

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

AUGUST 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

Dog Days of Summer - here we are getting ready for our last Young Eagle Rally and our Mason Aviation Day event.

Joe Madziar has stepped up to chair the Nominating Committee and, hopefully, a couple of other members will volunteer to assist him. We are looking for candidates for the officer positions of President, Vice President, Treasurer and Secretary. They will also canvas the membership for interest in other chapter positions such as Director, Program Coordinator, Fly-Out Coordinator, Events Coordinator, and many more. Please see Joe if you have candidates to nominate or if you are interested in expanding your activities with your chapter.

The MAD banners are in place. Doug Koons has the installation down pat! With Ernie Lutz, Bill Bezdek, Bruce VanFarowe, Vickie and myself lending a hand, they all went up smoothly.

Vickie Vandenbelt and Al Spalding spent some time on Tuesday and Wednesday in the MACC booth at the Ingham County Fair - talking to folks and passing out info about YE and MAD. Vickie also emailed a copy of the MAD flyer to you which can be forwarded to your friends and family. Doug Koons posts a lot of flyers around town but it is a big help if you can post one at work, church or any community bulletin boards you visit.

Our next events planning meeting will be on Wednesday, August 10th at the start of our board meeting. We will plan to do the MAD stuff first for anyone who is just there for MAD. Then, our final planning meeting will be on Wednesday, August 17th at 7:00 to wrap up any loose ends.

**Board of Directors Meeting
August 10, 2011, 7:00 pm
Chapter Membership Meeting
August 13, 2011
Breakfast 8-9 Meeting 9:30 am**

et up for MAD will take place on Friday, August 19th. We will determine starting time and announce at the meeting and via email. Some of us will in and out all day most likely.

Workers arriving at MAD on Saturday morning will need to park their vehicles in the tie-down area just inside the gate, or along the fence or at your hanger. All the areas around the EAA hanger are reserved for exhibitors and car clubs.

Those working security and/or aircraft parking - be sure to pick up an EAA vest to wear. We hope to have the two-way radios available. And there are also whistles and paddles for use. We can all share in the duties of safety on the field whether we are working security or not. Each of us needs to

be particularly diligent that visitors are not touching props or climbing on planes without owner's permission. And, if you see anyone smoking - please advise them that there is NO SMOKING on airport property.

I hate to sound like a broken record - but, yes, we do need more workers at MAD in all areas. The only way we can keep pilots coming back is to provide good aircraft parking and field security. The only way to keep customers coming back is to provide good food. If you don't know what you can do to help, ask Vickie. Come out and join the fun !!

Ken Vandenbelt, President

Breakfast Teams

<u>August</u>	<u>September</u>
Pete Chestnut	Dick Bacon
Steve Houghton	Greg Hover
Gary Long	Ernie Lutz
Dave Paul	Ronald Pearce
Roy Thelen	Judith Search
Bruce Thorburn	Connie Stewart
Bruce VanFarowe	Carl Zayata

EAA Chapter 55

Board of Directors Meeting, July 6, 2011

→Meeting was called to order at 7:00pm. →Directors present: Ken Vandenberg, Bill Purosky, Al Spalding, Vickie Vandenberg, Joe Madziar, Doug Koons, Jim Spry, Ed Search, Dave James, Warren Miller. →Secretary's Report dated 6/8/11; Bill Purosky made a motion to approve; Doug Koons second; all approved. →Treasurers Report dated 6/30/11; YE credits recd but deposit will show next month; DP income shown but all expenses not yet in; Vickie Vandenberg made a motion to approve; Dave James second; all approved. →Young Eagles; Doug reported June rally started shaky but we did fly kids after noon. Doug said there was problem with some kids on planes during the waiting period; security people lacking. →Membership; report per newsletter. →Programs; need to get ideas/contacts for winter months. →MAD; CRAA has approved temporary pedestrian gate/bridge at end of our taxiway; Doug in charge of plans. Vickie Vandenberg made a motion to approve cost of materials not to exceed \$300.00; Dave James second; all approved. Vickie Vandenberg made a motion to approve the cost not to exceed \$125.00 to update our (3) MAD banners; Joe Madziar second; all approved. →Dave announced he has received notice from EAA National that Terry Lutz was not selected for the 2011 Major Achievement Award. →Breakfast teams; discussed that people are not showing up for their turn. Suggested only listed those who most likely will show up; discuss with members at next meeting; announce who's on the next team at the meeting; continue to email a reminder. See if response improves & hope we don't have to discontinue the practice. →Nominating Committee; need at least 3 volunteers to secure candidates for officer election in November. →Fair Week; Vickie will be promoting EAA at the MACC booth. Al & Bill expressed interest. →Builders Hanger; still have vacancy. →Old Tables; several have breakage-should we fix or buy new? Warren will report back on costs. →Ice Cream Social; Vickie would like to do this but not sure if any weekends are open for the rest of the summer. →Hard Hats; discussed proposal by Al St. George for the purchase of hard hats for member use in test flights. Viewing cost & use potential, decision was to leave to individual to purchase if desired. →Joe Madziar made a motion to adjourn; Jim Spry second; adjourned at 8:08pm.

