

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

JUNE 2010



**Meetings are the 2nd Saturday of each Month**

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

**Pres: Ken Vandenberg 589-5051 Vice Pres: Bill Puroskey 214-2729 Treas: Al Spalding 676-3370**

**Secr: Vickie Vandenberg 589-5051 Editor: Warren Miller 214-2656 (all Area Code 517) [www.EAA55.org](http://www.EAA55.org)**

## Climb and Maintain Flight Level 55

I was taken by surprise when I was made aware that several members were offended by the breakfast "Suggested Donation" sign displayed at our April meeting. The sign was displayed because we were hosting the MDOT seminar, which was being attended by numerous non-members unfamiliar with our Chapter and our breakfast practice. The invitations were sent to pilots by MDOT and did indicate "a donation is requested". It is appropriate to offer a suggestion. (A reverse thought is that we don't want guests to think we expect them to pay the \$8-\$10 that would be charged at a restaurant.)

**Board of Directors Meeting  
June 9, 2010, 7:00 pm.  
Chapter Membership Meeting  
June 12, 2010  
Breakfast 8-9 Meeting – 9:30 am**

forewarn members that the sign would be there and I will try to remember to do such whenever we host any "special events" such as another MDOT seminar.

Our "First Responders Seminar" was very well received. Chief Tom Coe and Officer Bob Lillie of the CRAA gave a very informative presentation.



It never occurred to me that our membership would find this objectionable. Had I anticipated such a response, I would have sent an email to

Approximately 20 Fire and Rescue staff from various local departments (plus several EAA55 members) attended, then trooped over to examine the planes of Groh, Moore, Vandenberg and Spartan Wings.



It was on the cold and windy side, so I was glad we were in hangars. And, it was great to follow up with a warm lunch back at the meeting room !! My thanks to the plane owners for their time and instruction, the group leaders and the lunch crew - along with special thanks to Bill Puroskey and Tom Botsford for organizing the event. I am hopeful we can set this up to do again next year.

The BOD has been considering two major building improvements. The first - and most critical - is the repainting of the building exterior. We would like to get this done before our August events.

We plan to recruit members for the work party(s). We will need to prep the building as well as paint. But, we have to settle on a color. We have gray, taupe, tan on the field; another suggestion was the dark blue used to paint "EAA55" on the roof. We hope to have a selection of colors for members to consider at the next meeting.

The second project is the expansion of the meeting room, expanding outward to match the wall of the alcove with a loft expansion above. This would necessitate rearrangement of our hangar cooking area, and include boxing in the furnace area

and installing a 42" insulated passage door. Estimated cost is roughly \$2200. But - the questions remain - Do we want to do this? Do we need to do this?

Thinking ahead, in July we need to appoint a 2-3 member Nominating Committee to solicit candidates for six Directors positions for election at our November meeting. Please contact any BOD member if you would be interested in serving.

And speaking of serving - our 2010 Dawn Patrol is fast upon us. Since the B-25 will be on the field from 8am until afternoon, we will be serving up our standard pancake breakfast plus some dogs and brats for afternoon lunch. Remember - events such as this promote our airport and aviation in a positive way and allow us to share our passion for aviation with others. And, the income allows us to continue our scholarship funding on an annual basis. Signup sheets will be at the Saturday meeting. We need help from our members to staff the event, so please come out if you can.

Share the passion,  
Ken Vandenbelt, President

**\Breakfast Teams**

<u>June</u>	<u>July</u>
Lynn Brown	Ed Crouse
David Cook	Mary Gowans
Denise Cook	William Long
Dave Groh	Tom Scheehan
Dennis Hall	Ellen Webb
Greg Hover	Joan Wilke
Mike Marhanka	
Tim Martinson	
Jack Toman	



