

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

AUGUST 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 Vandebelt 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

July rushed past but what a great month it was !! Our July Young Eagles Rally was a huge success as our overworked and exhausted pilots of the day can tell you. Congratulations Chapter 55 - over 3,000 Young Eagles flown to date !!

Our potluck was a success! About thirty members and spouses plus three guests were on hand to hear Elliot Seguin speak about life in the Mojave (Scaled Composites) and building a plane to race at the Reno Air Races. Elliot has

such passion and is so willing to share his enthusiasm for aviation.

Board of Directors Meeting
August 7, 2013, 7:00 pm
Chapter Membership Meeting
August 10, 2013
Breakfast 8-9 Meeting 9:30 am

This November the chapter will hold elections for officer positions of President, Vice-President, Secretary & Treasurer. We need three or more members to volunteer for a Nominating Committee.

On Friday, August 16th, we plan to start the hanger cleaning and prep work for MAD at around 10:00am. Anyone willing to lend a hand at anytime during the day - come on out to the field.

ANOTHER plea to those that have not signed up - Can you help your chapter at MASON AVIATION DAY? We need more volunteers for Auto Parking, Flightline, and Cafeteria. Auto parking is going to be very challenging this year. And, I can't say enough about the importance of keeping the flightline safe. **WE NEED YOU !!** Please - sign up to help for a shift or two.

Let's hope we have another great Saturday for our Young Eagles program, followed with another great Saturday for our Mason Aviation Day.

Share the passion,
Ken Vandebelt

Breakfast Teams

| <u>August</u> | <u>September</u> |
|-----------------|------------------|
| Pete Chestnut | Dick Bacon |
| Barry Crites | Barb Bacon |
| John Eiler | John Bobcik |
| Chuck Hacker | Gregg Cornell |
| Jim Palmer | Mike Franzago |
| Dave Paul | Ron Goodnoe |
| Gregory Rheeder | Ernie Lutz |
| Roy Thelen | Mike Lutz |
| Bruce Thorburn | Ronald Pearce |



July Breakfast Team

Dale Corsi, Ward Harris and Chuck & Sharron Hacker

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 July 10, 2013

→Present: Ken Vandenbelt, Joe Madziar, Al Spalding, Jack Voss, Vickie Vandenbelt, Bill Purosky, Jim Spry, & Ed Search. Absent: Warren Miller & Dave James. Guest: Phil Tartalone. Quorum achieved. →Meeting called to order 7:05pm. →Secretary's report 6/5/13; as printed in newsletter; Purosky moved, Houghton supported, motion passed to accept. →Treasurer's report as of 6/30/13; Madziar moved, Purosky supported, motion passed to accept. →Young Eagles (YE); Tartalone reported \$755 YE earned in 2012. Kids flown ahead of last year at this time. Bob Clark flew his 100th YE in June. →55th Anniversary for our chapter in 2014; Voss is planning some celebratory activity; possibilities for a dinner in a restaurant or soiree at the hangar. Will present three suggestions for discussion at next meeting. →Mason Aviation Day (MAD); discussed issues relevant to parking, food, security, exhibitors, banner display, posting flyers. →Time to appoint a nominating committee for our upcoming election of officers. Recommendations include Dave James, Warren Miller, Paula Corsi, and Tom Schroeder. →Our Newberry Scholarship recipient, Ryan Todd, was selected as a Cessna Apprentice. He is flying the Great Lakes area for charitable causes. →EAA55 will host potluck dinner 7/27/13 with guest speaker, Elliot Seguin. →Adjourned at 7:55pm. →Respectfully submitted, Jack Voss

