

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

AUGUST 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

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Climb and Maintain Flight Level 55

It's been a great month and August is going to zip by with all the activities here at Chapter 55 and around the state. First weekend is Thunder Over Michigan; next final Young Eagles Rally. Then it's MAD with Gratiot

Air Show the following weekend. The sad part is how fast the summer will come to an end.

July was a great month. The Young Eagles turnout was a steady flow. The big news is Congratulations to Ernie Lutz on the flight of his 400th Young Eagle!! Family and friends were on hand to help him celebrate.

Sincere thanks to Doug Koons, Bill Purosky, Joe Madziar and Joe Pirch for helping me get the big banner up on the old Hart Well building. Looks good and visible for all the folks going to the fair & Meijers.

**Board of Directors Meeting
August 8, 2012, 7:00 pm
Chapter Membership Meeting
August 11, 2012
Breakfast 8-9 Meeting 9:15 am**

Just a couple short weeks until MAD. We need to know if you are going to be able to work some part of the event. We will be doing setup on Friday starting at 1:00 throughout the afternoon/early evening. And, lots of hands needed for the Saturday event - kitchen lines; auto parking; aircraft field. Come on out !

Share the passion,
Ken Vandenbelt, President

Breakfast Teams

| <u>August</u> | <u>September</u> |
|-----------------|------------------|
| Pete Chestnut | Dick Bacon |
| Jim Palmer | Barb Bacon |
| Dave Paul | Ron Goodnoe |
| Gregory Rheeder | Mike Franzago |
| Skip Russell | Ernie Lutz |
| Roy Thelen | Mike Lutz |
| Bruce Thorburn | Ronald Pearce |
| Bruce VanFarowe | |

EAA Chapter 55

Board of Directors Meeting, July 11, 2012

Attendance: Ken Vandenbelt, Joe Madziar, Al Spalding, Jack Voss, Steve Houghton, Dave James, Doug Koons, Warren Miller, Bill Purosky, Vickie Vandenbelt. We have a quorum. Others: Phil Tartalone ** Meeting was called to order at: 7:00 pm ** Secretary's Report; Koons moved, James supported, Approved ** Treasurer's report; Koons Moved, Houghton supported, Approved ** Young Eagles (YE) – Tartalone: We have flown 60 new Eagles this year so far. Our expenses are about \$4,000, and we are checking the status of YE credits to help defray these costs. Our YE banner is missing, and perhaps stolen. An estimate to replace it is \$200. ** Membership report, Vickie Vandenbelt – Negative report. ** Programs report, Vickie Vandenbelt – Programs for general membership meetings are in place through October of this year. ** Fly out coordinator, Ed Crouse – negative report. ** Chapter activities report, position vacant, no report. ** Old Business: Event parking: Warren proposes training for parking lot attendants, as well as aircraft marshallsers, at events. ** Donations – we should politely present these as a voluntary option. ** Dr. Greg Pinnel has graciously offered to sponsor some of our events. ** New Business: By-laws require that Board members be up to date on dues, and be regularly present at meetings. ** The Board decided to remove site restrictions that prevent non-members from reading Wing Tips. We feel this will help us be more visible to the public, and may encourage membership. Voss moved, James supported, passed. ** American Legion flag program – The American Legion places US flags several times per year for us. It costs us \$40/year. V. Vandenbelt moved, Voss supported, passed to renew. ** Kyle Bradford requested access to a retainer plate for a prop, that is part of a plaque in the Chapter Room. The Board decided to loan him the plaque, and want it returned when he is done with it. ** Consumers Power does studies to see if homes, businesses, and organizations can alter use of lighting fixtures and reduce power usage, and bills. Koons will follow up on this. ** Mason Aviation Days (MAD) : It is too early for planning meetings for this. But, we have concerns about the following: A pedestrian entrance. ** Trenching and pipeline installation from Eden road, past the passenger terminal, to the LLC hangar. ** Radio controlled demonstration flights – Should we have these? **

Boy Scouts and Civil Air Patrol members would like to camp out on the field the night before MAD. The Board approves; this is a good thing. ** We will erect the Hart banner at 6:30 pm, on July 31st. ** Announcements.: Vickie has made press releases to the Community News. They have appeared in several locations – but not in the Mason issue. ** Voss will be absent from the General Membership meeting Saturday ** Adjourn. At 8:02 pm **
Respectfully submitted, Jack Voss

EAA Chapter 55

General Membership Meeting, July 14, 2012

→Meeting was called to order at 9:17am. →Following the National Anthem, President Vandenberg thanked the breakfast team & announced the team for March. →Secretary's report dated 6/9/12; motion to approve; second; all approved. →Treasurers report dated 6/30/12; motion to approve; second; all approved. →YE: stats for year and ready for 2nd rally. →Event planning dates for MAD; everyone welcome. Setup will be on Friday; time TBD. Need VOLUNTEERS to sign up. →Rooms & ride sharing for AirVenture. →Still taking orders for name tags. →Motion was made & meeting adjourned at 9:33am. →Vickie Vandenberg, Acting Secretary



TIDBITS

By Vickie Vandenberg

NEW MEMBERS: Chapter 55 welcomes new student member Sawyer Harris.

