

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

DECEMBER 2011



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

Well, I guess you're stuck with me for two more years (God willing). And, with a twist of an arm, Al Spalding agreed to stay on as Treasurer.

Joe Madziar has accepted the position of Vice President and Al St. George is your new Secretary. Please join me in thanking these folks for taking on the responsibilities of being an officer for your chapter. And, big thanks

to Bill Purosky and Vickie Vandenbelt for their past service as Vice President and Secretary respectively.

**Board of Directors Meeting
December 7, 2011, 7:00 pm
Chapter Membership Meeting
December 10, 2011
Breakfast 8-9**

Additionally, Phil Tartalone has agreed to be our new Young Eagles Coordinator. Our thanks to Phil and a big thank you to Doug Koons for his many years of service !!

On November 17th a large group of family and friends gathered to say "good bye" to our dear friend Bartlett Smith.

Afterwards, about fifty people came to the EAA hangar to share a luncheon and memories. Special thanks to Karen Meirndorf and Debbie Groh for their additions to the meal and to Warren Miller for his help with serving and cleanup.

Bart's daughter, Michelle, sends her warm thanks for all we have done for Bart and his family.

At our December meeting, we will be paying tribute to all our chapter volunteers. Our success rests on the shoulders of our volunteers. We are blessed to have such a great group and we can all be proud of our chapter accomplishments.

We share our love of aviation via our Young Eagles program; our Newberry Scholarship Fund; our Dawn Patrol and Mason Aviation Day. I'm looking forward to continuing all of these programs in 2012 and beyond. In the upcoming year, EAA is launching the Eagle flights program

for adults. I'm hoping our chapter will take part in this developing program as another vehicle to share our enthusiasm for aviation.

Hope you all will be able to come out to the airport on Saturday !!

Ken Vandenbelt, President

Breakfast Teams

<u>December</u>	<u>January</u>
Dave Courey	Kyle Bradford
Brian Eakin	Don Burt
Mike Fuller	Lloyd Brown
Laura Fuller	John Caron
Max Hall	Judy Search
Dave Keller	Bob Smith
Steve Meyer	
Pat Salow	



November Breakfast Cooks Tom Botsford & Karen Meirndorf

**The Chapter meeting room is in "WINTER MODE" -
please be sure to keep the bathroom
AND the storage room door CLOSED.**

EAA Chapter 55

Board of Directors Meeting, November 9, 2011

→Meeting was called to order at 7:00pm.
→Directors present: Ken Vandenbelt, Vickie Vandenbelt, Bill Purosky, Doug Koons, Al Spalding, Warren Miller, Dave James & Joe Madziar. Absent: Jim Spry, Ed Search.
→Secretary's Report dated 10/5/11; Joe Madziar made a motion to approve; Dave James second; all approved.
→Treasurer's Report dated 10/31/11; Doug Koons made a motion to approve; Joe Madziar second; all approved.
→Young Eagles; Doug Koon advised 194 for year; Phil Tartalone will be 2012 YE Coordinator; may have some more Highfields kids. →Membership report. →Nominating Committee report. →Program report. →Builders Hanger Lease verbiage to be amended; review at next meeting.
→Newberry Aviation Scholarship; awaiting applications from Phil Tartalone. →YE of Year; have a special award for this year. →Member of the Year selected. →MACC membership; Bill Purosky made a motion to approve payment; Dave James second; all approved. →POB; Doug Koons made a motion to approve payment; Bill Purosky second; all approved. →Bill Purosky made a motion to approve \$150 for xmas party decor & door prizes; Dave James second; all approved. →Vickie Vandenbelt made a motion to approve Lifetime Membership for Ernie Lutz; Dave James second; all approved. →Joe Madziar made a motion to approve 2012 Honorary Membership for Jack Toman; Dave James second; all approved. →Doug Koons made a motion to approve purchase of 2012 calendars for YE/DP/MAD volunteers; Joe Madziar second; all approved.
→Dave James made a motion to adjourn; Bill Purosky second; meeting adjourned at 8:08pm.

