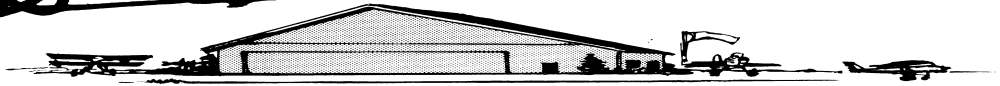


CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

JUNE 2009

Wingtips



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

April's meeting program was a workshop on fabric covering of a wing, including sewing, stretching, finishing, and rib stitching presented by Bob Smith, who used to be in charge of the wing department at the Lansing Waco plant. Many thanks, Bob, for a job well done!



But next we concentrate on Young Eagles, and the Dawn Patrol fly-in breakfast. Saturday we'll have our regular meeting in the hangar, with the YE flights starting at 0900. Then, while some of us are flying the kids the rest of us will be cleaning the hangar and setting up the tables and chairs for Sunday morning when our neighbors in the community and our fellow aviators show up (we hope). Come dressed to help move airplanes, sweep and wash the hangar floor, and set up tables for Sunday's Dawn Patrol. Come again Sunday morning at O-dark thirty to flip pancakes and fry eggs for the Dawn Patrol.

Publicity for MAD is high on our list. Mason is having a Fourth of July parade as they did last year, and we're planning to march and hand out MAD advertising flyers again. This year we're considering again towing an aircraft in the parade, something with folding wings. Either way,

we'll have a fun time and sleep well that night. Come join us. Be sure to also take flyers to the local businesses you personally patronize.

Also, the fourth annual live Thursday Night Concerts are underway at 6 PM on the Mason Courthouse lawn. When you go, pick up some MAD flyers at our clubhouse to hand out. Thursday, 11 June will be the Mason Orchestral Society. The remaining concerts will be 25 June, 9 July, 23 July, 13 August, 27 August, and 17 September.

The night of Wednesday, 20 May, Bob Selig, Mike Daigle, the maintenance man assigned to TEW and a fourth CRAA person hosted a "meet and greet" at our hangar, with catered dinner, served by Vickie V. and Debbie G. Budgets were discussed, the planned expansion of the apron in front of the airport office and fuel pumps was explained, and many other issues enjoyed lively dialog. A big one was the TSA's implementation of a new Security Directive for airports with commercial airlines. That's Capital City. The details were to be left up to the local airport managers, but the basic outline of the new regulation is that the background of any pilot, including GA pilots, based at an airport with regularly scheduled airline service would be investigated and security

I.D. cards issued. There have been rumors that these requirements would also be extended to designated reliever airports in the future. That's Mason Jewett. For sure we'll get a security fence and gate card system down the line. The big problem is that these new regulations were imposed by

fiat, without any public review or comments allowed. The latest news is that the House of Representatives just passed by a narrow vote an amendment to the Transportation Security Administration Authorization Act that would limit the TSA's policymaking-by-decree practices. Stay tuned.

**Board of Directors Meeting
June 10, 2009, 7:00 pm
Chapter Membership Meeting
June 13, 2008
Breakfast 8-9 Meeting 9:30 am**

Bill Bezdek, President

Breakfast Teams

<u>June</u>	<u>July</u>
Lynn Brown	Ed Crouse
David Cook	Mary Gowans
Denise Cook	Warren Miller
Gregg Cornell	Tom Scheehan
Dave Groh	Ralph Taggart
Dennis Hall	
Greg Hover	
Mike Marhanka	
Tim Martinson	
Jack Toman	



May Breakfast Team: Connie Stewart, Jim Spry, Chuck Hacker and Al St. George

EAA Chapter 55

Board of Directors Meeting, May 6, 2009

BOD members present: President Bill Bezdek, Vice President Bill Puroskey, Secretary George Moore, Treasurer Sharron Hacker, Vickie Vandenberg, Doug Koons, Al Spalding, David James. BOD member absent: Rick Dallas

