

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

DECEMBER 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

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## Climb and Maintain Flight Level 55

The last newsletter of 2012 ... hard to believe ! Seems like the entire year has been on fast-forward.

I think December is the happiest month of the year. For our Saturday meeting, we will be acknowledging the members of our chapter who work so hard to make it a great place to be. After the awards, our guest speaker will be Rick Anderson from the FAA. Rick will present a program on the Pilot's Bill of Rights and its effects on the way they have to do business, as well as information on some recent accident investigation findings. (Plus, a little birdy told me that the chefs are planning a little something special for breakfast!)

And, Sunday is the date of our annual Christmas Party. Our turnout is down this year but we will still have a great time and a great meal.

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

Looking ahead to 2013, the Great Lakes International Aviation Conference is coming up in late January. Plus we hope to get some social nights going to help ward off the blues and grays of winter in Michigan.

From our house to yours - Wishing you all a Merry Christmas, safe and Happy Holidays and a great and wonderful New Year !!

Share the passion,  
Ken Vandenberg, President

## Breakfast Teams

<u>December</u>	<u>January</u>
Dave Courey	Kyle Bradford
Brian Eakin	Lloyd Brown
Mike Fuller	John Caron
Laura Fuller	Pat Salow
Cliff Hale	Jim Sawyer
Max Hall	Judy Search
Dave Keller	
Dan Schiffer	



November Breakfast Team: Tom Botsford and Karen Merindorf

**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 November 7, 2012

→ Attendance: Ken Vandenberg, Joe Madziar, Al Spalding, Jack Voss, Steve Houghton, Dave James, Warren Miller, Bill Purosky, Jim Spry, Vickie Vandenberg. Absent: Doug Koons. Quorum achieved. Others: Phil Tartalone → Meeting was called to order at: 7:08 pm → Secretary's Report for October 10, 2012 as published; Vickie Vandenberg moved, Joe Madziar supported, motion passed to approve. → Treasurer's report dated October 31, 2012; Dave James moved, Steve Houghton supported, motion passed to approve. → Committee reports: YE; Phil Tartalone reported that we flew 152 so far this year & our chapter has flown 2,927. CONGRATULATIONS! → Membership: Vickie Vandenberg reported on dues collections. → Programs: Vickie Vandenberg has programs lined up or in works. → YE credit monies; purchased needed tables, goody bags, etc. → Nominations for directors – no new names. → Christmas party – Dave James will have rules available for the White Elephant event. → Suggestions for next year's Christmas party location; short discussion followed, tabled. → Newberry Aviation Scholarship; Vickie Vandenberg announced that application form sent to Phil Tartalone who has it out to students; awaiting return. → Chapter awards; Vickie

Vandenbelt moved to purchase EAA calendars (\$8.25ea) for each volunteer member & abt 20 (low cost) for non-members; Dave James supported; motion passed. →YEagle of the year; Phil Tartalone will bring the selectee to the January meeting. →We are prepared for the Member of the Year. This will be a surprise. →Joe Madziar will organize an opportunity for us to visit the control tower at Lansing (KLAN). →Planned events for 2013; YE rallies after membership meetings in June, July, and August; Dawn Patrol fly-in breakfast June 8<sup>th</sup> from 07:00 – 11:00 (Warren Miller volunteered to reschedule sunrise for that day); Mason Aviation Day August 17<sup>th</sup> →WINTER MODE; be sure doors are closed. →We will put a new code into the door lock for the chapter room by January 1 →Steve Houghton volunteered to be our Flying Coordinator and will organize some activities. →Jack Voss announced the Anti Gravity Party on December 21 at Clara's Restaurant in Lansing. This is to celebrate the end of the world as (possibly) predicted on Mayan calendars. Call him for reservations. →Steve Houghton suggested we vary our breakfast menu; any breakfast crew can coordinate this with Bill Puroskey; Steve will do something for Dec. YUM!! YUM!! →Vickie Vandenbelt reported that the POB renewal is coming up; Dave James moved, Jack Voss supported and motion passed to pay renewal. →Adjourned at 8:40 pm →Respectfully submitted, Jack Voss, Secretary