EAA Chapter 55

Gen'l Membership Meeting, May 14, 2011

→Meeting was called to order at 9:18am with approximately 32 members & 1 guest present. →Following the National Anthem, President Vandenberg thanked the breakfast team. →Secretary's Report for the 6/11/11 as published in the newsletter; motion to approve; second; all approved. →Treasurers Report dated 6/30/11; 52 planes & sold 207 breakfasts at DP; YE credit monies received; motion to approve; second; all approved. →YE; flew 34 kids in June. →Dave James announced Terry Lutz was not selected for 2011 EAA Major Achievement Award. →Warren Miller was in a motorcycle accident on the way home from BOD meeting; will have clavicle surgery. →Johnny is not leaving CRAA. →CRAA approved temporary gate & pedestrian

bridge. →Breakfast teams not showing; we will announce names at the meeting prior & continue to send email reminders. →Nominating Committee; need 3 members to canvass for November election of officers. →Fair Week; any volunteers to work booth. →Builders hanger vacancy open. →Program suggestions for this winter requested. →MAD still need workers to sign up. →Eggs for sale. →Big thank you to Bruce VanFarowe for donating purchase of our latest banner. →Bob Smith announced wife's retirement. →Bill Bezdek announced family marched in Independence Day Parade. →Motion made & meeting adjourned at 9:31 am.



TIDBITS ~

By Vickie Vandenberg

NEW MEMBERS: Chapter 55 welcomes new member John Caron.

PULSAR 1 REQUEST: Received an email from Eddie Gose. He is looking for a registered Pulsar 1 (meeting LSA requirements) or abandoned, partially built, or neglected Pulsar 1 aircraft project. One without an engine would be perfect since he has a new 582 Rotax that would like to live in the nose of one of these little birds. He is willing to pay a \$250 finder's fee for the right plane/project. He is in College Station, Texas and can be contacted at 979-458-6138 or email e-gose@tamus.edu

EVENTS PLANNING: next meeting will be Wednesday, August 10th at the start of our board meeting. We will plan to do the MAD stuff first for anyone who is just there for MAD. Then, our final planning meeting will be on Wednesday, August 17th at 7:00 to wrap up any loose ends.



YOUNG EAGLES

By Doug Koons

Hi everyone. At our June Young Eagle Rally the sky was gray and the ceilings were very low until noon but after that we did give 34 kids their Young Eagle rides. Thank you to everyone who helped.

At our July YE Rally the weather was great and we gave 60 kids their YE rides. Thank you again to everyone who helped.

This Saturday we will start flying Young Eagles at 10:00 am. We will be setting up and getting the planes ready from 9-10. 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

At AirVenture 2011, I was able to participate in an aspect of EAA that I had not experienced before. As you can imagine, there are so many things to see during what is always a very short week. Some people attend for the airshows, some people for the warbirds, and the list could go on. This year I decided to do some volunteer work, and chose the area of sheet metal construction, because it was something I figured I could do. Carl Franz (RV-6 and RV-10) has volunteered there for several years, and he introduced me to the other volunteers and showed me how they do the set-up, training, and clean-up.

The first thing to do is check in at the volunteer building. They have you fill out a form, take your picture, and post it on the wall. It's a good way to learn everyone's name, and make some new friends as well. Then you check your name on the log, grab a cup of coffee and head for the sheet metal building. If you do this correctly, you can pass through the buildings where wood construction and fabric covering are being taught. The fun part is that you get to see work that progresses from one day to the next, since a lot of the wood parts and fabric work take a day or so to dry.