Member Guests: Chuck Hacker, Kenneth Vandenberg. President Bill Bezdek called the meeting to order at 7:05 p.m. (2305 Z). Young Eagles: Doug Koons reporting that EAA National has now increased the payment for credits from \$1.00/person to \$5.00/person. We still have \$1,000.00 + for Young Eagles for Academy, or may be used for transportation other purposes for the Young Eagles program. We also have received money from EAA National for two new members. Doug also indicated that Hart Well Drilling Company is out of business, so we have lost their expansive building wall for our MAD banner. Doug also said that our insurance is now ready for our summer activities. Young Eagles sign up forms will be available for Saturday General Meeting, May 9. Teachers' Conference discussed, more info forthcoming. Secretary's Report: Doug Koons moved to accept as written, seconded by Bill Puroskey, carried. Treasurer's Report by Sharron Hacker: It was moved, seconded and approved unanimously. Membership Committee by Vickie Vandenberg: No new members for the month. Discussion re: Six-month trial complimentary membership proposal to be offered with flyers left at the Terminal Building. Vickie said that the present policy for honorary membership would be kept the

same. The BOD must approve honorary membership. Old Business: Roof leaks to be dealt with. Bill Bezdek to contact the contractor who assisted us last summer for an estimate and consult for what should be done as the present roof consists of aluminum siding, not roofing material! The possibility of completely replacing the siding for roofing discussed. BOD approved Bill's investigation by contacting the above-mentioned contractor, Mr. Bill Scott.

The passing of Carl Dalrymple: Sharron Hacker to purchase sympathy card and send card and refund of membership dues to his widow. Sharron moved to accept, seconded by Vickie, carried. Dawn Patrol: Bill Puroskey to obtain food permits and submit receipts to Sharron. Health Department requirement to sanitize tables with approved solution (Clorox bleach solution not approved). Number of meals: 202 in 2008; 352 in 207; 360 in 2006. It was moved that 400 units of everything, except eggs to be 300. Advertising budget for both Dawn Patrol and MAD: It was moved by David James and seconded by George Moore to keep the advertising cost the same as last year at \$600.00 for the Dawn Patrol and \$850.00 for MAD. Motion carried unanimously. New Business: Bill Bezdek suggested that we have a banner for Oshkosh displaying location of our members at camping facility. It was stated that we already have a banner and that it only needs mounting poles/stakes to be placed at the camping site. Need to locate the banner. Children attending Academy camp to be discussed on Saturday general meeting.

A question regarding our participation for the Memorial Day Parade, Veterans' Day Parade, 4th of July Parade, to be discussed at the general meeting. Housekeeping: Vickie indicated need for repainting in some areas of hangars. George Moore moved to adjourn, seconded by Bill Puroskey, carried. Meeting adjourned at 8:28 p.m. (2428 Z)

EAA Chapter 55

General Membership Meeting, May, 2009

There were 38 members in attendance. Meeting called to order by President Bill Bezdek at 9:34 a.m. (1334 Z). The National Anthem was played as our members stood at attention. Guest: Mr. Darwin Gibbs. Secretary's Report: Tom Schroeder moved to accept as written, seconded by David James, carried unanimously. Treasurer's Report: David James moved to accept as written and reported, seconded, carried. Committees: Vickie indicated nothing new to report. Young Eagles: Doug Koons has sign-up sheet for volunteer signatures, first YE day: June 13, 9:00-3:00 p.m. (1300-1900Z). This is also National Young Eagles Day. Doug further reported that he has approached Mason High School inviting 240 young people to attend any of the three YE days. Doug also presented a new code for the front entrance door. New Business: Credits available for Young Eagles to send a YE to one of the many camps at Oshkosh. Credits per YE increased from \$1.00 to \$5.00, which may be used in several ways, including transportation, entire cost of camping at Oshkosh, or other YE operating needs, IE: publication or promotion. We now have 240 credits, \$1,020.00. Roof: Leaks to be addressed (see BOD minutes). Membership: EAA now offering complimentary

membership for 6-month period. Info at Terminal Bldg desk. Dawn Patrol: To be held on June 14. Sign-up sheets need signatures. Meet, Eat and Greet, Wednesday, May 20, 2009 from 5:30 p.m. to 7:30 p.m. Opportunity to talk to Capital City Regional Airport Authority, Executive Director Robert Selig and Mike Daigle, Deputy Executive Director, Operations & Maintenance. RSVP to Bonnie at 517-886-3714 by Thursday, May 14, 2009. Airmen's Certificate: Paper certificates will expire March 31, 2010, holders of paper certificates will need to re-apply for permanent plastic certificate. Al St. George presented "Safety Wiring," a publication for interested builders. Model airplane kits donated by Bartley Dixon to our Chapter for YE. Model Airplane building: Presented by Darwin Gibbs, 1st week of August, Day Camp at Lansing Park System. Cost: \$60.00. Denise may be contacted.