EAA Chapter 55

Gen'l Membership Meeting, November 12, 2011

→Meeting was called to order at 9:34am with approximately 30 members & 2 guests present.
→Following the National Anthem & moment of silence for Bart Smith and veterans, President Vandenbelt thanked the breakfast team & announced the team for December.
→Secretary's report dated 10/8/11; motion to approve; second; all approved. →Treasurer's report dated 10/31/11; motion to approve; second all approved. →YE report; numbers & Phil Tartalone as 2012 coordinator.
→Nominations; Ken Vandenbelt (President); Joe Madziar (VicePresident); Al Spalding (Treasurer); Al St.George (Secretary); elected for 2012/2013. →Ernie Lutz nominated & approved for Lifetime Membership. →Al Spalding accepting money for Xmas Party & 2012 dues. →Craig Tucker extended thanks Bill & Vickie for their services as officers. Advised members to keep checking the website.
→Joe Pirch extended thanks to Craig Tucker for the website & Warren Miller for the newsletter. →Warren Miller mentioned rising costs to print & snail mail newsletter to those not electronic. →Announced details of Bart Smith funeral service. →Russ Hilding was guest speaker @ the State Historical Museum; Veterans Day program. →Bill Bezdek announced he would be willing to do program on

celestial navigation. →Al St.George mentioned the "From the Ground Up" VHS are very good; said he could convert to DVD. →Motion was made & meeting adjourned at 10:22am followed with Gary Bauer's program on Estate Planning.



TIDBITS ~

By Vickie Vandenbelt

NEW MEMBERS: Chapter 55 welcomes new member Leonard "Skip" Russell.

MEMBERSHIP: January is fast approaching and that means renewal dues. Al Spalding will be accepting payments at our meetings or via mail.

EAA EAGLE FLIGHTS: EAA is getting ready to launch the Eagle Flights program to spur adult interest in aviation. It appears Eagle Flights could be done in single flights or in rallies such as we do YE. Many of us currently take family, friends, co-workers and meeting guests for flights. We often get inquiries about how to get started in flying. Pilots - please take a look at the program link. Would you be willing to do the paperwork and register your "Eagles"?? EAA is asking for a goal of 10 for the first year. We are very proud of our Young Eagle (YE) numbers. If we start logging our adult Eagle (AE) flights, those numbers may someday be as important to our chapter as our YE numbers are. And, hopefully also increase the number of pilots !!
http://www.eaa.org/chapters/resources/articles/111129_eagleflights.asp

Aviation Humor

This is the story of the poor blonde flying in a two-seater airplane with just the pilot.

He has a heart attack and dies. She frantically calls a May Day:

"May Day !! May Day !! Help me !! Help me !! My pilot had a heart attack and is dead. And I don't know how to fly. Help me !! Please help me !!!"

All of a sudden she hears a voice over the radio saying:

"This is the tower. I have received your message and I will talk you through it. I've had a lot of experience with this kind of problem. Now, just relax. Everything will be fine !! Now give me your height and position."

She says, "I'm 5'4" and I'm in the front seat."

"O.K." says the voice from the tower. "Repeat after me: Our Father. . . Who art in Heaven. . . ."



YOUNG EAGLES

By Doug Koon

Hi Everyone. Our chapter gave 194 kids there Young Eagle rides this past year and Terry Lutz may add 2 more in France before the end of the year. Chapter 55 members and pilots have now flown 2,773 kids. Our YE credits for next year should be worth about \$1,000.

Since this is my last note as your YE Coordinator, I wanted to let you all know what an honor and great fun it has been for me these past 6 years. Thank you all for all your great help this year and in the past.

