



Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar - Mason Jewett Airport – 643 Aviation Drive, Mason, MI 48854

→Pres: Steve Houghton; 290-7528 →Vice Pres: Margie Clark; 853-1418 →Treas: Al Spalding; 676-3370

→Secr: Vickie Vandenbelt; 589-5051 →Editor: Warren Miller; 517-214-2656 (all Area Code 517)

www.EAA55.org



Climb and Maintain Flight Level 55

And another year passes...

This is the time to look back and remember what an interesting and eventful year 2014 was for Chapter 55. Some things were good, and a few were bad. All in all though, 2014 was a pretty good year. We celebrated, added new members, had some fun meals and did a great job of promoting aviation.

Christmas was by candle light - unfortunately for many this was not by choice. A record breaking ice storm descended in mid Michigan bringing with it a Christmas Charles Dickens would recognize.

It was a cold winter. Several feet of snow fell, and we learned a new term - "polar vortex". For several months the taxiways were not passable. If you did manage to take a flight you didn't have to get very high before it got *really* cold! And then we got ice buildups in front of the hangar doors. In some cases no amount of chipping could get the hangar doors open.

Member Vickie Vandenbelt was selected for the MACC 2014 president's award by the Mason Area Chamber of Commerce for among other things, her service to our chapter. Also, in an unrelated note, her husband Ken continues to work on his Stearman. He did not win an award.

It was a very successful year for chapter flying events. We flew over 300 Young Eagle flights and all three Young Eagle Saturdays had great weather. Our dawn Patrol also was a success. Not to be outdone, Mason Aviation Day also had great weather and was well attended by both pilots and the public.

Member Ernie Lutz was recognized for his over 50 years in aviation with the Wright Brothers Master Pilot Award at the 2014 Great Lakes Aviation Conference.

In an example of how we as individuals can exert pressure and create legislative change, pilots nationwide in conjunction with EAA and AOPA placed ever mounting pressure on the FAA to allow the so called "Drivers License Medical". This would abolish the 3rd class medical replacing it with the drivers license. We shall see...

We had a ribbon cutting with the Mason Area Chamber of Commerce in June to celebrate our 55 year anniversary.

Something just seems right having Chapter 55 celebrating 55 years! This was followed by a fantastic pig roast and pot luck dinner. This was a great event and there was considerable interest in making this a regular summer event.

The Detroit airspace was revised. More than a few pilots missed the update. The FAA was

happy to update them with a friendly request to "Please call the tower when you land".

Terry Lutz wrote his 1000th NOTES FROM CAPE JUBY article. No, just kidding about the number, but Terry continues to be a valuable contributor to the newsletter. His articles are amazing in their scope. He very nearly has seen it all and done it all. As if this wasn't enough, in September he was honored with the Tony LeVier Flight Test Safety Award at a meeting with the Society of Experimental Test Pilots. Simply. Amazing.

Many chapter members made their annual pilgrimage to Oshkosh. Some flew. Some drove. All had a good time.

Member Kyle Bradford received the FAA's Wright Brothers Master Pilot Award for his many years of safe flying. Kyle is a LONG time chapter member and an expert on all things Pietenpol.

**Board of Directors Meeting
December 10, 2014, 7:00 pm
Chapter Membership Meeting
December 13, 2014
Breakfast 8-9**

Fall weather was beautiful. The sun shown almost every day. Sadly, that is not the case this time of year.

As the new year approaches, keep in mind the 2015 Great Lakes Aviation Conference is scheduled for January 23-24 at the Lansing Center.

