

Pilots: Drew Seguin, 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, Justin Godchaux.

Other reports: Bob Smith announced that the FAA has grounded all Zenith 601 aircraft for structural failures. Member of the year: Congratulations to Mr. Dick Bacon. Congratulations to Mr. Dennis Hall for completion of his Zenith 701 aircraft, which he flew to our meeting, and was on display in our aircraft parking area. Unheated hangar space now available. Election of officers: We welcome the following for the next 2 years: President Kenneth Vandenberg, Vice President Bill Purosky, Secretary Vickie Vandenberg, and Treasurer Ed Search. Al St. George moved that we purchase the DVD for Metal Working at a cost of \$10.00. It was moved, seconded and motion carried to purchase the DVD. Program: Continuation of metal working by Al St. George, phase 2. Meeting was adjourned at 10:17 a.m. EDT (1517 Z).

TIDBITS ~

By Vickie Vandenberg

LANSING FLIGHT SERVICE: Will be closing. Link to LSJ article dated 11/25/09
<http://www.lansingstatejournal.com/article/20091124/NEWS03/311240025>

EAA e-HOTLINE: Dated 12/3/09 reports that another Warbird from WWII has been plucked from Lake Michigan near Chicago. On Monday, 11/30/09, a salvage company raised a mostly intact Grumman F5F-3 Hellcat from a depth of about 250 feet. The airplane sank in 1945 during a training flight for carrier landings. Plans are for the plane to be restored for display at the National Naval Aviation Museum.

Young Eagles

By Doug Koons

Young Eagles Rallies for 2010 are:

June 12 from 9 to 3

July 10 from 10 to 2

Aug. 14 from 10 to 2

Everyone please put these dates on your calendar to help fly the kids in 2010.

Also, we have several 2010 EAA calendars left for sale. If you want one I am going to have them at the December meeting. Member price should be about \$7.50 each. Thank you, Doug Koons.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

Some might call it the “shout heard ‘round the world”, but there is unmistakable debate going on in the aviation world about a statement made by Sarah Wilson in the December 2009 issue of Sport Aviation: “I will stand up, raise my hand, and swear to you that if you have never flown a tail wheel airplane before, you do not know how to fly.” The article is about Sarah and her life-changing discovery of the golden age of aviation, but her statement has rekindled a debate left simmering since WACO put a nose wheel on the ZVN-8 cabin biplane.



A lot of people have spoken out in the blogosphere, not about Sarah, but about the substance of what she said. Some of the comments are simply priceless. For example, all you need to do is take Sarah’s statement and modify it into something like this: “...if you have never flown a <insert your word here>, you do not know how to fly.” Imagine words like crop-duster, helicopter, Pitts, Swift, glider, R/C model, aerobatic airplane, RV, bush airplane, and finally a unicycle (my personal favorite). One guy said that he had never flown a tail wheel, multi-engine, glider, balloon, counter-rotating props, autogiro, helicopter, jet, V-tail, twin rudder, dolly takeoff/belly skid landing, seaplane, skiplane, multi-wing, flying wing, canard, ultralight, or powered parachute, but was confident he knew how to fly. I think he left out blimp and dirigible.

In the middle of some finger pointing – “the subject is usually brought up by the tail wheel pilots”, were a few pearls of aviation wisdom: “a good pilot always continues to learn, and a smart pilot accepts that he or she has a lot to learn”; “if it flies, it teaches you something”; “you will be a better pilot if you expand your personal envelope”; and finally “aviation means a lifetime commitment to training, education, and safety”.

USAF pilots flying the U-2 spend hours in a 5-10 knot band between mach buffet and stall buffet, then manage a difficult landing on tandem gear after 8+ hours of flying. Navy pilots land at night on carrier decks that pitch and roll in a constant right crosswind. Medivac helicopter pilots deliver patients to hospital helipads in impossible weather. Fighter and bomber crews join on tankers at night and in the weather, and take on fuel. Their mission depends on it. Airline pilots routinely operate in visibility as low as 300 feet. Can we say to any of these pilots that because they

have never flown with a tail wheel, they don’t know how to fly? Of course not! Given the opportunity to learn about tail wheel flying, any of them could master the techniques, and tuck that knowledge into their aviation tool bag.

The early airplane engines turned at about half the speed of today’s engines, and it took large diameter propellers to generate the thrust necessary to fly. When designers decided to put the engine and propeller upfront, the tail wheel configuration was necessary to keep those large propellers out of the dirt. Tail wheel airplanes are naturally unstable on the ground, but with good training, practice, careful attention to wind, and proper maintenance, the tail wheel airplane is wonderful to fly.

This design formula worked well for small, training airplanes until after WWII. Even though a lot of civilian training was being done in Cubs, Champs, and a number of other small tail wheel airplanes, new designs were on the drawing boards with light weight aluminum structures, engines requiring smaller diameter propellers, and tricycle gear. Flight schools could train more pilots in less time and with fewer accidents with the new designs.

By the time I learned to fly at Capital City Airport in 1967, there were no tail wheel airplanes available to rent. I started in a Piper Colt, then soloed and passed my Private Pilot check ride in a Cessna 150. But in talking with other pilots, I heard how difficult tail wheel airplanes can be to fly. With all of about 50 hours flying time, I drove out to Davis Airport and took an hour of dual in a Champ. Dale Sheren’s son was my instructor. Even though he gave me a good briefing, my first takeoff was pretty ugly. I went back and forth across the runway, at some ghastly sideslip angles. Once in the air, I learned things about adverse yaw the 150 could never teach. I learned that day that the best way for me to keep moving forward with my flying skills was to master tail wheel flying.

