

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

MAY 2014

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: 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](http://www.EAA55.org)



## Climb and Maintain Flight Level 55

### HISTORY OF EAA

As we approach our 55 year anniversary, I thought it might be interesting to look at a little bit of the history of EAA. EAA was founded by Paul Proberzny in January, 1951. The first EAA meeting was held in Milwaukee, WI. The first EAA fly-in was held that same year at Curtis-Wright airport in Milwaukee, WI. In 1959 the annual fly-in was moved to Rockford, IL.

1959 also saw the founding of Chapter 55 in Mason, MI. Chapter 55 is the second oldest chapter in Michigan trailing only Chapter 13 at Ray Community airport.



April Breakfast Team: Don Frank, George Moore, Don & Deanna McAlister

**Board of Directors Meeting**  
May 7, 2014, 7:00 pm  
**Chapter Membership Meeting**  
May 10, 2014

By 1970, EAA had outgrown the facilities in Rockford and moved their

annual fly-in to Oshkosh, WI. Chapters are numbered in order of their founding. As Chapter 55, we are the 55<sup>th</sup> EAA chapter.

First 10 EAA Chapters in order of their founding are: 1. Flabob Airport, Riverside, CA in 1953, 2. Smith Field, Ft. Wayne, IN in 1956, 3. No longer an active chapter, 4. College Park airport in MD, 5. Geauga County airport in Middlefield, GA, 6. Coweta County Airport, Newnan, GA, 7. Long Beach airport, Long Beach, CA, 8. Shiloh airport, Stoneville, NC, 9. Worthington airport near the Ohio State University airport, 10. Gundy's Airport in Owasso, Oklahoma.

There are currently 42 active chapters in Michigan. Internationally, there are over 189,000 EAA members in 13 countries.

Next month we will review the history of Chapter 55!

Steve Houghton, President ([steve@eaa55.org](mailto:steve@eaa55.org))

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

### BREAKFAST TEAMS

<u>May</u>	<u>June</u>
Bill Bezdek	Keith Byrd
Ralph Gregus	David Cook
Gordon Hempstone	Denise Cook
Bill Hensler	Neal Johnson
Michael Rosencrans & Judith	Tim Martinson
Greg Shannon	Tom Sheehan

### EAA Chapter 55 Board of Directors Meeting April 9, 2014

→Meeting called to order at 7:01pm. →Present: Steve Houghton; Margie Clark; Vickie Vandenbelt; Bill Purosky; Doug Koons; Jack Voss; Bob Clark; Ken Vandenbelt; Jim Spry; Dave James; Ed Search. Absent: Al Spalding; Warren Miller Guests: Joe Pirch; Phil Tartalone; Julie →Secretary's Report 3/5/14; Dave James moved; Bob Clark supported; all approved. →Treasurers Report 3/31/14; Jack Voss moved; Doug Koons supported; all approved. →Adult Eagles; discussed a booth at our events; Margie will coordinate. →Young Eagles; Phil has filed for insurance; volunteer signup sheets ready. →Membership; five new members & one student. →Flying Activities; Steve Houghton & Jim Spry compiling. →Program Coordinator; discussed what we have so far.

→Safety Officer; Steve to coordinate with Terry Lutz & Jack Voss. →Jim Spry talked about donating plane ride to non-profit. →Audit of Books; Joe Pirch audited 2013 operating accounts and discussed results; income with/without DP/MAD; expenses with/without DP/MAD; comparison of events income vs. expense. →55th Anniversary Potluck; discussed pricing for 50 (\$236); 100 (\$473); 150 (\$709); whether to add additional foods; suggestions for activities; start at 4pm; dinner at 6pm →Sound System loan to Howell; Bill Purosky will coordinate. →Generic Biz Cards; Steve Houghton will order; \$20 +/- →Chapter Calendar 2015; cost to produce? photos from our events. →Meeting Room Expansion Project; tabled for time being. →Meeting Guests; discussed board responsibility to make guests welcome. →Plane material; tabled for Margie Clark to check out. →Event Planning; Vickie Vandenbelt made a motion to approve up to 100 MAD "Free Breakfast" certs to be used as advertising promotion and sponsor gifts; Bill Purosky supported; all approved. Volunteer Signup sheets ready for meeting. →Discussion of means to increase chapter income; time to increase dues? time to increase hanger rents? →Jim Spry discussed the Mason Sesquicentennial 2015; master calendar of events and possibility of coordinating our events with the 150th events. →Euchre night planned for 4/11/14. →Jack Voss made a motion to adjourn; Dave James supported; adjourned at 8:53pm. →Respectfully submitted, Vickie Vandenbelt, Secretary

