

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

APRIL 2010



Meetings are the 2nd Saturday of each Month

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

Pres: Ken Vandenbelt 589-5051 Vice Pres: Bill Purosky 214-2729 Treas: Al Spalding 676-3370

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

Climb and Maintain Flight Level 55

The Garmin Seminar held at the MDOT Aeronautics building in March was a great success. Beacon Aviation had EAA55 handle the food purchase and set up and it turned out very well. Many thanks to Bill Purosky, Vickie Vandenbelt, Greg Hover, Pete Chestnut, and Bob and Margie Clark for putting it all together.

Board of Directors Meeting
April 7, 2010, 7:00 pm.
Chapter Membership Meeting
April 10, 2010
Breakfast 8-9 Meeting 9:00 am

Last month, our program presenter had to cancel and I thank Dave James for stepping in. He provided a very informative program on helicopters and flying.

This month we have MDOT providing seminars "Top 10 Things Every VFR Pilot Should Know" and "Checklists-Are You Using Them the Right Way". Invitations have been sent to Michigan pilots. We have informed them that we will be cooking breakfast from 8am-9am, so we are expecting a crowd. We will cross our fingers for good weather so they can fly in, as well as drive.

If you can be available to help direct and park planes, please let me know and be sure to grab a safety vest and paddles !! Vickie is also looking for additional cafeteria help and people to pass out flyers.

Because of the MDOT seminar this month and the "First Responders" seminar in May, we will be starting the EAA55 meeting at 9am. We will try to keep it short so that we can get into the seminars as soon as possible.

For those that may not have heard, the Yankee Air Museum will be bringing the B-25 Mitchell "Yankee Warrior" to our Dawn Patrol on June 13th. Because of this, we will extend our day to about 2:30. After the breakfast, we are planning to switch over to a dog/brat lunch.

Sign up sheets for both the Dawn Patrol 6/13/10 and Mason Aviation Day 8/21/10 have been started and should be available at each meeting for you. We are still looking for an Auto Parking Team Captain.

Summers coming, calendar of events are expanding, it's been warmer outside the hangar than in. Time to drag out the picnic tables; wash the plane and go flying!!

Ken Vandenbelt, President

Breakfast Teams

<u>April</u>	<u>May</u>
Don Burt	Bill Bezdek
Deanna McAllister	Lewis (Bob) Clark
Don McAllister	Margie Clark
George Moore	Chuck Hacker
Gary Nesbitt	Sharron Hacker
Dan Schiffer	Gilbert McKessy
George Spencer	Al St. George
	Connie Stewart

EAA Chapter 55

Board of Directors Meeting, March 10, 2010

→Meeting was called to order at 7:01pm. →Directors present: Ken Vandenbelt, Bill Purosky, Al Spalding, Vickie Vandenbelt, Joe Madziar, Dave James, Doug Koons. Absent: Jim Spry, Warren Miller. Guest: Tom Botsford, Ed Search. →Secretary's Report dated 2/28/10: Bill Purosky made a motion to approve per email; Doug Koons second; all approved. →Treasurers Report dated 2/28/10: Income dues; breakfast; rent Expenses: liability insurance; computer and printer; scholarship. 15 members non-renewed. Doug Koons made a motion to approve, Dave James second; all approved.

→Young Eagles: Doug Koons reported the headquarters requests that we recycle all the old forms and use the new. EAA55 received \$790 in credits for use on YE materials until 12/31/10.

→Membership: Vickie Vandenberg has secured a list of EAA members within 50 mile radius from headquarters and made a motion to send EAA55 info to solicit members at cost of \$44 for postage; Bill Purosky second; all approved.

→Ken Vandenberg advised our program for Jax Model Rocketry Club had to cancel; Dave James volunteered to do program on helicopters.

→Vickie Vandenberg requested budget for DP and MAD advertising and promotions. Joe Madziar made a motion to increase each by 5% over 2009 spending; Bill Purosky second; all approved. Discussed the B-25 coming to Dawn Patrol and maybe doing an easy lunch from Noon-2:30pm. Discussed maybe arranging some type of veterans salute at MAD. Bill Purosky is checking on cost of Food Permit but feels it will be beneficial and maybe less costly to purchase an annual permit.

→Bill Purosky reported all in readiness for the 3/18 Garmin seminar.

→Vickie Vandenberg reported that postcards should be out for our MDOT seminar in April. Suggestion that we start our EAA55 meeting at 9am in April and May to move into our seminars.

