

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

OCTOBER 2012

Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar-Mason Jewett Airport-643 Aviation Drive, PO Box 443, Mason, MI 48854

Pres: Ken Vandenbelt 589-5051 Vice Pres: Joe Madziar 676-4341 Treas: Al Spalding 676-3370

Secr: Jack Voss 708-7079 Editor: Warren Miller 214-2656 (all Area Code 517) [www.EAA55.org](http://www.EAA55.org)



## Climb and Maintain Flight Level 55

I wasn't able to be with you on the second Saturday of September, but I understand that Joe Madziar did an outstanding job filling in for me. Thank you, Joe !!

I was off flying around at the National Stearman Fly-in in Galesburg, IL with pilot Dave Groh. The weather was a little chilly this year but it was a great time none the less.



It's an old fashion fly-in, very relaxed, with a flyout to breakfast or lunch each day and several buffets at night. Competition includes short-field take off; flour bombing; and short-field landing. Plus, four ship formation flying. At one of the lunches, the school kids came out to see the planes and I did some talking about the Stearman & its history. Non-pilots are not allowed on the field but they do have trailers that bring people in and a speaker tells them about the planes. I've submitted a few pictures.



As you know, we have election of directors coming up in November. This is an excellent way to be involved. Consider volunteering as a chapter director.

Members of Chapter 55 have often contemplated the perplexing problem of getting young people involved in aviation in general, and our chapter specifically.



Our Young Eagles events generate a lot of interest from kids. Our Dawn Patrol and Mason Aviation Day bring a lot of adults to the field who are interested in flying. But only a small percentage become actively involved. This situation is not unique to our chapter. The October issue of *Sport Aviation* included EAA President's Report by Rod Hightower. The report contains a great deal of excellent information but I was particularly drawn to Mr. Hightower's reminder of the work ahead to create new aviators. Per Mr. Hightower, "The median age of a pilot active in personal aviation is surely in the mid-50s, if not older. Nearly half of EAA members have reached their 65th birthday.

No matter how you look at it, replacing ourselves, today's active aviators and EAA members, is the essential challenge for personal aviation to continue."

**Board of Directors Meeting  
September 5, 2012, 7:00 pm  
Chapter Membership Meeting  
September 8, 2012  
Breakfast 8-9 Meeting 9:30 am**

This is indeed a stark reminder - and at a time when recent FAA reports indicate there will be a demand for approximately a half-million new pilots in the next 10 years. Our Chapter 55 outreach via our annual events and whatever other ideas we can implement will be of increasing importance.

With the colder months upon us, several members have suggested we gather for some movie nights, game nights, etc. We need some volunteers to host an event or two. The host is responsible for arranging the main course; set up for the potluck and clean up. Let me know if you would be interested in hosting a night.

We have one solid lead for an occupant of the builders' hangar. If you know of anyone else who might be interested, please have them contact me.

Our program this month will be Alan Wright talking about Naval carrier flying.

Share the passion,  
Ken Vandenbelt, President

## Breakfast Teams

October	November
Rosemary Duckworth	Tom Botsford
Fred Honhart	Kirk Curtiss
Greg Hover	Kyle Curtiss
John Karlen	Ken Drewyor
Terry Lutz	J. Morris Hickman
Roger Reeve	Karen Meirndorf
Drew Sequin	Dick Riisberg
Connie Stewart	Joe Whitesides
Craig Tucker	



September Breakfast Team: Mike Lutz; Mike Franzago, Ernie Lutz, Dick & Barb Bacon

**THE EAA MISSION:** To grow participation in aviation, by inspiring people to fly, build, volunteer and outreach to promote aviation.

### EAA Chapter 55, Board of Directors Meeting September 5, 2012

\*\* Meeting was called to order at: 7:02 pm **Attendance:** Joe Madziar, Jack Voss, Steve Houghton, Dave James, Doug Koons, Warren Miller, Bill Purosky, Jim Spry, Vickie Vandenbelt. Quorum achieved. Absent: Ken Vandenbelt; Al Spalding Others present: Dave Cook \*\* \*\* Secretary's report for 8 August 2012; James moved, Koons supported, approved. \*\* Treasurer's report as of 31 August 2012; Vandenbelt moved, Houghton supported, approved. \*\* \*\* Committee & Other Reports \*\* Young Eagles (YE) – Doug Koons (for Phil Tartalone): We may do some YE flights this Saturday, weather permitting. We need to select a YE of the Year. \*\* Membership - Vickie Vandenbelt:-Two returning members paid. \*\* Programs – Vickie Vandenbelt: Made contacts for speakers for November on. \*\* \*\* Old Business: Mason Aviation Day (MAD) Wrap Up: MAD meal sales were profitable; good donations for the Newberry Aviation Scholarship fund; good turnout. Boy Scouts and CAP members did a bang up job of helping us out. Nice to see younger folks ready, willing, and able to work so well. \*\* YE Credits: Still have to decide what to