May Breakfast Team: Bill Bezdek, Margie and Bob Clark

**EAA Chapter 55**

**Board of Directors Meeting, May 5, 2010**

→Meeting was called to order at 7:10pm. Directors Present: Ken Vandenbelt, Bill Purosky, Vickie Vandenbelt, Al Spalding, Warren Miller, Dave James, Ed Search, Joe Madziar, Doug Koons, Jim Spry. Guests: Connie Stewart, Tom Botsford, Ted Lakin →Secretary's Report dated 4/7/10; DKoons made a motion to approve; JMadziar second; all approved. VVandenbelt stated a correction to be made on the March 10th minutes = Jeff Hauter of Mason A&W offered EAA55 hot dogs and brats "at cost" (instead of full donation). No objection to correction. →Treasurers Report dated 4/30/10; income breakfast donations were way up as a result

of guests at the MDOT seminar and received income from the sale of the pedal plane; major expenditure was the Beacon/Garmin Seminar expenses; VVandenbelt made a motion to approve; BPurosky second; all approved. →YE: DKoons reported they did not fly group Monday; working on alternate date. Signup sheet for YE rallies will be available at Genl Mtg. →Membership: VVandenbelt reported two new members; Ellen Webb & William Long. →Chapter Activities Coordinator: JSpry advised needs for Tripp Creek Fly-Out (subsequently cancelled). →DP/MAD Events: next meeting 5/12/10; worker signup sheets will be at Genl Mtg. →First Responders: set for May meeting. BPurosky to review program with Bob Lillie of CRAA. They will be bringing their truck down; possibly a Med/Evac helo. Tom Botsford advised approximately 30-40 people; 45 max. to attend. Will solicit six EAA volunteers to lead groups. →Personal Property Inventory still in the works. →DKoons estimates roughly \$2200 to expand meeting room & rearrange hanger cooking area; box in furnace w/loft above; put in 42" insulated passage door. Board will solicit member comment on this endeavor at future Genl. Mtgs. →KVandenbelt advised priority to paint the building; hopefully before August events. WMiller to secure professional advice on procedure and costs. Board will solicit member comment on color choice. →Ted Lakin read a statement advising a number of members are very upset with the "Suggested Donations" sign displayed at the April meeting.

KVandenbelt explained that our April meeting was an MDOT seminar with numerous guests & it was appropriate to suggest a specified amount at such an event. →VVandenbelt explained that the current Construction Hanger Lease states that the Lessee shall be responsible for all heating fuel costs (shared equally between Lessees) and a portion of electric costs. However, chapter has been only charging Lessee(s) with 50% of the Consumers gas charges and none of the electric charges. This should have been corrected with last revisions but not. Is it agreeable to continue with future lessees as we have been?? DKoons made a motion to continue with 50% of the gas bill and -0- of the electric bill charged to Lessee (and note to amend the lease agreement at time of next review); JMadziar second; all approved. →MACC street banner is up for renewal at \$150 for three years. JMadziar motion to approve; DJames second; all approved. →American Legion has a flag program to install & display flag on major holidays. DJames made a motion to purchase for \$40/year; JSpry second; 8 in favor; 1 nay; approved. →Bill Purosky will do some investigating on the IRS990 filing requirements. →VVandenbelt suggested issuance of "Free Breakfast" promotional certificates for donation as prizes to such events as the Sheriff Deputies & MACC Golf Scrambles and such. Board agreed to 12 certificates/6 events. →WMiller reported he did not go to Sun-N-Fun but heard there was not much of a turnout. →JSpry made a motion to adjourn; JMadziar second; adjourned at 8:50pm.

**EAA Chapter 55**

**Gen'l Membership Meeting, May 8, 2010**

→Meeting was called to order at 9:05am; approx. 44 members & guests present. →Following the National Anthem, President KVandenbelt thanked the breakfast team. →Secretary's Report dated April 10th; motion to approve as published in the newsletter; second; all approved. →Treasurer's Report dated