→Bill Purosky and Tom Botsford reported status of First Responders seminar for May. Tom has talked to Mason fire department; Bill Purosky advised CAAA staff would like to be involved and has program information. Tom advised that Jeff Haueter of Mason AandW has graciously offered to donate dogs/buns/burgers for a lunch. We will aim to host 40-50 firefighters. Tom is lining up aircraft and pilots for display and talk.

→Vickie Vandenberg reported that the mementoes from Mary Schwaderer have been found; but our DVD One Six Right and One Six Left are still missing.

→Ken Vandenberg reported we received a bid on the peddle plane. He will adjust pedals and call bidder.

→Budget: consider insulating furnace, painting exterior, finish inside hanger, expand meeting room walls; no consensus.

→Vickie Vandenberg make a motion to approve purchase of chapter printer to go with new computer for \$100; Bill Purosky second; all approved.

→Vickie Vandenberg presented information on the American Legion Flag program where they put a flag out at business on holidays for \$40 year. BOD is interested in doing at the airport entrance sign and Vickie will pursue approval with CAAA.

→Bill Purosky made a motion to appoint Ed Search to the BOD to fill the space vacated by Al Spalding assuming the treasurers position; Joe Madziar second; all approved.

→Vickie Vandenberg is going to pursue member interest in the purchase of EAA55 hats, shirts, decals, patches and/or license plates.

→CAAA has reported that the Ninety-Nines should be doing the Compass Rose this spring/early summer.

→Bill Purosky made a motion to adjourn; Doug Koons second; all approved and adjourned at 8:10pm.

EAA Chapter 55 Gen'l Membership Meeting, March 13, 2010

→Meeting was called to order at 9:30am; 48 members and 4 guests present.

→Following the National Anthem, President KVandenberg thanked the breakfast team of Ted Lakin, Ray Fink and Mark Stanton for the great job.

→Secretary's Report dated Feb 13th; motion to approve as published in the newsletter; second; all approved.

→Treasurer's Report dated 2/28/10; Al Spalding reported income and expenses; motion to approve, second; all approved.

→Dawn Patrol; Yankee Air Museum B-25 Mitchell is coming and we are taking reservations for flights.

Worker Sign Up sheets for DP and MAD are ready.

→Meeting for April and May will start at 9am each month to allow us to move right into our MDOT and First Responders Seminars.

→Vickie Vandenberg has a survey sheet for member interest in securing hats, shirts, license plates, decals etc.

→Ed Search has been appointed to the BOD to fill space vacated when Al Spalding appointed as Treasurer.

→Beacon/Garmin seminar is ready to go.

→Bill Purosky has rooms available in OshKosh for Airventure.

→Al St. George has test cards for builders and also has some table tops available.

→Bill Purosky thanked Doug Koons and Vickie Vandenberg for all their set up work on our booth at GLIAC. Rod Maccado donated a couple of signed books for our library which Bill will bring in after he has read.

→Our YE of the Year was published recently and copy has been filed in our scrapbook.

→Meeting adjourned at 9:58pm and followed with Dave James' program on helicopters.

TIDBITS ~

By Vickie Vandenberg

GILBERT McKESSY: has undergone surgery and is recovering in UofM Hospital; Unit #2 Room 154.

DAWN PATROL JUNE 13TH: In case you haven't heard, the Yankee Air Museum will be bringing their beautiful B-25 Mitchell to our Dawn Patrol. If you have any contacts who would be interested in an advertising opportunity, please contact me. We are also taking reservations for flights, let people know and have them contact me to reserve their seat !! Vickie 517-589-5051.

EVENTS PLANNING MEETING: Next meeting will be Wednesday, April 14th, at 7pm. Maybe it will be warm enough to have it at the EAA meeting room!

DAWN PATROL & MASON AVIATION DAY: Sign up sheets are now ready. Our Dawn Patrol will go a little longer than normal to accommodate the B-25.

POSITIVE NOTE FROM: Jim Coyne, president of the National Air Transportation Association, said the aviation industry is beginning to recover from the recession. For the first quarter of the year, metrics such as fuel sales, used aircraft prices and flight hours increased. However, Coyne predicts it "definitely will be a while" for new aircraft sales to recover. The Wichita Eagle (Kan.)

WE RECYCLE: Styrofoam coffee cups & clean egg cartons can be collected in the box next to the coffee pot stand (please - no paper, stir sticks, etc). Pop cans & water bottles can be deposited in the special trash container.

