

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

MAY 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

SPECIAL NOTE: The May General Membership meeting will start at 9:00 am to accommodate the First Responders seminar. Breakfast will be from 8:00-9:00 am.

Our April meeting hosting the MDOT seminars was a great success!! Tom Krashen and Tera Krupp had excellent and informative presentations. We had seven planes fly-in and I sincerely thank Doug Koons for pitching in to park the auto traffic while I parked the planes.

Kudos also to **Deanna & Don McAlister; Ralph Gregus, Dan Schiffer and Bill Purosky** for handling a larger than normal breakfast attendance !! (They didn't even have time to pose for their picture.)



And, thanks to all who helped tear down the tables and set up chairs for the seminar, as well as putting them back! We are looking to continue these seminars as an annual or semi-annual event.

I also want to thank Bill Purosky for stepping up to assist in the Mason Area Chamber of Commerce booth at the Spring Fling. We had lots of Dawn Patrol & Mason Aviation Flyers available; sorry to see the weather was so lousy.

The Board is considering a couple of "improvements and betterments" for 2010. Our building is sorely in need of exterior painting. And, there is also the possibility of expanding our

meeting room and making some changes to the hangar cooking area. If approved, there will be a "call to help" -- dates & times to be determined.

This month we have our First Responders Seminar and are expecting a turnout of 40-50 from area fire and rescue units. There will be an informational presentation, then groups will split out to view various aircraft. Looking at the long-range forecast, it may be necessary that we view the aircraft in owners' hangars. If you are interested in participating, please contact Bill Purosky.

In June, we will host our first Young Eagle Rally of the year on Saturday, followed by our Dawn Patrol

Pancake Breakfast on Sunday. Both events offer wonderful opportunities for us to share our enthusiasm for general aviation and to showcase our wonderful airport. Doug Koons will be looking for YE workers and Vickie Vandenbelt will be looking for DP workers. Come out and support your chapter!!

Looking forward to seeing you on Saturday,
Ken Vandenbelt, President

**Board of Directors Meeting
May 5, 2010, 7:00 pm.
Chapter Membership Meeting
May 8, 2010
Breakfast 8-9 Meeting 9:00 am**

Letter to the Editor

The displaying of a suggestive breakfast donation of \$5 at our last seminar meeting was inappropriate. Breakfast donations are to offset costs with any surplus going to the Newberry Scholarship, never intended to be a fundraiser. With an ample treasury it was not necessary. People are quite generous without any prompting. Let's not display this sign again especially at our next First Responders meeting with Law Enforcement and Firefighters who might come to our rescue. Fact is breakfast should be free to them.

Member - Ted Lakin

Breakfast Teams

<u>May</u>	<u>June</u>
Bill Bezdek	Lynn Brown
Lewis (Bob) Clark	David Cook
Margie Clark	Denise Cook
Chuck Hacker	Dave Groh
Sharron Hacker	Dennis Hall
Chris Long	Greg Hover
Gilbert McKessy	Mike Marhanka
Al St. George	Tim Martinson
Connie Stewart	Jack Toman

EAA Chapter 55 Board of Directors Meeting, April 7, 2010

→Meeting was called to order at 7:02pm. Directors Present: Ken Vandenbelt, Vickie Vandenbelt, Al Spalding, Doug Koons, Joe Madziar; Dave James, Jim Spry, Ed Search. Absent: Bill Purosky, Warren Miller. →Secretary's Report dated 3/10/10; ASpalding made a motion to approve per the email; DKoons second; all approved. →Treasurers Report dated 3/31/10; DJames made a motion to approve; second; all approved. ASpalding noted monies in old bank account have been transferred to the new; old account has been closed & he will destroy all unused checks and bank stamp. Also, monies from the Garmin seminar are still pending. →YE: DKoons reported that they chapter has YE credits which must be used by 12/31/10. He is thinking of more goodies for the gift bags or maybe some advertising items. He does have a group of 10 from Leslie Schools that he has scheduled for 5/3/10 (alt date 5/24/10). →DP/MAD: signup sheets need workers. Considering ice cream sales. Spartan Wings has a chest freezer we could use. VVandenbelt made a motion to purchase an annual Food Permit at a cost of \$346 the 1st year; and \$142 each year thereafter (plus cost of 2 inspections @ \$90each); DJames second; all approved. →MDOT Seminar: all ready. →First Responders Seminar: JSpry has lined up a Mooney, Kitfox, RV. →Chapter Activities: JSpry is coordinating a flyout to Bob Parker's place at Tripp Creek in June. Hope to have members fly members and other car pool. Details pending. Also, Brighton has a breakfast every Saturday morning so that may be another possibility. →Pedal Plane: We have a bidder & will be in contact to arrange sale. →Budget: Will look at approximate cost to expand the meeting room w/loft in ceiling. Next meeting will analysis & consider layouts. Also, cost to paint the building exterior. →Decided not to do anything for annual Learn to Fly Day. VVandenbelt will email the link to the EAA info on Adult Orientation Flight Guidelines. →EAA Chapter Award Forms have been recd if anyone wishes to submit nominations. Also, submission forms for AirVenture prep Work Weekends if chapter members wish to participate. ASpalding will copy FAA Publishes Revised Homebuilder Rules from the Kitplanes; January 2010 article & have available at meeting. →MAD exhibitor 10x10 space available for \$50 donation to Newberry Aviation Scholarship. →DKoons made a motion to adjourn; DJames second; adjourned at 8:35pm. Vickie Vandenbelt, Secretary

