

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

NOVEMBER 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 Vandenberg 589-5051 Vice Pres: Joe Madziar 676-4341 Treas: Al Spalding 676-3370

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## Climb and Maintain Flight Level 55

How fast the holidays and year end are approaching ! Each year seems to pass more quickly than the one before.

First Flight congratulations are in order - Steve Houghton made his first flight of his recently completed RV7a on October 21st. Steve was thrilled with the performance of the plane. It is a real beauty and Steve has every right to be proud of his accomplishment.

And, belated congratulations to Kyle Bradford. On September 29th, Kyle flew his latest Pietenpol (his third).

This one is a side-by-side. Kyle had to modify the fuselage from plans to get to 36" wide. He has a Lycoming O145; 65hp; engine used in pre-WWII planes such as the Taylorcraft and Piper Cub. The plane flew well and seemed to fly faster than his earlier two Pietenpols.

As you know, this month EAA55 elects directors. We have seven candidates and will accept nominations from the floor up until election time at the meeting on November 10th.

Dr. Gregory Pinnell will present a talk on the FAA MedXPress program at our November meeting. There has been a lot of talk pro and con regarding this program and Dr. Pinnell will provide us with details.

At our December meeting, we plan to present chapter awards. And, Rick Anderson from the FAA will be our guest to speak on the new Pilot's Bill of Rights and its affects, along with some recent accident investigation findings.

Don't forget - time to reserve your place at the Chapter Christmas Party and pay your dues for 2013. We are all looking forward to another great year.

Share the passion,  
Ken Vandenberg, President

## Breakfast Teams

<u>November</u>	<u>December</u>
Tom Botsford	Dave Courey
Kirk Curtiss	Brian Eakin
Kyle Curtiss	Mike Fuller
Ken Drewyor	Laura Fuller
J. Morris Hickman	Cliff Hale
Karen Meirndorf	Max Hall
Dick Riisberg	Dave Keller
Joe Whitesides	Dan Schiffer



October Breakfast Team: Drew Seguin, Matt Wilson, Connie Stewart and Greg Hover

**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 October 10, 2012

→ Meeting was called to order at: 7:02 pm by President Vandenberg. Directors Present: Ken Vandenberg, Joe Madziar, Al Spalding, Jack Voss, Steve Houghton, Dave James, Doug Koons, Bill Purosky, Ed Search, Jim Spry, Vickie Vandenberg. Absent: Warren Miller. Quorum achieved. Others: Phil Tartalone. → Secretary's report dated 9/5/12; Koons moved to approve, Madziar supported, motion passed. → Treasurer's report dated 9/30/12; Houghton moved to approve, V. Vandenberg supported, motion passed. → Young Eagles; Doug Koons reported still a few requests coming in; discussed new

waiver from National for parents who ride along. →Membership; V. Vandenberg; renewal form with newsletter. →Programs; V. Vandenberg; most in place to Oct 2013. →Old Business: →YE credits; discussed purchase of banner, tables, trinkets for bags; need to submit for reimbursement by 12/31/12. →Nominating committee; slate for directors posted on meeting room board. →Christmas party; motion to approve member pays \$15 each for member & one guest; chapter will subsidize the balance of cost per person; supported and approved. Additional guests pay the full price of \$35.00 each. →Discussed party location for 2013; good discussion & several directors will check locations. →New Business: →Newberry Aviation Scholarship: V. Vandenberg, Spalding, and Madziar will committee application review when received. →Used lighting fixtures for hangar for sale; decided to not purchase. → YE of Year: Tartalone will review and select. →Madziar suggested we visit the control tower at KLAN as a group; will secure info. →The Board selected a chapter Member of the Year. →Will discuss winterizing at Saturday meeting. →Adjourn; President Vandenberg adjourned the meeting at 8:18 pm. →Respectfully submitted, Jack Voss