Steve Houghton, President (steve@eaa55.org)

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

November Breakfast Team: Tom Botsford, Karen Merindorf, Bruce VanFarowe & Dave Courey
No picture available

BREAKFAST TEAMS

<u>December</u>	<u>January</u>
Mujib Abbasi	Kyle Bradford
Stan Chubb	Lloyd Brown
Rick Dallas	John Caron
Grant Dowell	Eric Hiser
Brian Eakin	Gary Nicola
Cliff Hale	Pat Salow
Dick Riisberg	Karen Salow
Dan Schiffer	Jim Sawyer
Margaret Schiffer	Ed Search
	Judy Search

EAA Chapter 55 Board Meeting November 5, 2014

→Meeting called to order at 7:02pm by President Steve Houghton →Present: Steve Houghton, Margie Clark, Al Spalding; Vickie Vandenbelt; Bob Clark; Doug Koons; Dave James; Warren Miller; Bill Purosky; Jim Spry; Ken Vandenbelt; Jack Voss. Absent: Ed Search. Guests: Julie Bauer; Michael Rosencrans. →Secretary's Report 10/8/14; Jack Voss moved to accept; Dave James supported; all approved. →Treasurers Report 10/31/14; includes receipt of YE credit monies; Jack Voss moved to accept; Bob Clark supported; all approved. →YE; no report. →Adult Eagles; no report. →Membership; no report. →Flying Activities; Dave James plans to initiate trip to the USAF Museum; Dayton; OH; maybe Jan/Feb. →Program Coordinator; still needed. Cody Welch, EAA Director, scheduled for December. Steve Houghton mentioned call from member requesting more notice of program info in advance. →Safety Officer; discussed info on shoulder harnesses; angle of attack indicators & other. →Fire Extinguishers; Steve Houghton advised inspections have been done. →Hangars; Greg Shannon to move to Storage Hangar; Treasurer Spalding will adjust rents. →Christmas Party; Margie Clark acquiring cake, deco & centerpieces. →Smith Mini; little feedback on completing project; maybe build a YE "training simulator" if no takers. →Nominating Committee; Dave James to do list of nominees for elections at general meeting. →Movie Night; Friday before Saturday meeting. →Dues Contest; now have 4 prizes. →Mike

Marhanka donated a head set valued at \$300; will have a silent auction; min bid \$100. →2015 Calendars; 15 photos have been selected from the many submissions for the 13 page calendar. →EAA55 Volunteer Awards; VVandenbelt will compile info from the lists of Steve Houghton & Margie Clark. →MDOT seminar; will post Suggested Donation breakfast sign for visitors. →Newsletter Editor; position open to replace Warren Miller. →Newberry Aviation Scholarship Fund; discussed amounts available in EAA55 funds and EMU Foundation account. Margie Clark made a motion to award \$1500 to a student in the EMU Pilot program; \$1000 to a student in the EMU Management program & \$1000 to a student in the LCC Maintenance program (\$3,500 total); Ken Vandenbelt supported; all approved. →Member of the Year; discussed applicants & made selection. VVandenbelt will get the label engraved. →Young Eagle of the Year; discussed applicants & made selection. Margie Clark will contact. →→Jack Voss made a motion to adjourn; Ken Vandenbelt supported; adjourned at 8:39pm. →Respectfully submitted, Vickie Vandenbelt, Secretary

EAA Chapter 55 Membership Meeting-November 8, 2014

→President Houghton called the meeting to order at 9:24am with approximately 48 members & 9 guests present. →Following the National Anthem, we thanked the breakfast team & December team was announced. →Guests were introduced. →Secretary's Report 10/11/14; moved to accept; supported & approved. →Treasurer's report 10/31/14; moved to accept; supported & approved. →Tom Botsford announced the MACC is looking for donations for the silent auction at the Holiday Mixer. Paula Corsi volunteered a gift basket from Harry&David. →Doug Koons donated a couple of rolling chairs available to anyone for a \$5-\$10 donation to the chapter. →Movie Night will be monthly now thru March; Friday proceeding Saturday general meeting; snack potluck. →Christmas Party Dec 14th; 4pm; \$17.50 per person. →Program for December will be Cody Welch; EAA Director; to discuss chapter relations. →Events Coordinator; Program Coordinator and Newsletter Editor WANTED & NEEDED. →Headset donated by Mike Marhanka; silent auction. →EAA55 Calendar; committee selected pics & should be ready for 2015. →Dave James/Bill Purosky called for director nominations from the floor. Hearing none, Purosky called for a voice vote to elect Bob Clark, Doug Koons, Dave James, Warren Miller, Bill Purosky, Michael Rosencrans, Jim Spry, & Jack Voss; all elected unanimously. →Ernie Lutz suggested donation to the Mike Alsbury Memorial Fund, motion made & supported to donate \$100 from EAA55; all approved. →Dues contest; prizes for drawing. →Smith Mini BiPlane; looking for anyone interested in completing project; if no interest, may consider conversion to a small flight simulator. →Vickie Vandenbelt announced Veterans Parade Tuesday. →Margie Clark asked all members to help solicit goodies for kids YE bags.