EAA Chapter 55 Membership Meeting July 13, 2013

→Meeting was called to order at 09:20am. Approximately thirty (30) people present, including 2 guests and a new member. →Following the National Anthem, President Ken Vandenbelt thanked the breakfast team and announced the breakfast team for August. →Secretary's report for 6/8/13 as published in the newsletter was accepted. →Treasurer's report as of 6/30/13 read accepted. →Our friendly "Thanks!" to Phil Tartalone for donating three boxes of books. →Recognition for Bill Purosky – *promoter extraordinaire* – for his presentation on the Tim Barron Show on FM 92.9. →Event Planning Meetings scheduled for Wed; 7/24/13 at 7:00pm; Wed; 8/7/13 at beginning of Board Mtg; and Wednesday 8/14/13 at 7:00pm. MAD set up will start at 10:00am on Friday, 8/16/13. →We need more volunteers for MAD. This is our BIG day for the community to come see why Mason Jewett Field is important to them. →Karen Meirndorf thanked everyone who helped with donations. →Vickie Vandenbelt announced that magnetic name tags are available. →Joe Madziar announced our chapter cups are for sale. →Paula Corsi suggested that we hold a ground school to help pilots brush up on essential knowledge. Moved, seconded, and passed to do that. Good idea, Paula! →Meeting adjourned at 09:45. →Respectfully submitted, Jack Voss



TIDBITS

By Vickie Vandenbelt

NEW MEMBERS: Chapter 55 welcomes new member Jeff Shaud and new student member Anthony Branson.

STRYFOAM RECYCLING: Please - CUPS only. No trash. Any other Styrofoam must be washed first.

PROMOTING EVENTS: Bill Purosky plans to return to the Tim Barron Show; 8am-9am on Thursday; August 8th; FM 92.9

EVENT PLANNING MEETING: Wed; August 14th @ 7pm. And, MAD set up on Friday, August 16th starting about 10:00am.

LIBRARY NEWS: Thank you, Phil Tartalone for the donation of some fine book sets - The Third Reich; WWII; and the Vietnam Experience plus several other books. Great additions to our collection.

THINGS TO DO FOR EAA55: There are a lot of little things and some big. Some are currently handled by folks who might someday wish to retire from them. Others are small and just need someone to take them on. This month I'm highlighting...

- Newsletter Editor - Warren Miller would like to retire
- Wipe down tables & counters after breakfast meeting
- Put up & take down the flag at each meeting/event
- Scrub sinks & toilet
- Wash Windows & clean Window Sills



YOUNG EAGLES

By Phil Tartalone

Our July 13 Young Eagles rally was an incredibly busy and long day, but very rewarding. The weather was perfect, and all of the advertising paid off—we had a huge turnout. Not quite a Chapter record, but still, a very busy day.

Here are the stats:

Tom Schroeder finished the day with 32 kids flown. (He actually flew 33, but his last passenger was a kid's dad who had been sitting around all day long waiting for his son's flight.) Tom also broke 200 on Saturday. His total is now at 207 kids flown.

Ernie Lutz, Doug Koons, and Dan Schiffer flew a total of 21 each. (Just to relate a supreme Young Eagles sacrifice . . . Doug is in the doghouse for missing most of a family birthday party.)

Pat Salow flew 13 kids, one at a time. His last flight was a surprise. A kid and his dad (Tom's dad, above) sat around all day without registering. So, Margie and Karen scrambled and made the flight happen.

The total for the day was 108 kids flown. This brings our Chapter total to 3,116 kids. Wow!!



Young Eagles Rally



Greg Rheeder explains pre-flight inspection to YE



NOTES FROM CAPE JUBY

By Terry L. Lutz
Chapter 55 Flight Advisor

AirVenture 2013 was different from other years, yet it is hard to say exactly why. With sequestration, there was an absence of something big, like a C-17 on Aeroshell Square (whoops, I meant Conoco Phillips Plaza). By Monday evening, airplanes were parked all the way around the west end of runway 27, and continued for some distance on the north side. Along runway 18, airplanes were parked almost all the way to the south end. And the camping area was full all the way to Highway 41, with all manner of tents, campers, and motor homes. So it is easy to say that AirVenture 2013 was well attended.

Those of us who arrived early were treated with a great evening at the Theater in the Woods. First to speak was Sean D. Tucker. I am here to tell you he is energy personified, and believes in EAA and our freedom to fly and express ourselves in our aviation pursuits. He talked about how he plans for airshow maneuvers, and explained how no airshow routine is ever perfect (although he strives for that on every flight). Sean practices a lot, and maintains great physical conditioning to deal with the high accelerations on his airplane and body during an airshow performance.