At the University of Michigan, I made friends with a guy whose father owned a Cessna 120, and it was parked at McEnnon Airport near Willow Run. Marv Grahn and I split the cost of gas and a lot of flying time. We flew the 120 in all kinds of wind, into all kinds of airfields, night and day. With a tail wheel, spring steel gear, and 7.00x6 tires, Marv and that 120 taught me a lot about tail wheel flying. Wheel landings, crosswind landings, three point landings, and slips to a landing – we did them all, over and over. It would have been a completely different learning experience in an airplane with a nose wheel.

One thing that Marv was able to do in the 120 bothered me for years until I had the courage to try it for myself. It was a hot afternoon in September, and we were landing at Downwind Acres, a small grass airport along the railroad tracks south of Willow Run. At the time, Bill Barber’s Curtiss Falcon and Betty Skelton’s Pitts Special “Little Stinker” were hangared there. Marv set up for a wheel landing, which I thought was unusual since the strip was only about 2000 feet long and there was essentially no wind. Putting it nicely down on the wheels, Marv used the brakes to slow down *while still up on the wheels!* But he knew the airplane very well and was using up elevator to compensate for the nose down tendency from the

brakes. You have to be very, very precise on both the brakes and the elevator.

Years later, I carefully taught myself the same technique in a DeHavilland Beaver, and found that it worked with glider. I could touch down in a glider, roll along with the tail up, gently applying the brake and compensating with elevator, until almost zero speed.

If I did it right, the glider was stopped with the tail in the air and the main wheel on the start line (gotta be careful letting the tail down!).

By the time I finished college, I was flying my own Luscombe 8A.

It's a different airplane than the 120. It has no starter, the gear is completely different, and it has heel brakes. It would be the first tail wheel airplane I would fly solo. Over the years, N28579 has been my cross-country airplane, training airplane, formation airplane, fighter plane, Spirit of St. Louis, and Wright Flyer. All rolled into one. I know it well, and I knew from my experience in the Luscombe that my RV-8 would have a tail wheel. It's a different airplane than the Luscombe. It has a low wing, constant speed propeller (with starter!), and flaps. One of these days, I'll know it as well as I know the Luscombe.

I think that in the debate between the tail wheel and the nose wheel, it's what you learn from the airplane that counts. Could you learn all the same things in both types of airplanes? Perhaps. But one type of airplane can teach you what the other cannot. It's up to you, the pilot, to make that lifetime commitment to training, education, and safety. Being soundly bitten by aerobatics, the golden age of aviation, homebuilts, or warbirds makes no difference.

I will stand up, raise my hand, and swear to you that if you have never read a good aviation book, you do not know how to fly! Seriously, in my last newsletter, I asked everyone to send me the titles of their top 5 favorite aviation books. I heard from ONE guy! All I can say is that there are a lot of great aviation books to read, so put one or two on your Christmas list. That will just about get you through the winter and into the next good flying season. And, I will stand up, raise my hand, and swear to you that if you don't lend a hand to your fellow pilot when they really need it, you do not know how to fly.

From the Flight Surgeon

By Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR

Fatigue and sleep disorders are a very "hot button" topic for the FAA right now. The GO Airlines incident in 1997 had the flight passing its destination due to both pilots falling asleep in the cockpit. Many still think the recent Northwest Airlines Flight 188 was a similar situation with the aircraft flying 155 miles past its arrival airport.

Sometimes hard to define, fatigue leads to poor vigilance, difficulty in concentration and poor decision-making. Combating fatigue involves many factors including getting adequate rest before flying, reducing stress and avoidance of some medications. Sleep disorders such as Obstructive Sleep Apnea require a Special Issuance which can require a test to see if the pilot can maintain wakefulness.

The FAA has a good brochure on fatigue available through their website www.faa.gov. Bottom line is if you think you are too tired to fly, you probably are. Questions? Contact us at www.ok2fly.com. Fly Safe!

CLASSIFIED

FOR SALE:

Rans 2007 S6S Coyote II; 88 hrs; Rotax 912; ground adjustable prop; 55,000. Ernie Lutz 517-676-4601

DTV antenna; for analog or new digital TV; \$20.00 George Moore 517-536-1034

Telex ProCom 200 noise canceling headphones. 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

HANGARS FOR RENT:

EAA Storage Hangar space; \$70 per month or Builders Hangar Space \$115 per month plus gas (includes Electric) Contact Ken Vandenbelt 517-589-5051

T-Hangers: Contact Deanna McAlister 517-851-7047 or Lloyd Brown 517-589-8619

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

Contact Warren or Vickie to place your ad here!

MEMBER OF THE YEAR

Dick Bacon (left) was selected as Chapter 55 member of the year for his enthusiasm and continuing support for the Young Eagles program. Being a long time member, he is much appreciated for his participation in Chapter events.



Dick's name was added to the Chapter plaque, which was presented to him by Doug Koons.

MEMBER'S COMPLETED PROJECT

Dennis Hall has been building his Zenith 701 for two years and upon completing the aircraft, flew it to the November meeting.



Dennis said it flies beautifully and he is very happy with the project.



Congratulations, Dennis on a very nice looking plane.

