

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

AUGUST 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

Election time for our officers and directors is here again, and this time it is for all of our officers and half of the directors. We have enjoyed a vibrant, active chapter for many years, and it is through the efforts of our leaders that this happens as a matter of course. Being a Chapter President has its perks, and after just returning from AirVenture 2009 I'll list a few.

Chapter leaders are invited to special events at Oshkosh, and at the annual convention. Ford Motor Company is one of the major sponsors of AirVenture, and Edsel Ford II, chairman of the Ford Foundation, hosts an annual reception for chapter presidents and guests. This year Harrison Ford, honorary Young Eagles chairman, and Chesley Sullenberger, the U.S. Airways pilot who landed the Airbus in the Hudson River were in attendance. The photo shows Marilyn speaking to Sully. Every year there are gifts for all in attendance and door prize drawings conducted by Edsel Ford.



Special meetings for chapter presidents, Young Eagles coordinators, web editors, and treasurers focus on particular issues, and allow attendees to share experiences, tips, and unique solutions to common concerns. Attendees meet the EAA headquarters staff and receive direct telephone contact numbers to allow personal help.

The free Young Eagles banquet and awards program is always a hit, with a special program that follows. This year Jeff Skiles, the second pilot of the Airbus in the Hudson, presented a riveting moment-by-moment narration of the routine departure which suddenly turned into an emergency water landing. Jeff said he saw the flight of geese moments before and judged the

Board of Directors Meeting
August 5, 2009, 7:00 pm
Chapter Membership Meeting
August 8, 2008
Breakfast 8-9 Meeting 9:30

aircraft would pass safely above them. The fuselage and wings did indeed miss the birds, but the engines hung down too low. A second program was

from two Stanford University students that were second place winners in an international Airbus competition for unique aviation related ideas. They came up with "Formation Flight", a way to save fuel and lower atmospheric pollution by coordinating the flight of transport aircraft in the same way that Canada geese fly. The lead plane would create two swirling vortexes of wake turbulence and following aircraft in succession would take lift from the upward portion of the swirls, as would aircraft behind them, and so forth. It works because there are so many planes from different airlines going along the same routes, to the same or nearby airports. Fascinating idea and one that will take effective advantage of the ADS-b mode of aircraft control and navigation.

Breakfast Teams

<u>August</u>	<u>September</u>
John Kennedy	Dick Bacon
Gary Long	Barb Bacon
Jim Palmer	Ernie Lutz
Dave Paul	Ed Search
Rocky Stone	Judith Search
Roy Thelen	Julie Spalding
Bruce VanFarowe	

The new Chapter Leadership conferences are something special. For two days chapter officers and directors can travel

to EAA headquarters to receive a behind-the-scenes tour of the organization and its facilities. Dave James and I went in January of 2008. We stayed free of charge in the Lodge, toured the back rooms in the Museum, had breakfast and conversation with Paul Poberezney in his private workshop, toured the EAA maintenance hangar and crawled through the B-17 "Aluminum Overcast" while it was down for major inspection. We enjoyed interacting with similar folks from other chapters all over the U.S., sharing ideas and solutions to problems we had encountered.

So consider running for the office of President, Secretary, Treasurer, or director, and enjoying participating in the operations of a vibrant group of aviation enthusiasts.

Terry's ride to AirVenture was awesome! And the chapter photographs in front of the A380 were a big success. We had an EAA staff photographer take photos from two angles, and he will send us the results soon. I'll keep you posted on how we will distribute them. Ernie wanted to do something special for the Airbus crew, so he and Doug arranged for special gift bags to be embroidered with our Chapter 55 logo. Terry's brother, who works for a phone company, was able to obtain prepaid cell phones to include in the bags, among other things, and Marilyn and I were able to include AirVenture embroidered sew-on patches, and copies of the Spirit of AirVenture DVD produced by EAA last year. Terry said the crew was "blown away" by the bags. They had never before experienced that type of hospitality. Ernie's photo with the bag is in last week's Community News. Well done, Ernie!

