

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

SEPTEMBER 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

After our return from Airventure it was time to fly our last Young Eagles rally in August. But that Saturday we were rained out, and there were many disappointed members sitting at breakfast looking out at the gloomy skies. But who should show up but Terry Lutz, fresh from delivering the A380 back to Toulouse. He was home on two missions: to discuss wake turbulence behind the A380 with the FAA, and to retrieve his RV from Oshkosh. He graciously agreed to give us a behind-the-scenes account of bringing the Airbus to Airventure. So, for the next hour, he related the beginnings of the idea and the details and difficulties of the long and tortuous road from Toulouse to Oshkosh. One potential deal breaker occurred on the day before departure when the FAA suddenly wanted records of a complete airworthiness inspection, because the aircraft was not owned by an airline and was not involved in a regular periodic maintenance schedule.

As it turns out, Airbus executives had no idea what Airventure was all about. They were accustomed to displaying their aircraft at commercial air shows like Paris and Farnborough. But, as it turns out, one executive had a passion for WWII propeller driven fighters. When they eventually arrived at Oshkosh Terry was able to secure rides in the back seats of some warbirds for the CEO and his assistant during formation flights over the field. They were blown away by what they experienced, and it opened their eyes to the enthusiasm for aviation that exists in the U.S. Many thanks, Terry, for a fascinating impromptu presentation.

And I can't say enough about Mason Aviation Days. Many of us worked together to make happen one of the best MAD's ever. Going about the community I constantly meet folks who came to our event and enjoyed themselves immensely. Many say the make it part of their regular summer schedule. Again, I extend my sincere thanks to all who volunteered their time in the months of planning, and helping out the days before, during, and after the event.

**Board of Directors Meeting
September 9, 2009, 7:00 pm
Chapter Membership Meeting
September 12, 2008
Breakfast 8-9 Meeting 9:30 am**

Mary Schwaderer is finally off to New Zealand! She hosted a farewell party in the Spartan Wings hangar Saturday after MAD, and made donations of her precious FAA memorabilia from working the tower at Airventure for many years. We plan to give those items out as door prizes at our Christmas party this year.

From talking to the LCC flight instructors who set up their table at MAD, it appears they are relocating their A & P school from Lansing to our home airport in Mason. We welcome them with open arms! And if you have been thinking of learning the art of aircraft maintenance, now it will be more convenient than ever before.

Last month we attempted to secure nominations for chapter officers in our upcoming elections. Only two individuals were nominated, both not in attendance at the meeting. When contacted later both declined to stand for election. So we are back to where we started. You have received Vickie's e-mailed letter regarding this fall's elections. Please consider being more involved in an active center of general aviation activity in mid-Michigan.

Bill Bezdek, President

Breakfast Teams

<u>September</u>	<u>October</u>
Dick Bacon	Pete Chestnut
Barb Bacon	Russ Hilding
Ernie Lutz	Fred Honhart
Ed Search	Terry Lutz
Judith Search	Roger Reeve
Julie Spalding	Drew Sequin
	Craig Tucker

EAA Chapter 55 Board of Directors Meeting, August 5, 2009

Members present: President Bill Bezdek, Vice President Bill Purosky, Secretary George Moore, Young Eagles Director Doug Koons, Membership Chairperson and Director Vickie Vandenberg, Directors: David James, and Al Spalding. Members absent: Treasurer Sharron Hacker and Director Rick Dallas. Guests: Kenneth Vandenberg, Dave Cook, and Greg Hover. President Bill Bezdek called the meeting to order at 7:00 p.m. EDT (2300 Z). Secretary's report: Bill Purosky moved to accept as written, seconded by Doug Koons, carried. Treasurer's report: None due to absence of Sharron Hacker. Membership Committee and Director: Vickie reports nothing new. Young Eagles: Doug Koons indicated that for Saturday, August 8, rain is in the forecast, which could impact on attendance. Six pilots/planes will be available. Also, hangars 2, 7, and 9 are available for temporary storage. Mr. Koons also reported on Sporty's Pilot Shop pilots training program. Old Business: Storage and meeting room roof leaks. Bill Bezdek presented three proposals from three companies offering repair, one from Morton Buildings at \$19,664.00; another from Wick Buildings for \$10,420.00 and another from William Perry to repair the existing roof free of labor charge with 4 or 5 volunteers from our Chapter to assist taping seams and joints with a fiberglass material and power washing of roof in preparation for the final rubberized material covering. Cost: \$4,000.00. This has a 15 year guarantee. Repair would incorporate a fiberglass material for taping joints and complete covering of entire roof (excluding the builders hangar) with a rubberized material. After much discussion of the pros and cons of each proposal, it was moved by George Moore to designate \$4,000.00 for the repairs offered by the William Perry Company, seconded by David James and carried unanimously to accept. Nominating Committee: No committee exists presently. As only officers are to be elected in November, in lieu of a committee, nominations will be accepted from the floor. Bill Bezdek presented a discussion of the Safety Seminar by the Michigan Aeronautic Bureau, subject "Air Traffic Communications" to be presented at our September general membership meeting at 9:30 a.m. Free will donations for the breakfast will be accepted. MAD: Vickie indicated need for work schedule to be filled out previous to the event by members willing to volunteer for the many positions still open. Bill Purosky reported that all preparations have now been completed re: permits, water test (approved), sanitation, and food for 600 meals, including 200 steaks, 200 dogs, 100 Brats, 150 barbeque pork, and 100 buns will be purchased. Vickie conducted discussion re: MAD preparations other than that mentioned above and many details were discussed. Vickie also indicated that Yankee Airforce will be in attendance, along with a B-17, Stinson; and Dan Schiffer's Corsair to be here as well. Bell Helicopter rides will also be offered. Advertising is going well. Meeting adjourned at 8:25 p.m. (2425 Z).