Young Eagles

By Doug Koons

Nothing to report for this month.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

In 1973, Ernest Gann wrote a book about an airline Captain who was imprisoned by the Chinese after his airplane crashed on approach to Taipei. He had flown an ADF approach and something had gone inexplicably wrong. The airplane crashed on the side of a hill, several miles from where it should have been. The Captain maintained that the approach had been flown precisely as published. So what really happened?

A small group of airline Captains from around the world, each with their own airline background, from the Netherlands, Germany, and the US, came to the aid of their friend. In China, they found a three-engine Junkers Ju-52 and with the help of the local Chinese, managed to get it back into flying condition. They flew numerous ADF approaches into Taipei until they discovered what had caused their friend to fly so far from the published approach. Written in 1973, "Band of Brothers" is the title of the book, which preceded the WWII epic of the same title.

In March 2009, the International Federation of Air Line Pilots Associations (IFALPA) met at their annual conference in Auckland, New Zealand. Several thousand miles to the north, Japan Air Lines Captain Hiroaki Tateno was preparing for work, when he heard news reports that an accident had occurred at Tokyo's Narita Airport. A Federal Express MD-11, landing in unpredictable wind conditions, had crashed at touchdown and rolled over, killing the two pilots on board. Realizing that the IFALPA pilots who would respond to this accident were at the Conference in New Zealand, Captain Tateno called New Zealand, and came to the aid of his colleagues in the days following by acting as a liaison with the Japanese aviation authorities. With his assistance, they had access to all the weather information, details of the flight plan, and actions of the emergency response teams to recover the crew.

In March 2010, the IFALPA Conference was held in Marrakech, Morocco. More than 500 pilots and their families from around the world were in attendance. There were many discussions, ranging from the world airline outlook for the next year, to contract negotiations, and aviation safety. In addition to greeting pilots from the far reaches of the world, who I haven't see in several years, I had the opportunity to speak with pilots from India, Pakistan, China, and from the host country, Morocco.

The pilot from Pakistan told me that any sort of airline flying in the north of his country is extremely hazardous. You don't know from one flight to the next what the military situation is going to be. He recalled one flight where he was on approach to an airport along the Afghanistan-Pakistan border, when a different voice came on the VHF radio, requesting that he turn to a heading away from the airport. The pilot asked "Who are you?" The reply was "I am Taliban, on a ridgeline to the west with a shoulder fired missile in my hands. But I have you in sight, and you are OK".

There are many events in airline flying that occur outside the US, and we hear nothing about them. Here are two incidents where airline pilots at foreign airlines acted with the same courage and skill as Sully Sullenberger and Jeff Skiles. Late in the evening of April 19, 2009 CanJet Flight 919, a B737-800 was preparing to

leave Montego Bay, Jamaica for a short flight to Santa Clara, Cuba and from there it would head to Halifax, Nova Scotia. A man carrying a .38 caliber pistol breached security and reaching the departure lounge, forced his way past the gate agent and down the jet bridge toward Flight 919, which was loaded with passengers and ready for departure. He confronted the lead flight attendant and demanded that the flight depart immediately. Captain James Murphy exited the cockpit to investigate and was soon looking down the barrel of the pistol. Watching from the cockpit, F/O Glen Johnson quickly closed and locked the cockpit door.

Captain Murphy explained that the airplane had not been fueled and the preflight checks had not been accomplished, at which point the hijacker ordered Captain Murphy off the airplane to arrange for the fuel. As Captain Murphy walked up the jet bridge, the hijacker fired a shot, narrowly missing him. The hijacker then demanded that the F/O order fuel, to which F/O Johnson responded that hearing the shot fired, the ground crew had all left the area. This began 6 hours of negotiations, during which the flight attendants convinced the hijacker that if we would allow the passengers to leave, they would place what cash they had in a bag near the door.

With the passengers off the airplane, F/O Johnson proposed a plan to ground security forces to capture and subdue the armed man. By then it was nearing 6am, and as the security team entered the flight deck from outside the cockpit, F/O convinced the hijacker to go to the rear galley for some coffee. Once he was there, and with the flight attendants well clear, the security team moved through the cabin and subdued the hijacker. Sometimes mental skills are as vital as flying skills to save passengers and crew.

On July 25, 2008, a B747-400 operated by Qantas Airlines was enroute from Hong Kong to Melbourne, Australia. Cruising at FL290 about an hour after departure, Captain John Bartels and F/O Bernd Weminghaus heard a loud bang and a jolt in the airframe, followed immediately by a rapid decompression in the cabin. An oxygen cylinder in the area of the right wing root fairing had exploded, creating a huge hole in the side of the fuselage below the cabin floor.

