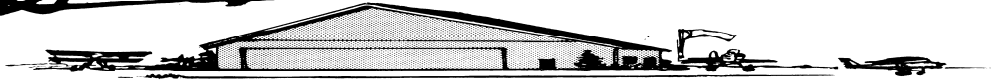


# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

MAY 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: Bill Purosky 214-2729 Treas: Al Spalding 676-3370

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



## Climb and Maintain Flight Level 55

Just sitting here looking at the calendar and all the plans for the summer season. So many things going on and so few months to the Michigan summer.

"Outreach to promote aviation" is a big part of the EAA mission. And, EAA55 has a long standing tradition of outreach thru our Young Eagles program, our Dawn Patrol, and our Mason Aviation Day. The last two fund our Newberry Aviation Scholarship Fund which allows us to assist students in aviation programs.

It's just a month until we start Young Eagles rallies and host our Dawn Patrol Pancake Breakfast. As always, we need volunteers!!

Sign up sheets will be at the meeting. If you have a time and/or job preference - please

email us at

[vickie7463@gmail.com](mailto:vickie7463@gmail.com)

We have lots of jobs open - grills, airplane parking & security, auto parking plus much more for Mason

**Board of Directors Meeting**  
**May 9, 2012, 7:00 pm**  
**Chapter Membership Meeting**  
**May 12, 2012**  
**Breakfast 8-9 Meeting 9:15 am**

Aviation Day. And, we welcome family members as volunteers also - spouses, kids and grand kids are always a big help and gives us all chance to get to know each other better!!

The events planning committee is always looking for sponsors we might contact for donations to EMU Foundation Newberry Aviation Scholarship Fund 501c3. We also need leads for Gator or golf cart type equipment we could borrow. For MAD, Bob Clark has arranged for some of the military recruiters to attend and Jack Voss has been in touch with some aviation exhibitors. The CARDS are tentatively scheduled and we hope the Jackson Model Rocketry Club will come again. If you can think of any others, PLEASE let us know.

The next events planning meeting will be May 23rd at 7:00pm - ideas and bodies welcome.

Our budget is very tight this year. Our flyers are our best next-to FREE advertising. We hope you will help distribute them by posting one at your employer, church, barber, airports you visit or

anywhere else where you see they allow flyers to be posted. We mostly printed half sheets, but if you would like full sheets, contact Vickie or Al. We'd also like some volunteers to build or setup a float for the Mason Independence Day parade - interested??

Our May program will be an MDOT seminar presented by Tom Krashen. Invitations for the seminar and breakfast have gone out to the aviation community. Again, we will start the meeting at 9:15am and try to move into the seminar at 9:30am.

Share the passion,  
Ken Vandenbelt

## Breakfast Teams

May	June
Bill Bezdek	David Cook
Lewis (Bob) Clark	Denise Cook
Margie Clark	Dave Groh
Ron Goodnoe	Dennis Hall
Ralph Gregus	Mike Marhanka
Chuck Hacker	Tim Martinson
Sharron Hacker	Robert Prezny
Gordon Hempstone	Greg Shannon
Chris Long	Jack Toman