Special Speaker: Bob Smith, subject rib stitching. Meeting adjourned at 10:15 a.m. (1415 Z).

TIDBITS

By Vickie Vandenbelt

DAWN PATROL & MAD PLANNING: Next meeting Wed, July 1st at 7:00pm.

DAWN PATROL & MAD VOLUNTEERS: Still lots of choice positions on sign up sheets!!

2009 YE OF THE YEAR: Pilots & Ground Crew please be on the lookout for potential candidates for our YE of the year award. We're looking for an enthusiastic youngster to sponsor with a student membership. We need to mark their permission slip so Doug will retain their contact info.

EAA55 HANGER EMBLEM SIGN: The sign has been removed for maintenance but the wood is in pretty bad shape. Would someone care to take a tracing of the design so that we have it in case we ever make a new one??

JULY 4th PARADE: Gary Nesbitt has generously volunteered his truck, trailer, and time for a float in the parade. Looking for ideas & volunteers to assemble and decorate the float. Do you have any RED-WHITE-BLUE decorations &/or flags you could donate for use? Would you be willing to walk in the parade to pass out flyers? Anyone want to host a potluck before/after the parade?

AVIATION CAMP: Dar Gibbs spoke about the camp at our last meeting. Dave James provided some additional info: The cost of Lansing Parks & Rec. Aviation Camp (Aug 3rd- 7th) is \$90 for residents and \$95 for non-residents. The contact is Denise Lynch 517-483-4290 at the Foster Center, Lansing. Here is the link: http://www.cityoflansingmi.com/Lansing/parks/docs/LPR_complete_doc.pdf. I'm sure participants and volunteers would be welcome.

Young Eagles

By Doug Koons

For YE, I only want to remind everyone that we need to be set up and ready to fly the kids at 9:00 am on 6/13/09. I will also at the June meeting be asking members to sign up to help at the July and Aug. YE Rallies. Thank you, Doug

From the Flight Surgeon

By Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR

Asthma is and continues to be a common diagnosis seen when doing aero medical certification. Its potential to compromise the safety of a flight is obvious both from the perspective of an asthma attack in flight and the fact that the amount of oxygen we take in decreases as we increase altitude.

The FAA until last fall allowed medical certification of asthmatic pilots with a simple comment made by the AME at the time of your medical. Due to a change in policy asthmatic pilots are now required to provide documentation from their treating physician stating the asthma is under control. The documentation is required every two years and generally does not result in a time-limited certificate.

Questions? Call or email at www.OK2FLY.com and I will have happy to provide you with additional information.

Notes From Cape Juby

By Terry Lutz

Greetings from Washington, DC! I have just completed two intense days of public hearings into the US Airways 1549 emergency landing in the Hudson River. While it is fascinating watching the NTSB in action, and the dedication of the board members to insuring safe transportation, it is a bit challenging to provide a presentation and then sit on the hot seat and be grilled by the technical panel. I am now "well done", or at least that's what my colleagues told me.

Actually, the big challenge for me was to wear two hats, since I was called to serve on the Operations and Human Group for the investigation, and because I was also asked to be an Airbus witness. I did have the chance to meet Chesley Sullenberger last Tuesday, and I must say I was pleased to find a tall and modest man, easy to shake hands with, and easy to talk to. He is well spoken and uses just a few words to get his message across. Capt Sullenberger was the first witness to speak at the public hearing.

The subject areas that NTSB is focusing on are the following: 1. Captain and passenger aboard US Airways flight 1549; 2. Pilot training regarding ditching and forced landings on water; 3. Bird detection and mitigation efforts; 4. Certification standards regarding ditching and forced landings on water; 5. Cabin safety; and 6. Bird ingestion in transport category engines.

Without going into a broad discussion of the investigation, I will present just one highlight, and that was the testimony of Mr. Bill Campbell, the passenger in seat 25A (the last row in coach). Mr. Campbell flies a lot, and takes notice of what is going on with the airplane. He knew immediately the airplane was in danger when the bird ingestion occurred and he looked out at the tailpipe of the left engine and saw flames coming out (like a bonfire). The flames continued all the way to the water.