Within 25 seconds, the crew began an emergency descent toward 10,000 feet. Numerous systems were lost because more than 100 electrical cables were severed or damaged. The control cables to the right side aileron controls were severed. The crew lost the Flight Management Computer, all three ILS systems, one VOR system, and the anti-skid system. With Manila a little more than 200nm ahead, the crew began dumping fuel to maximum landing weight, and were radar vectored for a visual approach and landing in Manila, without the protection of the anti-skid.

The crew demonstrated exceptional awareness of their situation, and precisely executed procedures necessary to save the passengers and the airplane. Commenting on the award, F/O Weminghaus left one important thought for all of us: "When sitting on the flight deck minding your own business, remember – it can happen to you." As a chilling reminder, during the Conference we were informed that an Embraer 120 Brasilia, on a training flight in Darwin, Australia with two

Captains on board, had crashed on takeoff. Both pilots were lost, and once again IFALPA pilots immediately responded to a tragic situation.

On the bright and entertaining side, the pilots of Royal Air Maroc airlines had organized an outstanding Conference. One of the highlights was an aerobatic demonstration by the "Green March" team of the Moroccan Air Force (for some interesting history, you can google "green march"). We were taken by bus to a location outside of Marrakech and served green tea with mint leaves while we waited for the team's arrival. They would be flying the CAP 232, a 300hp aerobatic airplane developed in France.

The interesting about the Green March is that first three airplanes in the formation are linked wingtip to wingtip with rope. They takeoff in formation with the ropes attached, and are joined by 5 other airplanes to form a flight of 8. After several maneuvers in the 8 ship formation, including loops and barrel rolls, they do a downward bomb-burst maneuver, intentionally severing the ropes. But the ropes remain on the wingtips, so the pilots have to be careful not to touch them with their propellers while in close formation. In the photo, you can see one of the ropes trailing from a wingtip.



As the weather improves and the flying season gets going, I think it is important for everyone to be thinking about flying safety. Already this year, there have been several tragic accidents. Someone once said that "Safety is no accident", but they would also have to say "To insure no accidents, there can be no flying". There is a link between flying proficiency and accidents, and one way to improve proficiency is to carefully plan a certain percentage of your flying just to practice maneuvers and improve proficiency. Always remember: it can happen to you. And always remember to lend a hand to fellow pilot when it's needed.

From the Flight Surgeon

By Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR

Although you wouldn't think so from the weather, the springtime allergy season is around the corner and most of us suffer at least occasional problems. If you use antihistamines remember that CFR (FAR) 91.17 does not allow "any drug that affects the persons faculties in any way contrary to safety."

A smart choice would be to use non-sedating medications such as Allegra, Clarinex or Claritin. Nasal spray steroids are effective also and allowed by the FAA. Nasal decongestants like Afrin are effective but should be only used in certain situations.

Confused? Call or write through www.OK2FLY.com and we will be happy to guide you through the array of available medications. Fly safe!

CLASSIFIED

FOR SALE:

EAA Chapter 55 Hats; \$13 each. Vickie 517-589-5051

TKM MX-12 navcoms (2) with trays, one glideslope receiver, & wiring harness; \$1,200 (firm); like new Cliff Hale 517-230-2357

Navy blue sheepskins (2) for Cessna 182; look new; \$175 for the pair. Cliff Hale 517-230-2357

Rans 2007 S6S Coyote II; 88 hrs; Rotax 912; many extras; price **reduced to \$49,000**. Ernie Lutz 517-676-4601

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

Telex ProCom 200 noise canceling headphones. Bart Smith 517-676-2146

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

Burning barrels; \$5.00 Dave Groh 517-676-4416

Yesteryear Aviation; new surplus hardware 517-676-4416

Military-style Dog Tags; \$5.00 Vickie 517-589-5051

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

HANGERS FOR RENT:

EAA Storage Hanger; \$70 per month or Builders Hanger; \$115 per month plus gas (includes electric) Ken Vandenberg 517-589-5051

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

WILL LOAN:

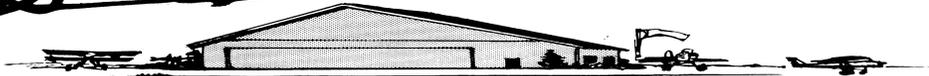
Zenith 701 jigs & fixtures. Chuck Hacker 517-740-9222

Contact Warren or Vickie to place your ad here!



HE JUST LOVES TO
HANG AROUND AT THE
EAA CHAPTER!

Wingtips →



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