### **EAA Chapter 55 Membership Meeting April 12, 2014**

→President Houghton called the meeting to order at 9:30am with approx 38 members & 4 guests present. →Following the National Anthem, we thanked the breakfast team & President Houghton announced the May breakfast team and introduced guests. →Secretary's Report 3/8/14; moved, supported, & accepted as printed in the newsletter. →Treasurer's report 3/31/14; moved, supported, and accepted. →Joe Pirch gave a report of his audit of the 2013 operating account; talked about financial status. →YE Coordinator Phil Tartalone passed out 2013 YE Volunteer awards; advised signup sheets for June-July-August available. →Jim Spry talked about airplane rides donated to non-profits. →Volunteer Signup Sheets for DP & MAD circulated. →Steve Houghton provided update on legislation for drivers license medical. →Gary Nicola won the 50/50 drawing. →Next Event Planning meeting will be May 28th. →Card circulated for Russ Hilding who lost his wife in a vehicle accident. →Meeting adjourned at approximately 10:25am. →Lynn Towns did a program about the Antique Aircraft Assn. →Respectfully submitted, Vickie Vandenbelt, Secretary



### **TIDBITS**

By Vickie Vandenbelt ([vickie@eaa55.org](mailto:vickie@eaa55.org))

EVENT FLYERS: Young Eagle, Dawn Patrol, & Mason Aviation Day flyers are printed and available in the chapter meeting room and airport terminal.

WE NEED YOUR HELP - please post at your place of employment, place of worship, civic group meetings, local stores or other bulletin boards, other airports - and any other place you can think of. We especially need your assistance to spread the word in localities beyond Mason !!

EVENTS PLANNING 2014: Next meeting Wednesday, May 28th; 7:00pm; everyone welcome. Final meeting for June DP & YE will be Wednesday, June 11th preceding the normal Board Meeting.

"RELAY FOR LIFE" FUNDRAISING: Gary Nicola was the winner of our April drawing. Thank you, Gary, and all the others for helping to raise funds for this worthy event! Karen Meirndorf is still selling luminaries for display at the June 13-14 event.

YOUNG EAGLE PILOT PARTICIPATION: I recently sent an email with reference material for pilot participants in this program. Included were copies of the YE Registration Form; YE Pilot Guidelines; and Adult Passenger Waiver Form. Hard copies are available at the chapter.

VOLUNTEER SIGN UP SHEETS: are available for member to volunteer for a variety of shifts and jobs at Young Eagles; Dawn Patrol; and Mason Aviation Day. We need YOU to make our events a SUCCESS!

SNACK SALES: Don't forget to stop in for a snack when you visit the airport. We have water, pop, chips, cookies and candy available. And, Klondike Bars are now half price - only 25 cents each.

CARDS & MEMORIALS: If you know of a member who is ill or has had a death in the family, please contact Vickie Vandenbelt at 517-589-5051 or [vickie@eaa55.org](mailto:vickie@eaa55.org)

EVENTS "FREE INFO": I will be setting up the "FREE INFO" tables once again at our YE & DP & MAD events. This has been very popular with our patrons. If you belong to any community or civic groups with events you would like to promote or publicize, please bring your flyers/posters to me or the chapter meeting room. We also accept commercial advertising materials from sponsors who make a monetary donation to the EMU Foundation- Newberry Aviation Scholarship Fund (501c3) or donate "goodies" for YE or Pilot Bags .... spread the word if you know of anyone who might be interested or let me know if there is someone you think I should contact?

