

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

JANUARY 2013

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

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

Happy New Year to all !! I hope that 2013 will be a repeat or even better than 2012. We had great weather and fabulous attendance at our Dawn Patrol and our Mason Aviation Day. Only one of our Young Eagle rally's was cancelled due to weather. Ernie Lutz flew his 400th Young Eagle. Doug Koons flew his 300th Young Eagle. And, topping it off, EAA Chapter 55 is the recipient of the 2013 Mason Area Chamber of Commerce Special Recognition Award recognizing special contributions to the community. The Awards Dinner will be held on Wednesday, February 13th. The cost is \$35.00 per person. It would be great to have our Chapter well represented.

**Board of Directors Meeting  
January 9, 2013, 7:00 pm  
Chapter Membership Meeting  
January 12, 2013  
Breakfast 8-9 Meeting 9:30 am**

In addition to promoting aviation, our chapter has also been committed to promoting the Mason community. Bringing people to our events, we try to inform them of other attractions in Mason. We pass on info about businesses in Mason. As chapter members and tenants of Mason Jewett Airport, we try to support the businesses of Mason - whether it be eating at restaurants, buying gas, shopping at Meijer and other stores, oil changes and the inevitable trip to the hardware. MACC is also starting a new program that we can participate in to support Mason - the Mason Cash Mob. If you have not heard about Cash Mobs, I've attached a flyer. It starts with Vault Deli/Bestsellers Books & Coffee on Saturday, January 12th.

If you missed the December meeting, you missed a great breakfast. Dan Schiffer and Steve Houghton cooked up a special menu and it was well received. Many thanks to Dan Schiffer for the donation of two very nice toasters for our use. Rick Anderson from the FAA did our program and gave us a lot of good info.

The chapter also thanked our many volunteers - without whom our chapter and our events could not go on. Kudos to each of you! And, congratulations to Dan Schiffer, Member of the Year. Dan has been instrumental in arranging for the warbirds to gather at our events for several years. This year, he volunteered to be our announcer at MAD and received numerous compliments for the information he was able to impart to the public. (This is a bribe in hopes he will do it again?)



**MEMBER OF THE YEAR AWARD PRESENTED TO DAN SCHIFFER BY KAREN MERINDORF**

Our Christmas party was a rousing success. Many thanks to Al Spalding, Karen Meirndorf, Deanna McAlister, Margie Clark, Ellen Webb and Vickie Vandenberg for ironing out the details and decorations. Dave James was an outstanding MC for our white elephant gift exchange and we had some good laughs. I was a little disappointed that Marilyn Monroe was not able to visit - but she did send me a really nice letter and bib !!



On a sad note, Doug shared the knowledge that the prognosis for Mary Koons is not good. A suggestion was made to "pass the hat" for donations at our meeting. Mary and Doug have incurred a lot of expense with the trips to Mayo Clinic and now home care. Also thinking of a fund-raising event - a Brat &

Movie Night - February 2nd. Details as the date approaches. Please keep Doug & Mary in your thoughts and prayers.

Andy Matthews, co-founder & Director of Business Development of iFlightPlanner will be doing our program this month.

Share the passion,  
Ken Vandenbelt, President

### Breakfast Teams

January	February
Kyle Bradford	Lynn Brown
Lloyd Brown	Greg Hover
John Caron	Joe Pirch
Pat Salow	Tom Schroeder
Jim Sawyer	Phil Tartalone
Judy Search	



**December Breakfast Team: Dave Courey, Margaret Schiffer, Steve Houghton and Dan Schiffer**

**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 December 5, 2012

→Meeting was called to order at 7:05pm. →Attendance: Ken Vandenbelt, Joe Madziar, Al Spalding, Jack Voss, Warren Miller, Vickie Vandenbelt, Jim Spry. Absent: Ed Search, Dave James, Steve Houghton, Doug Koons, Bill Purosky. Quorum achieved. Others: Phil Tartalone. →Secretary's Report for 11/7/12 as published; V. Vandenbelt moved to approve; Warren Miller supported, approved. →Treasurer's report as of 11/30/12; Voss moved, Spry supported, approved. →Young Eagles; Tartalone updated numbers; YE of the year will be presented at the January membership meeting. →Membership: dues coming in. →Flying Activities: no report. Program Coordinator: awaiting advice for Leah Voelker to speak. →YE credits; submitting for reimbursement. →Christmas party: 37 reservations. →Suggestions for 2013 Christmas party – tabled until January 2013. →Newberry Aviation Scholarship: Applications received &