purchase with credit dollars; suggestions new tables; promotional cards, foam planes, armbands, pencils etc. \*\* Nominating Committee: We have Paula Corsi; we need two more members to assist Paula Corsi \*\* Doug Koons explored with Consumers Energy to see if replacing some present fluorescent fixtures with new types would be beneficial to our Chapter. No, it would not pay off. Matter closed. \*\* \*\* New Business: Christmas Party; brief review of banquet costs; tabled decision on how much chapter will contribute and how much each member will contribute. Koons moved, Madziar supported, motion passed to budget \$140 for decor/door prizes. \*\* \*\* Adjourn 8:05 Respectfully submitted, Jack Voss

### EAA Chapter 55, General Membership Meeting, September 8, 2012

Called to order at 09:15 by Joe Madziar, Vice President. \*\* \*\* National anthem observed and sung \*\* \*\* Thank you to the breakfast team! (Cheers from all over – one, quiet burp on the left) \*\* Breakfast team for October was announced \*\* Introduction of our guest speaker, Tom Krashen. \*\* \*\* Secretary's report, of General Membership Meeting of 11 August 2012, as published in our newsletter – accepted and approved. \*\* \*\* Treasurer's report as of 31 August 2012 – accepted and approved. \*\* \*\* I counted thirty two (32) members and three (3) guests. \*\* \*\* Reports from other officers and coordinators: \*\* Doug Koons reported, for Phil Tartalone, that we did one hundred twenty seven (127) Young Eagles (YE) over the summer, and have twenty seven (27) yet to do from Mason Aviation Days (MAD). \*\* MAD wrap up: We had good weather! Dan Schiffer did a very commendable job as announcer, (he may have a long term contract in his future here.) THANK YOU to all the volunteers. \*\* Nominating committee: We still need two volunteers to help Paula Corsi. Who would like to be a Director? \*\* \*\* Christmas party: Contact Vickie to volunteer for the committee \*\* \*\* Pilots interested in participating in EAA's new Eagle Flight program, contact Vickie. \*\* \*\* Please continue to submit letters in support of the N/S runway. \*\* \*\* New business \*\* The fencing project is scheduled to start on 20 September. Duration is to be two (2) years. We are eventually to become a gated community, with a card-reader gate. \*\* \*\* We were shown an instrument package recovered on the beach of Lake Michigan. It had been on a weather balloon. \*\* \*\* Adjourned 09:33 \*\* Respectfully submitted, Jack Voss



## TIDBITS

By Vickie Vandenbelt

NEW MEMBERS: Chapter 55 welcomes new student member Laura Karlen (daughter of member John & Patty Karlen). Laura got her private pilot license this year. We also welcome returning members Gregg Cornell (currently residing in SC); Jim Sawyer and Robert (Pete) Prezny.

XMAS PARTY COMMITTEE: Karen Meirndorf, Deanna McAlister and Margie Clark are working on planning and decorating for the Christmas Party. Anyone else interested in lending a hand??

XMAS PARTY RESERVATIONS: An invitation/payment form with details is attached at the end of the Newsletter!

NOMINATIONS FOR DIRECTORS: Chapter 55 is now seeking nominations for election of chapter directors. It is the duty of the Board of Directors to conduct and control the business and property of the chapter. Meetings of the Board are scheduled for 7:00pm the evening of the Wednesday immediately preceding the second Saturday of each month. Meetings generally last one to two hours depending upon the amount of business to be conducted.

The nominations will be presented to the membership at the October meeting and posted on the board. Elections of the Directors will take place at the November meeting. Should it be necessary, our chapter Secretary will develop and implement a process that will offer absent eligible voting membership opportunity to vote by proxy. All newly elected Directors shall assume their responsibilities at the December Chapter membership meeting.