The sheet metal area is equipped for 28 stations around the perimeter of a central seating area. It takes quite a bit of set up before people begin to arrive. Each station has power and air pressure, and the tools required to build a section of a spar web are laid out. That includes a rivet gun with the required rivet sets, an electric drill and drill bits, a rivet squeezer with the necessary squeezing and dimpling tools, plus an assortment of other tools to get the job done.

Hold on for a minute and let that sink in: all those tools times 28 is a considerable investment! And if you look at the other buildings, where a similar investment is doing different work, you realize where some of your membership and attendance money is going. The training is yours for the asking. And it's good training, something you can sink your teeth into where YOU do the work under the guidance of an EAA volunteer. At the end of the day, it's the volunteer that makes the difference to the aviation community. After my three mornings of assisting 6 people to install a total of 30 rivets, only one had to be drilled out, which is about average for first timers, myself included.

You never see all of AirVenture, and this year was no exception. I had good intentions of spending more time looking at the experimental aircraft on the flight line, and with the ultralights. I still need to get to the ultralight field when they are flying in the evening. One person I did run into on the flight line was Bill James, from Ft. Worth, TX. Bill works for Lockheed Martin, and is a died in the wool experimental guy who is fearless to tackle anything difficult. He was there with his Vari Eze, and as always, there was a story to tell.

Billy has modified the intake system on his Vari Eze like nobody has ever done before. He wanted to remove the belly scoop that's supposed to direct air into the updraft carburetor. Air for combustion now comes from a dedicated intake, but he removed the carburetor from its nice comfy position on the bottom of the oil pan of the Lycoming O-320, and mounted it aft of the aft cylinder on the left side. If you look at the oil pan, you can see 4 open holes where the fuel-air mixture used to come out of the intake spider. After mixing with fuel, the mixture now goes up and over the crankshaft, then down, and then it is split four ways before heading to the cylinders. The system started as cardboard tubing, which Billy glued in position, then removed and took to a welding shop for a metal copy.

But that's not all. While studying intake systems, he was watching a video where the intake pipes were transparent, and noted that after initially coming from the carburetor as a mist, the fuel/air mixture turned into a series of small rivulets on the walls of the intake pipes. Wanting to keep the mixture a mist, he asked the welder to stitch weld beads of metal inside the pipes to form vortex generators. All this tinkering actually works, and while it does not look elegant, he is cruising over 200mph in a 150hp Vari Eze.



There were two very notable, and sometimes emotional programs at the Theater in the Woods this year. The first was a tribute to Bob Hoover, and the next night there was a tribute to Burt Rutan. When Bob Hoover came out on stage, he looked a little frail, but as the interview by David Hartmann gathered some steam, Bob simply came alive. He was animated, laughing, and telling stories like everything happened just yesterday. I think the most interesting story he told was when he was flying P-40s in Algeria and his wingman had engine failure. Bob knew that if he went down in the mountains, he would likely not be found or rescued.

So he directed the wingman to a mountain meadow that was reasonable flat and reasonably long. After a successful emergency landing, Bob told him over the radio that he would land right behind and fly him out of there. Which was nearly impossible to do in the single-seat P-40. By pushing his face all the way up to the gunsight, the guy was able to get in the airplane, but he was essentially clinging to Bob's back, AND he couldn't get the canopy closed. They flew to Algiers at 170 mph with the guy's head up in the airstream. When they landed, his wingman's mouth was stretched and cut badly in both corners.

By now, some of you have seen the trailer for the Bob Hoover Project. It will be a video production of the quality and artistic nature of the DVD titled "One Six Right". Since I have been friends with Bob for many years now, I was asked to do a taping session about my experiences with Bob over the years. It was both a heart-warming and emotional experience to talk about him, and I hope the video is a fitting tribute to a man and a pilot whose footsteps we will never be able to follow.

Burt Rutan was up on stage the next evening, along with Doug Shane (now President of Scaled Composites), Mike Melville, and Dick Rutan. They swapped stories about the early days of the Vari Eze and the records they tried to set with it. Some were out of Oshkosh, using a borrowed VW from John Monnett, designer of the Sonerai. They talked a lot about Voyager, telling how it was developed and how they flight tested it before the around the world flight.