going to committee. →Member of the Year: ready for presentation on Saturday. →Visit to KLAN tower: Madziar will poll on Saturday. →Door lock codes will be changed early January; given only to members who are up to date on dues. →Mason Area Chamber of Commerce (MACC) 2013 membership renewal of membership; Voss moved to renew at \$100 annual; Madziar supported, passed. →Possible donation of plane by Joe Whitesides: Miller will get more information. →Purchase of electric griddles and/or electric fry pans tabled until a later date. →Storage room door; K. Vandenbelt secure closers for the door. →Fund raiser: Madziar suggested we could sell coffee mugs with the Chapter logo emblazoned on the side; will poll on Saturday. →Madziar moved to adjourn, Spry supported, meeting adjourned at 8:25pm. →Respectfully submitted, Jack Voss.

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

→Meeting was called to order at: 08:10am; approximately 47 members & 6 guests. →Following the National Anthem, a big thank you breakfast team! Steve's new menu was good. January's breakfast team announced. →Secretary's Report dated November 10, 2012, as published; approved. →Treasurer's report dated November 20, 2012; approved. →Doug and Mary Koons send "Thanks!" for the cards, best wishes, and prayers. →Jack Voss announced a dinner party for 12/21/12; 7:00 pm at Clara's Restaurant in Lansing. →Door Lock Code will change in early January and the new code will be distributed to members in good standing. →We are asking. "Who is interested in touring the control tower at Lansing KLAN? A show of hands indicated a good interest. EAA Chapter 55 coffee mugs – who is interested? A show of hands indicated a healthy interest. →Warren Miller announced Joe Whitesides desire to donate or sell his plane; discussion ensued. →Member of The Year – Dan Schiffer! Congratulations, Dan. →Vickie Vandenbelt distributed awards to the 2012 chapter volunteers; Thank You one and all. →Adjourned at 09:00pm. →Program presented by Rick Anderson, FAA. →Respectfully submitted, Jack Voss.



### TIDBITS

By Vickie Vandenbelt

**NEW MEMBERS:** Chapter 55 welcomes John Eiler and Grant Dowell to the chapter.

**MEMBERSHIP IN MULTIPLE CHAPTERS:** I was asked by another chapter how we handle persons who want to be members of more than one chapter. It seems he was informed that EAA does not allow membership in more than one chapter. I did not believe this to be true and did confirm with Brenda Anderson; EAA Chapter Administrator: "Members can be members of multiple chapters. No problem at all. As long as you are an EAA national member, you can belong to as many chapters as you like."

**EAA MAGNETIC NAME TAGS:** We need to order five or more for free shipping. A couple of people are interested. Any others??

CHAPTER TOUR OF THE LANSING TOWER: Response at the last meeting was positive so we are going to pursue this for a road trip.

DOOR CODE CHANGE: We anticipate doing this sometime in January and I will let you know. If anyone asks for the new number, please refer them to Ken Vandenbelt or Al Spalding - the number will only be released to members in good standing.

BREAKFAST TEAMS: Bill Purosky has been the breakfast setup man since before my time. Recently, Joe Madziar has stepped up to share the responsibility. Many years ago, it was decided to have a "team" each month to cook & clean up. Each member is assigned to work at one monthly meeting per year. Names are posted in the newsletter. Sharing this responsibility means that the same people are not stuck doing it all the time.

2013 CALENDARS: I have a few left and they are available on a first come basis; \$8.25 each.

CHAPTER LOGO COFFEE MUGS: Response to survey was positive and we are looking into securing a supply for sale to members.

FROM CRAA: All gates to the field are to be kept closed. This includes walk thru gates and the vehicle gate to the hanger area.

FUEL FARM NEWS: Reminder - Jet A has been eliminated and both pumps are 100LL.

COMMUNITY NEWSPAPERS: Just about everyone in the greater Lansing area should be receiving a copy of a community newspaper published by Gannett News (owners of the LSJ). Ingham County Community News covers Mason and vicinity. Many Mason area events are listed and EAA55 uses the community news for advertising. If you are not receiving a paper for your community - contact the Lansing State Journal Circulation Customer Service 800-234-1719 and request delivery.

MJ ADVISORY GROUP: Meetings are scheduled bi-monthly and notice is on the board in the TEW terminal. 2013 meetings are scheduled for Jan 16; Mar 20; May 15; July 17; Sept 18 & Nov 20.

