

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

APRIL 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
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Climb and Maintain Flight Level 55

“Sun and Fun” is coming up soon, from April 21 to 26 in Lakeland, Florida. If you are planning to attend please take me with you. Seriously, though, I’ve had enough of winter. To see a tease of spring and then see the crocus covered by 6” of snow was disheartening.

With the coming of warmer, sunnier weather our flying season ramps up, and our Chapter activities return once again. Dawn Patrol, Young Eagles rallies, summer evening cookouts, pot-luck dinners, Air Venture, and the monthly breakfast meetings to fellowship and lie about our accomplishments. Please plan to participate in as many of these events as you can. Remember what Water Rat said about boats? I will paraphrase that for flying: ‘There is nothing half so much worth doing than simply messing about in airplanes’.

As I mentioned in last month’s message, please be focused on flying skills when you approach your airplane after a long period of inactivity. Take a check ride with an instructor to brush up on things like turns about a point, slow flight, and stall recognition, all things related to approach and landing.

Board of Directors Meeting
April 8, 2009, 7:00 pm
Chapter Membership Meeting
April 11, 2008
Breakfast 8-9 Meeting 9:30 am

Remember the basics. They are not just a stage in your training to be superseded by more

technical and complicated things. They are basic to every flight, every time you go aloft. Keep your skills current for every flight, especially the first one of the season.

And give your aircraft a very careful going over. Mice and birds wreak havoc with their nests and feces. You don’t want to have an in-flight fire due to lack of a thorough pre-flight inspection.

And whenever you fly take someone with you.

Bill Bezdek
President

Breakfast Teams

<u>April</u>	<u>May</u>
Deanna McAllister	Jim Cushing
Don McAllister	Chuck Hacker
Gary Nesbitt	Cliff Hale
Dan Schiffer	Gilbert McKessy
Margaret Schiffer	Jim Spry
George Spencer	Al St. George
	Connie Stewart



March Breakfast Team: Ray Fink, Mark Stanton, Ralph Gregus and Ted Lakin

EAA Chapter 55

Board of Directors Meeting, March 11, 2009

BOD members in attendance: Vice President Bill Purosky, Secretary George Moore, Al Spalding, Doug Koons, Vickie Vandenberg, Rick Dallas

BOD members in absentia: President Bill Bezdek (on

vacation), Treasurer Sharron Hacker, represented by proxy; Dave James, represented by proxy.

Guest: Kenneth Vandenbelt

Vice President Bill Purosky called the meeting to order at 2300 Z (7:00 p.m., EDT)

Secretary's Report: Moved by Doug Koons, seconded by Al Spalding to accept as written. Carried.

Treasurer's Report: Presented by Doug Koons. Vickie Vandenbelt questioned the Newberry Scholarship posting that should be cleared provided a check had been provided to Mr. Tartalone. Doug Koons to contact Sharron Hacker to clarify.

Bill Purosky moved to accept the report as presented; seconded by Al Spalding, carried unanimously.

Other Offices:

Vickie Vandenbelt reported that she has removed the names of people from the membership list of those who have not paid membership dues.

Young Eagles: Doug Koons: Posters to be posted around Mason during the month of May, 2009. Also, Mr. Koons indicated that he will be in touch with the Mason Public Schools to obtain permission to place flyers into the hands of teachers to distribute to their students to spur interest.

Old Business: Member of Year Award to be awarded on Saturday, March 14.

2009 Teachers' Conference to be held at Kalamazoo on May 16.

Doug Koons: County Bridge Project on hold, waiting for warmer weather.

Pedal Plane Project in progress.

New Business: Vickie presented possible ways to build incentive for membership to volunteer more time (4-6 hours) during MAD, 2009. One way discussed was to give a T-shirt to those who are willing to spend at least 4 or 6 hours of labor to MAD. Price of shirts would vary depending on quantity ordered.