This Saturday is another Young Eagles rally, from 1000 until 1400. Come and help out however you can, whether flying the kids, herding the kids and families, parking cars, or greeting and registration. Last month we had ten pilots and planes and flew 92 kids. Lets do it again.

The Yankee Air Museum is bringing their B-17 to Mason Aviation Days, free of charge, on 15 August. Speaking of MAD, plan on coming to help out. It looks like we're going to have a spectacular event, with the B-17, the YAF Stinson, Dan's Corsair, and the Bell 47 helicopter and a BT-13 hopping rides, plus the normally excellent steak lunch and dinner. If you have not yet experienced the thrill of a B-17 flight now is your chance. It only takes a little money.

And the program for September is an Aviation Safety Seminar from the Michigan Aeronautics Bureau. We'll handle it like a dawn patrol, with breakfast followed by the program. We'll need to clean the hangar, set up tables and chairs, prepare pancakes, eggs, sausage, juice, and coffee for the multitudes, and clean up afterwards. This is a unique event for the entire central Michigan aviation community.

As a last note, Lansing Community College is looking to relocate their pilot and aviation mechanic programs from Capital City Airport to another venue. They are looking at TEW among other places. Would that ever be excitement for our Mason Jewett field!

Bill Bezdek, President

EAA Chapter 55 Board of Directors Meeting, July 8, 2009

BOD Members in attendance: President Bill Bezdek, Vice President Bill Purosky, Treasurer Sharron Hacker, Secretary George Moore, Membership Chairperson Vickie Vandenberg, Al Spalding, Young Eagles Director Doug Koons. Guest Kenneth Vandenberg. Members absent: David James and Rick Dallas. President Bill Bezdek called the meeting to order at 2302 Z (7:02 p.m.). Secretary's Report: approved as written. Treasurer's Report: approved as presented. Dawn Patrol: There were 78 planes that visited with 295 meals sold, although Chapter 55 lost about \$200.00 for this event; however, it was agreed that the event was very successful per the number of aircraft and pilots who attended giving Chapter 55 a very good image for promoting aviation and our chapter because of the good turn out. The Newberry Fund also received a total of \$195.00 in contributions. Young Eagles: Our next event is Saturday, July 11 from 10:00 a.m. to 2:00 p.m. (1400 Z to 1800 Z). Doug Koons reported that we will have a very good turnout which could be significantly reduced because of the possibility of inclement weather predicted for Saturday. Western Michigan University has offered to bring 2 airplanes, along with 2 pilots to assist YE; however, there is the question of whether or not we are willing to accept this invitation as it could reduce the number of YE flown by our own pilots. In general, however, it was expressed that it could be desirable to welcome this offer for reasons of PR. Sporty's Pilot Shop: Bill Purosky reported that Sporty's Pilot Shop to offer flight training opportunity and that info re: this may be placed in each YE participant's bag of literature. Membership Committee: Vickie reported that our membership expanded by 3 new people in June, along with 2 complimentary memberships. Old Business: We now have new leaks now causing mold and damage to the meeting room ceiling. Doug Koons pursuing list of contractors and bids. Much discussion re: which way we should go re: whether or not to patch the existing roof with a rubberized material over the seams of our existing roof, or perhaps best to completely replace the existing roof (actually siding) with a more permanent seamless steel roof, or shingle roof. Also, a conventional shingled roof would be much heavier and there is the question of truss load and whether the trusses of our building could carry the additional weight. Doug to further pursue these questions. Safety Seminar: Set for second Saturday in September conducted by Tom Krashen, FAA Examiner who also has a second job with MDOT. Nominating Committee: Dick Bacon to work with this, along with 2 additional people to work with Mr. Bacon. Vickie brought up the subject of Lynn Brown's spouse, Isabel Brown who passed away about two months ago and that a contribution of \$50.00 should be sent to the Newberry Foundation of EMU in honor of Isabel Brown. This was approved by the BOD. New windsock for Mason Jewett Airport: Approved by Capital City Airport Authority, or if we wish to have a wind vane that would be approved as alternative, if our chapter wishes to pursue this option. MAD budget: Bill Purosky needs budget so he can order food for this event. It was determined that last year's prices for meals be adopted for this year's event as costs are about the same. New Business: Bill Purosky reports that Dave Buck of Chapter 113, Plymouth Chapter to hold a navigation challenge event on July 18, 2009 from 9:30 a.m. to 11:30 a.m. (1330 Z to 1530 Z) and requests assistance from a volunteer from our chapter with a handheld transceiver to note the passage overhead of each participating pilot and report to each