April 30th; Al Spalding reported income & expenses; motion to approve, second; all approved. →YE: DKoons has rallies set; signup sheets passed around. →Membership: VVandenbelt welcomes Ellen Webb & William Long. →DP/MAD: worker signup sheets available. →Activities: JSpry reported fly-out to Tripp Creek cancelled. →Warren Miller reported on building painting; securing estimated costs; selection of 3-6 color samples to be discussed at next meeting. →KVandenbelt advised members that "Suggested Donation" was for special events such as hosting the MDOT seminar. Also reported on meeting room expansion; still considering estimated costs; & whether we need to do or should not. BOD ok'd continuing purchase of MACC Street Banner. Also, purchased American Flag display from American Legion to be displayed near airport entrance sign on major holidays. →Al St. George reported on latest Safety Wire; gases from welding; freon chemicals & dangers. →Warren Miller suggested consideration of an "EAA Chapter 55" sign. Bill Purosky thought possibly at entrance or a sign similar & placed like Spartan Wings has. Further consideration pending. →Meeting adjourned at 9:26am. →Meeting was followed with a "First Responders" seminar presentation by Chief Tom Coe and Officer Bob Lillie of the CRAA. Approx. 20 Fire & Rescue staff from various local departments (along with EAA55 members) attended the informative seminar followed by examination of four member planes - returning to EAA for a great dog & brats lunch !!

## TIDBITS ~

By Vickie Vandenbelt

NEW MEMBERS: Chapter 55 welcomes new member Robert (Rob) Smith.

EVENTS "FREE INFO": I will be setting up the "free info" tables once again at our YE & DP & MAD events. This has been very popular with our patrons. If you belong to any community or civic groups for which you wish to promote or publicize the group or upcoming events, please bring your flyers or posters to me or the chapter meeting room. We also accept commercial advertising materials for sponsors who make a monetary donation to the EMU Foundation - Newberry Aviation Scholarship Fund (501c3) or donate "goodies" for YE or Pilot Bags ..... spread the word if you know of anyone who might be interested or let me know if there is someone you think I should contact?

EVENTS PLANNING MEETING: Next meeting will be Wednesday, June 9th as a part of our regularly scheduled BOD meeting at 7pm. We would like to have all team captains present. We will most likely do some set up on Friday and also Saturday during the YE event. The more hands the merrier!!

CHAPTER FLY-OUT JUNE 19th: to Tripp Creek has been cancelled due to complications.

UPDATES: Gilbert McKessy underwent surgery earlier this spring & is now home; doing better but still undergoing treatment. Jack Toman suffered second degree burns on his legs/feet as a result of a boiling water spill at home. He is healing well & plans to be at the airport this weekend.

## Young Eagles

By Doug Koons

Hi everyone, This Saturday we will start flying Young Eagles at 9:00 am. We will be setting up and getting the planes ready from 8-9. Please come ready to help with the kids and their families.

I also have one more request, please park our vehicles on the south and west side of our hanger to allow more room for our visitors.

Thank you, Doug

## Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

A few weeks ago, there was an air show at a small airport near Toulouse. Knowing that traffic would be a nightmare, I loaded my bicycle in the car, parked about 2 miles away and cycled the rest of the way there. In addition to seeing the Patrouille de France and an FW 190 for the first time, I saw something I never expected – and hope to see again. I was walking along the flight line and heard the sound of an engine coming up to speed. I turned to see a trike taking off, and surprisingly, a group of 11 geese were taking off with it! The trike and geese proceeded to fly for 15 minutes or so in formations commanded by the human pilot, using hand and foot signals to the geese. Amazing! The geese flew in front of the trike, or flew in back. They would split their formation and fly on both sides of the trike. And they landed in formation just ahead of the trike as it landed. Absolutely amazing, as you will see in the attached photograph.



The Patrouille de France is an 8 airplane aerobatic team, much like the Thunderbirds or the Blue Angels, except they are flying slower AlphaJet trainers. What is new this year is that the flight leader is 33 year old Virginie Guyot. What an honor for a woman! This was the first demonstration of the season, and it could not have gone better, with great weather, and a great location. The French have perfected colored smoke, and their red, white, and blue smoke was simply brilliant in color. Instead of doing all their maneuvers down the show line, they do several maneuvers toward the crowd, bursting left and right to avoid overflight. On one pass, the two

airplanes flying on either side of the leader went to knife edge flight, which I had not seen before in formation aerobatics.