I hope to see everyone at our member meeting on Saturday. I have awards for Christmas. Thank you, Doug



NOTES FROM CAPE JUBY

By Terry L. Lutz

Chapter 55 Flight Advisor

The Society of Experimental Test Pilots plans several symposiums each year, including two in Europe. This year, the Flight Test Safety Symposium was held in early November in Salzburg, Austria. Salzburg is a beautiful old-world city. It was the birthplace of Wolfgang Amadeus Mozart, and the home of the Von Trapp family, made famous by the marvelous voice of Julie Andrews in the film, "The Sound of Music".

The Salzburg symposium was organized by Dr. Dieter Reisinger, a test pilot and former Director of Safety for Austrian Airlines. Dieter decided to create a theme, and then really made it work by turning the symposium into a workshop. The theme was "Display Flying", and many of the top airshow pilots, flying mainly military hardware, were there. All of them were test pilots and members of the Society. The experience ranged from the early days of flying the Dassault Mirage series of fighters, to the F-18 and C-130, and finally to the display flying Airbus does with the A380. One of the sponsors of the Symposium was Red Bull, which is based in Salzburg.

The objective was to share ideas and techniques, and then to sit down and write a handbook for future test pilots who will one day display their company's pride and joy at airshows around the world. The keynote speaker was Des Barker, a retired Major General from the South African Air Force. Des has written a book titled "Zero Error Margin – Airshow Accidents Analyzed". The book chronicles airshow accidents from the DH110 at the 1952 Farnborough Air Show in the UK, all the way up through accidents that occurred in 2010 (including the one involving Jack Rousch at AirVenture 2010).

Andrew Warner a helicopter pilot from Eurocopter in Marseille, France gave an overview of airshow accidents with helicopters. He described how he prepares for airshows, along with how he selects the maneuvers to

demonstrate. He said that two factors seem to predominate in helicopter display accidents. One is a "wingover" where the pilot runs out of controllability in the roll axis. He showed video of two accidents where this occurred, then said that in both cases, the pilots had added that particular maneuver at the end of the routine. It was unplanned, and the second reason for recent helicopter accidents – adding an unpracticed and unplanned maneuver.

Patrick Experton described how Dassault displayed the various models of the Mirage over the years, primarily at the Paris Air Show. What was amazing to me is that Dassault would demonstrate a prototype airplane at Le Bourget, sometimes with only 3 or 4 test flights on it, *since the very first flight!* And remember, too, that many of these variants had new engines installed.

Ricardo Traven from Boeing described the planning and execution of flight displays with the F-18. But it wasn't the F-18 flying that caught our attention. It was his story about meeting the pilot who had prepared the flight display in the F-22 that brought an uneasy feeling inside all of us. Lockheed-Martin test pilots had never flown an airshow in the F-22, and quite independently a pilot at Langley AFB began working on an airshow routine that displays the characteristics of the F-22 in truly amazing fashion. The problem was that he had no airshow experience, and more importantly, USAF officials outside of Langley were unaware of what was happening. Fortunately, the right airshow people, within and outside the Air Force intervened to put the display routine on the right track.

Wayne Roberts from Lockheed-Martin discussed his planning philosophy for a maximum performance display of the C-130, which has been seen around the world. Since Lockheed-Martin does not have an airplane of their own, they lease a USAF C-130 from a unit near the airshow site. For some reason, he is not allowed to fly it from country to country, so if they were to find an airplane in Germany, he could not fly it to Italy. Wayne used a comparison of the energy maneuverability (EM) of the C-130 compared to the F-16 (EM is a term first used by Al Boyd, which you can read about in the book "Boyd – The Fighter Pilot Who Changed the Art of War"). It might seem like an odd comparison, but while the EM characteristics of the F-16 are better in the 250-400 knot range, the C-130 is better at slow speeds. And he had the charts to both prove that theory, and to show how he maintains EM during the C-130 flight display.

And finally, Chris Worning, a Danish test pilot flying the Eurofighter Typhoon described how he prepares for each flight, and in particular he discussed how important it is for the pilot of high speed aircraft to be both mentally and physically prepared. They have a maximum of a 10-hour day, and they sanitize the last hour before takeoff so the pilot has no other responsibilities or worries, and can focus on the flight ahead.