Discussion followed and the question was asked as to how many people are required to run MAD? The answer: 55 people for each day are required. The number 55 was corrected by Vickie V. to 38 people working four shifts.

MAD Committee Meeting is now the first Wednesday of each month, instead of the fourth Wednesday. Next MAD meeting is Wed 4/1/09. Dates forward will vary & will be posted.

Possible social events discussed as demonstrated, for example, by the Plymouth Mettetal chili social recently.

Some ideas proposed: ice-cream social held during sunnier season, other delicacies could be offered as well for other dates during the summer season. We could invite other EAA chapters to join us.

Doug Koons moved to adjourn, seconded by Bill Purosky, carried. Meeting adjourned at 2345 Z (7:45 p.m.)

EAA Chapter 55 General Membership Meeting, March 14, 2009

There were 37 members and 3 guests present.

Our National Anthem was played to begin the meeting. Vice President Bill Purosky called the meeting to order at 1333 Z (9:33 a.m. EDT)

Secretary's Report: It was moved, seconded and unanimously carried to accept as written.

Treasurer's Report: Moved, seconded and unanimously carried to accept as presented.

Other offices and/or committees: Nothing to report re: membership committee chaired by Vickie Vandenbelt.

Young Eagles: Reminder of dates and times for summer of 2009 to be posted in Newsletter. Also, see BOD minutes re: bridge repair for Ingham County.

Old Business: Bill Purosky presented member of the year plaque to Doug Koons. Congratulations, Doug on a well-deserved honor.



Pedal Plane project to be done by the very capable Pat Salow assisted by Al Spalding. Many thanks, to Pat and Al for their voluntary action to accomplish this, for the pleasure of our youngest future pilots.

Newberry Scholarships: Phil Tartalone introduced three students from Eastern Michigan University who are the recipients of the Newberry Scholarship awards given to: Cheryl Wenzinger, Jadranka Komnecic, and Alex Roberts. It was a pleasure to have these three young people as our guests. Hopefully they will return again to provide us with the pleasure of their company.

MAD Committee: Next MAD meeting is Wed 4/1/09. Dates forward will vary & will be posted. MAD is only one day in August (with a rain date).

Bill Purosky discussed the very important need for increased dedication of more of our members to make a commitment to devote considerably more time working during MAD as most of the work has usually been done by the faithful few. A commitment of at least four hours or six hours is sorely needed to alleviate the very heavy load of operating MAD for the two days in August, 2009 usually shouldered by those faithful few. He pointed out that many hands make lighter work for all, making it possible for all to enjoy being a part of MAD rather than a painful enslavement by too few. Vickie Vandenberg indicates that it requires 38 people working four shifts in order to successfully operate this event.

Veterans Day Parade: Tom Botsford to post day and time and whom to contact so our members will be aware of when to volunteer help. He pointed out that this is a great opportunity for Chapter 55 members to make a favorable impact on the community. This is the kind of activity in which we can participate to help ensure the continuance of Mason Jewett Airport for years to come.

New Business: None.

On a sad note: Dick Wilke passed away on February 11, 2009 in Florida, a victim of cancer. His Memorial Service will be held in Michigan on June 6 at the Plymouth Congregational Church, 2001 East Grand River, East Lansing, at 1:30 p.m.

Meeting adjourned at 1401 Z (10:01 EDT)

Our special speaker today: Al St. George shared his expertise on jet engines. Al is an engineer who worked for Curtiss-Wright, then moved to Chicago as a plant engineer for General Electric. From Chicago Al and his wife moved to Michigan and worked in Eaton Rapids for a time. He also has two patents that are still recognized for jet engines and holds a CFI license. His talk, along with his diagrams helped immeasurably in understanding just how modern day jet engines operate. Thanks Al for a very informative presentation.