### **EAA Chapter 55, General Membership Meeting, November 10, 2012**

Called to order 09:20am. Approximately 43 members & 2 guests present. →National Anthem →Thank the breakfast team (lots of satisfied grins spread throughout the well fed crowd) →Announce December's breakfast team →Secretary's report of general membership meeting October 13, 2012 as published in newsletter; motion to approve passed. →Treasurer's report as of Oct 31 2012; motion to approve passed. →Elections committee offers a slate consisting of: Bill Puroskey, Steve Houghton, Warren Miller, Ed Search, Jim Spry, Vickie Vandenbelt, & Dave James. There were no nominations from the floor. A motion was made to elect the slate, it passed. →Congratulations to Steve Houghton on his first flight in his new RV-7A on 21 Oct 2012! (Huzzahs rang from the rafters) →Steve Houghton has volunteered to be our "Flying Coordinator" and set up some flying activities. Jim Spry will assist. →Jack Voss announced an "Anti Gravity Party" on 21 Dec 2012, 7:00 pm at Clara's restaurant in Lansing. This is to celebrate the end of the world and reversal of gravity. Call him for reservations at 517.708.7079. →WINTER MODE – please close doors to restroom, storage room, and the FRONT DOOR. The entry code on the front door will be changed at the first of the year. →Christmas party 9 December at 4:00 pm – be sure to get your money to Al Spalding NLT 28 November. And, MERRY CHRISTMAS and HAPPY HOLIDAYS of all kinds. →Annual dues for EAA 55 – a convenient dues form is included in the newsletter (thanks, Warren). Send your money to Al Spalding to be one of the group. →Paula Corsi announced flying for children who are wards of the court. She has experienced very fulfilling times there. Contact her to join in. →Phil Tartalone announced that we have flown nearly 3,000 Young Eagles →Tom Botsford announced the Veterans' Parade in Mason 11/11/12. →Karen Meirndorf announced the Lighted Holiday evening parade in Mason on the day after Thanksgiving. →Dr. Greg Pinnell will present information about the MedXpress form for flight physicals

immediately after this meeting. →Adjourned at 9:40am  
→Respectfully submitted, Jack Voss, Secretary



### **TIDBITS** By Vickie Vandenbelt

#### **TIDBITS - NOVEMBER 2012:**

**CONGRATULATIONS:** To member John Caren on the purchase of his Cessna. And to Margaret Schiffer on the purchase of her Cessna.

**TEW AIRPORT NEWS:** The fence project is nearing completion. CRAA is still looking at options for the vehicle and pedestrian gates. We now have a nice ramp box near the fuel pumps. Jet A has been eliminated and both pumps are 100LL. (Note: word has it that the fuel from the old Jet A tank comes out faster than usual.)

**MONTHLY BREAKFAST:** At our last board meeting the subject of the breakfast menu came up; the question being can we vary the menu. YES!! The breakfast team can decide on substitute and/or additional foods. Keep in mind the space and cooking equipment we have. And, coordinate with other members of the team. Bring your receipts for your purchases, put receipt with your name on it in the donation bucket and take your reimbursement from the breakfast donations.



### **YOUNG EAGLES** By Phil Tartalone

No report for December. The schedule for 2013 will be available in January.



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

Testing continues with the Trent XWB engine on the wing of the A380, and we are about ready to enter a new phase that includes cold weather testing and a natural icing test campaign. Since there were some cruise test points remaining, we decided to take the A380 Flying Test Bed to the East Midlands Airport, about 150nm NW of London.

It was the first ever landing of the A380 at East Midlands, and while the runway was long enough and wide enough, we had to take care when turning onto some of the smaller taxiways. The airport is about 5 miles south of Derby. No, that's not where they make the little hats worn by Sherlock Holmes in the movies. It's the home of Rolls Royce, the nice people who build jet engines. We took the airplane there so the employees of Rolls Royce could see our flight test airplane with their new engine on the wing.

We were waiting in the cockpit, when before our eyes did appear, a propeller driven fighter, with conventional landing gear. Painted beautiful blue and sporting a 5-bladed prop, the pilot swung around, and in front of the test engine did he stop. We scrambled down the stairs, with our eyes open wide, to find the words “Rolls Royce” painted on the side.



