

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

JUNE 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

Here it is - June. And our 2013 summer events are set to start this weekend.

I've been busy with some of the "pre-event" preparations, so

I really haven't thought of anything to write about this month. Volunteers are still needed and welcome for both our Young Eagles

& hanger preparation on Saturday and the Dawn Patrol on Sunday. Here's hoping we have a great weekend, Ken Vandenberg, President

**Board of Directors Meeting
June 5, 2013, 7:00 pm
Chapter Membership Meeting
June 8, 2013
Breakfast 8-9 Meeting 9:30 am**

Breakfast Teams

June	July
Keith Byrd	Gary Bauer
David Cook	Nancy Bauer
Denise Cook	Paula Corsi
Dave Groh	Ed Crouse
Chuck Hacker	Zach Ebersole
Mike Marhanka	Mary Gowans
Tim Martinson	Greg Harris
Tom Sheehan	Ward Harris
Ryan Todd	Ellen Webb



May Breakfast Team: Bill Bezdek, Ralph Gregus, Gordon Hempstone, Margie Clark, Bill Hensler & Marilyn Bezdek

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 May 8, 2013
→Called to order at 7:07pm. →Present: Ken Vandenberg, Vickie Vandenberg, Steve Houghton, Warren Miller, Bill Purosky, Dave James, Al Spalding, Joe Madziar, Jim Spry, Ed Search and guests Phil Tartalone, Margie & Bob Clark. Absent: Jack Voss. →Secretary's Report dated 4/10/13; Bill Purosky made a motion to approve; Dave James supported; all approved. →Secretary's Report dated 3/6/13; Vickie Vandenberg made a motion to approve; Joe Madziar supported; all approved. →Treasurers Report dated 4/30/13; Vickie Vandenberg made a motion to approve; Steve Houghton supported; all approved. →Young Eagles; Phil Tartalone advised insurance is in place. →Adult Eagles; Margie Clark advised all is ready. →Flying Activities; Steve Houghton advised considering options. →Programs; set until December. →Coffee Mugs; Joe Madziar has ordered from the Sports Stop. →Safety Officer; discussed keeping it simple; preparedness; phone numbers; this will be ongoing. →Audit; tabled. →Dawn Patrol; discussed pre-event info. →MAD; decision to reserve a wash station for \$65; discussed having scouts pair up with flightline security. →Joe Madziar made a motion to continue the MACC Name in Lights Banner for \$150.00; Dave James supported; all approved. →Dave James made a motion to continue the American Legion Flag Program for \$40.00; Joe Madziar supported; all approved. →Vickie Vandenberg advised \$100 donated to Relay for Life; Karen Meirndorf's team. →Joe Madziar made a motion to adjourn; Dave James supported; adjourned at 7:44pm. →Respectfully submitted, Vickie Vandenberg, Acting Secretary

EAA Chapter 55 Membership Meeting May 11, 2013
→Called to order at approximately 9:36am. →Following the National Anthem, President Vandenberg thanked the breakfast team for the special breakfast and announced the June team. →Introduction of guests followed. →Secretary's report dated 4/13/13 accepted as published. →Treasurers report dated 4/30/13 approved. →Phil Tartalone has signup sheets for June, July, August Young Eagles. →Vickie announced still need volunteers for DP and MAD.

→Margie Clark announced plans for the Adult Eagles Meet & Greet. →Joe Madziar announced coffee cups have been ordered & hopefully available for purchase in June. →Bill Bezdek presented info on the effects of humidity. →Karen Meirndorf thanked everyone for their support of her Relay for Life team. →Steve Houghton announced some items he has for sale. →Regretfully, Dr. Greg Pinnell was unable to attend so the program for May was cancelled. →Meeting adjourned at approximately 10:05am. →Respectfully submitted, Vickie Vandenberg, Acting Secretary



TIDBITS
By Vickie Vandenberg

NEW MEMBERS: Chapter 55 welcomes new members Ward Harris, Barry Crites and John Bobcik.

"RELAY FOR LIFE" FUNDRAISING: Our first 50/50 at the May meeting raised \$34.00. The drawing was won by Gary Nesbitt. Chapter proceeds were donated in support of Karen Meirndorf's team. We will have one more drawing at our June meeting. Many thanks to everyone who participated for the benefit of this worthy cause.