EAA Chapter 55 Gen'l Membership Meeting, April 10, 2010

→President Kenneth Vandenbelt called the meeting to order at 9:06am (1306 Z) with approximately 100 members & guests present. →Following the National Anthem, the breakfast team was given a rousing applause for their excellent service. →Secretary's Report dated March 13, 2010: Moved, seconded and carried. →Treasurer's Report dated March 31, 2010: Moved, seconded and carried. →Bill Purosky discussed First Responders Seminar for May meeting. Those willing to display & discuss their aircraft as a part of the seminar, contact Bill Purosky for details. →Ken Vandenbelt announced he has recd EAA nomination forms for National Editor, Webmaster, YE Coordinator & Major Achievement Awards; let him know if you would care to submit or assist with nominations. Also received invitation for chapter to participate in Weekend Work Party at OshKosh to prepare for AirVenture; advise if you are interested.

→Ken Vandenbelt announced that BOD is considering building improvements. Building exterior is in need of new paint; also looking at costs to enlarge the meeting room & make changes to cooking area in the hanger. →Reminder: June 18 and 19 at 3:00 p.m. at Mason Court House for "Relay for Life." →Moved by David James, seconded by Doug Koons to adjourn, carried. →Program: MDOT Safety Seminars presented by Tom Krashen & Tera Krupp. Both presentations were well presented and enjoyed, & our meeting room was filled to capacity. George Moore, acting secretary.

TIDBITS ~ By Vickie Vandenbelt

NEW MEMBERS: Chapter 55 welcomes new members William Long and Ellen Webb.

AWOS REPAIRS: From Mike Daigle; CRAA: The AWOS is tentatively set for upgrade work the week of June 7 through June 11 for the replacement of the AWOS at Mason Jewett. This is based on a plan for the FAA inspector to come back into Michigan on that Friday, 6/11, to do the recommissioning inspection of the facility.

EVENTS PLANNING MEETING: Next meeting will be Wednesday, May 12th, at 7pm. We should be able to start holding these in the EAA meeting room finally!

YOUNG EAGLE PILOT CREDITS: Pilots are awarded a \$5 credit for each YE flown which can be used by the chapter to purchase certain qualifying items. Note: a pilot must fly 10 or more YE per year in order to qualify for the credit awards.

CHAPTER FLY-OUT JUNE 19th by JIM SPRY: Tripp Creek airport owner, Bob Parker, wants us all to come to his place for a cook out. Arrive around 10am; eat about noon. Our chapter will supply the meat; please bring a dish to pass; restroom facilities on sight. Tripp Creek (39T) is a grass strip; 2509' x 50' with E/W runway; the CTAF is 122.9. It is about 35 miles

north of Mason airport. Driving directions: 127 North to M-21 East, to Chandler Road; north to Tripp Creek Airport at 5153 N. Chandler Road (on the left side). Phone H: # 989-862-4413

WASABI AIR RACING: T-shirts are now available to order at the online store <http://wasabairracing.bigcartel.com/> (or google Wasabi air racing) to purchase. Support your home town racer - Elliot Seguin !!

INVITATIONS TO WILLIAMS AERO ESTATES: On July 10th and Sept 18th, Williams Aero will host potlucks starting at Noon each date (rain or shine). Meat & soda will be furnished; bring a passing dish & specific refreshment. Driving: take US-127 to the Berry Rd exit; turn east & then turn right; south onto State Road; proceed to entrance of Williams Aero Estates, take Aeronca Drive south to Chief Drive; turn left to 101 Chief Drive. Flying: Williams Field; Loc ID: 5M17 (6.2 nm on 020 radial from JKN vor)

KITFOX BUILDERS: Chris from Chapter 1270 in Houghton/Hancock area of UP contacted us as they are building a Kitfox. They've finished all pre-paint assembly minus wiring. Anyone interested in contacting them to swap tales, let me know and I will forward email address.

