

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

DECEMBER 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



Climb and Maintain Flight Level 55

Now it's time to write my "swan song". It has been an outstanding four years and I owe it all to our great membership. You are a wonderful group and I thank each of you for what you bring to our chapter. I tried to keep the meetings fun and moving along. I will miss doing the meetings and putting people on my "list". The "list" just got too long so it's time for me to let someone else take over!

I owe special thanks to those who served as officers, directors, our webmaster, our newsletter editor and other coordinators who volunteered time and service to our chapter during the last four years. And a warm welcome to those officers coming on for the new two-year term.

**Board of Directors Meeting
November 6, 2013, 7:00 pm
Chapter Membership Meeting
November 9, 2013
Breakfast 8-9 Meeting 9:30 am**

We had some good events - some events where the weather did not cooperate and some events that

couldn't have been better.

Now it's time for a fresh perspective. I think our new president, Steve Houghton, will have a lot of great ideas to continue and enhance the prosperity of our chapter. I'll still be around and I look forward to working with Steve and our board to further our EAA mission.

This month's program will be a presentation by Mike Snaer from the FAA with info on TFR's; Communications; ATC Service & ATC Automation & Radar Systems.

Share the passion,
Ken Vandenberg, President

NOTICE:

Membership 2014 Renewal Application Form is attached. Annual dues are \$25.00 and payable to the chapter treasurer by January 1, 2014. They can be paid in person at the meeting or by mail to the address shown. If you have already made your payment - THANK YOU !!

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



November Breakfast Team: Dick Riisberg, Tom Botsford and Karen Merindorf

BREAKFAST TEAMS

<u>December</u>	<u>January</u>
Dave Courey	Kyle Bradford
Grant Dowell	Lloyd Brown
Brian Eakin	John Caron
Cliff Hale	Gary Nicola
Max Hall	Pat Salow
Dan Schiffer	Karen Salow
Margaret Schiffer	Judy Search

MEMBERSHIP RENEWAL

At last month's Chapter meeting Treasurer Al Spalding reminded members that their Chapter membership needed to be renewed before the year end. So to spark interest, Al announced that anyone renewing at this time, would have their name put in a pool for a drawing for a Meijer gift card, which had been donated by Jeff Shaud. The rush was on and many renewed their membership on the spot. **The lucky winner was John Bobcik. Thanx Alvin, for a great promotion. For those who have forgotten, RENEW!**

EAA Chapter 55 Board of Directors Meeting November 6, 2013

→ Called to order at 7:06pm. → Present: Ken Vandenbelt, Joe Madziar, Al Spalding, Jack Voss, Steve Houghton, Warren Miller, Dave James, Ed Search, Jim Spry. Absent: Bill Purosky, Vickie Vandenbelt. Guests: Margie Clark, Bob Clark, Doug Koons. → Madziar moved, Houghton supported, and motion passed to accept 10/9/13 Secretary's report as stated in newsletter. → James moved, Madziar supported, and motion passed to accept 10/31/13 Treasurers report. → Chapter 55's 55th anniversary celebration was discussed. Voss will set up for the first phase of celebration at Clara's Restaurant in Lansing, in February/March/April of 2014. Second phase (roasted and pulled pork in the 55 Hangar) will be some time later in the year. → Nominating committee; Houghton reported candidates who stepped forward are Pres: Houghton, VP: Margie Clark, Treas: Spalding, & Secr: Vickie Vandenbelt. Elections are at the membership meeting Saturday. → Audit of chapter books is still pending. → Young Eagle (YE) credits of \$755 have been received and deposited. → Still seeking someone who to convert chapter VHS to DVD. → Christmas party set for Saturday, 12/14/13; Trippers; 6:00pm. EAA 2014 calendars to be ordered for recognition of volunteers; James moved, Voss supported, motion passed. → Winterized hangar: Please close doors to utility storage room and latrine for winter. → Member of the Year; discussed & selected. → Board needs to select a YE of the year. → Voss moved, Madziar supported & meeting adjourned at 8:15pm. → Respectfully submitted, Jack Voss