Capital Area Radio Drone Squadron (CARDS) hosts  
WARBIRDS & CLASSICS OVER MICHIGAN

June 5 - June 7

<http://www.cardsrc.com/2014/wom/>



## YOUNG EAGLES

By Phil Tartalone ([phil@eaa55.org](mailto:phil@eaa55.org))

Margie Clark will be the new Young Eagles Coordinator due to Phil's resignation. We're asking for a volunteer to help with this position as Margie is our current Vice President, as well.



## NOTES FROM CAPE JUBY

By Terry L. Lutz

Chapter 55 Flight Advisor

A couple of great things happened in the last month, one of them close to home and another one way out there near the left coast. Both involve some really special people, who are a lot of fun to talk to and even more fun to watch. For those of you who are not aware, Dan Schiffer received his Private Pilot helicopter rating on Tuesday, April 22<sup>nd</sup>. And unless you check the EAA website on a regular basis, you may have missed the aviation records set at the Mojave Experimental Fly-In on April 19<sup>th</sup>.

The really great thing about what Dan accomplished was actually NOT that he passed his helicopter check ride. It was the meticulous way that he accomplished his flight training, and his commitment to get out there and fly during the worst winter we've seen in a very long time. Dan's car was often seen near his hangar at the Mason Airport, but what we couldn't see was that inside he was often found studying the technical details of his helicopter and the complex relationships between rotor rpm, forward speed, blade angle, and rotor angle.

Dan's training was provided by Dennis Bowdoin at Helicopter Air Specialty Service at the Maple Grove Airport in Fowlerville. On a lot of those really cold days we had, Dan would drive to the Maple Grove Airport in the morning and take a lesson with Dennis. Not only did they have to contend with the cold and the proper operation of the helicopter in those temperatures, but they also had to contend with blowing snow from the rotor downwash during landing and takeoff. Reduced visibility due to loose snow and the possibility of disorientation can be a real challenge to a helicopter pilot. Then in the afternoon, Dan would drive to Mason and continue his studies.

On one cold day, I flew over Maple Grove and watched from above as Dan and Dennis were working on autorotations (landing after simulated engine failure). Dan was working on 180-degree approaches to one of the helicopter pads. I remember two things while watching his approach from my perch at 2500 feet: His crisp and precise radio calls, and his landing, which was right on the pad with a little energy to spare.

After waiting several weeks for a break in the weather, Dan and Dennis ferried Dan's Robinson R-44 helicopter to Toledo where there was an FAA designated check airman for helicopters. To be there bright and early meant an 0300

wake-up call, followed by departure from Fowlerville in darkness. When the sun came up, so did the wind. When they arrived in Toledo, the wind was already at 15 knots with higher gusts. Dan took the oral portion of his check ride, then launched with the check airman for the flight portion in winds of 18 gusting to 28. After his flight check, he and Dennis flew back to Maple Grove and were pounded pretty hard by the wind, but still they were happy guys.

I think that Dan has set the bar pretty high for the rest of us, not because he passed his helicopter check, but because of the way he approached his training – find the best instructor, fly regularly even if the weather isn't the best, and study, study, study. Flying isn't something we switch on when we're at the airport and switch off when we're home – it's a full time mental exercise.

If you want another mental exercise, just try keeping up with Elliot Seguin on the phone or in the air. His aviation experience has touched so many interesting things and so many interesting airplanes that there's no time for him to tell you everything. Like many people who think totally out of the box, Elliot had the idea to use the Mojave Experimental Fly-In as the catalyst event for setting some aviation records. But, there is more to the thinking and more to the story.

As many of you know, Elliot has raced at Reno. In fact this year he raced an airplane of his own design, which he and his girlfriend Jenn built from scratch. Reno is where everyone is trying to fly faster than the other guy, but not necessarily trying to fly faster than anyone has ever flown before, in the appropriate class of airplane. So why not hold a "speed weekend" in conjunction with the Mojave Experimental Fly-In? And make it a free flow gathering where people could mingle on the ramp and talk about what really makes airplanes go fast. All of this in the context of a fly-in that anyone can attend and afford.