TIDBITS

By Vickie Vandenberg

MEMORIAL FOR DICK WILKE: Services 1:30pm on June 6, 2009 at 1:30pm at the Plymouth Congregational Church, 2001 E. Grand River, Lansing

MASON AVIATION DAY (MAD) PLANNING: We have some conflicts with meeting the fourth Wednesday each month. It will be either the last Wednesday or sometimes the first Wednesday. I will post on the board at the hanger and try to send a reminder email. The next meeting will be April 22nd.

MAD VOLUNTEER ROUNDUP: We are looking for individuals to "captain" various activities during MAD. "Captains" coordinate the workers in a specified category (ie: Auto Parking; Aircraft Parking; Aircraft Security; Concessions; etc). You would not need to be involved in meetings until we approached the August event. I will also have the sign up sheets for the categories/shifts at the next general meeting. We will have four shifts of three hours each running from 6:30am to 6:30pm (plus clean up after). Attached is a recap of the categories for those who are not familiar.

MASON JEWETT/CRAA MEET-GREET-EAT: CRAA will host a Meet-Greet-Eat on the evening of Wednesday, May 20th. It will be held at the EAA hanger. Everyone who is an owner, tenant or enthusiast of the airport is welcome.

NEWBERRY AVIATION SCHOLARSHIP AWARDS: Experimental Aircraft Association Chapter 55 has selected three students to be awarded their Newberry Aviation Scholarship. The students attend Eastern Michigan University. Jadranka Komnecic, a student in the pilot program, will receive \$1500. Cheryl Wenziner, a student in the aviation management program will receive \$1000. Another student in the pilot program, Alexander Roberts will receive \$500. EAA Chapter 55 raises funds to support their scholarship program by hosting a pancake breakfast in June and Mason Aviation Day in August.



Young Eagles

By Doug Koons

There was nothing new to report for this month.

From the Flight Surgeon Hypoxia

By Gregory Pinnell, MD
Senior AME/ Senior Flight Surgeon USAFR

Hypoxia is an issue that most of us in the low flying, non-pressurized aircraft community don't usually think about. But it can under certain circumstances cause serious problems. For example, most pilots know that flying is not recommended over 5000 feet at night due to settling of the atmosphere in the evening and the resultant effects of hypoxia on our color vision. But what many pilots are not aware of is that during the daytime flying even above 10,000 feet without supplemental oxygen can cause significant degradation of judgement, fine motor skills and other symptoms depending on the individual. Smokers get symptoms at even lower altitudes. The best prevention? Get altitude training to find our your personal hypoxic symptoms and maintain a low threshold for using supplemental oxygen when flying for any extended period at high altitudes. For more information or if you have questions don't hesitate to call or write at www.OK2FLY.com.

Notes From Cape Juby

by Terry Lutz

When USAirways 1549 flew through a flock of geese and lost both engines, Capt Sullenberger was faced with very few options. He needed time to attempt a relight, and he needed a clear path to do it. The Hudson River offered that possibility, and when the engines would not relight, ditching was the only option. Pilots of single engine airplanes will likely face a similar set of options, should that thrust-and-noise maker up front stop running.

In the age before digital clocks, someone once told me that when confronted with an emergency, you should reach up and wind the clock. Then when you are thinking just a little more clearly after that adrenaline rush, you can analyze the situation and take the proper action. Unless there is an internal failure, or the propeller separates from the engine, the engine should be able to run as long as it has fuel, air, and spark. Everyone should have a checklist that walks you through those items.

Whatever the order might be, control of spark and air doesn't change that much during flight. Fuel, now that changes a lot! When I was a member of the EAA chapter in Hagerstown, MD one of our members was Jim Alphin. He ran one of the largest airplane rebuilding shops on the east coast. Airplanes waiting to be rebuilt were kept in a large building a few miles east of the airport.