EVENTS PLANNING MEETING: Final planning meetings for MAD Aug 8th (@ beginning of BOD meeting) and Aug 15th at @ 7:00pm. Set up for MAD will be on Friday, August 17th starting at 1:00pm and throughout the afternoon. Lots to do and extra hands would be deeply appreciated.

YOUNG EAGLES



By Phil Tartalone and Vickie Vandenberg

Experimental Aircraft Association Chapter 55 member and Mason resident, Ernie Lutz, flew his 400th "Young Eagle" on July 14, 2012. He is pictured here (left) with #400 Ian Wrzesinski (right) of Jackson along with Anika Ried & Peyton Ried (center) of Mason.



Ernie Lutz with daughter Penny Filonczuk and son Michael Lutz

Report from Phil at a later date.



NOTES FROM CAPE JUBY

By Terry L. Lutz

Chapter 55 Flight Advisor

AirVenture 2012 is history, and while the number of people seemed to be down a bit, there were several aspects to the event which have not been seen before. Such as 80+ J-3 Cubs staging from Kenosha, Wisconsin and taking off before dawn for an 0630 arrival at AirVenture. Who could forget the sea of yellow created by more than 250 Cubs parked in one area! Or the mass arrival of 40 RV aircraft, in one formation, forming a V, the number 40, followed by a trailing V.

Another first were the aerobatic demonstrations by Team RV, comprised of 12 airplanes, including several different models of RV aircraft. This year saw Dick VanGrunsven honored for 40 years of RV development and production, the retirement of the RV-1 to the EAA Museum, and introduction of the RV-14. There were 5 P-40s in the Warbird area, along with a beautifully restored North American A-36 Apache. Equipped with dive brakes, the A-36 was ordered by the British as a dive bomber, before the design became the famed P-51.

As usual, I camped with friends Joe Skone and Carl Franz in Paul's Woods. Carl does volunteer work at the Sheet Metal pavilion, and for the last two years, I've joined with him as a volunteer to teach the basic techniques for sheet metal work and riveting. It is a great opportunity to meet people, and put a smile on their faces as they create a small structure using a rivet squeezer and gun.

This year, I was asked by Paul Poberezny to join a small group of test pilots and present our views on flight-testing homebuilt aircraft. So far for 2012, the number of accidents involving E-AB aircraft is below what was projected, but the numbers remain well above the GA accident rate, particularly the numbers for fatal accidents. Led by Charlie Precourt (shuttle astronaut, Long-Eze builder), we were joined by Hoot Gibson (shuttle astronaut, designed new wings for his Cassutt racer).

Before our presentation, we reviewed the recent NTSB report, and its recommendations for both the FAA and EAA. The

report identifies specific areas of concern for E-AB aircraft, and can be found at the following web address:

http://www.nts.gov/news/events/2012/EAB_Study/index.html

These recommendations are focused on better preparation for both the pilot and the airplane prior to first flight. They include certifying before first flight that the fuel system can deliver the fuel flow required for flight; developing a test plan that can be followed throughout the test program; creating an aircraft operating manual as a requirement for beginning the Phase II test program (the equivalent of beginning normal operations after testing); utilizing electronic instrument systems to record flight test data; and allowing more people to obtain a Letter of Deviation Authority and flight instruct in E-AB aircraft.

The two seminars that we presented were well attended, and there were many good questions from the audience. We explained how we organized our test program, how we collected data (hand-held, with audio or video, use of recording devices, etc.). There were also questions about when to do stall testing, which led to a discussion of risk management: in what sequence do you need to do each flight test task, and what steps can you take to minimize risk in each area. Finally, we discussed creating safety margins wherever possible. These include altitude, airspeed, runway length, test location, weather conditions, etc. The attached photo shows test pilots Terry Lutz, Joe Sobczak, EAA founder Paul Poberezny, Steve Rainey (current President, the Society of Experimental Test Pilots), and Charlie Precourt.



After the seminars, I spoke with Dick VanGrunsven (designer of the RV series), and he told me that the manufacturers of kit-built aircraft have formed their own association because they realize that collectively they must take strong and positive steps to improve the accident rate. The alternative is regulatory action on the part of the FAA, which could seriously limit the E-AB community.

AirVenture is a great place to meet old friends, and make some new ones. It often occurs just by accident. On Thursday afternoon, a heavy thundershower crossed the field, accompanied by a downburst of wind from the north. In the replica fighter area, north of the control tower, and small biplane was tossed on top of a Thunder Mustang. I walked up to that area after the airplanes had been separated, and noticed the name on the Thunder Mustang: Dave Thompson. *Dave Thompson ???* Dave and I flew together in the A320 when I was at Northwest Airlines. At that time, the Thunder Mustang was in development, and Dave decided to build one. And there he was with his airplane, assessing

damage to the canopy. Despite a broken canopy, his airplane won a Lindy Award for best replica fighter.