In the middle of the afternoon on the second day of the Symposium, we were interrupted by a message from the Flying Bulls, which is the group that maintains and flies the

aircraft owned by Red Bull. If you are not aware, Red Bull produces an energy drink that is now quite popular worldwide. It has made a fortune for the owner, Dietrich Mateschitz, who is also an aviation enthusiast. The message was that the weather was great and the Red Bull DC-6B was available if all the Symposium attendees wanted to go flying. The squeezing to see who made it out the door first would have looked good in a Three Stooges episode!

The Flying Bulls have created a very modern museum/restaurant/flight operations complex at the Salzburg Airport. They have about 20 airplanes, with the centerpieces being a Corsair, 4 Alphajets (German made jet trainers), a P-38, and the DC-6B. In the museum-hangar, you will also find Red Bull pylon racing airplane, and some Formula 1 racecars. The DC-6B is beautifully restored, and the interior is more tastefully done with wood, fabric, and leather than any corporate jet I have seen. Plus, it is super shiny on the outside, and while the basic instruments are original, it has a special engine monitoring system that they installed on the engines and is monitored by the flight engineer.

We gracefully boarded and said hello to the single cabin attendant, who made certain we were seated with belts fastened, and that the door slides were armed. In addition to being in a vintage airliner that purred like a kitten, we had the external vistas of the Austrian Alps.

For about minutes, around were alive sound from 4 engines. airplane



thirty the hills Salzburg with the music R2800 The had

plenty of power, and at cruise the power settings were 33 inches and 2200 rpm, to cruise about 250 knots indicated. When headed downhill back to the airport, we were cruising close to 300 knots.



After the flight, Dieter introduced me to Gerd Strobl, who is the Operations Director for the Flying Bulls. While the rest of the crowd headed back to Salzburg for dinner, I had a personal tour of their facilities. I was

very interested in their P-38. A few years back, you may have seen pictures of a P-38 going together that was highly polished and perfect in every way.

The airplane is P-38L-5, s/n 44-53254, and is licensed as N25Y. It is the former "While Lightning", flown by Lefty Gardner. Lefty's son was flying the airplane one day when the left engine caught fire. Not a good thing. With the fire still burning, and a lot of smoke migrating into the cockpit, Lefty's son landed it gear up in a field. The airplane was somewhat damaged, but the fire did not spread beyond the engine. The damaged airplane was purchased by Red Bull and restored by Ezell Aviation in Breckenridge, Texas. Much of the sheet metal had to be replaced, including making the lower engine cowls from scratch. They are beautiful. I climbed up to the cockpit, but did not have the chance to sit in the seat because it had been removed for the annual inspection. But it was nice just to stand on the wing and take in the view of the twin booms and Allison engines.

Gerd Strobl turned out to be one of those guys you can talk to about anything involving airplanes and aviation. There are no pretenses about him – he is just this great big sponge



that wants to soak up aviation knowledge. So if you have read the Notes From Cape Juby for a few years, you know how much fun it was for me to sit and talk with him. One thing he was really keen on was the development of Swift Fuel. He sees it as the way to get aviation out of the 100LL mess, and into the green. The added benefit is that it allows higher-octane fuels to be produced, so the old airplanes can use higher manifold pressures without detonation. Did you happen to notice the article recently that an R2800 had been run at full manifold pressure using Swift Fuel?

Back in Toulouse, we had the opportunity to host Captain Richard DeCrespigny. He was kind enough to speak to our engineers and designers about the engine explosion and inflight emergency he experienced while flying a Qantas A380 from Singapore to Sydney. Richard joins Captain Eric Genotte (A300 hit by a surface to air missile), and Sully Sullenberger, for having saved airplanes and passengers in unique and dire circumstances. Usually, when a pilot like this comes to Toulouse, they meet our CEO Tom Enders, and we offer them a flight in an A380. But let's see...hmmmm....Richard has already flown the A380. So when I introduced Richard to our engineers, I asked "Did Tom offer to take you skydiving?" (Yes, it's what our CEO likes to do!)