EAA Chapter 55 Membership Meeting November 9, 2013

→ President Vandenbelt called the meeting to order at 09:30. → We had one guest, and a total attendance of 44 (by my count). → Following the National Anthem, we thanked the breakfast team. (Schiffer noted that the cheesy potatoes were especially welcome.) → Breakfast team for December announced. → Secretary's Report for 10/12/13; moved, supported, & accepted as printed in the newsletter. → Treasurer's report for 10/31/13, moved, supported, and accepted. → Annual elections produced Steve Houghton, President; Margie Clark, VP; Vickie Vandenbelt, Secretary; and Al Spalding, Treasurer. Thank you folks, for serving your Chapter! → Spalding announced payment of Chapter dues for 2014 are being accepted. → Bill Bezdek announced use & purchase of oxymeters while flying to monitor blood/oxygen saturation and potential carbon monoxide poisoning. → Christmas party set for 12/14/13; 6:00pm; Tripper's Lounge; Frandor. Bring a white elephant gift. → Chapter still seeking someone to convert VHS to DVD format. → Meeting adjourned at 10:00am & program was a tour of the new LCC Maintenance School. → (Thanks Ken for your service as President, and all that you get Vickie to do in support of the Chapter.) → Respectfully submitted, Jack Voss



TIDBITS

By Vickie Vandenbelt

2014 MEMBERSHIP DUES: Treasurer Al would be happy to accept your payment at any time. Just \$25 per year. And, you can add your spouse and/or a family member for just \$15 additional per year!

PITCH HITTER COURSE: The Michigan Chapter 99s is hosting a Pinch Hitter course for flying companions or those just interested in learning to fly. The course is scheduled May 16-18, 2014, at Ann Arbor Airport (ARB). Class is limited to 30 students. Deadline for registration is April 1, 2014. If you have any questions about the Pinch Hitter Course, contact Jennifer Phillips 734-419-3676.

ANTIQUA AIRCRAFT ASSN - MICHIGAN CHAPTER: Anyone interested in joining this aviation group, let me know and I can provide info.

THINGS TO DO FOR YOUR CHAPTER: Little things; big things. Some currently handled by folks who might wish to have assistance. Others just need someone to take them on. This month's list ...

→ Social Activities Coordinator - vacant

→ Event Planning Committee - plan events; secure equipment; seek sponsors; seek exhibitors; round up volunteers



YOUNG EAGLES

By Phil Tartalone

No report for December.



NOTES FROM CAPE JUBY

By Terry L. Lutz

Chapter 55 Flight Advisor

I doubt that any of us were expecting the weather to be this cold this early, with the official start of winter still more than a week away. My warmest coats and best long underwear have already been used - several times. We haven't even had a decent snowfall, but I've been thinking: it's coming. For those who believe in global warming, here are a couple of stories from yesteryear, when snow was really snow, and pilots were really pilots.

For many years, Moody Larsen operated what is today the Belleville Airport (43G), just south of Willow Run Airport, and at the time he owned the Luscombe Type Certificate. He was an artist with sheet metal, and his conversion of the Luscombe to 150 hp was his masterpiece. Moody told me the following story about a trip to Kansas late one November.

The purpose of the trip was to visit Moody's Uncle, who lived in rural Kansas. Moody and his Dad left Michigan in a metal-winged Luscombe, and after arriving in Kansas they circled his Uncle's farm then landed at a nearby airport. Weather along the route had been good, but the western sky was beginning to turn an ominous dark gray. By the time they had been picked up and were back at the farm, the wind was picking up and it was beginning to snow.

Snow fell throughout the night. When they awakened the next morning, the clocks showed that it should be light outside, yet it still looked dark. Then they realized that the snow was so deep that it was covering the windows and doors. Since activity on a farm doesn't stop just because of the weather, they had to tunnel through the snowdrifts to reach the barn and tend to the animals. They were trapped there for several days until Moody decided it was time to check on the airplane and get started back to Michigan.

After walking several miles to the airport in very deep snow, he found the airplane to be in good shape, but on further inspection, a lot of snow had been driven by the wind into the tail cone. It had to be removed by hand. Since it was impossible to operate the airplane on wheels, so he made a bargain with the FBO for a pair of skis. Once the skis were installed, Moody made a few taxi runs with the airplane, and then took off for his Uncle's farm. The plan was to land in a nearby field and taxi as close to the farmhouse as possible to pick up his Dad.

The landing was uneventful, but as he was taxiing toward a road that ran next to the farm, the airplane got stuck. Moody jumped out and quickly realized that he was stuck on some railroad tracks. While working to free his skis from the tracks, he heard the horn from a train in the distance. And it was coming closer. As Moody told the story, "You never know how strong you really are until there is a train coming and your airplane is stuck on the tracks". He lifted the airplane by the wing struts and manhandled it off the tracks just before the train went roaring by.

With his Dad on board, the two of them took off on skis and headed back to Michigan. Although the airplane flew just fine, it felt sluggish on the aileron controls and didn't seem as fast as before. They didn't think more about it until they arrived back home and put the airplane in a heated hangar. In the warmth of the hangar, water began flowing from the wings through the metal corrugations along the trailing edge. The wind had driven a lot of snow into the wings, and the added weight accounted for the sluggish controls and loss of speed.