Actually, Rolls Royce has test pilots of their own, and one of the perks of their job is being checked out in the Spitfire owned by the company. The airplane we saw, Supermarine Spitfire PR.XIX, PS853 (G-RRGN) saw wartime service as a high altitude reconnaissance airplane. It often flew at altitudes greater than 40,000 feet, and for that reason, the airplane is pressurized.

On the nose is a Rolls Royce Griffon engine producing, producing 2035 hp at S.L. and 1820 hp at 21,000 ft. It is somewhat different than its famous cousin the Merlin. When built by Packard during WWII, the Merlin was designated the V-1650-7 (powering the P-51) and rated at 1720 hp. The two main differences between the Griffon and the Merlin is that the Griffon turns in the opposite direction (requiring left rudder on takeoff), and a 5-bladed propeller is necessary to take advantage of the increased horsepower.



After posing for some great photographs alongside the test engine on the A380, the Spitfire was moved to the front of the A380, where we had a great view of it from the cockpit. Several bus loads of employees arrived from Derby, and we gave everyone a tour, just like the walk-through tours we did at AirVenture in 2009.

When the A380 shows up at an airport where it has never landed before, it is always great fun to watch the people who work at the airport. Invariably, the airport fire department will arrive, come up to the cockpit for a visit, then park their fire trucks where they can take a great picture – the whole team in front of shiny fire trucks, with the A380 in the background. Same thing for the fuel truck drivers, operations people, and the airport police.

When it came time to leave, the Rolls Royce test pilot climbed into the Spitfire, and went through the engine starting procedure. The engine would crank, fire a few times, then quit. This happened three times. The fourth attempt looked almost the same, except the propeller kept turning at a very slow rpm. We quickly noticed bright orange flames coming from the exhaust stacks. For a few seconds there, it looked like the fire department might have to make a trip back to the ramp. But it finally caught, and revved up to the characteristic V-12 snarl.

A few weeks later, one of the Rolls Royce test pilots was flying with us in Toulouse, and I asked what had happened. He said that there is a rather large primer valve on the right side of the cockpit, and it is a bit awkward to use. During the first start attempt, there is usually enough fuel in the lines to start the engine, so no priming is required. But once the fuel in the lines is exhausted, it is necessary to prime the engine. He said “Believe me, those stacks are right at eye level, and when the engine is over primed, it really gets your attention!”

I spent last week at the Airbus finally assembly facility in Tianjin, China. Tianjin is located 2 hours by car southeast of Beijing, and is the second largest deep water port in China. My first stop was the Airbus Training Center in Beijing, to deliver documents that would be presented to the Chinese CAAC – their equivalent of the FAA. I needed authorization to do Production flying in China with my US license and medical. Within a day, I had “the stamp”, as they say, and was good to go. While US airline pilots operate all the time to and from China, it is a rare opportunity to have authorization to fly local flights.

Since I had never visited Tianjin, I imagined it to be a small Chinese city, with older buildings in a small area, and an airport out in the country. What I found really surprised me. Tianjin is a vast city of almost 13 million people. The land is nearly flat, and you travel for 30 minutes after entering the city fringes to get to the center. There are so many people there, that there are literally hundreds of high-rise apartment complexes. It is other-worldly to look off in the distance and see apartment complexes many miles away, yet still in the city. This concept of “superblocks” of housing, interspersed with wide roadways creates monster traffic jams, and overpowering pollution. It is unsustainable without a mass transportation system in place.

The center of Tianjin is bright and modern. Most of the business and banking complexes are new from the last 5-10 years, and are located on either side of the river that flows through the city and out to the sea. Roads are very wide, and there is plenty of traffic. The flow of cars, buses, bicycles and any manner of other motorized vehicles is enigmatic. Imagine



China with only bicycles, as it was 20-25 years ago. Now imagine a mixture of vehicles all behaving like the drivers were on bicycles. It's a nightmare if you can't stand it when people won't stay in their lanes and obey traffic lights.

But it's understandable if you view traffic as an art form. You don't hit anyone, they don't hit you, and everybody gets along. Traffic Chinese style.

When it was announced that Airbus would locate A320 production in Tianjin, the Chinese built a 12,000 foot runway, equipped with an ILS approach at each end. Although it is located east of the terminal of a major international airport, Airbus is the only user.