BUILDAPLANE ANNOUNCES TEACHERS DAY AT AIRVENTURE: BuildAPlane, a non-profit aviation education organization in cooperation with GAMA and EAA, will sponsor Teacher's Day again at AirVenture this year. The event is scheduled for July 26 & will expose teachers to a variety of programs and curricula that allow educators to put aviation in classrooms. Teachers will be exposed to materials from private industry, the federal government and aviation organizations that teach students about aviation, plus take part in presentations & speak directly to program specialists. Attendees also get a free one day pass to AirVenture, compliments of EAA. Teachers can also receive continuing education credit by attending Teachers Day. Registration is free for teachers & is available at www.BuildAPlane.org. Contact BuildAPlane at info@buildaplane.org or 804-843-3321 for more info.

Young Eagles

By Doug Koons

This summer we have three Young Eagle aviation days planned. They are all scheduled on our meeting dates: June 12th, July 10th and Aug. 14th. Our flyers are already being sent out for advertising. I will have a sign-up sheet for volunteers at the May meeting. Please sign up for the dates that you can help with ground crew duties and pilots with planes, or call me to sign up to help at (517-676-5001).

Also, all pilots please review the EAA requirements for you and your airplane in order to keep everyone safe while flying the Young Eagles.

Thank you, Doug

Notes from Cape Jubj

By Terry L. Lutz, Chapter 55 Flight Advisor

In a fit of anger at being given a name absolutely impossible to pronounce, the Icelandic volcano Eyjafjallajokull blew its top on April 14th, following an earlier eruption in late March. On April 15th, the airspace over Scotland, Ireland, and Great Britain was closed due to high levels of ash in the air and the threat to safe operation of transport aircraft. In fact, ALL air traffic was suspended, even flights in light aircraft. These flight restrictions soon spread to continental Europe. From Paris to the north into Germany and Scandinavia, nothing was moving in the air.

There is some history of damage to aircraft after passing through the ash cloud from a volcano. Perhaps the worst event was in June 1982 when a British Airways B747 flew through the ash cloud from Indonesia's Mt. Galunggung volcano. The windscreen became opaque, and the cabin filled with smoke that smelled like sulfur. Then all 4 engines surged and failed. The airplane descended to 13,500 feet before the engines could be restarted, then made an emergency landing in Jakarta. A similar event occurred in 1989 when a KLM B747 flew the ash cloud from Alaska's Mt. Redoubt volcano. All four engines failed, were restarted after exiting the ash, and the airplane made an emergency landing in Anchorage.

A lot has been written about volcanic ash, and the potential for damage to aircraft. Ash is comprised of tiny particles of silica, the basic ingredient in glass. The particles are very hard and can easily coat the internal surfaces of turbofan engines, blocking tiny airflow passages. Even though the ash from the Icelandic volcano had drifted several hundred miles, and was significantly decreased in intensity, closing the airspace was the best way to insure the safety of air traffic.

The effect on the traveling public was enormous. Passengers were stranded within Europe, and stranded at far away airports while they waited for flights to Europe. There are going to be some great stories of how people traveled by car, train, and ferry to get home, or to get back to work.

The volcanic ash cloud also caused a large disruption in aircraft production at Airbus. Although we could do test flying in southern France, flying in Germany was suspended. Production test flights in Hamburg, Germany were grounded, and we could not deliver A320s to Hamburg for interior fitting. Our fleet of Beluga transports were unable to fly to airfields in England and northern France to pick up fuselage assemblies and wings.

On April 19th, Airbus decided to demonstrate that in existing conditions, aircraft could be flown safely. We decided to launch an A380 test aircraft for flight over France, and an A340-600 test aircraft for a flight north into Germany. I was Captain on the A340-600, and we were to fly a profile that included high altitude cruise, low altitude maneuvering, a low approach into Hamburg, and return to Toulouse. It would be a 5 hour mission.

As our flight progressed to the north from Toulouse, we became aware of a thin band in the distance, just above the horizon, that was dark in color, and distinctly different from clouds in the area. It did not cover the entire horizon line, but seemed to be located only to the north and northeast of our flight path. Further north, in the area of Paris, we noted irregular strands/bands of what may have been ash, oriented NE-SW, and which appeared to be at an altitude of FL350-FL370. As a reference, we were at FL380, and an airplane flew past in the opposite direction at FL330. The airplane below was showing a contrail, which was below these darker strands. Interestingly, the contrail of the passing airplane assumed the color of the ash, and seemed to persist longer than usual. The bands we observed covered less than 5% of the sky, and were very thin from top to bottom. When viewed from above, they were nearly transparent. The bands were of a grey color, with a slight reddish hue.