In addition to saving the an A380 and his passengers, Richard did a few other rather unique things. He connected quickly with the cabin crew, in particular the purser, to keep the passengers engaged and communicating. As a result, there was no panic in the cabin (and in fact, for the passengers, the flight felt completely normal, except for damage to the airplane and leaking fuel, which could be seen from the cabin). Knowing that the passengers were mainly older Australians returning from visits to England,

he made the decision to keep them on the airplane after landing, rather than have them evacuate down slides and into a group of fire trucks trying to cool the brakes and prevent fire from the leaking fuel. And don't forget that the number one engine could not be shut down because the controls had been cut when the engine came apart.

Richard was also in Toulouse to fly a new A380 back to Australia. While waiting for the airplane to be transferred to Qantas ownership, he asked to speak with our engineers about the flight control system, fuel system, and design of the structure for engine rotor burst. An intensely inquisitive person, Richard will be writing a book about the event, which should be available in the next few months. The airplane itself remains in Singapore. Repairs are expected to be complete in February, and one of our test pilots will join a Qantas pilot to do the check flight after months of structural and system repairs.

Today, I had the opportunity to complete two Young Eagle flights, for the sons of my French instructor, Pierre Lascombes. The two boys, Antoine and Bastien, are typical kids, full of energy and eager to learn some new things. It was not the greatest of days, with a brisk wind blowing down the runway, but very good visibility. We did the equivalent of the flight around Pleasant Lake, but instead we used the reservoir for the nearby town of Rieumes. I have all the paperwork filled out and will mail it to Doug Koons next week.



What's this about snow in Michigan in early December? Didn't anyone tell the weatherman about global climate change, and the polar ice caps melting? Makes for difficult flying, and as the snow melts before the next cold snap, there is risk of carb icing, so plan accordingly. Have fun at the Chapter Christmas party, and if anybody needs help remember to jump in there and lend a hand when you can.

POCKET CALENDAR

Jan 21&22 = Great Lakes Aviation Conf



FROM THE FLIGHT SURGEON

By Gregory Pinnell, MD

Depending on where you are in the country winter is just around the corner and those of us that utilize our aircraft in the cold climates contend with certain challenges such as potential for low body temperature or "hypothermia". Just as many aircraft engines don't start well when cold, pilots don't perform as well either when we are chilled. For example, exposed body surfaces such as hands are prone to frostbite when doing a good preflight in cold conditions. Cooling the body even a few degrees can lead to severe shivering making manipulation of controls difficult. With even mild hypothermia other body processes degrade which can lead to confusion, inability to think clearly and stiffness in the muscles. The bottom line? Dress warmly in layers, do pre-flights inside whenever possible in cold weather and consider hand warmers to keep your fingers safe and supple. Fly warm and safe!

CHAPTER 55 CLASSIFIEDS

Builders Hangar & Storage Hangar 517-589-5051

WANTED: Garmin 396 or 496.
Contact Dan Schiffer 517-862-6413

FOR SALE: Assortment of woodworking tools (saws, drill presses, etc.); info & complete list contact Steve Houghton 517-333-2196 or steve.houghton@att.net

Legal Eagle ultra-light experimental airplane; Volkswagen engine; wooden propeller; from the estate of Jim Cushing; asking \$10,000. James Devereaux 989-534-1333

2009 Kitfox; Model 4-1200; Rotax engine; many extras.
Jack Toman 517-882-8331

KIS TR-1, Subaru Legacy engine; GPS nav/com; many extras. George Moore 517-536-1034

DTV antenna; analog or digital; \$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

Yesteryear Aviation; new surplus hardware; 517-676-4416

Contact Warren or Vickie to place your ad here!