In contrast, the Chinese do not routinely provide airspace for flight testing new production airplanes. The civil controllers will assign two flight test controllers to two shifts each day. But the Chinese military controls most of the airspace, and priority goes to military training flights. During the week I was there, even though the weather was clear each day, we could not get airspace to fly either because no flight test controllers were available, or the military had taken the airspace. When we were able to fly, our airspace was very restricted, required several turns just to stay within our assigned boundaries.

While in Tianjin, I flew a pre-delivery check flight, observed a customer flight, accomplished two rejected takeoffs, participated in an emergency drill with the fire brigade, and checked out the first Chinese Ground Test Engineer to be qualified to taxi the A320 "solo". The emergency drill with the fire brigade was conducted with an interpreter, because the fire crew spoke no English. The interpreter was a tiny Chinese lady. She spoke and understood English very well, and knew very well that her role was essential in an emergency.

One of the pilots I flew with, Weibo Zhao, had been a student test pilot in Toulouse two years earlier, and I had flown with him on several occasions. We worked closely together while I was in China and he invited me to dinner with his family at their home. Weibo is a sharp pilot, and is particularly good at working through the red tape that exists in China. Given enough time, he will slowly streamline the airspace problems they are having. That is until the Chinese complete a new international airport, to be located midway between Beijing and Tianjin. And right in the path to the airspace we normally use to the north of Beijing.



One thing we enjoy in the US is not having to negotiate for airspace, unless a TFR jumps in front of us at an inconvenient time! Another thing we don't have to negotiate is the chance to help our fellow pilots when they need it the most. And during the winter, there are plenty of opportunities.



## FROM THE FLIGHT SURGEON

By Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR

Merry Christmas to All!

You could not tell it from the recent weather but winter is just a few weeks away. Those of us that utilize our aircraft in the cold climates contend with many challenges such as the 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, apathy, 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! [www.AIRDOCS.net](http://www.AIRDOCS.net)

## Submitted by Dan Schiffer

Several pilot members from Detroit's Tuskegee Air Museum flying prior Air Force TG-7 Motor Gliders (only 12 built) trained with Dan Schiffer to learn fly formation and become F.A.S.T. Formation Association Safety Training certified.

These gentlemen desired to exhibit their motor gliders at Airshows in FAA wavered airspace.



You must

be trained and certified (FAST card carrying wingman or Lead pilots) by an FAA recognized FAST affiliated organization to fly in wavered airspace. Dan is a FAST Checkpilot for several organizations for jet fighters and piston aircraft. The training started in early 2012 and they were Formation FAST certified August 24th. Much of their training took place at and over Mason's TEW.

[http://en.m.wikipedia.org/wiki/Schweizer\\_SGM\\_2-37](http://en.m.wikipedia.org/wiki/Schweizer_SGM_2-37)

Dan - [schifferdan@gmail.com](mailto:schifferdan@gmail.com)

Update from Chris Long  
relocated to Seattle WA and works for Boeing

To 55:

Since moving out to Washington in July I've learned a lot about the manufacturing process, working on big airplanes, and working in the rain. It has been a significant jump from Dave Groh's (Yesteryear Aviation) Boeing Stearmans to the Boeing 787, and most of my learning is on the job training like anything else. It's strange, but when you start to spend most of your time in and around twin aisle airliners, they don't seem quite so gigantic anymore. It's interesting to be in the 787 flightdeck with the latest and greatest avionics and not see any physical circuit breakers. The 787 line requires a lot of manpower and even the veterans learn new things each day that get reported back to engineering, but like anything else, it's always gratifying to see them fly away.

My only run-ins with EAA so far have been at the Arlington Fly-In after we first moved out here.

Arlington is a great airport, but strangely enough doesn't actually have an EAA chapter. Evidently there's a fairly large chapter about 40 minutes from me, but I have yet to make it over there.

I hope everyone is doing well and that you all have fun at the Christmas party.

**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

Chevrolet Corvaire 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 Corvaire 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

Contact Warren or Vickie to place your ad here!



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**POCKET CALENDAR**

Dec 9 = Chapter Xmas Party  
2013

Jan 25-26 = Gr Lks Internatl Aviation Conf

Jun 8 = YE Rally

Jun 9 = Dawn Patrol 07:00-11:00

July 13 = YE Rally

Aug 10 = YE Rally

Aug 17 = Mason Aviation Day 07:30-14:30

**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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