The truly emotional part of the evening was when Burt and Mike talked about meeting up with Voyager off the coast of California in the early morning hours of the day that Dick and Jeanna Yeager landed at Edwards AFB. Both airplanes flew with lights out to avoid many airplanes trying to join up for photos. In the total darkness of that morning, they compared positions, and then asked the Voyager to turn its beacon on. When Burt and Mike saw the beacon, they were overcome by emotion, and it all came back to them at AirVenture. It was a moment in their lives that is still so vivid that it can be relived simply on the power of memory.

A few days later, while walking the flight line to have a look at the B787, I noticed one of Burt's designs called the "Griz". It was designed as a bush airplane that you could land on unimproved strips and camp in the mountains. When I was an instructor at the USAF Test Pilot School, I had asked Burt to come to Edwards and speak to the class I was teaching about Stability and Control. He told he would be glad to do that if I could arrange for him to fly in and out of Edwards in his own airplane. A week or so later, I flew the Griz to Edwards with Burt in the right seat. Never had a picture of myself with the airplane until now.



On Friday evening, Gary Sinise and the Lt Dan Band gave a terrific and somewhat emotional concert in the Theater in the Woods. EAA had set up large screens on either side of the pavilion, so there really were no bad seats. The music, the musicians, and the energy of the performance were

outstanding. You may not know this, but the Lt Dan Band travels all over the world doing USO shows for US troops stationed abroad. In the US, they support first responders, police, and firefighters. Gary Sinise is currently raising funds for the Brooklyn Wall of Remembrance, honoring the nearly 400 first responders who lost their lives almost 10 years ago on September 11th, 2001. If you visit his web site, you will learn that Gary Sinise is a true American. And I might add, an accomplished musician.

It seems that summer is winding to a close, but there are still a lot of days left for some flying in the great weather of the fall season in Michigan. As the days begin to get shorter, there are still some folks doing maintenance on airplanes, or just trying to fit a difficult part on their homebuilt airplane. Don't forget to lend a hand to your fellow pilot when they really need it.



FROM THE FLIGHT SURGEON

By Gregory Pinnell, MD

I don't know about you but with the passing years I find myself having a harder time hearing conversations and picking out words. I know I have some early hearing loss so hearing protection in the cockpit is a vital part of my good aviation health. It should be for you too!

Loss of hearing with repeated exposure to loud noises is a well known phenomenon. Our ability to discriminate speech tends to decline naturally as we age but properly protected our basic hearing declines very little in later years unless other diseases are present.

Protect yourself by using the best noise reducing headset your budget will allow and don't forget hearing protection when using powered lawn tools such as lawn movers, chainsaws and even home vacuum cleaners. Fly Safe!

CHAPTER 55 CLASSIFIEDS

HANGARS: EAA55 Builders Hanger 517-589-5051 or Deanna 517-851-7047 or Lloyd 517-589-8619

WANTED: Good 8-10HP outboard motor; 25" or longer shaft. Garmin 396 or 496. Contact Dan Schiffer 517-862-6413

Old inspection plate covers. Kyle Bradford 517-663-3083

Old towels for use as cleaning rags at EAA55.

FOR SALE:

Legal Eagle from the estate of Jim Cushing. Karen Cushing ccushingk@yahoo.com

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.

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

Pietenpol Air Camper, 2 place, Lycoming A65 HP
Fun to fly, I need \$\$ for new Pete in progress.
Kyle Bradford 517-663-3083

Hunting Camp; 1/8 share; 157 acres; Houghton Lk State
Forest/Roscommon. Dick Bacon 517-230-7808

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

Avon Products; Deanna McAlister 517-596-2506 and Emu
Oil Products; Vickie Vandebelt 517-589-5051

FREE: Collection of Sport Aviation dating from 1958 on;
All in boxes. Bart Smith 517-285-1518

BEACON AVIATION RIDES: Mike Marhanka 517-485-
9190/ Jim McFarland 517-944-7796

Contact Warren or Vickie to place your ad here!

POCKET CALENDAR:

Aug 13 = Young Eagle Rally

Aug 20 =Mason Aviation Day 7:30-4:00

Sep 10 = Program: MDOT Seminar

Sep 10 & 11 = MERFI (Mid-Eastern Regional FlyIn)

Dec 11 = Xmas Party; Eldorado; 4:00pm; Sunday

Jan 21&22 = Great Lakes Aviation Conference