pilot via transceiver the exact time of this overhead passage. Meeting adjourned at 8:25 p.m. (2425 Z).

EAA Chapter 55

General Membership Meeting, July 11, 2009

Members in attendance: 41. Following the national anthem, President Bezdek called the meeting to order at 1332 Z (9:32 EDT). Guests: From Western Michigan University, Karen Kropornicki, Hui Kai Huang, and Justin Godchaux, along with two Cirrus aircraft to assist in flying Young Eagles today. Secretary's report: It was moved, seconded, carried to accept. Treasurer's report: Sharron Hacker announced total funds we now have in the general fund. It was moved by David James, seconded by Bob Smith, carried to accept. Young Eagles: Doug Koons reported that we flew 70 YE in June and have flown a total of 2,228 to date. YE rally today expected to attract a large number of YE. Membership: There were three new members for June, along with 5 complimentary memberships. Old Business: Roof over meeting room now leaks. Considerations are to patch the present roof or complete replacement of the entire roof (excluding the builders area) with a permanent seamless steel roof, or other? Note a conventional shingle roof would be heavier and thus there is the question of whether or not the trusses could handle the increased weight. Doug Koons to further pursue contractors who may be able to do the work following decision as to which plan we wish to pursue. New Business: YE rally today. MAD sign up sheet available and camping arrangements contact sheet also available. Nominating Committee: Need 3-5 members....volunteers? September Safety Seminar, Michigan Aviation, second Saturday of September. Floor cleaning, need volunteers to assist Greg Hover. July 18, Chapter 113, Plymouth, Michigan will be conducting a nav contest and requires at least one person with handheld transceiver to note exact time pilots fly over TEW and report time and position to pilot. Bob Smith volunteered to handle the reporting duties and Gary Long volunteered as back-up. Meeting adjourned at 1346 Z (9:46 a.m. EDT).

TIDBITS ~

By Vickie Vandenbelt

MAD WORKERS: Sign up sheets have been available for some time but we still have a lot of open slots.

Please contact me if you plan to work or don't plan work. It will save me from making a phone call.

The work may not be something you can do – but how about doing a brief talk about a plane you built/building, an aviation topic, a military topic or other?? Or, how about spending some time at the “Free Info” table to talk with people & answer questions?

BUILDERS HANGER & STORAGE HANGER SIGN UP

SHEETS: Waiting list sign up sheets for hanger space have been updated and posted to the board in the meeting room. Anyone interested in being notified when space becomes available should sign up.

USE OF THE MEETING ROOM/TABLES/CHAIRS: Our meeting room and/or our **old** tables & chairs are available to

members for their use. We do request that you reserve the room and/or the equipment in advance. There is a sign up sheet clipped to the bulletin board in the meeting room. NOTE: Our new table & chairs are for the exclusive use in the meeting room.

Young Eagles

By Doug Koons

Hi Everyone, Our Chapter flew 92 kids at our 7/11 Young Eagles Rally. We had 12 pilots and a lot of volunteer members who helped with this rally. Thank you all for all the great help.

Our next Young Eagle Rally is 8/8 from 10 to 2. Please come for breakfast and help with this event. I did not get the sign up sheets out in time to allow members to sign up for the this Aug. rally. So please plan on helping and remember we always have fun.