If there is a member that you feel would be a good candidate for this position, please encourage him/her to allow you to make a nomination. Additionally, if you would like further information or if you would be interested in serving your Chapter in this capacity, please contact any current officer.

CURRENT NOMINATIONS FOR DIRECTORS:  
Steve Houghton; Warren Miller; Ed Search; Jim Spry; and Vickie Vandenbelt.

BREAKFAST LEFT-OVERS: We often have extra pancake mix, orange juice and/or sausages left over. If you are interested in taking some home, please let the chefs know. All we ask is that you bring your own leak proof container or ziplock bags (marked with your name please).

INVENTORY OVER-STOCK: We have some regular pop, diet pop, and a few cases of water that we would like to liquidate. 24-pack of pop is \$8.50 per case and case of water is \$3.00 per case. Items will be stacked in front of the officers table. And, don't forget to buy your chips, cookies & Klondike bar when you are out to the airport and need a snack!

MEMBERSHIP RENEWAL DUES: The end of the year is approaching fast. Treasurer AI will be collecting dues at each meeting. A form is attached with this newsletter.

FORD PARTNER RECOGNITION - VEHICLE PURCHASE PLAN: Brochures with info on how to participate are in the rack.

TEW UPDATE FROM CRAA: Supplies for the airport fencing project have now been received and installation scheduled to begin on October 1st. Project is anticipated to take sixty days and there should not be any airport closures. CRAA anticipates that the card access/security gates will be installed next year. Jet A fuel will no longer be available at TEW. The tank will be emptied and then used for 100LL. This will enable CRAA to order in larger quantities which should keep our price competitive.

IMPACT OF USER FEES: How many rounds has it been?? Do you think that the aviation community will ever be able to firmly convince Washington that user fees are not good ... <http://www.generalaviationnews.com/2012/09/12/the-detrimental-impact-of-user-fees/>

FROM FAAST BLAST; WEEK OF SEP 17-SEP 23, 2012: GA SURVEY UNDERWAY: The FAA's annual General Aviation and Part 135 Activity Survey for calendar year 2011 is now underway. Aircraft owners and operators who received a postcard invitation or survey by mail should respond as soon as possible by completing the survey on-line at <http://www.aviationsurvey.org/> (use aircraft N-Number to login) or by mail with the postage-paid envelope. This annual survey is the FAA's only source of information on the GA fleet. The data collected will include the number of hours flown and the ways people use GA aircraft. This data helps determine funding for infrastructure and service needs, assess the impact of regulatory changes, and measure aviation safety. The GA survey data also allows the FAA to track the success of its safety initiatives, identify areas for improvement, focus its resources, and better serve the GA community. The survey closes on November 30, 2012.

(Note: I contacted the survey company. You can complete the survey even if you were not contacted by postcard or paper survey. Your info will be accumulated separately and used.)

FROM GA AIRCRAFT OWNERS. MAKE YOUR VOICES HEARD: By Scott Spangler on 9/5/2012. Excerpt: "If we don't care enough about general aviation to spend a few minutes filling out a survey, why should the FAA care any less than it does for the needs of GA?" Entire article at <http://www.jetwhine.com/2012/09/ga-aircraft-owners-make-your-voices-heard>.



## YOUNG EAGLES

By Phil Tartalone

Even though the weather is starting to get cooler, our Young Eagles pilots are still flying. The suspenseful moment that we have been watching for all summer happened on Tuesday. Doug Koons broke 300 flights!! Congratulations, Doug!!

Our Young Eagles numbers for the summer are quite impressive. Chapter 55 flew 148 kids since June. This brings the Chapter total to 2,923 kids flown. A special thank you to all of the people who worked to make this happen. I am looking forward to next summer.

### Russ Hilding on a recent glider ride with Phil Bacon



### True Story from Pat Salow

You never know where a contribution will come from. While flying boy scouts after Mason Aviation Days, a gentleman and his wife asked to look at my 701. He was convinced a 701 was the right plane for him to build, but his wife didn't share the same enthusiasm. He then asked, at his wife's surprise, to give her a ride. The flight went well. After landing, she commented "this would be a fun airplane for her & her husband". After shutdown, she gave her husband the thumbs up and said "Go For It". He was so excited that when he thanked me, he slipped me a \$50 bill for my expenses. As we all know, we do this for the fun of flying. The gentleman was asked if he'd like to contribute the \$50 to the Newberry Fund. And as they say, the rest is history.