→ Meeting adjourned at 9:49am; program by Randy Coller followed; attended by approximately 51 members & guests.
→ Respectfully submitted, Vickie Vandenberg, Secretary



TIDBITS

By Vickie Vandenberg (vickie@eaa55.org)

NEW MEMBERS: Chapter 55 welcomes new members Ellen Cavenagh and Randy Coller.

THANK YOU: Paula Corsi, for the donation of a gift basket for EAA55 to present at the MACC Holiday Mixer Silent Auction.

MEETING ROOM DOOR CODE: change coming in January 2015.

**BE SURE TO LIKE
"EAA CHAPTER 55" ON FACEBOOK !**

NEWS OF OUR MEMBERS - DEC 2014:



CONGRATULATIONS to Bruce & Audrey Thorburn on the acquisition of their Stearman.

CONGRATULATIONS

to Elliot Seguin & Jennifer for the photo on the cover of Kitplanes magazine.



YOUNG EAGLES

By Margie Clark (Margie@EAA55.org)

It was a great summer for flying Young Eagles and we pray we have as good weather next year as this past season.

We will be introducing the " Young Eagle of the Year" at Saturday's meeting. Come out and help us congratulate this young person who has a high interest in aviation. This is an

important part of our YE program in helping to promote aviation to the younger folks that we need to continue our General Aviation in the future.

Merry Christmas and Happy New Year to all!

ADULT EAGLES

By Gregory Rheeder (pending address)

Merry Christmas from The Adult Eagle Flight Coordinator.

I have been busy collecting flight instructor information for the program. Some of the instructors are no longer in the area, others have new phone numbers. I am confident that these issues will be taken care of by the time I start to fully implement the program.

After the November meeting and the Randy Coller program I had the opportunity to speak with a man interested in becoming a pilot. His name is (I believe) Rick Robinson. He has already taken some flights and likes the idea of becoming a G.A. pilot. His biggest problem is in not knowing which plane he'd like to fly and own. My suggestion was a nice used Cessna 150. Bob Clark and I helped him locate some in "Trade-A-Plane". The 150 to me is a nice starter plane. We also talked about him joining a flying club. If members of the club have other suggestions I would ask that you meet with me so I could include those ideas in my information.

My experience in aviation revolves around Sport Pilot training. I explained to him the costs and benefits to that program. I walked him around and talked about how I became interested in flying. Bob was a big help with relating his choices and aviation history to Rick.

Time stood still for us while we inspected my plane which is kept in the E.A.A. hangar. Time has a funny way of doing that when both parties are engulfed in aviation. Questions flowed from him like a river as we discussed his future in flight. How long have you been flying? How far have you gone? What does your plane cost? What's the cost of training? It was then that I noticed he had that "I've got to fly" look in his eye. I've seen that look before. At times I have even seen it though my own eyes. I'm sure all pilots out there can attest to this appearance. By the way, my wife calls it "plane crazy" But that's just me. (or is it?)

Mr. Robinson is the perfect candidate for the program. He is at that point in life where his children are all grown. His youngest child leaves for college soon. He has extra time and most important, money enough to pursue his new hobby. This is the type of individual which I spoke of in my first submission as pending coordinator for the Adult Eagles program.

Thanks to the help Of Bob and Margie Clark and Randy Coller, we may soon have a new pilot among our ranks. I think he may join E.A.A. 55. Please welcome him when he does.