I would like to congratulate Erne Lutz, he is now at 311 Young Eagles flown. He passed 300 YE at the July 11 rally.

Our total count for Chapter 55 to date is 2,337 YE.

Hope to see you all on Saturday. Thank you, Doug

Notes from Cape Jubj

By Terry L. Lutz, Chapter 55 Flight Advisor

It began last year with the simple thought that the world's largest passenger airplane could take the stage at the world's largest aviation event, AirVenture 2009. Would it be possible? Less than 3 years ago, a Northwest DC-9 Captain took a leap of faith and rather improbably joined the multi-national test

pilot staff of Airbus in Toulouse, France. Swirled among test flying, the first A380 landing in the US, and a low altitude pass through Hong Kong Harbor came the most improbable of opportunities – taking the A380 to AirVenture. Here is the short version of the story...

The first step was defining the equipment we would need to support the airplane. To locate a suitable tug, EAA had to go all the way to JFK Airport in New York, where an Expediter 600 towbarless tug was found. EAA also provided the electrical power generators and the portable stairs to support the mission of being able to provide a walk-thru tour of the A380. Because of the cool temperatures this year at AirVenture, we opened several entrance doors to take advantage of the cool breezes, and did not have to run the Auxiliary Power Unit.

The tour was the creation of Didier Ronceray, our senior Flight Test Engineer. He envisioned a circuit through the airplane designed to allow the visitor to both look at the airplane interior and read about the airplane on panels distributed throughout. The plan was to have people enter on the right side of the airplane carrying colored tags so that we knew that at any one

time there would be only 200 people on board the airplane. A flow rate of 1000 people per hour was possible, but the actual rate was more like 600 per hour. For all of AirVenture, more than 10,000 people were able to tour the interior of the A380. Didier also planned an alternate routing on the left side of the airplane, primarily for VIP tours, but also for access by EMS crews, if necessary.

What triggered the Airbus decision to fly to Oshkosh was the beginning of the 40th Anniversary of the creation of Airbus in 1969. The call came from Fernando Alonso, who told me of the decision and asked if I could be in charge of organizing the trip. I leaped at the chance, knowing that most of the difficult advance work had already been done. Ok, I leaped at the chance of seeing all of YOU at AirVenture!

Many challenges lie ahead. When we filed for the Special Flight Authorization to enter the United States, the FAA wanted to know about the maintenance program on the airplane. Flight test airplanes are handled differently than airplanes in service. We had to explain that the A380 is inspected each day, according to established procedures, and according to the specific tests flown on any given day. What really helped was that the airplane we brought, F-WWDD, msn 004, had just finished a 6-month maintenance program, and was recently signed off for flight by the A380 Chief Engineer, the Chief of Quality Assurance, and the Test Flight Engineer. It was the key piece of information the FAA was looking for.

The next challenge was for the Special Flight Authorization for the A380 to perform the Flight Display at AirVenture. There is wording in FAA documentation that limits Transport Category aircraft to 200' minimum altitude, 30 degrees of bank, and a maximum of 300 knots during flight demonstrations. The 30 degrees of bank limitation was a showstopper for our flight display, which is planned for 45 degrees of bank. It's the same display we have flown hundreds of times around the world, in the A380 and with other Airbus products. There was no time to re-plan and practice a new display, so the back-up plan was to simply land and takeoff from AirVenture.

EAA and Airbus worked very closely with FAA to explain the protection limits in our fly-by-wire designs, and that a 45-degree bank angle limit was part of the design at high angle of attack. The request was pushed by EAA and Airbus to fairly high levels within the FAA, and about a week before leaving, the SFA for the EAA waiver was issued. At the bottom it stated that for the A380 only, bank angles up to 45 degrees were allowed.

The final challenge, concluded late in the evening the Friday before leaving, was to conclude a legal agreement with EAA that provided insurance and other requirements acceptable to both EAA and Airbus. I was personally involved in those late day negotiations, and at about 9pm, it was finally signed and delivered to EAA for Tom Poberezny's signature.