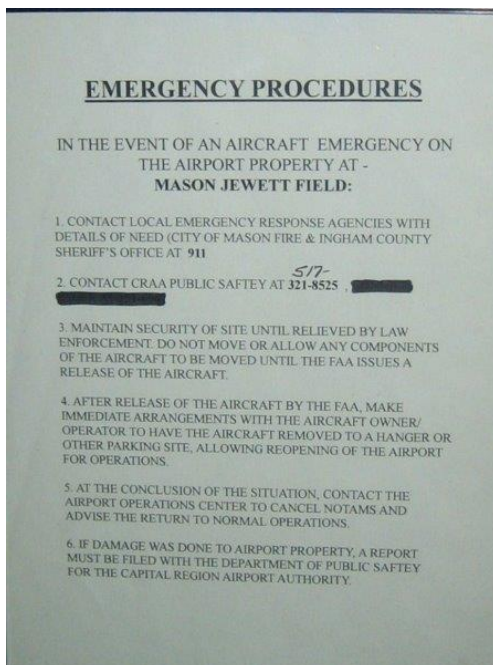
AIRVENTURE POSTERS: Still have a supply of the AirVenture posters Dick Bacon donated for sale at \$2.00 each. All sale proceeds will be donated to the Newberry Aviation Scholarship Fund. Check them out!

TEW EMERGENCY PROCEDURES: As users of our airport, we should all be aware of emergency procedures should there be an incident. I have attached a copy of the TEW procedures as posted in the terminal building.

Item #1 - call 911.

Item #2 - call Capital Region Airport Authority. CRAA will handle calling the FAA and taking items from there.

In the case of an incident at a Chapter 55 event, EAA procedures are posted in our meeting room.



ELLIOT SEGUIN: Anyone interested in following Elliot as he prepares for the Reno Air Races, here is his blog <http://wasabiarracing.blogspot.com/2013/06/rara-90-day-rule.html>

HUMOR:

The German air controllers at Frankfurt Airport are renowned as a short-tempered lot. They not only expect one to know one's gate parking location, but how to get there without any assistance from them. So it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground control and a British Airways 747, call sign Speedbird 206.

Speedbird 206: "Frankfurt, Speedbird 206! clear of active runway."

Ground: "Speedbird 206. Taxi to gate Alpha One-Seven."

The BA 747 pulled onto the main taxiway and slowed to a stop. Ground: "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by, Ground, I'm looking up our gate location now."

Ground (with quite arrogant impatience): "Speedbird 206, have you not been to Frankfurt before?"

Speedbird 206 (coolly): "Yes, twice in 1944, but it was dark, -- And I didn't land."



MEMBERS, INSTRUCTORS & ATTENDEES AT OUR FIRST ADULT EAGLES MEET & GREET



YOUNG EAGLES
By Phil Tartalone

Okay, here we are -- the start of the Young Eagles season. Early Saturday morning, there will be a whole lot of kids hanging out at the Mason airport experiencing their first airplane rides. Excitement and smiles will be everywhere.

Stick around after the Chapter meeting to talk to the kids and help them experience what aviation is all about.

I just checked the weather and the extended forecast is sunny, 74 degrees, with virtually no chance of rain—a perfect day!! The volunteer sign-up sheets are on the table in the Chapter room. There are still plenty of opportunities to help out.

The other Young Eagles dates for the summer are July 13, and August 10. Mark your calendars.



NOTES FROM CAPE JUBY

By Terry L. Lutz

Chapter 55 Flight Advisor

Combat flying in WWI was a combination of skill and luck, and it had to be mostly luck because the airplane itself was new to warfare and the skills pilots needed were also very new. It can be said one creates their own luck, and that was certainly true of Major James T.B. McCudden of the Royal Flying Corps. His personal account of combat flying is chronicled in the book "Flying Fury - Five Years in the Royal Flying Corps".

At the age of 17, James McCudden was a bugler in the Royal Engineers. He decided to join the Royal Flying Corps, following in the steps of his older brother. The year was 1913, the war had not yet begun, and the total effective strength of the RFC was 13 airplanes!

McCudden was posted to Farnborough, and because of his knowledge of engines, he was put in charge of the 70hp Renault engine mounted on a Maurice Farman aircraft, No.233. To practice propeller swinging, there was a Caudron aircraft in the back of the hangar with a 45hp Anzani engine on the front. It had not been run for several months. One day, after practicing propeller swinging, he joined the crew in cleaning the flying wires on the Maurice Farman.

About 4pm, they were mostly finished so he went to the back of the hangar for another go at propeller swinging. To his complete surprise, the Caudron started with a roar. The ignition had been left on, and the throttle was full open. With the engine turning at 1400rpm, it leaped forward and began chewing large pieces from the Maurice Farman, which was parked just inside the hangar. McCudden finally found the ignition switches to cut the engine, but not before Britain's air force was reduced by about 8%.

McCudden was good at maintaining engines, and it often led to flights in two seat aircraft. When the war broke out in 1914, he deployed to France with his unit. Even though he was assigned as a mechanic, he flew many combat sorties as a gunner, and learned the tactics of the RFC pilots and the German aircraft they encountered. In January 1916 he was sent back to England and pilot training.

After soloing, he was posted to the Central Flying School as an Instructor, with only 8 hours solo time in his logbook. He remained an instructor until July 1916, when he was promoted to Sergeant-Pilot and sent back to France.