I remember where I was during the Blizzard of '73. I had been in Alamogordo, NM managing F-16B ejection seat testing on the rocket sled track just south of Holloman AFB. It was beginning to snow back in Dayton, Ohio where we were living at the time. One the way home, I flew from El Paso to Dallas, then on to Chicago. Once in Chicago, all the flights to Dayton were cancelled. It wasn't until 24 hours later that I could catch one of the first flights to operate from Chicago to Dayton.

The weather system that passed through Dayton began by dumping several inches of wet snow, followed by increasing winds and rapidly falling temperatures. This blew the wet snow into drifts, which quickly froze. Combined with a lot more snow and wind, the roads couldn't really be plowed. The taxi driver who brought me home from the Dayton Airport got a well-deserved tip for working in such treacherous conditions.

So how bad was this storm? Enough snow fell in Buffalo, NY that people were able to snowmobile from roof to roof! While only about 2 feet of new snow fell on Buffalo, high winds picked up snow that had already fallen on frozen Lake Erie, which added to the storm's total snowfall.

It was a week before we could make it out to the Springfield, OH airport to check on the status of the Luscombe Silvaire bullet. My hangar faced to the west, with nothing more than an open field to block the wind. As we entered the hangar area, I spotted Ron Bronne, a member of our EAA chapter. He was shoveling out the hangar where he kept his Evans Volksplane. I stopped and asked him what it looked like in front of my hangar. His answer: "Bad enough to make a grown man cry...." And he wasn't exaggerating.

When we finally made it to my hangar, what we saw was a snowdrift literally from the ground to the top of the door. It took a couple of hours just to shovel a path to the door, and when we could finally get one section of the door open, we were staring at a wall of snow on the inside that matched the one on the outside. With the wind blowing the snow horizontally, snow poured through the half-inch gap at the top of the sliding door, nearly filling the hangar.

When I could finally get to the airplane, I found the entire nose and cockpit were encased in snow. It was sitting in the hangar with enough snow on the right wing to put it into a 5 degree right bank. I had to be really careful to clear the wings first, then work down to the nose, without doing any damage with my snow shovel. It took nearly a month, working 4 hours a day on Saturday and Sunday to clear the snow from my hangar. Toward the end, I was cutting the snow out in blocks. I could have built an igloo, which would have been appropriate, considering how cold it was. The Blizzard of '73 will not be easily forgotten.

Last Saturday, it was cold but clear in Michigan (but not snowy!), and Dad and I did some flying in support of Operation Good Cheer. While you may have heard about this effort to take Christmas gifts to children around the state of Michigan, the details are every bit as important as carrying the gifts. Operation Good Cheer is organized by Child and Family Services, Inc, with the objective of providing gifts to infants, children, teenagers, and adults living in foster care.

Donors will purchase gifts from the wish lists of around 4,500 individuals, and once they are wrapped, volunteer trucking companies deliver them to a staging area at the Oakland County International (Pontiac) Airport. Volunteer pilots then fly them to 18 different airports around the state.



The key to Operation Good Cheer, besides the donors, is having a lot of individual volunteers, and that doesn't include pilots and their airplanes. They are the people who put the gifts in bags, with labels indicating who they are destined for.

They are people who schedule the bags to specific airports, transport them to the flight line, and assist in loading the airplanes. And finally, they are people at the receiving airports who park airplanes, help unload the bags containing gifts, and make sure they are distributed.

We departed the Mason Airport with an assigned slot time of 1150 in Pontiac. While we expected to be loaded immediately after landing and taxiing to the marshaling area, we parked on a ramp near the tower and went inside for our airport assignment and briefing with the FAA. These were necessary steps to make sure that the gifts were delivered to the appropriate airport, and to save a call to Clearance Delivery with our direction and planned altitude.

Our choices of airports were Kalamazoo, Caro, and Saginaw. After checking the winds and landing runway, we decided a good choice would be Caro.

After briefing with the FAA, we manned the airplane and taxied down the ramp to a truck marked by a barrel with the number 1 painted on it.

We shut down and were shortly advised that they had run out of gifts for Caro and asked if we would go to Lansing instead! Since we figured we could find Lansing almost blindfolded, we said yes.

Dad had removed the rear seats from his Cherokee, and since volume was more limiting that weight, we filled the rear seat area right up to the top.