I am always searching the posts on Doug Reeve's VansAirForce website, and happened to find a very lively debate about propellers and propeller design. What caught my eye was a posting that suggested that for a constant speed propeller, that part of the blade which enters the hub is simply a cylinder about 2 inches long that does essentially nothing toward developing thrust. It was suggested that using cuffs where the blade meets the spinner (like the P-51 wartime propellers) would improve efficiency. But the discussion did not stop there. Paul Lippse has developed a number of radical-looking propellers, for his own Lancair, and for racing aircraft like those flown at Reno. As the various people weighed in on the discussion, it became apparent that Paul was an experimenter, and a very good one at that. His commentary reminds me very much of Burt Rutan. Completely out of the box thinking that gets results. Some of the early Lippse designs had a wide blade at the root and a very narrow tip. Later designs, which are winning at Reno, incorporate a narrow blade at the root, widening to an angular shape much like the wide part of a necktie. His basic design concept is to generate as much thrust as possible close to the hub, considering the design of the cowl just behind.

But there is another side to the debate. Enter a man named Jack Norris. Jack has mathematically studied propellers, and how propellers have been designed since 1863. He has determined the optimum design for maximum efficiency, considering shape, twist, and pitch. What I had not known previously is that Jack designed the blade shape for an interesting new propeller for RV aircraft known as the Whirlwind 200RV. This composite propeller is fairly wide at the root (near the spinner), and is fairly well tapered toward the tip. It is far different than the designs Paul Lippse is using for his racing propellers. I tend to think of Jack as an intuitive thinker who seeks an optimum solution by completely understanding the theory.

So who is right in this debate? They both are. Paul understands loading and efficiency of the total engine/airplane combination, and is very good at optimizing the propeller for high end performance. Jack has designed a propeller blade shape that achieves maximum efficiency over the entire speed range of the airplane. I don't know much about Paul Lippse, but it turns out I am acquainted with Jack Norris. I met Jack in 1993 at an air show in Merced, California. We were discussing Luscombes, since Jack had owned a Luscombe for a long time, and so had I. The more we talked, the more I realized how sharp Jack was in the technical reasons behind why airplanes perform the way they do.

A few years later, Jack developed an intuitive method of measuring the drag polar of any propeller driven airplane. Many years ago, August Raspet, a professor at Mississippi State University was able to measure the drag of many popular light airplanes by removing the propeller and installing a tow device on the propeller hub. The airplanes were towed aloft and sink rate measurements were taken at different speeds during the glide to a landing. It is the same technique used to measure glider performance. But it neglected the drag of the propeller itself. Jack knew that the crankshaft of an aircraft engine has a certain amount of end play. When the propeller is under a thrust load the play is out. When the propeller is under a drag load, the play is in. By installing a micro switch at the crankshaft, and a light on the instrument panel, he could descend at a specific speed and slowly retard the power until the propeller load changed from thrust to drag, turning the light on. Then at that speed and at that power setting, descent data could be taken to determine the overall drag polar of the airplane, propeller included. This method, called Zero Thrust Glide Testing, has been adopted by the CAFÉ Foundation, which precisely measures the performance and flying qualities of today's popular airplanes.

Jack Norris was part of the mission control team that assisted Dick Rutan and Jeanna Yeager fly around the world in the Voyager aircraft. Did I also mention that Jack designed the thrusters that controlled the Mercury, Gemini, and Apollo space capsules? You can learn more about this interesting debate and these interesting guys at the following web sites:  
<http://www.vansairforce.com/community/showthread.php?t=57603&highlight=propellers>, and  
[www.PropellersExplained.com](http://www.PropellersExplained.com)

There were some notable passings last month. One was Bud Mahurin, a WWII and Korean fighter ace. He flew P-47s in the 8<sup>th</sup> Air Force, and became a double ace with 10 victories before being shot down. Bud found his way to the French Resistance and was returned to England. But for him, flying in Europe was over. He was sent to the Pacific, where he was credited with 10 more victories flying the P-51. He was working or the Secretary of the Air Force when the Korean war broke out, and shot down 3 more airplanes with an F-86 before being hit by anti-aircraft fire and crash-landing in a rice paddy. The North Koreans took him prisoner, and for 16 months he was subject to brutal questioning and psychological torment by his captors. Bud Mahurin died in California at age 91.