In the months between July 1916 and July 1918, McCudden became a skilled fighter pilot, flying mainly the SE5A aircraft. Because of his expertise with engines and with maintaining the mechanical condition of his aircraft, he could climb faster and to a higher altitude than most of the German aircraft he faced. In a two year period, he flew 77 combat missions and downed 57 enemy aircraft.

In reading accounts of WWI flying, I am always impressed with the altitudes they were flying. In good weather, patrols were flown between 15,000 and 20,000 feet. Their engines were in the 200 to 250hp range toward the end of the war, but remember also that these were biplanes with lots of drag and little maneuver capability at maximum altitude.

It must have been frightfully cold in those open cockpit airplanes, particularly in the designs like the DH2 where the engine was at the rear and no heat from the engine could warm the pilot. Of course, the other liability with an engine to the rear was if you dropped anything from the cockpit, like an ammo clip, the propeller immediately became shorter!

The SE5A that McCudden flew in most of his sorties was equipped with two guns, a machine gun that fired through the propeller, and a Lewis gun that could be tilted upward at quite an angle. The guns had to be reloaded by hand, and would often jam or fail to fire in the intense cold at altitude. He could attack from above with the machine gun, then re-attack from below firing the Lewis. This tactic kept him out of most of the weapon firing angle of gunners in the rear cockpit of two-seaters.

In January 1916, now a Major and Flight Commander, James T.B. McCudden was posted back to England. He was there for a short 3 months, when he received orders to Command one of the best squadrons in France. He was taking off in an SE5A enroute to his unit when the engine failed, and was he killed while attempting a side-slipping turn back to the airfield. It could be said that his luck had changed, but perhaps he was not creating his own luck.

Reading of this accident brought some disturbing thoughts. Here was an experienced combat pilot who knew his airplane thoroughly well. He had landed many times in open fields to repair the airplane or inspect enemy aircraft he had downed. Yet for some reason he thought it necessary to attempt a 180 degree turn. Now fast forward to today.

If you read Sport Aviation magazine, you may recall a recent interview with Dave Morss, who test flies a lot of different airplanes, and does quite well. In the article, Dave talks extensively about engine failures and seems to advocate turns back to the airfield. I was surprised to read this, and could almost hear the collective gasp from flight instructors around the country.

While it is possible and practiced routinely in gliders from as low as 200 feet, a 180 degree turn carries a high risk of loss of control at low altitude. In any engine failure situation, you want to land into the wind at minimum speed to reduce the energy at impact. The record of survival following engine failure on takeoff is far better when landing straight ahead, with only a slight turn, compared to a high-banked turn to land downwind on the airfield.

An email has been shooting around cyberspace about Eric Brown, the British test pilot who flew just about every airplane flown during WWII, including British, American, German, and Japanese aircraft. He currently holds the record for most aircraft flown (487), and most carrier landings (2407).



I was at a test pilot symposium in Madrid a few weeks ago, and Eric Brown was there listening intently to the presentations. At age 94, he is still as sharp as ever. Those of you who read Barry Schiff's column in AOPA Pilot, know that Barry is close to Eric's record of aircraft flown. But even if broken,

Eric's record of flying captured German aircraft, including the rocket powered Me163, can never truly be broken.

Flying activities are increasing with the great summer weather we're having. Between Young Eagle flights, Dawn Patrols, and flying off the time in your homebuilt, remember to operate your aircraft as safely and precisely as you can, and don't forget to lend a hand to those working hard around you.



FROM THE FLIGHT SURGEON **By Gregory Pinnell, MD**

Senior AME/ Senior Flight Surgeon USAFR

You are cordially invited to attend a webinar I am doing on MedXPress – The FAA's online medical application. The webinar is at 8pm Eastern time on Wednesday, June 12, 2013. You do not have to be an EAA

member to attend. We still see a lot of misinformation (and disinformation) on MedXPress which is the only way you can apply for your FAA medical certificate.

We will go over how to use the online form and the strategies to make sure you do not threaten your ability to fly light sport using your valid state drivers license.

The link to the webinar is

<https://www2.gotomeeting.com/join/408044618/105078669>

Fly Safe!

Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR

www.AIRDOCS.net

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. \$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; \$20.00
George Moore 517-536-1034

Stearman Rides & new surplus hardware source; Yesteryear Aviation 517-676-4416

Contact Warren or Vickie to place your ad here!



POCKET CALENDAR

Jun 8 = YE Rally 1000-1400

Jun 9 = Dawn Patrol 0700-1100

~~Jun 15-16 = Thunder Over Michigan~~

Jun 22 = JXN Dawn Patrol

July 13 = YE Rally 1000-1400

July 29-Aug 4 AirVenture

Aug 10 = YE Rally 1000-1400

Aug 10-11 = YAF Thunder Over Michigan

Aug 17 = Mason Aviation Day 0730-1430

Sep 14 = JXN Dawn Patrol

Dec 14 = Christmas Party; Trippers; 1800

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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