For the past few years, an interesting little motorbike has been parked during the day near the gate behind the Theater in the Woods. Last year, I left a note on the motorbike, and spoke with the owner via email. This year, we were able to meet in person and swap stories about airplanes and old things that go or fly. His name is Byron Woodruff. Byron grew up in the high desert of southern California, between the small towns of El Mirage and Adelanto (about 30 miles southeast of Edwards AFB). He grew up at a time when there were few boundaries or fences in the desert, and could go for miles in almost any direction on his motorcycle.

He learned to fly in gliders at El Mirage, and knew some of the aviation pioneers in the area, including Gus Briglieb, who designed gliders and built the M2-F1 lifting body for NASA. This lightweight, plywood concept prototype would spawn the development of several lifting body aircraft, including the X-24. Byron's first trip to Oshkosh was a long time ago, when he drove a 1953 VW Beetle from California to Wisconsin. Today, he lives in North Carolina, and you will not believe what he works on.

In order to limit damage to power lines in remote, mountainous areas of the eastern U.S., the company he works for trims trees with a helicopter, using a Hughes 500 with a series of 2-foot diameter circular saw blades suspended beneath. The array of blades is powered by a gas engine, and the single pilot trims the tress visually while he flies the helicopter. Talk about difficult flying!! You can get some idea of how difficult from this YouTube video link:

<http://www.youtube.com/watch?v=oceC9DzDLIE&feature=related> Byron doesn't fly the helicopter, but he does manufacture and maintain the saw blade array.

When he found the time, Byron built the motorbike you see in the picture. It looks quite old, but is actually hand built by with modern components and powered by a 2 hp Honda engine from a small generator. I had a chance to ride it, and found the handling, power response, and balance to be delightful. If he builds any more, I want one!!



For the first time at AirVenture, I went to the Fly-In Theater and watched the movie "The Rocketeer". It is a real treat to walk to an open-air theater with your lawn chair, not pay a dime, grab a free bag of popcorn, and watch a great movie.

Some people can complain about AirVenture being too big, too expensive, catering only to the big guys, etc. But I think you have to really explore AirVenture, and there you will find the true spirit of aviation.

On sort of a sad note, Jerry's One Man Band will not be returning to AirVenture next year. Jerry is retiring. His hands aren't as nimble as they used to be, and he needs to give the accordion a rest. I asked Jerry what other venues he played at, and he said: "I only play here at AirVenture". Jerry, we wish you well in retirement!

Summer isn't over yet, and there is more activity coming up than we can shake-a-stick-trimmed-from-a-tree-with-a-helicopter at. The Chapter needs your hands and talents for the upcoming Mason Aviation Days, so remember to get out and help out, wherever you can, because the Chapter really needs you.



FROM THE FLIGHT SURGEON

By Gregory Pinnell, MD

There are lots of different things going on aeromedically with the FAA.

First is the Exemption Petition from AOPA/EAA which would extend the use of LSA privileges to larger aircraft using your valid state drivers license and an every two year required online course on aeromedical factors.

Next is an initiative submitted by former EAA Aeromedical Advisory Council Chairman Dr. Jack Hastings to remove some of the current diagnosis (such as hypothyroidism) from the list of conditions the FAA follows on Special Issuance.

Finally the FAA is looking at a new program Australia is starting which would allow your family doctor to sign off a form to be able to fly certain aircraft under a certain weight.

I have opinions on the various proposals and have some feelings on which ones will survive and which will not. Suffice it to say we are moving into new ground here. What I don't want, and I am sure no one else wants to see is changes which results in more aircraft fatalities. There were 457 GA fatalities in the USA in fiscal 2011. Anything we do that raises that number would seem to be a step in the wrong direction!

More to come and please call or write if questions.

CHAPTER 55 CLASSIFIEDS

EAA55: Builders Hanger space; 517-589-5051

FOR SALE:

Open cockpit Stearman biplane rides; starting at \$125; and new surplus hardware source; Yesteryear Aviation 517-676-4416

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

Chevrolet Corvair 100-HP flight motor conversion; nearly complete, unassembled. Many custom conversion parts William Wynne/FlyCorvair.com. Includes starter, alternator, prop hub, nitrided crank, distributor, and more; with all receipts. Needs carb, oil cooler, intake pipes, exhaust, block halves work etc. \$5,000/negotiable, will deliver within 2 hours of Lansing area. Greg Harris 517-775-4563 or gkharris1974@gmail.com

Zenith Zodiac XL/650 Corvair motor mount; Greg Harris 517-775-4563 or gkharris1974@gmail.com

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

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

WANTED:

Donations of Box Fans; Dish Drying Racks (we use these when washing trays in the cafeteria area); Kitchen Towels & Dish Clothes; Rags (for the dirty jobs around the hanger)

Contact Warren or Vickie to place your ad here!



POCKET CALENDAR:

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 = EAA55 MDOT Seminar

Dec 9 = Chapter Xmas Party

Jan 25-26 = Gr Lks Internatl Aviation Conf

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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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