We departed Toulouse at 1245pm on Monday, with 30 people on board, including our CEO Tom Enders. Destination: Milwaukee. We needed to clear customs and release our advance ground team to head for Oshkosh. The rest of the team would remain overnight in Milwaukee to prepare the airplane for takeoff the next day. On Tuesday, we departed Milwaukee bound for AirVenture, passing

by Fond du Lac and heading up over Lake Winnebago, where people could begin to see the A380 prior to beginning the flight demonstration. I was told that just seeing the airplane in the air generated a lot of excitement on the ground!

After the flight demonstration, the goal was to land and be stopped by the intersection with the P2 taxiway, a distance of about 5400 feet. The gusting crosswind was at 90 degrees and of no help to reduce the landing distance, so a precise landing on the numbers was planned, making the turnoff seem almost easy. AND WE WERE THERE!

The next morning, there were two important photographs taken in front of the A380. The first was with the RV builders and pilots from Michigan. And just after taxiing my RV-8 for display next to the A380.



The second was the long awaited photograph of EAA Chapter 55 in front of the world's largest passenger airplane. In case you are not aware, Chapter 55 provided personalized tote bags for the 7 cell phones our team would need to be in contact with one another, and with the EAA staff. In addition, Bill Bezdek gave us maps of the AirVenture site, and AirVenture 2009 patches. I was very proud to be a Chapter 55 member when I saw how pleased my French colleagues were to receive those gifts.

Attending AirVenture with the A380 was a profound the experience was for all of us on the Airbus Team. We participated in several events around AirVenture, including the banquet for Van's Aircraft, a presentation at the Young Eagles dinner by participants in the Airbus Fly Your Ideas program, and Claude Lelaie's presentation on flight testing the A380 at Theater in the Woods, just to name a few. We hosted numerous VIPs at the airplane, including the FAA Administrator, his staff and Young Eagle Chairman Harrison Ford. And we met legends in aviation. Can you imagine Bob Hoover and Carroll Shelby in the same cockpit swapping stories? It seemed like the experience would never end. Our departure from AirVenture was perhaps the best flight display we have ever done, because the rotation at takeoff was directly in front of the crowd, and we were able to center the display right across from AeroShell Square. Under beautiful skies, we completed the display and headed for Milwaukee to pick up the ground crew and head home to Toulouse.

We departed Milwaukee and flew directly across the state of Michigan, passing just north of Grand Rapids and Lansing on our way to the Peck VOR in the thumb. It was just about completely dark as we passed Gander, Newfoundland and after climbing to FL410, we turned the cockpit lights way down and watched the stars rise above the northern horizon. What had begun as simple study to ask simply "could we do it?" had become a rather marvelous reality. AirVenture 2009 was significant for many reasons, but the memory of bringing the A380 to the world's largest aviation event will remain forever.



A view of the flight deck in the new A380.

From the Flight Surgeon

By Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR

A new question on the FAA Medical Form 8500-8 is causing some confusion and concern for pilots during their flight physicals. The new question "18y" asks if the pilot is receiving "Medical disability benefits". This question was a direct result of the "Operation Safe Pilot" a few years ago on the West Coast, which compared Social Security Disability records with pilot medical applications.

The frequent concern is "can I fly if I am receiving disability?" The answer is probably yes but it depends. Some medical conditions for which you might receive disability have little or no aeromedical consequences. Other diagnosis might be significant. The best strategy is to call or email us if you have concerns over any proposed or current disability compensation you might receive. We can help guide you as to the potential implications regarding your continuing FAA medical certification. Fly safe!

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

A FEW PICTURES FROM THE GREAT WEEK AT OSKOSH AIRVENTURE



Some happy campers at AirVenture.



How big is it?



Big enough to haul the French Ce-



Terry's RV8 under the A380



Ce

A near perfect formation of home built RV8s



55 members waiting for their picture to be taken



Newest Jet in homebuilts