NOTES FROM CAPE JUBY

By Terry L. Lutz

Chapter 55 Flight Advisor

When GPS came into widespread use in light aircraft, there was some concern that people would focus on the GPS and begin to lose their traditional pilotage skills. In some ways, that's true, but I think that the real value of GPS is that it gives the pilot information that in earlier times had to be meticulously kept track of, and frequently updated, in your head. Imagine Charles Lindberg flying the airmail at night, using airway beacons as checkpoints. He had to keep track of time and make good estimates of what the wind was doing so he knew which beacon he had just passed. GPS puts all that information on screen, which gives the pilot more time for basic aircraft control, engine monitoring, and communications.

All of this was pretty important during Operation Good Cheer, which was flown last Saturday from the Oakland-Pontiac Airport (KPTK). Operation Good Cheer is a program developed by Child and Family Services of MI, Inc., which is actually headquartered close by in Okemos. It was begun in 1971 by a group of Ford Motor Company employees who wanted to brighten the Christmas of abused and neglected children living in foster care. In the first year, 66 children received gifts. Today, in the program's 43rd year, 5,258 kids will receive gifts.



About 9,700 of the gifts will be delivered by airplane to 24 different airports, and about 5,900 will be delivered by truck. If anyone ever

asks what airplanes do for the community, and why airports are necessary, those are pretty strong facts.



With a low-pressure system traveling just south of Michigan and heading east-northeast, there was a good chance of a northeast flow of air that would bring low clouds to southeastern Michigan during the morning. While we awoke to see a nearly full moon in the sky, by the time we were ready for takeoff from Mason just before 0800, an overcast was forming at about 1000 feet. To make things more interesting, there was enough moisture in the air to produce carburetor ice, both on the ground right after engine start, and during the leg to Pontiac. When conditions are just right for carburetor ice (yes, you'll see it with Lycoming engines!!), a thorough check is necessary before takeoff.

While techniques can vary, it is essential to check if ice has formed, and that means more than just pulling out the carb heat control. If ice is noted, it has to be cleared before takeoff. After doing the normal ignition checks, apply carb heat and note how rpm reacts. Leave it applied for several seconds. If ice is present, the engine may momentarily run a little rough, then recover as the ice is cleared. When the carb heat control is pushed in, the rpm may recover to a point above where it was originally set, which is another indication that ice was present. Having a carb temperature gauge helps (builders – keep that in mind!). After carb heat is applied, I do a few additional checks. I check that the carb temp is increasing, and then I retard the throttle to idle. The engine should idle normally, at an rpm consistent with what you would expect, and not lower.

With some bright spots to the east, we departed on Runway 10 and headed to KPTK. We were able to climb to 2500 feet just past Fowlerville, but nearing Pontiac, cloud bases were getting lower. With good visibility below the clouds, we made a VFR arrival from the northwest and landed on 27R.

After a short break and a pre-departure briefing, we started up and taxied to the loading position. We loaded as many presents as we thought we could safely carry without blocking the rear windows, started, and taxied the long way around to runway 27R for a VFR departure. By this time, the clouds were beginning to roll in from the northeast. When we taxied, the ATIS recorded a 700-foot scattered layer. When we switched to tower frequency, we heard a VFR airplane that was unable to maintain VFR. Tower cleared him to climb and issued an IFR clearance.

We departed VFR, and the Tower issued a northbound heading to separate us from IFR departures on 27L, which took us right toward lowering ceilings. Almost immediately, they gave us a traffic advisory for a helicopter crossing left to right at low altitude. It was a busy time, and at that point, GPS became really important for situational awareness. It would be very difficult to use a clock and a map and finger-follow at that point, because this type of a vector can't be anticipated during preflight planning. Once cleared on course, we continued under a low overcast with reasonable visibility. Again using GPS, we were continuously aware of our position, and had the time to scan for ground references and remain clear of Flint's airspace on our way to the Roben-Hood Airport at Big Rapids. Just

west of Flint, the sky began to brighten and passing Ionia the sky was almost clear.

When we landed at Roben-Hood, the two airplanes behind us in the loading queue, a Grumman Tiger and a Cirrus, had already arrived (both are faster airplanes). We had a chance to talk to the Cirrus pilot, who told us that Pontiac went IFR shortly after we departed. He received an IFR clearance to climb initially to 4,000'. That put him right in the clouds, and right into icing conditions. Even though he had de-icing equipment, he elected to climb into clear conditions. Nobody likes to fly in ice. Apparently, enough airplanes were inbound to Pontiac at that time that they had to issue holding instructions – nobody likes to *hold* in ice, either!!