Air traffic was nicely controlled by the guys and ladies at Pontiac Tower, although you could tell they were working pretty hard. It was almost like going in and out of Oshkosh, on a smaller scale. We flew downwind at 3500 feet, then asked to keep the speed up on final. Expecting to land on 28L, we were switched to 28R to accommodate a Boeing 727 landing on the 28L. This led to a long wait to cross to the south side of the airport, where the delivery trucks were stationed. When we were finally ready to depart, we took off in front of a jet, and were asked initially to make a turn to the north to accommodate the jet's flight path to the west. After that, it was clear sailing to Lansing. We unloaded in front of the hangar where Beacon Aviation is located, then returned to Mason.

One thing I noticed was the large variety of people and airplanes taking part in Operation Good Cheer. There were Champs and twins, helicopters and jets, and everything in between. It turns out that there really are a lot of airplanes in Michigan, and a lot of people willing to give their time and aviation fuel for a very worthy objective. While the weather was essentially clear, it was bitterly cold on the ramp, and inflight the air was anything but smooth. Just getting the airplanes into the air and on the way to Pontiac was a significant effort by many, but one that will really make a difference on Christmas Day.

Now stay tuned for this important message. I was searching around for someone to work on the rear brakes of my Ford Ranger. Then I learned that our own Dave Cook is working for an independent repair garage in Okemos. I know Dave well enough that if he worked there, the work would be good. Plus, I could talk to him in detail about the problem. Dave works at Doc's Automotive, just east from the corner of Jolly and Hagadorn. The owner, Joe Alvarado, is an Army veteran who runs the business and does mechanical work along with his son Danny. I was pleased to see how neat and well organized the shop was, and happy with both the repairs and their customer service. If you need some auto repairs and are looking for a good repair shop, give Doc's Automotive a try.

Dress warm and don't let the cold air keep you on the ground. Some of the best flying with your airplane's best performance can be found in the winter season.

But everything happens a little more slowly on the ground, so let's not forget that there will be times when we need to lend a hand to our fellow pilots to be safe and to get airplanes into the air.



FROM THE FLIGHT SURGEON
By Gregory Pinnell, MD

The FAA recently proposed routine screening for Obstructive Sleep Apnea (OSA) in pilots. This is a condition where the person stops breathing multiple times during the night. The risk factors for the condition include short neck and obesity amongst others.

OSA can contribute to medical conditions which may include heart attacks and possible sudden death at night.

The FAA's concern with this condition seems to be borne out of a NTSB study which links falling asleep while operating a motor vehicle. The incidents have been mostly motor carrier but have involved aircraft and Air Traffic Control as well.

While the concern over the disorder is valid and a laudable public safety/public health goal I have some concerns for the implications for the recreational pilot who is not flying for a living. If OSA is suspected the tests to confirm or rule out the disorder can be costly.

Our latest information seems to indicate that this initiative will likely be put on hold pending a NPRM or other further consideration. I think this is a good idea. The concept of screening for the disorder makes sense but the implementation I believe needs some further thought.

Fly safe!

Gregory Pinnell, MD
Senior AME/ Senior Flight Surgeon USAFR
www.airdocs.net

CHAPTER 55 CLASSIFIEDS

EAA55 Builders Hangar: one space; Steve 517-290-7528

LOST & FOUND: Coats & other odds and ends left in the meeting room - in box.

WANTED:

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

Your unwanted AVIATION MAGAZINES of all types and years (for our FREE INFO table at events).

FREE: Hanging folders for file cabinets.

HANGAR FOR RENT: Heated, well- lighted, running water, drains in floor, insulated, compressed air available, numerous electric outlets throughout. Door is 40'x10' high, electric bi-fold. Floor is fiber-pour 18"; finish is "Hard Deck". Located on Skyway Estates; 60G; Eaton Rapids; grass 2653x100, mowed, lighted well maintained in excellent condition. Pete Chestnut 517-663-3118; pandp@wowway.com

FOR SALE:

Books for Sale at the hangar.

**Pietenpol Air Camper Light Sport, 248 Hours - \$6,000
Kyle Bradford, 517-663-3083**

Chevrolet Corvair 100-HP flight motor conversion; nearly complete, unassembled. \$5,000/negotiable. 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

Honey; Gordon Hempstone 517-515-1454

DTV analog or digital antenna; \$25.00 George Moore 517-536-1034

New surplus hardware available & Stearman rides; Yesteryear Aviation 517-676-4416

Contact Warren or Vickie to place your ad here!

POCKET CALENDAR

Dec 14 = Christmas Party; Trippers; 1800

Feb 14-15 = Great Lakes Aviation Conf

Apr 1-6 = Sun n Fun

Jul 28-Aug 3 = AirVenture

Aug 27-Sep 1 = AAA-Blakesburg

Sep 2-7 = Stearman FlyIn-Galesburg

Aug 15-16, 2015 = 70th anniv/end of WWII

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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