**EAA Chapter 55, General Membership Meeting, October 13, 2012**

→Meeting was called to order at 09:30 by President Vandenberg. →National Anthem →“Thank you to the breakfast team!” →November's breakfast team announced. →Secretary's Report dated 9/8/12; Approved. →Treasurer's report dated 9/30/12; Approved. →Madziar suggested a group visit to the control tower at Lansing Airport KLAN & will advise. →Nominations so far for directors are Steve Houghton, Dave James, Warren Miller, Bill Purosky, Ed Search, Jim Spry, & Vickie Vandenberg. →Announcements →Congratulations to Doug Koons for flying his 300<sup>th</sup> Young Eagle. →Christmas party 9th December; reservations form in newsletter. Come join the fun! →Renewal dues; Al Spalding collecting. →“Winter Mode” for the meeting room - keep bathroom & storage room doors closed. →Builders' hangar -we have one, possibly two slots available. →Bob Smith, a long time member, will be moving to Denver. “So long, Bob! We'll miss you.” → Jack Voss announced he will organize an “Anti-Gravity Party” on 21 December at a local restaurant. This is to celebrate the end of the world on Mayan calendars, and possibly on KTEW. There will be an announcement in the November and December newsletters. →Adjourned at 09:52 with program by Alan Wright; naval carrier flying. →Respectfully submitted, Jack Voss



**TIDBITS**  
By Vickie Vandenberg

**TIDBITS - NOVEMBER 2012:**

**CURRENT NOMINATIONS FOR DIRECTORS AND ELECTIONS:** Steve Houghton; Dave James, Warren Miller; Bill Purosky, Ed Search; Jim Spry; Vickie Vandenberg have accepted nominations for election to the EAA55 Board of Directors. Nominations will be accepted from the floor up until the time of election at our November General Meeting.

**XMAS PARTY RESERVATIONS:** Time to think about the Christmas Party scheduled for December 9th at Eldorado Golf

Course. In order to firm up our reservations and food order, Treasurer Al must have your payment by November 28th. It is always a great time and we hope to see you there. Copy of the reservation form attached.

**2013 MEMBERSHIP RENEWAL DUES:** The end of the year means dues time! Treasurer Al will be collecting dues at each meeting or by mail. A form should be attached with this newsletter.

**YEAR-END TAX DEDUCTIONS / NEWBERRY AVIATION SCHOLARSHIP FUND:**

Do you need to make more contributions for write offs in 2012? The Newberry Aviation Scholarship Fund is a 501c3 and contributions can be made directly to the fund. Checks should be made payable to: **EMU Foundation**. Attached is an easy form which you can leave at the chapter meeting room for us to deliver to EMU along with your donation.



**YOUNG EAGLES**  
By Phil Tartalone

As the weather starts getting colder and more unpredictable, the Young Eagles flights are starting to wind down. I would like to recognize the efforts of our chapter this summer in providing this incredible experience to so many kids. With the help of our support staff, our pilots have turned over some impressive numbers. Ernie Lutz broke 400 kids flown, Doug Koons topped 300, and Tom Schroeder flew over 150. In addition, Fred Honhart, Bob Clark, Terry Lutz, and Pat Salow all have over 50 kids flown for their career totals.

A special thank you to all of the people who work hard to make Chapter 55 so active.



**NOTES FROM CAPE JUBY**  
By Terry L. Lutz  
Chapter 55 Flight Advisor

In one respect, the aviation world is fairly small, or you could say that no matter where you are in the world, you find that aviation is somehow interconnected. As you may recall, Thierry Bourges, one of the test pilots at Airbus, is building an RV-8 at his home. He built a small hangar which doubles as a workshop, and when the airplane is finished he will taxi about 50 yards and take to the air from his own grass runway.

Recently, Thierry's long-time best friend Laurent purchased an RV-4. Laurent has been flying tail wheel airplanes for a long time, and decided that since Thierry was building an RV, he would find out what they were all about. Laurent found the airplane in Germany. It was built in the United States as serial number 168, and was N-registered before being sold to an owner in the Netherlands. Today, it carries the Dutch registration PH-EIL.



So here is an airplane originally built and flown in the United States, then sold to a new owner and registered in the Netherlands, then resold to an owner in

Germany, who sold it to Laurent, and it is now kept in France. How interconnected can the aviation world get?

Since Laurent keeps the airplane about 50 miles from Toulouse, it was an easy flight to the Muret Airport where we had the chance to look at it up close. It's a well-built airplane, and finished both inside and out as well as the airplanes we see at AirVenture. Laurent has done very well in developing his own personal checklists, with notes on how all the systems work, but struggles a bit to learn how to program the engine parameters in the electronic monitoring system.