Aside from the record attempts, Elliot reports that they achieved the goal of combining the fly-in with a weekend of record attempts. Altogether he said that about 1,000 people were in attendance, which is about the same as the previous fly-ins. Of the 9 record attempts, 7 were successful. EAA reports that this was very likely more record attempts and more records set in a single weekend than has ever happened before. All because one guy (Elliot) had the out of the box idea to do it! If you want a summary of the records set, you can go to this url:

<http://www.eaa.org/en/eaa/eaa-news-and-aviation-news/fly-ins-and-festivals/2014-04-23-aviation-records-fall-in-advance-of-successful-mojave-fly-in>

The winner of the Best Test Award went to Zach Reeder, who modified Burt Rutan's Catbird with extra fuel tanks in order to set a new record in Class C-1c for speed over a 5000 km closed course. It took over 15 flight hours and he finished with an average speed of 211 mph. Elliot told Zach about the "speed weekend" roughly one and a half months before the weekend itself (what are friends for, right?). Which meant that Zach had to register for the

record attempt even before the tanks were built and the modifications to Catbird were completed!! Overall, one of the interesting things about the records that were set is that a Lancair Legacy broke Mike Melvill's record, flying Catbird over a 2000 km course (set in 1994 at 256.9 mph) with a new speed of 319 mph). And yet Catbird remains a viable speed platform setting a new record 20 years later.

For more information about the Mojave Experimental Fly-In, including some great pictures:

<http://www.mojaveflyin.com/>

And if you want to see a terrific-looking go-fast machine, here is another link to the record runs of the GP-5 that broke the record set by Nemesis in 2008:

[https://www.youtube.com/watch?v=019Ro3E\\_mhA&feature=youtu.be](https://www.youtube.com/watch?v=019Ro3E_mhA&feature=youtu.be)

Time for my fingers to slow down on this keyboard. Hey, we should have great weather ahead of us, so get out and do some flying. Better yet, take another chapter member with you. And always remember to help your fellow pilot when you see that some help is needed.

## **THE NASA SAFETY REPORTING FORM**

by Dan Schiffer

The NASA form is a way for the FAA to collect valuable aviation user data from pilots, mechanics, even flight attendants. In fact, most anyone working within the aviation industry is encouraged to file a NASA form whenever they witness, or they themselves commit, a breach of the rules or encounter or create an unsafe aviation event.

Why NASA, you may ask. The FAA discovered they were not getting the useful feedback from the industry users which would allow the FAA to compile information and properly react and adjust to and improve safety. The FAA, and rightfully so, determined that the industry users were leery, if not downright frightened, to tell their story to them or their explanation, for fear of FAA retaliation against them. So, they told no one, not only what went wrong on one of their flights, but what they could have done differently to prevent the incident from happening.

As a result, the FAA got with NASA and cut a deal. The deal is NASA remains a totally neutral party between the FAA and the pilots and aviation users. People can now trust that anything they tell NASA on the incident form will remain totally confidential.

Only the information you provide (and not your name) will ever be offered to the FAA for their use in improving the safety of all people in aviation and its customers.

So, if you are flying and you accidentally stumble into the wrong airspace or you were flying too low or too close to persons or property or any event where you may be or could

be violated by the FAA - use the NASA form to report yourself, time, date and place and what you would do in the future to prevent it from happening again.

On the form will be a tear off that you will provide your name and a special code. Only you and NASA will know this code and it is the code you will give the FAA if they find out about your incident. They will not find out from NASA, but if you get called out on the carpet by the FAA for something you did and you give the FAA your code, the FAA can verify with NASA that you did indeed report the incident. The FAA often will greatly reduce your punishment and often only require some additional training.

Some people have called filing a NASA report a "get out of jail free card". It's not quite that powerful but it is a huge benefit for you, so carry these reports and use them anytime you have doubt as to a possible violation. There isn't any negative response if it turns out no FAA action is taken but the benefit of the leniency offered because you did file it, is well worth your time.