EAA Chapter 55 General Membership Meeting, August 8, 2009

There were 43 members in attendance with 10 guests: Jacob Nicolas, CAP leader, James Major, his son, Mark Major, another son, Christian Major, daughter Cecilia Major (who wishes to join Chapter 55), Julie Erickson, Mike Erickson (Chapter 81), Dick

Wilke's wife, Joan Wilke, daughter Linda Wilke, Chris Long (new member), and longstanding member Terry Lutz whom we welcome from Toulouse France.

Meeting was called to order by President Bezdek at 7:00 a.m. (1100 Z). Following the playing of the national anthem, secretary's report: It was moved by Richard Bacon, seconded by Tom Sheehan to accept as written. Motion carried. Treasurer's report: Treasurer Sharron Hacker absent due to husband Chuck Hacker's surgery and need to be the caregiver, therefore no report. See last month's minutes. Old Business: President Bill Bezdek reminded us of the fact that the roof over the storage hangar and meeting room leaks and that there were three builder/roofing companies who have given us estimates for repair/replacement. See BOD minutes for details. Michigan Aeronautics Bureau Safety Seminar to be held at our chapter the second Saturday of September at 9:30 a.m. in lieu of our regular general membership meeting. Young Eagles: Doug Koons turned out attention to the outstanding contribution of Ernie Lutz who has flown in excess of 300 YE to date. Doug also reported Sporty's to finance YE for pilot's ground school and the more mature YE to include flight training up to solo. Nominations of officers: For president, Vickie Vandenberg; vice president, David James, treasurer Joe Pirch; secretary: none. Party hosted by Mary Schwaderer at 7:00 p.m. (2300 Z) after MAD. Al St. George has flight test forms for those preparing first flight in newly built Experimental aircraft. Ken Drewyor has finished his Kitfox and is now preparing first flight. Meeting adjourned at 10:17 a.m. (1417 Z).

Following the meeting, Captain Terry Lutz, famous for organizing and flying as Captain in the left seat of the Airbus 380 to Oshkosh, 2009 (along with many other accomplishments), surprised us all by making his appearance for our general membership meeting today and thus gave a most interesting talk re: behind the scenes planning and organizing of that flight from Toulouse, France to Oshkosh. Many, many thanks, Terry for all your accomplishments, including this most historic flight to the greatest airshow in the world. We are proud to claim you as one of our Chapter 55 members.

TIDBITS ~

By Vickie Vandenberg

NEW MEMBERS: We welcome back one returning member, Ken Vandenberg.

MASON AVIATION DAY: What a wonderful day!! What a wonderful turnout!! Each year, I spend days and weeks doing the pre-event planning, promotion and legwork. By August, I always say – "Never again!!" But then the day arrives and I am rejuvenated by the comments of the people. Making money is not the most important aspect to me. I'm happy if we can cover our expenses and raise money for the Newberry Aviation Scholarship Fund. What motivates me is the marvelous opportunity to showcase our Chapter and share our love of aviation with the visitors to our field. I was especially proud to overhear so many pilots telling Ken that "Mason is one we don't want to miss". George Moore tells me he received numerous "thanks for a great day" as visitors were leaving the field. Best of all, I had several members tell me that they saw and worked with members they've never gotten a chance to

know before. And, several family members came out to help too, along with several non-members! Each and every volunteer – give yourself a pat on the back for a job well done!!

Stats: 102 registered planes; 534 Breakfasts; 93 Steak Dinners & 449 Sandwiches. The few perishable items leftover went to a good cause also - St. Joseph's Community Pantry in Jackson.

MAD PILOT DOOR PRIZE WINNERS: Steven Goward & Greg Ross were the winners of the Trade-A-Plane subscriptions; Chris Dackson was the winner of the rivet squeezer; Tara Ball & Marty Hart each won a duffle bag.