Laurent was interested in having someone with RV-4 and RV-8 experience fly the airplane and offer opinion on how the airplane should be flown. So I climbed into the front seat and with Laurent in the back, we departed from Muret on Runway 30, and turned to the south to do some air work over "LFTB", which is what we call the grass airfield where Thierry is building his RV-8.

The airplane is powered by a 150 hp Lycoming O-320 engine, and does quite well with its fixed pitch propeller. We climbed out at 100 mph and once in level flight, we were quickly at 150 mph with 2450 rpm on the clock. During some clearing turns, it was very apparent that with two people in the airplane, the RV-4 has nearly neutral static stability. That doesn't mean that it gets squirrely and unpredictable. It just means that it takes very little stick force to move the airplane around, so you have to take care when maneuvering so you don't put too much g on the airplane at high speed, or put too much angle of attack on the airplane at low speed.

One way to measure the static stability of the airplane is to trim for say 100 mph, then slow down 10 mph, note the force on the stick to hold airspeed, then slow down another 10 mph and note the force required to hold airspeed. For this airplane, NO force was required to hold the lower airspeeds. Once the pitch attitude was set, it would fly at the new airspeed with hands off the stick. On the higher speed side, when stabilized at 120 mph, it only took the pressure of my thumb on the stick to hold airspeed. This is typical of neutral static stability.

We did some slow flight, then some stalls, and it was interesting to note that the flaps up stall speed was about 4 mph slower with power at 2000 rpm, compared to the idle power stall speed (50 mph compared to 54 mph). Natural stall buffet occurred 2-3 mph before the stall, and stalls with flaps down resulted in a mild left wing drop at the break.

The airplane was superb in the traffic pattern, with pleasantly precise control of airspeed and aiming point down the final approach. With spring gear attaching at the lower corner of the engine mount, the RV-4 can feel a little "skippy" at touchdown, which is normal, along with the feeling of a little dip of the nose when braking. Laurent has found a very nice example of the RV-4, and it will serve him well for many years. Those of you who would rather buy than build, don't overlook the RV-4. Many were built, and would seem to be less desirable than the later RV-6, 7, and 9 models. But I think they provide a lot of flying for the cost, with the same engine as the Cherokee 140 and Cessna 172.

Meanwhile, another Airbus test pilot has been working on a GlasAir. It was built by his father, and he inherited it when his Dad stopped flying. Etienne has been clearing some items that his inspector said would be necessary to pass the next annual. This included overhauling the three bladed MT propeller, and changing some of the hydraulic lines in the landing gear system.



When the propeller came back from overhaul, he installed it, and I did the torque wrench work and safetied the nuts on the back of the propeller. Etienne had ordered hydraulic lines from Aircraft Spruce – Europe, but for some reason they were unable to make them up. So I called Les Ojala in Lansing, and he gave me a reference to a shop in Ohio who could make up the lines. Etienne needed Teflon lines, with fire sleeve and a 1500 psi rating. Once the lines were made up, they were sent to our home in Michigan.

A week later, the International Air Safety Symposium (IASS) met in Santiago, Chile. I had been asked to give a presentation on the impact of modern technology on piloting. The symposium began on Tuesday, so Nancy and I decided to take a few vacation days before the meeting and tour the area around Santiago. I departed Toulouse and traveled through Madrid to Santiago, while Nancy (with the hydraulic lines in her suitcase) departed Detroit Metro and traveled through Atlanta to Santiago. We arrived within 15 minutes of one another, and I was standing in the immigration line as she came down the escalator from the gate.

While in Santiago, the attendees of the IASS meeting were hosted by "El Director General de Aeronautica Civil" at the Museo Nacional Aeronautico y del Espacio. This was a gala evening among the airplanes that shaped the history of Chilean aviation. Many were originally designed and produced in the US, and some were built in Britain and France. Inside were an original Bleriot with Anzani engine, a T-6 and BT-13, while outside were an F-86, F-5, A-37, and F-4 Phantom II. As we



enjoyed light refreshments, the Chilean Air Force band played some big band tunes for us, and did a simply marvelous job.