## NOTES FROM CAPE JUBY

By Terry L. Lutz

Chapter 55 Flight Advisor

**TOW BAR TALES** – A long time ago, in a land not too far away, there was a tough old bird, who was also a pilot. His name was Charlie Dickinson, and he lived in St. Johns, Michigan. Charlie was one of those self-made men, who grew up in a time when life wasn't easy. He started out as a motorcycle cop in Detroit, if that tells you anything about his toughness and personality.

Charlie married a lady from St. Johns, which positioned him well to take over the reigns of the Burton Mixer Company. Burton Mixer built large machines that mixed fertilizer, and for many years those mixers were sought after by farmers and cooperatives worldwide that wanted to tune the fertilizer in just the right way for the soil they were working.

The way he flew reflected his straightforward personality. After owning a string of airplanes from a Luscombe on up, Charlie purchased a Cessna 210, which he kept at his own airfield west of St. Johns. There was an old farmhouse, a windmill, and a Quonset hut big enough to house two airplanes. The Luscombe Silvaire Bullet spent a year and half in that hangar while I was in USAF pilot training down in Laredo, TX. But that's another story . . .

During the summer break attending the University of Michigan, I worked at Hughes Flying Service on the west ramp at Capital City Airport. All of those hangars are gone now, but the history lives on. Since Hughes Flying Service was a Cessna dealer, we did all the servicing on Charlie's 210. He was always full of brash talk and bragged constantly about his airplane. Well, one day he came into Capital City Airport with the propeller wobbling like crazy. When he shut down, we could see deep gouges on each of the three propeller blades.

"I don't know what happened. I took off and just when I was retracting the landing gear there was a big bang and the airplane started vibrating like crazy". We asked where the tow bar was, and he said it was back at the hangar in St. Johns. But the red paint on the propeller and the dent with red paint on the leading edge of the wing made us think otherwise.

The following Spring, when the snow had all melted, but before the grass had begun to grow, a Cessna 150 doing student instruction landed at Charlie's airport and the pilots noticed a red pipe sticking out of the ground. Sure enough, it was a tow bar. They fetched it and brought it back to Capital City. It was a badly bent example that would fit the nose wheel of a Cessna 210. Apparently, the tow bar was attached during the takeoff roll, and drawn into the prop arc when the nose gear retracted.

We replaced the propeller and Charlie flew the airplane a few more years before having a STOL kit installed, which would later get him into real trouble. That's another story, too . . .

A year or so later, I was doing a wash job on my Dad's airplane, which at the time was a Piper Colt. Even though I

worked for Hughes Flying Service, I was doing the wash job in the hangar next door, which belonged to Capital City Aviation. When everyone else was gone for the day, it was not unusual for me to wash airplanes in the other guy's hangar. Even more outrageous was to wash the other guy's airplanes in the Hughes hangar! Got caught doing that...

On the evening in question, it was almost dark when I finished washing the airplane. A friend of mine and I pulled it out of the hangar. He was using the tow bar on the nose wheel, and was on one of the struts. When we got the airplane outside, I jumped in to start and taxi, without checking where the tow bar was. I can tell you that it gets really noisy when the prop hits the tow bar, sucks it up into the nose bowl, which is repeatedly banged until the engine is shut down. Even worse noises were heard sometime later...

Evidence of this episode can be found in my Dad's hangar. Because, you will note, the same tow bar that fits a Piper Colt will also fit a Piper Cherokee. After owning the Colt and one other Cherokee, Dad still keeps that same tow bar (repaired more than once along the way), which for some 40+ years has been a reminder to pay strict attention to aeronautical detail.

The thought to write about tow bars was brought to mind because one of our airport neighbors had the misfortune to hit his tow bar with the propeller. In that case, he had pulled the airplane out to run the engine and troubleshoot a gauge that was giving him trouble. The tow bar had in fact been removed from the nose wheel, but had been placed several feet ahead of the airplane. This was presumably to avoid stowing it in the hangar, then going back to the hangar to fetch it.

While the pilot was running the engine and concentrating on the offending gauge in the cockpit, the airplane began slowing rolling forward. While innocently minding its own business on the ramp, the tow bar was attacked by the propeller of the slowly moving airplane. The dent in the pilot's pocketbook will be much deeper than the dent in the tow bar.