**April Breakfast Cooks:** Don Frank; Deanna & Don McAlister; Bill Bezdek (George Moore not shown)

## EAA Chapter 55

### Board of Directors Meeting, April 11, 2012

Attendance: Ken Vandenbelt, Joe Madziar, Al Spalding, Jack Voss, Dave James, Doug Koons, Bill Purosky, Ed Search, Jim Spry, & Vickie Vandenbelt. Quorum achieved Absent: Warren Miller & Steve Houghton. → Others: Phil Tartalone. → Meeting was called to order at: 7:00 pm → Secretary's Report - dated March 7, 2012; Joe Madziar moved, Dave James seconded, motion passed to approve. → Treasurer's Report - dated March 31, 2012. Bill Purosky moved, Vickie Vandenbelt seconded, motion passed to approve. → Old Business → Committee & Other Reports: → Young Eagles - Phil Tartalone; waiting for this year's information from National. → Membership - Vickie Vandenbelt per newsletter. → Vickie received 500 business cards we can distribute to prospective Young Eagles and parents. A nice way to advertise the program. → Program Coordinator - Vickie Vandenbelt has programs set through October. → Tables: this issue is still tabled. → Builders Hangar heater issues & meeting room furnace check – update → Some work has been accomplished here. We will recheck these problems on Saturday after the general membership meeting. → Fire extinguishers have been checked, and are paid for. → New Business → Mason Aviation Day (MAD) - promotional "Free Breakfast" certificates: Vickie Vandenbelt moved, and Joe Madziar seconded, and the motion passed to approve use of up to 100 MAD Free Breakfast certificates promoting MAC. → Vickie moved, Joe seconded, and the motion passed to use 100 of these certificates for this years' Aviation Days. → The Chapter received a Thank You card from Rocky's family. Fare well, old friend. → Announcements. → The Mason Jewett Advisory Group has suggested formats for letters from pilots to support re-establishing our North/South runway, and will talk to pilots at Saturday's meeting. → We discussed information about the perimeter fence, gates for EAA taxiway, bridge, and culvert. → Adjourn. Meeting adjourned at 7:23 pm. (FASTEST EAA Board meeting in history of the world!) → Respectfully submitted, Jack Voss

**WANTED WANTED WANTED**

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

## EAA Chapter 55

### General Membership Meeting, April 14, 2012

With about 35 members and 30 guests present, meeting was called to order at 09:15. → We observed our National Anthem. → Thanks to the breakfast team. → A motion was made, seconded, and passed to accept Secretary's report. → A motion was made, seconded, and passed to accept Treasurer's report. → Our student member, Garrett Richardson soloed on April 7<sup>th</sup>. Congratulations! → The Family of Rocky Stone sent a Thank You note. → Vickie will be talking with individual pilots about filling in a suggested letter to support re-establishing our N/S sod runway. Please help out? → New Business and Announcements: There will be a Relay for Life on the Court House lawn on the 15<sup>th</sup> & 16<sup>th</sup> of June. Luminaries for cancer survivors are available to raise funds for Karen Meirndorf's team. → Meeting was adjourned at 09:24, and we had a very informative presentation on aviation law by Don Frank, Steven Chait and Dean Greenblatt. Respectfully submitted, Jack Voss



## TIDBITS ~

By Vickie Vandenbelt

NEW MEMBERS: Chapter 55 welcomes new members Paula Corsi, Greg Shannon and returning member Ron Goodnoe.

CONGRATULATIONS: to our EAA Student Member Garrett Richardson = 1st Solo on April 7, 2012. Way to go Garrett! How does it feel?

### NEWS FROM CAPITAL REGION AIRPORT AUTHORITY:

a message from Robert Selig, AAE; Executive Director of CRAA: I am pleased to announce the selection of Mr. Keith Kaspari as the new Deputy Executive Director for the Capital Region Airport Authority. Mr. Kaspari comes to the Airport Authority as a Navy veteran with 23 years of airport experience at 5 airports. He holds a Masters Degree in Public Administration and is a Certified Member of the American Association of Airport Executives. Mr. Kaspari has been employed as Airport Manager of the Sawyer International Airport in Marquette, MI, since 2003. He was selected through a nationwide search that generated 25 applicants for the position. Mr. Kaspari's broad exposure to airport management situations, as well as his experience in project management and grant administration, were key factors in his selection. Keith will begin his employment with the Authority on or before May 21<sup>st</sup>. As you meet Keith, please help me welcome him to the CRAA family.

EAA55 LIBRARY NEWS: A few months ago, we received a donation of several boxes of books from EAA113 and some of our members. Members can avail themselves of some excellent educational and historical information in our library. All books, CDs and DVDs are available for check out. Also, we are still looking for the return of the DVD movie "PEARL" - other members would like to view it.

EAA NAME TAGS: Would you like to order one for the next shipment; need five or more at a time to get free shipping. Contact Vickie.

AVIATION EXPLORERS: Thomas Klotz from EMU/Eagle Flight Training contacted me recently. He is starting an Aviation Explorers Chapter at LAN. Aviation Explorers is a youth organization for boys & girls aged 14-21. Their goal is similar to our YE - introduce young people to aviation and hopefully spark a lifelong interest in aviation or a possible career in one of the many jobs in the field.