Nancy headed back to the US, and I left for France via Madrid

(with the hydraulic lines in my suitcase). Two days later, I was at the airport in Auch, France helping Etienne install the hydraulic lines, which fit perfectly. It's a small aviation world when you can order hydraulic lines in the US, and exactly two weeks later install them on an airplane in France after traveling through Detroit, Atlanta, Santiago, and Madrid to their final destination in the engine compartment of a GlasAir in France. If you ask Nancy, she'll tell you it's not the first time we've brought hard to find airplane parts to France!

Finally, you may remember my good friend Claudius, who is a retired flight test engineer and seems to know everything about airplanes and French aviation. Five years ago, Claudius decided to build a 70% scale model of a Supermarine Spitfire. After a lot of hard work, his airplane has returned from the paint shop, and will soon have the wings installed and the final preparations completed for first flight. The airplane is powered by a 6 cylinder Isuzu marine engine, with an electronic control system tuned for the aircraft application.

What we might be able to do is use the RV-4 as a chase airplane for first flight of the Spitfire. It's the least we can do for Claudius, who has devoted his retirement to training new test pilots and flight test engineers at Airbus. Just like the aviation world is somewhat small and interconnected, so is our small aviation community in Michigan. Remember to do your best to connect with and help your fellow pilots when they need it.

## OCTOBER SPEAKER

By Warren Miller

Alan Wright, a former naval aircraft carrier Crusader pilot, provided a very interesting program about carrier planes taking off and landing. He spoke about the characteristics of the Crusader aircraft and presented a video about the launch mechanics in addition to the recovery of aircraft to the flight deck regarding the safety nets and the "meat ball" landing guide. Alan described the original landing decks as being straight, in line with the ships hull and how dangerous it was for the crew and parked aircraft.

He said the British came up with the idea of the now widely used angle deck which is easier to use and safer for the crew and equipment if a plane were to have to make a go a round if they overshoot the landing area.

Alan later answered many interesting questions from chapter members who were in attendance.



## FROM THE FLIGHT SURGEON By Gregory Pinnell, MD

The FAA continues to be concerned with the issue of Obstructive Sleep Apnea or OSA. This condition involves stopping breathing during sleep and is a risk factor for other conditions including heart disease. It is treated in various ways including a positive pressure mask (CPAP) which is worn at night while sleeping.

The FAA's concern with this disorder is the daytime sleepiness which can result from untreated OSA. When diagnosed they want documentation on a yearly basis to make sure the OSA is controlled and that there is no excessive fatigue during the day from poor sleep.

A new policy may come out soon where pilots over a certain Body Mass Index (BMI) may need to be screened for OSA before medical certification even if OSA has not been diagnosed. This is due to a strong correlation between obesity/elevated BMI and OSA.

Bottom line? Keep your weight down and if you have problems with excessive snoring or are told you quit breathing at night you should probably be checked out for this disorder as it can be a killer!

Fly Safe!

## STEVE HOUGHTON'S FIRST FLIGHT

Van's RV7a N807SH

First flight on October 21st, 2012



flown by owner-pilot Steve Houghton



## End Of The World Anti-Gravity Party

By Jack Voss

If you're paying any attention to the Mayan calendar - and what good pilot doesn't - you'll remember that the world is coming to an end on Friday, 21 December of this year. Part of that endeavor is gravity reversing itself, and we all fly off into the ether somewhere. WELL - here's what I plan to do about that - let's have an Anti-Gravity Party!

I'm taking reservations for Clara's Restaurant on Michigan Avenue in Lansing. Friday, 21 December, at 7:00 pm. Call me for reservations, 517.708.7079. You can order from the menu to suit yourself. Maybe, a Mayan Leprechaun, thinly disguised as Dan Schiffer, will show up and demonstrate how to fly in zero gravity, or negative gravity. If that doesn't occur, I'll sing for your entertainment. (For \$5 I'll sing you a song. Or, for \$10 I won't sing. Your choice.)

Bring along friends whom you would like to have join EAA# 55.

Jack Voss, Inattentive flier of the Ruptured Duck

## Tales From the Log Of The Ruptured Duck \$100 Hamburgers and Fun

By Jack Voss

Tom Botsford and I flew to Owosso to look around a couple-three weeks ago. Tom's a good guy to fly with - knowledgeable and fun. Not knowing exactly what we were looking for, we had to look pretty diligently. Not a Dawn Patrol, more like Geezer Patrol.