MICHIGAN AIRPORT DIRECTORY: I have been informed that the Michigan Aeronautics Commission will no longer publish the Dawn Patrol listing on the back of the Michigan Airport Directory. They will only list the info on their website. This means EAA55 will rely on web calendars, flyers, email, Facebook and YOU to get the word out about our events.

SOCIALFLIGHT COULD CHANGE WHY YOU FLY (from AVweb; 1/4/13): The creators of SocialFlight.com aim to sustain general aviation by improving pilots' social, business and flying lives. The website is a database of pilot-oriented events, but according to Jason Clemens, vice president of marketing for the company's developer, SocialFlight's creators are also working to create events with sponsors that would cater to the interests of pilots. [www.avweb.com](http://www.avweb.com)

NOTE FROM RICK ANDERSON, FAA: I found the following in the EAA flight manual supplement for the auto fuel STC:

4. Carburetor Ice When using unleaded automotive gasoline, the onset of carburetor ice may occur earlier under the same atmospheric conditions than when using 80/87 minimum grade aviation gasoline. There is no change in the techniques for recognizing and correcting for carburetor ice.

EAA GRASSROOTS PILOT TOUR: The Troy Oakland Pilots Flying Club (TOPS) is one of the hosting organizations for the nationwide EAA Grassroots Pilot Tour. J. Mac McClellan, EAA's Director of Publications, is the featured speaker. This exciting program will be held Tuesday, January 29, 2013, at the Larson Middle School; 2222 East Long Lake; Troy, MI 48085. Everyone is invited; there is no charge; 6:30pm Reception; 7:00pm Program. Please go to [EAA.org/Grassroots](http://EAA.org/Grassroots) to RSVP. Please RSVP as soon as possible so that we can make appropriate plans. More info call Joe Hass; 248-321-7934.

LOCAL AIRPORTS MEAN JOBS by Bob Shafer; The Detroit News; 12/31/12:

Many months back, when many Americans were closely following the devastating fallout of the Deepwater Horizon oil spill, Michigan was grappling with a natural disaster of our own, as a pipeline crossing the Talmadge Creek ruptured, causing more than 800,000 gallons of heavy crude oil to flow into our waterways. The spill flowed downstream into the Kalamazoo River, threatening to continue into Lake Michigan and harm the health and safety of our citizens and wildlife.

During this time, many of our first responders and local community leaders, such as the Coast Guard Auxiliary, the uniformed civil component of the U.S. Coast Guard, jumped into action, using boats and small aircraft to survey the area, transport key people and supplies, and aid in the clean-up and ongoing recovery.

The truth is that on a day-to-day basis, much of our public safety relies on our state's crucial network of airports and aircraft. With the most expansive freshwater coastline in the U.S., we rely heavily on small planes and helicopters to support search and rescue on water and land. These aircraft also facilitate law enforcement, fire fighting, and organ and blood transport.

Local airports are also engines of economic growth and commerce for communities throughout Michigan and across the country. Take the local case of Ventra Evert LLC, a manufacturing company located out of Evert that utilizes the Evert Municipal Airport for "just-in-time" delivery of critically needed components and parts to automobile manufacturers. In addition, the airports and aircraft used by Ventra and other local businesses support jobs and economic activity throughout the state as well. For example, Evert Municipal alone accounts for \$518 million of economic activity, and Ventra supports more than 800 local area jobs that would not exist if wasn't for the local airport.

Throughout the state, Michigan's 235 airports play an important role in the economic output and prosperity of area communities. Although these benefits are often overlooked by the bureaucrats and politicians in Washington, D.C., some of



whom would propose additional taxes on these aircraft operators and businesses, more than \$10 billion of Michigan's economy comes from aviation-related activities, and almost 40,000 jobs from the state's aerospace industry. These jobs range from mechanics, to technicians, and even the management and administration of the airports.

Aviation is also helping to create jobs for the future of Michigan. For example, Davis High School in Detroit has an aviation education program that allows students to learn about the aviation field. Some even have the opportunity to walk out with their private pilot certificate, helping to create jobs and train our state's next generation of pilots.

Fortunately, here at home, our state and local leaders have demonstrated their appreciation of general aviation in the state of Michigan. Gov. Rick Snyder declared September to be "Michigan Aviation Month," coinciding with the Michigan Aviation Association's annual Michigan Air Tour. We at the Michigan Aviation Association encourage our leaders to continue to raise awareness about this crucial form of transportation, and we look forward to continuing to work with these leaders to raise awareness about these airports and aircraft, which will help to support our operators and companies like Ventra across the state to grow and prosper.