The reason to tell these stories is not just to remind everyone to make sure the tow bar is removed from the airplane before engine start, but also to remind everyone that the entire area in front of the propeller must be clear for any engine start. There could be rags, or equipment, or chocks, children, or even your buddy who just happened to notice a couple of screws missing in the cowl, and is bending down to investigate. You can't see those things from the cockpit. It's the reason we're supposed to yell "Clear" before engine start. It's the reason we shouldn't immediately hit the starter after yelling "Clear". Wait a few precious seconds for someone to get out of the way, or to tell you "Stop!" before hitting the button!

If you have a parking brake, use it during engine start. That's what every airline pilot does today. Make sure the airplane doesn't move until you have completed all the essential tasks in the cockpit that demand some head's down time. Then look around like crazy and be sure you are head's up when the airplane begins to move.

I hope everyone is enjoying the Fall colors, which seem to be particularly spectacular this year. October and early November will yield some great flying weather, but days are short. You can

expect the weather to be quite changeable, but not blustery. Remember to be alert during all engine starts, and to help your friends by looking carefully around the airplane anytime you hear someone yell "Clear!".



## **FROM THE FLIGHT SURGEON**

**By Gregory Pinnell, MD**

Flu season is just around the corner. Fever, chills, coughing and sneezing. Sometimes diarrhea and vomiting come too not to mention the body aches. You can for the most part avoid this nastiness by getting your flu shot. The H1N1 vaccine is built into this year's flu shot.

A good idea is to wait at least 8 hours after an immunization before flying an aircraft in case of adverse reaction to the shot. Mild side effects like injection site tenderness and some very mild cold symptoms for a day after the shot are not uncommon and are usually quite temporary.

Don't lose the few good days of winter flying we get by spending it in bed out for the count! Fly healthy and if you get time visit our Facebook page Airdocs!

## **CHAPTER 55 CLASSIFIEDS**

EAA55: Builders Hanger space; Ken 517-589-5051

### FOR SALE:

Engine; 0145 Lycoming 65 HP; w/mags, carb; no logs; Kyle Bradford 517-663-3083

New surplus hardware source; Yesteryear Aviation 517-676-4416

Spartan Wings membership for sale; available at 30% off; Steve Houghton 517-290-7528

Chevrolet Corvair 100-HP flight motor conversion; nearly complete, unassembled. Many custom conversion parts; includes starter, alternator, prop hub, nitrided crank, distributor, more. Needs carb, oil cooler, intake pipes, exhaust, block halves work etc. \$5,000/negotiable.

Greg Harris 517-775-4563 or [gkharris1974@gmail.com](mailto:gkharris1974@gmail.com)

Zenith Zodiac XL/650 Corvair motor mount;

Greg Harris 517-775-4563 or [gkharris1974@gmail.com](mailto:gkharris1974@gmail.com)

MH in Zephyrhills, FL in Rainbow Village RV Resort; 12x37; \$14,500; Dick Bacon 517-230-7808 or [rhbbb27@comcast.net](mailto:rhbbb27@comcast.net)

DTV analog or digital antenna; \$20.00

George Moore 517-536-1034

**Contact Warren or Vickie to place your ad here!**

**WANTED WANTED WANTED**

One Photo / One Sentence / Ten Members  
Every Month !!!

POCKET CALENDAR:

Oct 21 = Watervliet Chili Hop

Nov 10 = Plymouth Mettetal Chili FlyIn

Dec 9 = Chapter Xmas Party

Jan 25-26 = Gr Lks Internatl Aviation Conf

**KEY CHAPTER EMAILS:**

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**WINGTIPS** is published monthly by *EAA Chapter 55 of Mason, Michigan*, for the use, education and enjoyment of Chapter members and supporters. Accurate information transfer is our goal; however readers should verify dates and times prior to attending an event.

**DEADLINE FOR SUBMISSIONS** is the last Saturday of the month. The Editor reserves the right to edit all submitted material. Photos, sketches or artwork sent by email must be in JPEG or BMP format. Text must be in a Word format or copyable from the email. Submissions may be sent by regular mail and must be accompanied by prepaid postage if you want them returned. Submissions should be sent to: Warren Miller, Newsletter Editor.

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