We often remember Audie Murphy as the most decorated US soldier of WWII. But few know of his wife, Pamela. After Audie died in a plane crash, Pamela became the

Angel of the VA hospital in Sepulveda, CA. From the LA Times: 'Any soldier or Marine who walked into the Sepulveda VA hospital and care center in the last 35 years got the VIP treatment from Pam Murphy. She would walk the hallways with her clipboard in hand making sure her boys got to see a specialist or doctor. If they didn't, watch out. Her boys weren't Medal of Honor recipients or movie stars like Audie, but that didn't matter to Pam. They had served their country. That was good enough for her. She never called a veteran by his first name. It was always "Mister." Respect came with the job. "Nobody could cut through VA red tape faster than Mrs. Murphy," said veteran Stephen Sherman, speaking for thousands of veterans she befriended over the years. "Many times I watched her march a veteran who had been waiting more than an hour right into the doctor's office. She was even reprimanded a few times, but it didn't matter to Mrs. Murphy. "Only her boys mattered. She was our angel."' Pamela Murphy died peacefully in her home at age 90.



Aviation is such a vast community of people, history, experiences, and stories that there is a bottomless well of interesting things to write about. Each month, I think of the things that have happened, events in history, and sometimes my own experiences, and begin to compose these *Notes* in my mind. Then close to the reasonable deadline, I let my computer keyboard recover those thoughts in a more organized pattern. It is never really easy, but as time goes by, it's becoming an absorbing and satisfying task. I guess it's my way of simply lending a hand to the minds of my fellow aviators.

## From the Flight Surgeon

By Gregory Pinnell, MD  
Senior AME/ Senior Flight Surgeon USAFR

This time of year we frequently need to "self-treat" symptoms with over the counter (OTC) medications due to colds, flu or allergies. Most of us know that these medications can cause drowsiness. But it is often forgotten that the effects of the drugs can last 12-24 hours depending on type. It is always best to wait till all the symptoms are gone and you have been off the OTC's for at least 24 hours before flying. 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](mailto:SIRJAMES@SBC.GLOBAL.COM)

## CLASSIFIED

### AIRVENTURE:

Dave James has (2) seats; \$110 each; to fly to AirVenture July 22-July 30; 517-517-337-2803

Bill Purosky has rooms available in a great house; \$40 night; 517-655-1432

### FOR SALE:

Share of Whitetail Hunting Camp Inc. (a Chapter S corporation; my stock is 1/8th interest). After 44 years hunting deer and at my age it is time to give it up. It is well run and managed to improve deer hunting. Comprised of 157 acres bordering on 155,000 acres of the Houghton Lake State Forest and the Roscommon Line. More info, contact Dick Bacon 517-230-7808

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

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

HANGARS FOR RENT:

T-Hangars; 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!

*A young and foolish pilot wanted to sound cool on the aviation frequencies. So, this was his first time approaching a field during the nighttime. Instead of making any official requests to the tower, he said: "Guess who?" The controller switched the field lights off and replied: "Guess where?"*

Four people are in an airplane, the pilot, the smartest man in the world, the richest man in the world, and a punk teenager. The airplane experiences some difficulties, and the pilot informs the three passengers that the plane is going to crash, and there are only three parachutes on the plane. The richest man in the world takes one, because he says that his lawyers will sue everyone else on the plane if he doesn't survive. The smartest man in the world takes a parachute, because he thinks that the world would be a worse place without him. The pilot says to the punk "There's only one parachute left, I'll fight you for it." "That won't be necessary," said the punk, "The smartest man in the world took my backpack."

"I've never flown before, said the nervous old lady to the pilot. "You will bring me down safely, won't you?"  
"All I can say ma'am," said the pilot, "is that I've never left anyone up there yet!"

Pilot: Have you ever flown in a small plane before?

Passenger: No, I have not.

Pilot: Well, here is some chewing gum. It will help to keep your ears from popping.

Pilot (after the plane landed): Did the gum help?

Passenger: Yep. It worked fine. The only trouble is I can't get the gum out of my ears.