Bob Shafer is the outgoing president of the Michigan Aviation Association, and a member of the Alliance for Aviation Across America.

#### AN INTERESTING WEBSITE:

<http://imageevent.com/okbueno/mopic>



### **YOUNG EAGLES**

**By Phil Tartalone**

On Saturday, we will recognize our 2012 Young Eagle of the Year, Stephen Foster. Stephen is from Jackson, and flew at the July rally with Ken Vandenberg. He is 12 years old and is a home-schooled sixth grader. Stephen enjoys traveling, and he especially enjoyed his recent trip to Africa. When he grows up, Stephen wants to be a toy designer, or perhaps, a designer of military equipment.



### **NOTES FROM CAPE JUBY**

**By Terry L. Lutz**

**Chapter 55 Flight Advisor**

Just in case you hadn't noticed, the weather here in Michigan has been as abominable as the storied snowman. I just can't remember when the ceiling was so consistently low (for days and days), the wind was so consistently strong, and the temperature so consistently between 22F and 28F. It is enough to generate a bad case of hangar fever.

In the three weeks I have been in the US, I have been at the Mason Airport almost every day, with the engine heated and the airplane ready to fly. But the weather just did not want to cooperate. On

December 28<sup>th</sup>, after the 10 o'clock coffee at McDonald's, I went to my hangar and the weather was looking pretty bleak. So I put on 22 layers of clothes (lots of fleece, down jacket, heated vest, etc), and set to work on a couple of small projects. While it is possible to do quality work in a cold hangar, working time is short and you have to plan accordingly.

About Noon, I stuck my head outside and actually saw the sun! So I cleaned up the tools and went for a quick bite to eat. By the time I got back, the sunny spot was beginning to drift to the East. I figured I could take off, and if the weather looked good around the airport, I would chase the sun off to the East. I took off on Runway 10 in light snow flurries, but when I turned downwind, I was looking at a pretty dark cloud to the West, with increasing snow. So I completed a normal pattern and landed.

By the time I reached the fuel pumps, the snowflakes were huge. Dan Schiffer came up on the radio and asked me how the visibility was, and I said "Not good enough for flying...". Even fueling the airplane was a chore, since I had to shield the open fuel tank with my body to avoid giving any of those monster snowflakes a chance to jump into the tank. By the time I got back to the hangar, the wings were coated with an inch of snow.

On December 31<sup>st</sup>, there was a uniform 2500' ceiling covering the entire world, with good visibility underneath. Despite a good crosswind blowing from 230 degrees, I decided to stare the weather Gods in the face and go flying. You would think that beneath a heavy layer of clouds the air would be mostly smooth, but the ride was quite turbulent. After flying a triangle to Port Huron and then to Saginaw, I headed back toward Mason, and began listening to winds in the area. They were fairly consistent from 230 to 240 degrees at about 15 knots. A good wind to sharpen crosswind landing skills, but not out of limits.

Flying in winter has always been more difficult, but it is possible to work and to fly in the landscape of cold and snow. Everything slows down, and you really have to plan for the extra time it takes to get into the air, including the time to move enough snow and ice that you can safely move the airplane in and out of the hangar. With bulky clothes on, the cockpit seems smaller, and simple tasks are more difficult. Knobs that turn easily in summer are difficult to turn with gloves on. But with patience and practice, winter flying can be rewarding.

I've been thinking lately about why the level of flying has dropped off so dramatically in the last few years. Flying clubs in the Mid-Michigan area are flying far less than just a few years ago, and could disappear completely. The economy and migration of jobs from the state are part of the reason. At nearly \$5.50 a gallon, the cost of fuel is another major factor. I remember last year when fuel dropped briefly below \$5.00 a gallon, and noticed that local flying ticked up a bit. Is there anything we can do to increase the amount of flying activity? Certainly, there is a relationship between safety and proficiency, which suggests that each flight should focus on sharpening flying skills.

After giving this some thought, here are some ideas for enjoying a bit more flying, and improving proficiency at the same time. This will not result in a large increase in flying time, but will set the stage for a slow increase, when economic conditions are more favorable.