MAD EVENT PICS: Visit <http://gallery.me.com/ptartalone> to see photos taken by Phil Tartalone at MAD and previous events.

NOMINATIONS FOR OFFICERS: Chapter 55 is seeking nominations for the office of President, Vice President, Secretary and Treasurer for the Board of Directors. It is the duty of the Chapter 55 BOD to conduct and control the business and property of the Chapter. Meetings of the Board are scheduled for 7:00 pm the evening of the Wednesday immediately proceeding the second Saturday of each month. Meetings generally last one-two hours depending upon the amount of business. The nominations will be presented to the membership at the October meeting and posted on the bulletin board. Elections will take place at the November meeting. Our current Chapter Secretary, George Moore, will develop and implement a process that will offer absent eligible voting membership opportunity to vote by proxy and that should be presented in the October newsletter and at the meeting. All newly elected Directors shall assume their responsibilities at the December Chapter membership meeting. If there is a member that you feel would be a good candidate for a position, please encourage him/her to allow you to make a nomination. If you would be interested in serving your Chapter, please contact Vickie or any board member.

LCC MAINTENANCE PROGRAM @ TEW: The next LCC Board Meeting to be held at 6:00pm on Monday Sept 21st, will hear public comments on the Mason lease and the proposed move of the aviation maintenance program to TEW, which the board currently has under consideration.

WILLIAMS AERO ESTATES: Fly or Drive in to the Lizarralde Hanger; 101 Chief Drive; Jackson, MI on Sat Sept 26th afternoon to evening. Bring a dish to pass. Celebrating the grand opening of Chateau Aeronautique Winery.

RENO AIR RACES:

Hope you will all join me in sending best wishes to Elliot Seguin in his pursuits at the Reno Air Races Sept 16th-20th. GOOD LUCK ELLIOT !!

CONGRATULATIONS: To Deanna McAlister, who has her medical back !!

CONGRATULATIONS: To former member Mary Schwaderer on her retirement this spring and pending move to New Zealand soon. I have asked Mary to stay in touch and send us some "guest articles" about life & aviation from down under !!

Young Eagles

By Doug Koons

Nothing to report for this month.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

The skies over the south of France are no longer safe. After three years of watching small airplanes fly overhead, I joined a French aeroclub. To get started, I visited the two small airports near Toulouse where aeroclubs are based, met a lot of nice airplane people, comparing airplanes and the cost of flying with each club. Even though I was looking for a club that had a nice tail dragger, like an Emeraude, or a CAP 10, I settled on the Aeroclub Jean Mermoz at the Muret Airport, south of Toulouse. The club has two Robin DR400 aircraft, a C172, C152, and a new arrival: a Flight Design CTLS. No tail draggers in the fleet.

Jean Mermoz cut a dashing swatch across the French aviation landscape in the 1930s. He was the first person to cross the south Atlantic, and worked as a test pilot here in Toulouse. Mermoz and his aircraft were lost on a passenger flight, while the flying the same route he had pioneered to South America a few years earlier. When you turn in the drive at the Muret Airport, you first go past a nice little restaurant, and the very next building is the Aeroclub Jean Mermoz. I noticed two things about the club. First, the people were very friendly, and second the airplanes were very well maintained.

If you are an American and want to smash some bugs over the south of France, the procedure is fairly simple. I took my license, medical, and logbook to the DGAC office just across the Toulouse Airport from where my office is located. With the proper forms and a \$110 fee, I was granted an authorization to fly as a private pilot for two years (renewable when needed). From there, I went to the Aeroclub and sat down with the club President to go over the process of becoming a member. He recorded all my license and medical information, and showed me how to fill out the FFA forms.

The Federation Francaise Aeronautique is what makes club flying so popular in France. When you join FFA, part of your registration fee covers the insurance for you as a pilot while flying in the club. They provide plenty of information to pilots, including a monthly magazine. Websites are available so you can download and print weather, notams, and airfield diagrams. The whole concept is very well organized, but it is up to the club to be sure that your medical is up to date, and that you remain current in the club aircraft. Altogether, the cost to join was about \$180.

The flying itself is expensive. For the C172, the cost is about \$185/hour wet. Some of the aeroclubs offer scheduling online, but the AJM does it with a phone call and a pencil. One of the high tech things they do have is control of the keys to the airplanes. I have a card with a magnetic strip, which I swipe along the panel that holds the keys. The keys are held in a lock mechanism. They won't come out unless you swipe the card. The computer that unlocks the keys knows if your medical is

expired or that you are not current! You also have to take along the aircraft logbook and flight manual, which are in a well-worn leather valise.