In March 1980, the chapter took a field trip to Alphin Aviation, and we visited the building where about 20 broken airplanes were stored. Jim explained why this one crashed and why that one went down, but at the end he said "You know, the majority of these airplanes are here because the pilot ran out of fuel". As we were closing and locking the gate, we looked up to see a Cessna 150 on downwind for the airport. Nothing unusual about that except the prop was stopped! Jim looked up and said "Hey, that looks like

my rental 150..." As we watched in amazement, the pilot dead stuck the airplane in a farm field about a mile away, without damage. You guessed it: out of gas.

OK, let's consider that you are beaming along as per normal, and it suddenly gets quiet. You run the checklist, twice, and try as you may, the engine will not come back to life. Now your name is Maverick and it's time to do some of that pilot stuff. There's a lot to think about, and I will make the point in the very beginning that you need to have the fine points of flying and strategy thought out well in advance.

The first point is energy. How much altitude and airspeed do you have? At cruise altitude, you have both airspeed and altitude to work with. But on takeoff leg, you are at low altitude, at climb airspeed, and need to make decisions quickly. As a Flight Advisor, I ask pilots to fly over and memorize all the potential landing fields close to the airport. You can ask George Moore how well this advance planning works. After the engine in his KIS stopped running, he made a successful emergency landing on the trap-shooting range near the Mason Airport.

The second point is maintaining your energy. You want to achieve and maintain the best glide speed for the airplane. If you are fast, raise the nose and trade airspeed for altitude until you reach that speed. If you are slow, lower the nose just enough to reach that speed. As your instructor used to say, "trim, trim, trim", to make the flying job easier.

Next, you need to consider where you are going to land. If GPS equipped, you can try "Go To Nearest". If you know how to use that function, you may also know how to use the function that tells you your glide range. If not, you can use knowledge of airports in the area, and try to glide to a landing at one of them. More than one pilot has successfully landed on an airport not far from where the engine failure occurred. My old boss and homebuilder Chuck Berthe used to fly back and forth from Buffalo to Patuxent River, Maryland. He made note of the airports along the way. Sure enough, one day his engine went south, and he managed to dead-stick into one of them. It works!

Now you need to figure out where the wind is blowing. Landing downwind with engine out can increase your energy at touchdown, and you really want to do it the other way around. I read an interesting article about cows the other day. Some scientist claimed that cows have the ability to line up with the magnetic field surrounding the earth. Well, I was taught that they eat facing downwind, which means that the "business" end points into the wind. Smoke, flagpoles, forecasts, AWOS broadcasts, waves on a pond are all things that can indicate the wind direction. OK, you can also study the cows.

Pick a field that is long enough and into the wind. In the Midwest, most parallel roads are a mile or so apart. So half of that is a decent distance, and even less will work. Then you need to aggressively search for obstacles. Fences, trees, ditches, and power lines can really spoil your day, and they

can be very hard to see. Begin planning to put the airplane down on the first third of the space you have selected, and once you have selected the field, stick to it!

To set up the pattern, try to put yourself on a base leg and make note of your altitude. If you are high, fly the base across the final and turn back to base on the other side. Always make turns toward the field you want to land in, never away. When it looks like the base turn altitude is correct, position yourself for a reasonable length final, and once established on glide speed and on final, begin looking at the point you want to land. If the point moves up in your windscreen, you will be slightly short. If it moves down, you will slightly long.

Then begin slowing down as much as you can. Here is where a few knots slow is better than a few knots fast. Add flaps slowly and analyze your energy. Flaps add drag and slips add drag, and both will burn energy. Watch that point in the field where you want to land, and control it with pitch and drag control. When the time comes, touchdown as slowly as you can, and be ready for the unexpected.

If the field is hard, come in with some brakes to shorten the roll. Using brakes to stop short of a fence or a ditch is a good thing. You won't need them on a wet or muddy field. The risk there will be going over on your back, so keep that elevator control full back after touchdown. When you get stopped, don't forget to turn everything off and close the fuel valve.