Activities include visiting a working control tower, seeing aircraft up close, chance to take an introductory flight lesson, meeting with pilots, flight instructors, mechanics, air traffic controllers, even military flyers. Thomas will attend one of our future meetings to tell us more and I've invited Thomas to our YE rallies to talk to parents & youngsters.

The kick-off meeting is at 7:00pm on May 17 at the EMU Hanger LAN. If you know of any young people who might be interested, refer them to Thomas at [LansingAviationExplorers@gmail.com](mailto:LansingAviationExplorers@gmail.com)

**KALKASKA FLY-IN:** Terry Krummrey invites all to Kalkaska (Y89) on June 23rd for a fly in & drive in breakfast; and they are working on expanding it to include a lunch of some kind as well. There are many different types of displays being planned that can be viewed through the link below. Kalkaska has a paved runway, however has a much smaller pilot population than Mason and they are trying to develop more aviation interest in the area.  
<http://kalkaskaflyin.weebly.com/index.html>

**NEWS FROM EAA/AOPA MEETING:** **April 30, 2012** - AOPA President Craig Fuller talked flying, fuels, and the political world in Washington on Monday, as he joined EAA President/CEO Rod Hightower for a lunch with the EAA staff inside the EAA AirVenture Museum's Founders' Wing.

Fuller and Hightower spent the morning discussing key aviation issues, a continuing part of the "Stronger Together" effort that brings the nation's leading GA groups to work on key issues for aviators. The two men then joined more than 100 members of the EAA staff for an informal lunch to talk about the common passion for flight.

Among Fuller's comments during the conversation with EAA employees:

On increasing the pilot population: "We have too many people who begin flight training and then don't finish - as many as 70 to 80 percent of them. The research we've done shows that people who get into flying want to engage in this community of ours. We need to help them become part of something bigger... something that will definitely alter the way they look at life."

On the NextGen and the national air traffic control system: "This is a very important issue for all of us. There are going to be decisions made in the next 18-24 months that will lock us into a path for the next eight to 10 years."

On the future of aviation fuels: "Lots of people talk about a quick solution, and there are lots of ideas out there right now such as the work on a new fuel without lead. But any new fuel must also be able to be stored and delivered, and we also must have a network of FBOs to service local airports and have those fuels available."

On working together with other aviation organizations: "Both Rod and I hear the same thing when we're out talking with pilots; they tell us, 'EAA and AOPA have to find solutions to these problems.' I can tell you our organizations are having more conversations than ever before about these issues."

Hightower presented Fuller with a glass base that featured the words "Stronger Together" and the logos of the two organizations, in recognition of their joint efforts to benefit all aviators. ...  
[EAA.org/news](http://EAA.org/news)

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



## **YOUNG EAGLES**

**By Phil Tartalone**

Our Young Eagles Days are quickly approaching, and Doug keeps reminding me of all of the stuff that I need to get done. I am happy to report that the insurance is taken care of and I have ordered the brochures and other paperwork. Now, all that we need are some volunteers to help out.

As you know, our Young Eagles Days are scheduled for June 9, July 14, and August 11. We passed around the sign-up sheets at our last meeting and it looks like we have a good turnout of volunteers from the Chapter for June. However, July and August are still a little sparse. I am sure that the volunteer slots will fill up as we get closer to the dates. Of course, since this is my first time doing this, I am not sure when it will be the appropriate time to panic. So, please check your calendars. I will be asking for help again at the May meeting.

## **NOTES FROM CAPE JUBY**

The Boeing 787 has been in the news quite a few times in the last few years, but we haven't heard many reports about how it flies. You know, something from a pilot who has flown the airplane and can say how the cockpit is laid out, where the switches are, and how it handles in the air and the ground. I finally ran into a guy who had flown the airplane, and asked him to provide the following report:

The airplane flown was N787FT, which is ZA005 (the fifth airplane produced) and currently in use to test and certify the General Electric GenX engines for the B787. The airplane weighed 360,000 lbs, with a cg of 22%. Like all flight test airplanes, the applicable operating limitations were briefed, followed by a detailed discussion on airspace and the maneuvers to be flown. Systems operation, instrument configuration, and use of the electronic checklist had been covered during a simulator session the previous day.