Flying the airplane is easy. Reading the checklist is something else. Here is where skill and cunning and a little knowledge of French will help you get off the ground. Each time I read the checklist, I discover something new. Here are some personal favorites:

MANETTE DES GAZ – 1 CM (Throttle open 1 cm for starting)

RECHAUFFAGE CARBU – FROID (Carb heat – cold)

And my all-time personal favorite:

CONSERVATUER – RECALE

None of these words could be found in my French dictionary. But this is a checklist item for takeoff, climb, cruise, and when entering the pattern. I finally figured out that it means “Directional Gyro – Adjust”. Actually, that’s pretty important if you are a dead-reckoning kind of pilot, or if the weather makes pilotage somewhat difficult. And in this area of France, where everything looks very much the same, you can easily become lost. Did I mention that none of the club airplanes are equipped with GPS?

I had a checkout with an instructor in the Robin DR400 (shown in the picture), which is a 4-place, low-wing, wood and fabric airplane. It has a nice sliding canopy (slides forward), and a 180 hp Lycoming engine with fixed pitch prop. We took off, and she showed me the pattern references, and the limits of the airspace around Toulouse. Then we went out to the west for some stalls and falls, before doing pattern work. The French like to do random overhead approaches with power off, and as long as the pattern is clear, it is lots of fun. But while the French are excellent pilots, they fly the widest, longest traffic patterns I have ever seen!!



Last weekend, the club held a flight rally, which I am learning is rather common in Europe. Club members in the U.S. would have lots of fun with the concept, too. The day started with a flight with an instructor to grade your flying skills through a series of maneuvers. We had to demonstrate simple navigation, rectangular course, slow flight, and a precision landing. All of this was graded by the instructor, who assigned points in great detail. The landing task involved precisely touching down adjacent to the VASI lights.

I think I was a couple of yards long, but the club secretary won the contest by parking the mains in exactly the right spot.

Then we were assigned to teams for the navigation contest. Our team is in the photo in front of the C172. My instructor is in the middle. Four tables were set up in the hangar, and each team was given a set of instructions leading to 10 checkpoints along a route that took slightly over an hour of flying. The instructions themselves were not easy. They were written out to fly certain headings for so many nautical miles. Sometimes, the instructions specified kilometers instead of nautical miles. You had to be quite careful, or you would flight plan yourself into never-never land and completely miss the checkpoints.



We were given 10 photographs, and were required to match the photographs to the checkpoints. This was very challenging, because the photographs were taken from different headings than the one you were approaching with, and there was also quite a difference in sun angle. It took some good teamwork to locate the point, then check and verify the matching photograph. Wind played a factor, too. It slowed us down on the outbound legs, which gave us more time to look for ground references. But coming back to the airport we had a tailwind and you really had to be quick with the map and compass.

We managed to correctly identify all the checkpoints, but according to the official time keeper, we arrived over the airport one minute early. Second place again!! All in all, the club flew all 5 airplanes that day, and probably put 4 hours apiece on them. At the end of the day, we were all a little more proficient, and certainly a little wiser about flying precisely. In the evening, we set up one long table in the club hangar and had a typical 3-course French dinner, complete with a cheese course and cake.

The only difficulty for me is the language. I have to be very careful, and very quick to listen. Monday thru Saturday, the ATC tower is open at Muret, and while you can sneak by with English, everyone else will be using French. During the evening and on Sundays, the tower is closed, and it is all in French. And when you fly to another airport, you can expect French on the radio there, too.

The word is out that Jim Spry’s RV-8 has flown, first with Robert Parker at the controls, and then Jim took it into the sky himself. What a terrific achievement, and it is always heartwarming to hear that an airplane has flown, after hours of

thought, work, and sweat. Make sure you reach out and shake the hand of a true homebuilder at the meeting next Saturday.

And always remember to help your fellow pilot when they really need some assistance. That's what it takes to keep people in aviation moving!

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!

ELLIOT SEGUIN UPDATE

Here are some pictures from the recent first flight of Space Ship. One after some major modifications to the wing and structure for some research they are doing. Elliot was engineer on the project and got to ride on the first flight.

Note the Wasabi Air Racing sticker in the cockpit. The Reno Air Races are coming up September 16-20 and Wasabi is planning to be there.



CLASSIFIED FOR SALE

Rans 2007 S6S Coyote II; engineer built; 88 hours; 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. Contact Ed Crouse 517-349-1437 or Ernie Lutz 517-676-4601

Stearman; 1941 Parks Air College; original engine still on plane; 552-SMOH; 2845 airframe since new. Original stock airplane; never damaged; never crashed. Contact Pete Chestnut 517-663-3118

DTV antenna connecting w/either a converter for analog TV or new digital TV. Moore Energy Conversion Systems will deliver for wholesale price of \$20.00. George Moore 517-536-1034

Telex ProCom 200 noise canceling headphones & mic; new. 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

HANGARS 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

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

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