Some thoughts about ditching. From Michigan to Oshkosh, you have to fly over a lot of water. Big, deep, cold water. It is best to flight plan and fly as high as you can across the narrowest part of the lake. And you have to wear flotation gear. If the worst happens, you should already be talking to the lake reporting service, and they will initiate the SAR effort for you. Now you are in the same situation as Capt Sullenberger. Try to touchdown into the wind, or parallel to the swells, but it probably be a little of both. Imagine large waves as rolling hills and try to touchdown at minimum speed while following the contour of the wave. If possible, have the canopy or a door just barely open so you can get out quickly and easily.

A friend of mine was on an IFR flight from Dayton to an airport in the Chesapeake Bay area. His engine quit while in the clouds and he ditched in the Bay through a 500 foot ceiling. The Friendly Aviation Administration visited him in the hospital, and after working the numbers, decided he had run out of fuel. My friend explained that the airplane was equipped with long-range fuel tanks, and by the way, "would you like to see the citation I just received from the EPA for the fuel leaking into the Chesapeake?"

If you look at the numbers, engine failures do occur and forced landings do happen. You have to be prepared, which means you have to practice. I recommend practicing at airports, rather than scaring cows on a farm field. But if you do use a farm field, once you have the field made from about 100 feet or so, take it around. And don't jam in the throttle! I was with a friend one day, practicing forced

landings, and on the go-around, he really pushed the throttle up fast. The engine coughed, thought about running for a few heart-stopping seconds, then came to life. Don't make your forced landing practice turn into a real one!

For next month, I will have a flight report about a Light Sport Aircraft called a Flight Design CTLS. And as always, don't forget to lend a hand to your fellow pilot when they need help, or just need some good advice. It might make the difference to someone. AND, have you made those Oshkosh plans yet? I am here to tell you it will be a "BIG" event!

CHAPTER 55 - CLASSIFIEDS: FOR SALE:

DTV antenna; this new, awesome-performing DTV antenna from Moore Energy Conversion Systems connecting with either a converter for analog TV or new digital TV is available. MECS will deliver for wholesale price of 18.87 + 1.13 sales tax = \$20.00. Why pay \$1,000.00 for a new TV? Why purchase an antenna for \$100.00 or more? This one is affordable. Contact George Moore for details or purchase 517-536-1034

Telex ProCom 200 noise canceling headphones w/boom microphone. New; in original box; must attach plugs for your particular radio to plain wires. Negotiable. Contact Bartlett Smith 517-676-2146

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

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

2 Lots (approx .40 acres ea) in Sugar Springs Residential Community approx. 10 miles north of Gladwin MI; on 3500 ft. grass airstrip; many extras. \$15,900.00 Contact Doug Simons 517-626-6790

Wicks one inch seat cushions, blue, with front map pocket. Set of 2. \$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, & more. Contact Dave Groh 517-676-4416 or www.yesteryearaviation.com

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: EAA Sport Aviation magazine collection; 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

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

JUST IN CASE YOU NEED A LAUGH

Subject: According to a Marine Pilot

In addition to communicating with the local Air Traffic Control Facility, all aircraft in the Persian Gulf AOR are required to give the Iranian Air Defense Radar (military) a ten minute 'heads up' if they will be transiting Iranian airspace.

This is a common procedure for commercial aircraft and involves giving them your call sign, transponder code, type aircraft, and point of origin and destination.

"I just flew with a guy who overheard this conversation on

the VHF Guard (emergency) frequency 121.5 MHz while flying from Europe to Dubai. It's to good not to pass along. The conversation went something like this..."

Air Defense Radar: 'Unknown aircraft at (location unknown), you are in Iranian airspace. Identify yourself.'

Aircraft: 'This is a United States aircraft. I am in Iraqi airspace.'

Air Defense Radar: 'You are in Iranian airspace. If you do not depart our airspace, we will launch interceptor aircraft!'

Aircraft: 'This is a United States Marine Corps F/A-18. Send 'em up. I'll wait!'

Air Defense Radar: (no response ... total silence)

Semper fi