After the airplane came to a stop, he unbuckled his seatbelt and by the time he could get out in the aisle, enough water had come in that it was already up to his ankles. He went toward the back of the airplane and the flight attendant was just getting out of her seat. They quickly determined that the water was above the doorsill of the rear doors, making those doors and the slide rafts attached to the doors unusable. By the time he could turn around and start forward, water was above his waist. Only by crawling over the seat backs could he move forward far enough to feel safely out of the water.

The passengers and crew of US1549 were lucky in many respects. Because Capt Sullenberger decided to do an emergency landing on the Hudson, rescue boats were immediately available. With only the front two slide rafts available, there was enough flotation for only 110 passengers, but the airplane was carrying 155 (including crew). Had rescue boats not been immediately at the scene, many passengers would have found themselves in the frigid water with only life vests.

Mr. Campbell said that today, he pays a lot of attention to the flight attendant announcements, and the location of both emergency equipment and exits. After hearing his testimony, I think all of us should do exactly that.

I finished an interesting book recently, and the title is "Delayed Legacy". It is the love story of a man and woman at the outbreak of WWII, and his decision to join the Army and become a pilot. With his wife carrying what they hoped would be a son, Conrad John Netting III left the US in February 1944 to join the 4th Fighter Group in Debden, England. He received a new P-51, and named it the "ConJon IV".

On June 10th, 1944, just 4 days after D-Day, Conrad Netting III was on a fighter sweep, searching Normandy for signs of the German Army trying to reinforce its front against the allied advance. As number two in a flight of 4, he spotted a group of German fuel trucks along a road near the town of Saint-Michel-des-Andaines. Taking the initiative, the young Mustang pilot rolled in on the trucks and delivered a lethal burst from his guns. But pulling up and off the target, he flew through trees on a hill just beyond. The airplane cart wheeled and crashed in flames.

On July 16, 1944, Conrad John Netting IV was born. Many years passed while his single Mom raised him, and even though he knew a lot about his father from stories and photographs, it wasn't until his mother died in 1944 that he

was to learn more, a lot more. Going through his mother's belongings, the family discovered a trunk that appeared to be from WWII. When they gathered to open it, they discovered the neatly folded uniforms of Conrad John Netting III, his medals, and all the letters written by Katherine while he was in England. The letters held a lot of information about his father and those around him at the 4th Fighter Group.

And then a package arrived from France. The letter was from Michel Grandlin, a carpenter living in Saint-Michel-des-Andaines. When the Mustang crashed, the Germans examined the wreckage and remains of the pilot, took what they wanted and left. Suffering the German occupation for so long, the people of the town felt this was an opportunity for them to do something for the one person who had fallen near their town in the defense of France.

So, the French townspeople took the body and hid it for burial. Louis Grandlin, the village carpenter, worked in secrecy in the church to build a casket for burial, and Conrad John Netting was buried in the village cemetery. The French people visited the grave and placed flowers from their gardens each day until the end of the war, when the body was removed and buried in the Brittany American Cemetery.

Witness to all this activity was 11-year-old Michel Grandlin, who later took over the work of his father as a carpenter. In 1994, Michel felt it was time to learn more about the man he considered to be almost a brother. Michel wanted to erect a monument in the village in honor of Conrad John Netting III. Not only that, he was a member of the Les Fleurs de la Memoire Association, which has the goal of having each American grave in France visited semi-annually by a French family. Michel himself visits the grave of Conrad John Netting III twice each year.

It is a poignant and sad memory, but worth reading if nothing else than to appreciate what we have today, and to appreciate the friends we have in France. It is not always obvious, but they are there – and they remember.

Hey, it's almost Oshkosh time! Sweet Nancy Lynn is already there and waiting for the world's largest commercial aircraft to visit the world's best gathering of airplanes and people. So lend a hand, load up the cars, and help your fellow EAAer makes the trip to AirVenture. See you there!

CHAPTER 55 - CLASSIFIEDS:

OSH KOSH: Fly over with Dave James 517-410-4959; \$110 each.