Engine start consisted of individually rotating two start switches on the overhead panel to the start position, and bringing the Fuel Control switches (located just behind the thrust levers) to the ON position. The Fuel Control switch for each engine can be placed on at anytime during the start sequence, and the start switches themselves are spring-loaded to OFF, once the start is complete. Boeing likes to keep the details of the their cockpit design as common as possible between models, so the Fuel Masters, spoiler handle, and flap handle are all very similar to the B767 and B777 family of aircraft.

The displays consist of 5 large color LED displays, 4 on the forward panel, and one just ahead of the thrust levers. There are two fixed Electronic Flight Bag screens just forward of the nose wheel steering tiller on each side. The use of color and detail in high resolution was readily apparent when using the screens. You can see a good cockpit zoom-through at the following web site:

<http://www.youtube.com/watch?v=3H8zISKBXi0>

Takeoff was on Runway 13R at Boeing Field in Seattle, which points directly toward Mt. Ranier. Once the thrust levers are at partial thrust, depressing the buttons on the front side of the thrust levers will arm the auto thrust, and the thrust levers will move automatically to the selected takeoff thrust level. The initial level off altitude was 2000 feet, for separation from the departures and arrivals at the SeaTac Airport, not far to the west. After a turn toward the east, the flight climbed across the Cascade mountain range to the flat terrain of eastern Washington. The Boeing pilots like to use one of the inboard screens to display navigation information, which is a powerful tool for overall situational awareness.

Once in the working area between the mountains and the airport at Moses Lake, Washington, the general handling characteristics of the B787 were explored at 15,000 feet. When the airplane is banked slightly more than 30 degrees, some resistance is felt in the roll control axis of the wheel controller. It is a fairly smooth and almost natural resistance, and represents Boeing's philosophy of soft protections, allowing the pilot to continue to a higher bank angle, if necessary. The B787 Bank Angle Protection feature is smoother, but fully as distinct as the B777, which is a little more "mechanical" in terms of what the pilot feels.

When decelerating for stalls, with flight controls in the Normal mode, stick shaker precedes a noticeable increase in back stick force as the stall is approached. In addition, you can feel when the leading edge devices deploy automatically, which feels like a small amount of additional back stick force. In Normal mode, you can go to full back stick. But at that point, you are already in what is called "deterrent buffet". You absolutely know that the airplane is stalled.

At the stall, there is absolutely no roll-off, or yawing motion. The motions felt are purely in pitch at the level of deterrent buffet. This was true with flaps up, or with flaps set at 20 degrees. Normal flight test stalls are done at idle thrust, with a steady deceleration from 1.23 V<sub>stall</sub>, at a rate of 1 kt/sec. On the B787 electronic display, the speed trend arrow is useful in determining the proper deceleration rate. After being warned by the stick shaker, recovery is initiated when reaching full back stick, deterrent buffet, or limit angle of attack, as noted by the flight test engineers in the cabin.

Stall recovery is normal with forward stick. Once angle of attack is reduced, back stick can be applied up the Pitch Limit Indicator (PLI) on the PFD, which if exceeded, will restart the stick shaker to warn of an impending secondary stall.

In Direct Mode, stalls are equally benign, except that there is no resistance felt in the control column as you decelerate to the stall. You can still decelerate to deterrent buffet or full back stick, whichever occurs first, and recovery is both smooth and positive.

In the radar pattern, the B787 is easy to fly manually. While there is still a requirement to trim, the way the trim logic is designed is rather interesting. When you click on the trim button, the airplane is trimmed to the speed at the time the trim switch is activated. So

if your trim speed is 220 knots, for example, when you click the trim button at exactly 220 knots, the airplane will be in trim. So

constant trimming isn't necessary, but precise trimming at the desired speed is the proper technique.