In one video, Sean was giving a ride to a young lady in a Pitts S-2B. The girl was no stranger to flight, but somewhat a stranger to aerobatics. So they warmed up with some rolls and loops, and you could see this totally joyous expression on her face with her mouth wide open (think Kermit the Frog wide open!). Then Sean decided to do an inverted spin. Easy for him, but perhaps a bit too much for her. The expression on her face turned serious, and even a bit frightened. After a few turns spinning inverted, Sean announced "OK, we lost our propeller, but we're just fine and we're going to land". The expression on her face turned even darker.

Sean made a great landing on a small grass airfield, but was not coming over the fence and stopping was going to be a challenge. He was already planning to head for a gap in the trees at the end when they hit spot that was fairly soft due to recent rains, and the airplane came to a stop. His point was this: in an emergency, fly the airplane all the way to the scene of the accident. You're not a passenger until the airplane stops – you're the pilot! One photo at the end shows the crankshaft broken where it comes out of case. No photo was shown of the guy with the new mailbox post, looking suspiciously like a propeller.

A highlight of the week was the presentation by Joe Kittinger on the Stratos Project. Joe is an American icon, who in 1960 set a world record for Project Excelsior, the highest free-fall parachute jump at the time, reaching 102,800 in a helium balloon. He had only a partial pressure suit. The glove on one of his hands malfunctioned and his hand began to swell, causing considerable pain. He persisted to the target altitude and stepped off the gondola and into space, literally. Space where there is no air, and no sense of velocity. For his achievement, he was awarded the Distinguished Flying Cross and was presented with the Harmon Trophy by President Dwight Eisenhower.

In the years since his record parachute jump, Joe received many calls, letters, and emails from people seeking to break his record. He chose not to encourage them, for fear that they would lose their lives in the pursuit of that goal. Until he received a call from some friends at the David Clark Company. They told him they were in contact with some people about such a project, and that he should travel to Massachusetts to meet with them. He would meet with Felix Baumgartner and the associated people that would become the Red Bull Stratos Team. From the beginning,

Joe said that he would only participate if they would agree to a professional flight test effort. They would have to use a build-up approach to the final test. He also recommended that for each parachute jump, they would need two helium balloons. It made no sense to be fully ready for the test and experience a balloon failure, then wait 6 months for a replacement. For Red Bull, it was a large increase in expense. But they were ready for the challenge.

Another goal that Joe set for the team was to not only set a new record, but to expand the research and knowledge base of high altitude flight. They began at the David Clark Company. While you may be aware that they make great headsets, you may not know that they made the pressure suit for Joe's earlier record jump, for the X-1 and X-15 programs, and for the high altitude aircraft that made the United States the leader and second to none in aerospace. Those aircraft were the Lockheed designed U-2 and SR-71. They subsequently designed the full pressure suits used by astronauts from Gemini to the Space Shuttle. The pressure suit worn by Felix Baumgartner will serve as the model for future pressure suit designs.

Wearing a full pressure suit is not for the faint of heart. Not to mention stepping from a capsule at 128,000 feet. While Felix Baumgartner was up to the task of free falling, he also felt the claustrophobia induced by a suit from which there is no easy escape, and an escape that would mean certain death at an outside pressure of about 0.1 psi. At one point, he had to undergo psychiatric counseling to continue the altitude chamber testing and parachute jumps from increasing altitude.

Finally, after all the testing was complete, the team gathered for a final briefing at 9 pm the night before the attempt. They had already been set back a couple of days, when the balloon was destroyed by an early morning dust devil (true to Joe's request, they had a second balloon). Project Director Art Johnson (of the company Sage Cheshire Aerospace), asked Joe Kittinger if he had any final words for the team. Joe said, "Let's all join hands and say a brief prayer that the Lord would provide us with a guardian angel to guide us on tomorrow's record attempt".