There are plenty of traps to fall into while flying. We build margin into our operations to avoid falling into those traps, but last Saturday, most of our margin was gone. Having GPS and knowing how to use it helped a lot. And it just might happen that someone you know needs a bit of help to avoid getting too close to the margin, so don't forget to lend a hand or a kind word when you can.



FROM THE FLIGHT SURGEON
By Gregory Pinnell, MD

Boy it sure has turned frigid and winter is not even here yet! For those of us that utilize our aircraft over the winter months the cold presents certain challenges such as potential for low body temperature or “hypothermia”. Just as many aircraft engines don't start well when cold, pilots don't perform as well either when we are chilled. For example, exposed body surfaces such as hands are prone to frostbite when doing a good preflight. Cooling the body even a few degrees can lead to severe shivering making manipulation of controls difficult. With further body cooling comes further performance drops when outside for prolonged periods or in an aircraft with poor heating. Ultimately with further body cooling mental processes degrade which can lead to confusion, inability to think clearly and stiffness in the muscles. The bottom line? Dress warmly in layers, do pre-flights inside whenever possible in cold weather and consider hand warmers to keep your fingers safe and supple. Fly warm and safe!

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CHAPTER 55 HUMOR

The rain was pouring and there was a big puddle in front of the pub just outside the Air Force Base.

A ragged old Army Aviator was standing near the edge with a fishing rod, his line in the puddle.

A curious young Air Force fighter pilot came over to him and asked what he was doing.

'Fishing,' the old guy simply said.

'Poor old fool,' the Air Force officer thought and he invited the ragged old aviator into the pub for a drink.

As he felt he should start some conversation while they were sipping their whisky, the haughty fighter pilot asked, 'And how many have you caught?'

'You're the eighth,' the old Army Aviator answered.

CHAPTER 55 CLASSIFIEDS

HANGAR FOR RENT: one space in Builders Hanger; \$115 plus gas; Steve 517-290-7528

HANGAR FOR RENT: Skyway Estates; 60G; Eaton Rapids. Pete Chestnut 517-663-3118.

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

FOR SALE:
Stratus I (First Generation) ADS-B Receiver; works great with Foreflight to receive current radar & weather in flight; \$325; Don Frank; 517-204-7421; FrankLaw@sbcglobal.net

Starduster II; Mike Franzago; 517-910-6091;
mlfranzago@me.com

Smith Mini project; one seat biplane; Steve 517-290-7528

Pure Michigan Maple Syrup; 10% of member sales will be donated to Newberry Scholarship Fund; Half Gallon \$21; Quart \$12; Pint \$6. John & Connie Bobcik 517-231-0506;
jbobcik@gmail.com

KIS; \$22,000; many extras; George Moore; 517-536-1034

Garmin GPS 96 w/Col Bracket \$95;
Ernie Lutz 517-676-4601

Lathes & other equipment; Jeff Shaud 517-712-6482

Honey; various sizes; Gordon Hempstone 517-515-1454

DTV analog or digital antenna; \$25.00

POCKET CALENDAR

Dec 12 = Movie Night

Dec 13 = Program; Cody Welch; EAA Dir

Dec 14 = Christmas Party; Eldorado; 4pm

George Moore 517-536-1034

FREE: hanging files for home or office. And books.

Contact Warren or Vickie to place your ad here!

SAVE THE DATE 2015:

Jan 9 = Movie Night

Jan 10 = Program; TBD

Jan 23-24 = Great Lakes Aviation Conf

Apr 21-26 = Sun-N-Fun

Jun 13 = YE Rally

Jun 14 = EAA55 Dawn Patrol

Jul 11 = YE Rally

Jul 12 = 56th Anniversary Potluck

Jul 20-26 = AirVenture

Aug 8 = YE Rally

Aug 15 = EAA55 MAD

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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