OSH KOSH: room(s) available in rented house. Bill Purosky 517-655-1432

FOR SALE:

DTV Antenna from Moore Energy Conversion Systems. Connecting with either a converter for analog TV or new digital TV. MECS will deliver for wholesale price of \$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 517-536-1034

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

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

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

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

2 Wicks seat cushions, blue, w/front map pocket. \$120.00. Pat Salow 517-565-3178

New surplus hardware; hose clamps, Dzus, spark plugs, bolts, & more. Dave Groh 517-676-4416 or www.yesteryearaviation.com

Avon Products & Natural Beauty Soaps. Deanna McAlister 517-596-2506 or visit www.naturalbeautysoaps.net/deanna

Military-style Dog Tags made to your order. See Vickie at next meeting for order form & prices.

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

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

IN CASE YOU NEED A LAUGH

A WOMAN was flying from Seattle to San Francisco. Unexpectedly, the plane was diverted to Sacramento along the way. The flight attendant explained that there would be a delay, and if the passengers wanted to get off the aircraft the plane would re-board in 50 minutes.

Everybody got off the plane except one lady who was blind. The man had noticed her as he walked by and could tell the lady was blind because her Seeing Eye dog lay quietly underneath the seat in front of her throughout the entire flight.

He could also tell she had flown this very flight before because the pilot approached her, and calling her by name, and said, "Kathy, we are in Sacramento for almost an hour. Would you like to get off and stretch your legs?" The blind

lady replied, "No thanks, but maybe **Buddy** would like to stretch his legs."

Picture this:

All the people in the gate area came to a complete standstill when they looked up and saw the pilot walk off the plane with a Seeing Eye dog! The pilot was even wearing sunglasses. People scattered. **They not only tried to change planes, but they were trying to change airlines!**

True story... Have a great day and remember....THINGS AREN'T ALWAYS AS THEY APPEAR. A DAY WITHOUT LAUGHTER IS A DAY WASTED!!

Introducing the "Newbie"

By Paul Gregory, EAA Chapter 1410

I am in many respects a "newbie." I am new to this world of homebuilding and to aviation as a whole. Unlike some of our members, I have not assembled anything more complicated than a scale model aircraft, nor am I a high-time pilot.

Despite always being interested in aircraft since I was six, it wasn't until I was thirty-four that I did anything about it. At the time I had a false alarm regarding my heart and this scare made me change some of my priorities - so I decided to learn to fly. Every week I learned to fly despite juggling the responsibilities of launching my own software services company and the arrival of my second child. This was eight years ago.

Once I earned my wings in 2001, I enthusiastically took up friends and family for rides. But my friends at the time were not aviation junkies so the thrill of solo \$100 hamburger flights began to wane and I never got over being a newbie and an outsider to general aviation. Like many other newly licensed private pilots I began to leave the hobby.

For the intervening years I let my priorities shift back and let life take me over—I continued to build my company, Intervera Data Solutions (with two business partners), and watch my daughter Sarah and younger son Jonathon grow up. My passion for aviation never died and I never stopped reading about it as my wife Mary can testify to by pointing to all the boxes of magazines and flying books as evidence! Despite this, I stopped flying.

In 2004, I came across the International EAA website and I thought I'd join. At first I enjoyed the articles in *Sport Aviation* magazine and I began to think about the possibility of building my own aircraft. But the stories covered people far away from home and as a newbie I remained intimidated that I could never tackle such a project alone.

A year later, a newsletter arrived in the mail from a newly formed group based in High River. From reading this newsletter, I realized that there were others in Alberta who not only considered homebuilding but also had done it! With encouragement from many, I decided to drive down from Calgary and see what this group was all about. From

the first moment I walked into the meeting room in the flight services building, I realized that I had found a group of like-minded people from many different walks of life who were passionate about the same thing. I joined EAA Chapter 1410 High River that night.

Since joining the chapter, I changed and made aviation a priority again. I signed up for pilot recurrence training, got all checked out and now I fly regularly either renting or flying with chapter friends. I flew down to Oshkosh in 2006 and along with twenty other chapter members volunteered in the "Lancaster at Oshkosh" tent. I took two EAA Sport Air Workshops courses at High River - Sheet Metal Basics

and Electrical Systems. Last year my family hosted the Ram River Fly-Out and later we drove down with our trailer to the Arlington Northwest Fly-in. I volunteered to play an active role in the chapter.

It is 2008 now and I haven't committed to a homebuilt yet, but I am fine with this since I will know when the time is right. So, I still consider myself a newbie. But now I am among friends who are either newbies themselves or remember being one and are enthusiastically willing to help.