As the balloon ascended, Felix expressed some concern because his faceplate heater was not working and the faceplate was beginning to fog up. Joe assured him that it would be OK during the descent, and that he should "start the cameras, and our guardian angel will take care of you". With that, Felix Baumgartner climbed outside his pressurized capsule, saluted the cameras, and stepped into space. According to Joe, he exited at precisely the right body angle for the free-fall descent.

During the descent, he achieved a speed slightly greater than Mach 1.25, and the interaction with shock waves on the multi-surfaced pressure suit very likely caused him to spin, until reaching a thicker atmosphere where he could arrest the spin with aerodynamic control using arms and legs. After free falling for 4 minutes and 16 seconds, Felix

deployed his parachute. He could have waited a little longer, but chose to give Joe Kittinger the dignity of retaining one unbroken record: the longest fall with a drogue chute. History will record that Joe Kittinger developed the concept of the drogue parachute, which is



now standard equipment where stabilization and precise parachute deployment is required.

One other note from

AirVenture. I had the opportunity to speak with Bob Hoover one evening. While he is getting along in years, his mind and wit remains as sharp as ever. I guess between Bob Hoover, Sean Tucker, and Joe Kittinger, AirVenture 2013 will be one to remember for a long time. And yes, there were some cool airplanes and a cool movie, too!

OK, back to earth. We still have a lot of summer ahead of us. Remember to be a guardian angel and look after those around you that really need one.



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

One of the most common questions we get in aerospace medicine is what over the counter (or OTC) medications can I take when I am flying. This is often not a simple answer as there are a few issues to be concerned with.

First, when contemplating any OTC medication you need to consider first the underlying disorder for which you are taking the medication. For example, regardless if an OTC medication such as Claritin is allowed by the FAA if the allergy symptoms are bad enough to cause disruption in normal daily activities you might want to consider not flying until the symptoms have subsided or are at least better controlled by the medication.

Second is the medication itself. As a rule, most medications are well tolerated and are efficacious at recommended dosages. But most all OTC medications can have side effect profiles that although may occur rarely can be bad enough to ruin your flying day. Always allow a "ground trial" of a medication before trying to use it when flying. The Air Force for example has a 5 day ground trial for the common antibiotic Cipro before returning to flying status.

As is most things in life there is no "free lunch" with medications. They for the most part do a good job but need

to be approached cautiously in the aviation environment.
Feel free to call or write with questions. Fly safe!

Gregory Pinnell, MD
Senior AME, Senior Flight Surgeon USAFR
Airdocs
MBS International Airport
8430 Garfield Road
Freeland, MI 48623
www.AIRDOCS.net
989-245-4494 – Fax 517-580-0970

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:

New Gasolator; \$60; Kyle Bradford 517-663-3083

Vans RV-6A; pristine condition; many extras; flyer posted in terminal; \$58,000 firm. Dick Haigh 269-695-2057 or Ralph Ballard 269-684-0972

Vans RV-12 project; wings, empennage, fuselage kits; 95-98% complete; pics posted at terminal.
Albert Mickalich 517-246-9872; Holly MI

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
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!

PILOT HUMOR

Basic Flying Rules:

1. Try to stay in the middle of the air.
 2. Do not go near the edges of it.
 3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly in the edges.
- Pilot at training school

POCKET CALENDAR

Aug 10 = **YE Rally 1000-1400**

Aug 10-11 = YAF Thunder Over Michigan

Aug 11 = South Haven DP

Aug 17 = **Mason Aviation Day 0730-1430**

Aug 24 = Sparta Build-Off & Fly-in

Sep 14 = Jackson DP

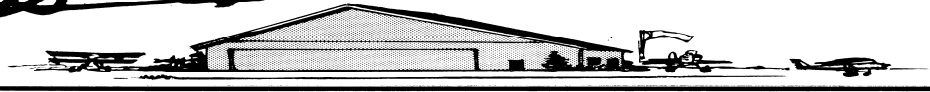
Dec 14 = **Christmas Party; Trippers; 1800**

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.

PERMISSION TO USE original content from **WINGTIPS** is granted to other EAA Chapters provided proper credit is given to the source. Unless so noted, photos and other content are the Editor's.

Wingtips →



Warren Miller
4066 BonnyView Drive
Lansing, MI 48911