Looking at the sky below in the vicinity of Paris, we noted that it was rather “milky” in appearance, similar to what is observed from the smoke of large forest fires in the US. I had a clear view of the Charles De Gaulle airport, and nothing was moving in the air or on the ground. As we flew north into Germany, the sky became increasingly clear, enough so that we could clearly see the northern coastline from 60nm. In the upper atmosphere, there were still some thin bands of what may have been ash.

As we neared the coastline, we were advised by German ATC that as of 1600 UTC, the airspace would be closed due to the forecast of increasing ash. However, there was absolutely no evidence, either below us or at our altitude, with visibility greater than 100nm.

During the return leg, we noted an area of significantly reduced visibility near Berlin, in a wide area extending to the SE. Normally, lowered visibility is a part of an existing weather system, but this seemed to be overlaying the existing moisture pattern rather than being a part of it. This can easily be seen in the photo, and it was later confirmed by satellite imagery.

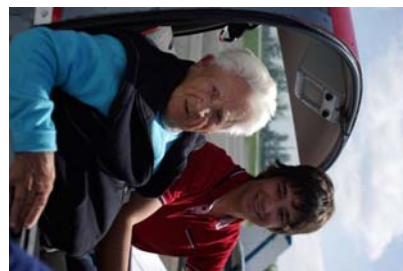
To summarize, there was some visible evidence that ash was present. In the areas where we flew, any bands of ash were very thin, and very widespread. At lower altitude, there was evidence that ash was present, but at no greater concentration than industrial and automobile pollution in a stagnant weather system. While the forecast of ash concentrations was generally accurate over France, it was missed completely over northern Germany, where conditions were exceptionally clear.

We inspected the airplane carefully before the flight, including the engines. The engineer on the flight installed some filtering devices in the air conditioning system to catch any ash that might be passed by the engine and into the cabin air. After the flight, the engines were again inspected carefully, and essentially nothing

was found. We did find a very thin, grease-like coating behind the fan blades, and a light but uniform concentration of particles in the filters.

On April 20th, the wind pattern shifted to the northeast, and air traffic was allowed to resume over most of Europe. But activity with regulators, airlines, engine and airframe manufacturers continues to try and define what might be a safe level of exposure to volcanic ash. The result could likely be improved detection and measurement of volcanic ash concentrations, and additional inspection procedures for aircraft that have flown through areas of acceptable volcanic ash concentration.

On another subject, one of our flight test engineers told me that his son had recently received his private pilot rating, and shortly after had flown with a woman who was 106 years old. It was her first ever flight in an airplane. The pilot, Maxime Langlois, is 17 years old, making the difference in age between pilot and his passenger Maria Vidal an impressive 89 years. She had one other opportunity to fly when she was young, but her Mother told her she couldn't! I call this a Young Eagle flight in reverse. This time, the Young Eagle was the pilot. I forwarded the story to EAA, and in recognition of the flight, I provided Maxime (photo) with an international membership in EAA. *(unable to rotate picture)*



It seems that the economy in the U.S. is picking up, and with it the level of flying activity. In 2009, General Aviation accidents decreased to 1474 from 1566 in 2008. That's still about 4 accidents each day! But the GA accident RATE per 100,000 flying hours increased from 6.86 to 7.20, mainly because of a decrease in flying hours. Now that the economy is picking up, the number of flying hours will be increasing. It's up to us to make sure that the number of accidents does not increase. Maybe if we take the time to help our fellow pilots, that extra effort just might prevent an accident.

From the Flight Surgeon

By Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR

In a major change in aeromedical policy the FAA has reversed its long held rule of not allowing antidepressant medications while flying. The new program will allow airmen to fly on the medications Celexa, Lexapro, Zoloft or Prozac. The FAA will only allow these medications to be used for the diagnosis Major Depressive Disorder, Adjustment Disorder with Depressed Mood and Dysthymic Disorder. The airman applying to this new program will need to be stable on one of these medications for 1 year and significant documentation will be required.

If you have questions about this new initiative by the FAA feel free to contact me at gpinnell@charter.net or www.OK2FLY.com. Fly safe!

RIDE SHARE TO/FROM BEACON AVIATION

Have you needed a ride to or from Beacon Aviation? Would you be willing to give a ride to or from Beacon Aviation? If you would like to be part of an Informal Ride Share, please contact:

Mike Marhanka 517-485-9190
Jim McFarland 517-944-7796 OR
SIRJAMES@SBC.GLOBAL.COM

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FOR SALE:

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

Wasabi Air Racing T-shirts can be ordered at the online store <http://wasabiarracing.bigcartel.com/> (or google Wasabi air racing). Support your home town racer - Elliot Seguin!!

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

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

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EAA Construction Hanger; Ken Vandenbelt 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