Once trimmed on final, the airplane flies final like it is on rails. It is very easy to maintain the glide slope in manual flight, and the round-out, flare, and touchdown are very precisely performed with the wheel controller. A slight crosswind was noted, and the combination of flare and a very slight left wing down for the crosswind was performed with ease. Boeing has designed both the flight control system and the wheel forces such that extremely precise control is achieved with excellent balance between the pitch and roll axis, and with light control forces. A final point: "make sure you are in perfect trim!" (a rule that applies to any airplane, but made easy on the B787).

Once on the ground, reverse thrust is straightforward and symmetric, and the all-electric braking system was smooth and precise. With minimum reverse thrust, the airplane was allowed to roll to the end of the runway, where there was a turning pad. For ground handling, the steering handle is exceptionally well designed. A slightly lower ground stance and excellent windows compared to other wide-body aircraft made the airplane exceptionally easy to control on the ground. Once the turn had been completed for takeoff in the opposite direction, the pilot commented: "At this point, considering the air work maneuvers, ease of flare and landing, and very predictable ground handling, I felt like I owned the airplane."

Well, it sounds like Boeing has a winner in the B787. They certainly worked hard enough, and stuck together in very tough times. Which reminds me, that all pilots have to stick together, and we are still in some very tough times! So with Spring in full swing, and the great weather of summer approaching, remember to lend a hand to your fellow pilot when needed, and when it's least expected. That's the right thing to do.



## **FROM THE FLIGHT SURGEON**

**By Gregory Pinnell, MD**

Some tidbits of information. Reported in AOPA Pilot Magazine was the case of an airman that was fined \$5,000 for failing to return their medical certificate within the 10 days specified by the FAA. The airman took 26 days to return the medical. The NTSB did not overturn the fine. It could have been worse! This airman could have been fined \$17,600 or \$1,100 per day over the deadline. If anyone out there is ever in this position and we are not working your case please feel free to contact us for guidance on how to day out of trouble on this.

In other good news, those who have their FAA medicals under Special Issuance will not have to carry their Letters of Authorization with them while flying after July 2012. This is a good change in FAA policy. Fly Safe!

## APRIL PROGRAM PRESENTATION



Don Frank and associates Steve Chait and Dean Greenblatt all attorneys, presented a seminar on aviation laws and rules. It was a very informative program on a pilots' rights when one is questioned by FAA officials regarding any violation of law, etc



If you weren't present at last month's Chapter meeting, you missed a great informative question & answer session.

## CHAPTER 55 CLASSIFIEDS

EAA55 Builders Hangar 517-589-5051

### FOR SALE:

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)

Snowblower; MTD; 3HP; 21"; single stage; \$99; Greg Hover 517-676-5126

Woodworking tools; Steve Houghton 517-333-2196 or [steve.houghton@att.net](mailto:steve.houghton@att.net)

Legal Eagle ultra-light; \$10,000 OBO; 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 analog or digital antenna; \$20.00  
George Moore 517-536-1034

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

**Karen Meirndorf is taking orders for Luminarias on May 12 and June 9 for the American Cancer Society's Relay for Life that will be held on June 15 3pm to June 16 3pm at the Ingham County Court House. Thanks for your help. Karen Meirndorf**

Contact Warren or Vickie to place your ad here!



Cessna Caravan that showed up for our April meeting on Aviation Law – photo by Bill Bezdek

Nice shot, Bill. Beautiful aircraft. Cool hangar in the background. Ok members, this is the first of

**WANTED WANTED WANTED.**

POCKET CALENDAR:

May 12 = MDOT Seminar  
May 23 = Events Planning Meeting  
June 9 = EAA55 Young Eagles  
June 10 = EAA55 Dawn Patrol  
July 14 = EAA55 Young Eagles  
July 23-29 = AirVenture  
Aug 4-5 =Thunder Over Michigan  
Aug 11 = EAA55 Young Eagles  
Aug 18 = Mason Aviation Day  
Aug 25-26 = Alma/Gratiot Air Show  
Aug 25-26 = MERFI Regional-Urbana OH  
Sept 8= MDOT Seminar  
Dec 9 = Chapter Xmas Party  
Jan 25-26 = Gr Lks Internatl Aviation Conf

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