Patches of fall colors were still evident on our way NNE'ly. Every year at about this time, I thank the good Lord for the privilege of making it to just one more colorful fall season. Cheated death again.

Owosso has a few eateries nearby. Walking straight out the drive from the parking area, Arby's is the one that caught our eye. "Coffee sounds good to me." I ventured. "Yeah, me too." You can tell right away, we're in our 70's, and not breaking a lot of new ground. Coffee, (and a sweet roll that vicious, mean, ole Tom twisted my arm and forced me to eat) was about it today. We didn't even ask for "Senior Coffee" as we could have; just the regular stuff was fine.

On our way home, we thought maybe we'd stop in at Maidens Field just NNW'ly of Williamston, 89Y. John Maidens is a crotchety, delightful, old cuss to stop and talk with. I enjoy him a lot. In his late 70's, had a stroke, nearly blind - he's building a hangar. Tougher'n whang leather. But, out ahead of us was a profile of a cold front, and off to the west it looked like rain sneaking in. "Naww, let's go straight on home." So, we did. Of course, after we landed back at Mason, skies were bright and clear. We can't fly the forecast; we have to fly the weather we get.

Still learning how to spread my wings, I've enjoyed local flights. Round robin sorties - flying large rectangles of 100-150 miles around - have been a summertime staple. Stopping at Marshall, KRMV, to see John Riske and his dog Baron is enjoyable to me. Stopping in at Charlotte, KFPK to see Todd Cotter and Phil Bacon is too. Phil flies gliders out of Gregory 69G, and is restoring an old plane. The frame of which rests on the hangar wall over his head, as he works nearby. Jim Tafraian at Howell KOZW is always fun

and informative for me too. If you happen to stop in at these fields and meet these folks, please tell'm "Hi" from the Ruptured Duck?

Dan Schiffer had been a great guy to fly with too. He's so darned knowledgeable that I have to take notes as he talks. I sometimes think that I wish I had as many planes as he does, but I know better. I'll keep working the rest of my Life, learning how to fly the Ruptured Duck. If I get reincarnated, maybe I'll fly a tail dragger in the next Life. Who knows? Maybe the ultimate tail dragger - a sleigh with eight tiny reindeer?

## Driving with a Cold is As Dangerous as Driving Drunk

By RealAge

If your nose looks like a radish and your eyes are more watery than chicken soup at a bad diner, the only equipment you should be operating is a thermometer. The common cold, it turns out, is a car accident waiting to happen. The sneezing, tearing, fever, and puffy eyes make your reactions behind the wheel as slow and unsteady as a party-goer driving drunk, reports a United Kingdom team.

One reason: A single sneeze lasts 2 to 3 seconds and your eyes automatically close during the action. If you're driving 70 miles an hour and go ah-ah-ah-*choo*, you're driving blind for 315 feet. You don't need us YOU Docs to tell you that's scary. It also explains something we didn't understand in the past: why getting a flu shot decreases car accident deaths. **Here are 6 more reasons why you should get a flu shot this year.**

North Americans get 1 *billion* colds each year, so you can bet many sneezing, blowing, dripping drivers will be bobbing and weaving down highways. Don't be one of them.

What if you have a ferocious cold and absolutely *have* to go someplace? Do NOT take the nearest cold medicine without checking the warning label. Many cold medicines contain decongestants that can give you the shakes or make you nod off or respond slower. Instead, pick up the phone and ask a friend or a taxi service for a lift. **Think you're more alert than you are? Know the tell-tale signs of driving while drowsy.**

Once you're back on your feet, stave off your next battle of the sinuses with this trio of cold fighters: Get 8 hours of sleep nightly, take 1,000 IU of virus-fighting vitamin D3 daily, and wash your hands like a maniac.

Here's the URL so you can read the original. <http://www.realage.com/cold-and-flu/driving-with-a-cold-is-as-dangerous-as-driving-drunk?eid=1010665687&memberid=30633352>

## 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)

DTV analog or digital antenna; \$20.00 George Moore 517-536-1034

### 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

Jun 8 = YE Rally

Jun 9 = Dawn Patrol (tentative)

July 13 = YE Rally

Aug 10 = YE Rally

Aug 17 = Mason Aviation Day (tentative)

Contact Warren or Vickie to place your ad here!

**WANTED WANTED WANTED**

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

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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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