Proficiency Flights – Fall color tours and the search for the \$100 hamburger are fun, but will not necessarily increase proficiency. Short flights can be planned where proficiency is the goal. The flight should be to a local practice area where you can practice turn coordination, steep turns, slow flight, and stalls. With a little bit of wind, you could also practice rectangular course and turns about a point. After no more than 15 minutes in the practice area, return to the airport and do one touch and go followed by a full stop landing. You will have flown 30-40 minutes, and brushed up on several aspects of proficiency. The point is: fly a short flight, but make it count.

Buddy Flights – For the local proficiency flights, you can extend your flying time a little by splitting it with another pilot. You fly an hour, each pilot gets 30 minutes of time, then you split the cost. While it is always good to take passengers for a ride, taking another pilot is an investment in proficiency, and could lead to more flying in the future.

Organized Events – Young Eagle flights are one form of an organized event. These flights are short and very well organized and flown. Other events could include flying navigation proficiency legs, poker flights to local airports, spot landing contests. If they are carefully planned, each flight has a purpose, and they can be kept short to reduce fuel and aircraft expense. This is really open to imagination.

Managing Fuel Cost – Unless you have a reason to fly to an airport where fuel cost is lower than at your home airport, flying just to purchase fuel can actually consume more fuel, thereby cancelling the money you might have saved. Fuel cost is determined at the time fuel is delivered and dropped into the underground tanks. Last summer, when fuel prices dipped briefly below the psychological barrier of \$5.00 per gallon, there was a noticeable uptick in flying activity. But the cyclic nature of oil prices can actually cause the fuel to be dropped when fuel prices are the highest. The effect (along with winter flying conditions) is to keep fuel prices consistently high.

To stimulate flying, fuel prices could be moderated by intentionally purchasing and dropping the fuel when prices are close to the lowest point. While this may be counterproductive to the goal of making a profit, the same profit can be made with a lower profit margin, with an increase in fuel sales. It takes a proactive approach by everyone who wants to fly, but finds the cost of fuel a barrier to hitting the starter button. Be proactive!

Finally, there are times when we have to help our aviation friends when life around them has taken an unfortunate turn. One of those times is now. Please remember to help those around you who really need it, no matter if the need is aviation or life related.



## **FROM THE FLIGHT SURGEON**

**By Gregory Pinnell, MD**

Senior AME/ Senior Flight Surgeon USAFR

Is there anyone out there who has managed to miss the nasty respiratory bug that is going around? This time of year we frequently need to “self-treat” symptoms with over the counter (OTC) medications due to colds, flu or even the remains of seasonal allergies. Most of us know that many of these medications can cause drowsiness. The most common “relief” medication is Benadryl which is an antihistamine. It is often forgotten that the effects of this drug can last 4 hours and can take

over 8 hours to get half of it out of your system.

Pseudoephedrine is allowed by the FAA as a decongestant but it is always best to wait till all the symptoms are gone and you have been off the OTC’s for at least 24 hours before flying.

Fly safe and keep the Kleenex nearby!



A NICE LOOKING YELLOW CUB SHOWN  
AT ALMA AIRSHOW SUMMER 2012

By Gregory Rheeder

## **CHAPTER 55 CLASSIFIEDS**

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

### WANTED:

Serviceable ELT, model AK 450, 121.5 megahertz, with accessories. Kyle Bradford 517 663 3083

### FOR SALE:

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

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

Hangar lights – 6 bell shaped lights for hangar or pole building.  
These lights are 110 volt and are free to someone who can use  
them. *Terry L Lutz - Cell: +33 6 78 21 58 01*  
Mail to: [terry.lutz@attglobal.net](mailto:terry.lutz@attglobal.net)

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

Contact Warren or Vickie to place your ad here!

### **POCKET CALENDAR**

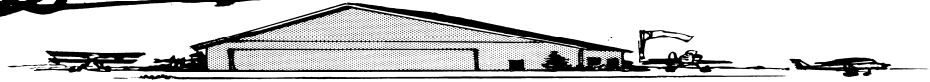
Jan 25-26 = Gr Lks Internatl Aviation Conf  
Jan 29 = EAA Grassroots Tour; Troy 1830  
Feb 9 = Plymouth Mettetal Chili FlyIn 1100-1500  
Jun 8 = YE Rally 1000-1400  
Jun 9 = Dawn Patrol 0700-1100  
Jun 15 & 16 = Thunder Over Michigan  
featuring USAF Thunderbirds  
July 13 = YE Rally 1000-1400  
Aug 10 = YE Rally 1000-1400  
Aug 17 = Mason Aviation Day 0730-1430

**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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*Wingtips* →



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