Keep in mind the form offers no help for you if your actions were criminal in nature, or for any issue involving an aircraft accident.

Dan

Here is the link to the safety reporting system. From this site, you can submit them electronically or download and print mail-in forms.

<http://asrs.arc.nasa.gov/report/electronic.html>

## **Relay for Life - By Karen Meirndorf**

This year the American Cancer Society's Relay For life will be held down town Mason on Friday June 13 starting at 3pm till 3pm Saturday.



A great way to help support cancer research and patient programs is to buy a Luminaria. I'll be taking orders after the club meeting for anyone to purchase either an "In Honor of" or "In Memory of" Luminaria decorated how ever they wish for \$10.

I also have extra forms posted at the hangar. Thank you for your support.



## **FROM THE FLIGHT SURGEON**

By Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR

No article for this month.

## **EAA CHAPTER 55 HUMOR**

**By Warren Miller**

### **First story**

Dan, a veteran airplane pilot went to a flight school insisting that he wanted to learn to fly a chopper. As all the instructors were currently busy, the owner agreed to instruct him by radio on how to pilot the solo helicopter. He took Dan out, showed him how to start it, gave him the basics, and sent him on his way.

After Dan climbed to 1000 feet, he radioed in. "I'm doing great! I love it! The view is so beautiful, and I'm starting to get the hang of this."

After 2000 feet, Dan radioed again, saying how easy it was to fly. The instructor watched him climb over 3000 feet, and was beginning to worry that he hadn't radioed in.

A few minutes later, the owner watched in horror as Dan crashed about half a mile away. He ran over and pulled him from the wreckage.

When he asked what happened, Dan said, "I don't know! Everything was going fine, but as I got higher, I was starting to get cold. I can barely remember anything after I turned off the big fan!"

And . . .

Dan, running out of gas found himself circling in the middle of a large forest area. Spotting a group of hikers, he quickly made a sign saying "Where am I?" The pilot put the sign to the window so they could see it. Conversing for a few minutes, the hikers soon made their own sign and flashed it at the pilot. Their sign said, "You're in a helicopter."

### **DAN SCHIFFER IS CHAPTER 55's NEW HELICOPTER PILOT CONGRATULATIONS DAN!!**

**from Vickie**

**Two Blind pilots both are wearing dark glasses, one is using a guide dog, and the other is tapping his way along the aisle with a cane. Nervous laughter spreads through the cabin as the men enter the cockpit, and close the door. The passengers begin nervously glancing around, as the engines start up. All are searching for some sign that this is just a little practical joke. None is forthcoming.**

**The plane taxi's to the runway and begins accelerating faster and faster down the runway. Passengers sitting next to window realize they're headed straight for the water at the airport's edge. As it begins to look as though the plane will plow into the water, panicked screams fill the cabin.**

**At that precise moment, the plane lifts smoothly into the air. The passengers relax and laugh a little sheepishly, and soon retreat into their magazines, secure in the knowledge that the plane is in good hands.**

**In the cockpit, one of the blind pilots turns to the other and says, "Y'all know, Bob, one of these days, they're gonna scream too late and we're all gonna die."**

## **CHAPTER 55 CLASSIFIEDS**

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

### WANTED:

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

HANGAR FOR RENT: Heated, water, compressed air available. Skyway Estates; 60G; Eaton Rapids. PeteChestnut 517-663-3118; pandp@wowway.com

### FOR SALE:

1966 Mooney M20C; Dave Courey; 517-331-7097 or dcmi@reagan.com

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](mailto:gkharris1974@gmail.com)

Zenith Zodiac XL/650 Corvair motor mount;  
Greg Harris 517-775-4563 or [gkharris1974@gmail.com](mailto:gkharris1974@gmail.com)

Honey; Gordon Hempstone 517-515-1454

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

**Contact Warren or Vickie to place your ad here!**

## **POCKET CALENDAR**

May 25 = JXN Pancake Breakfast - 7am-Noon

May 28 = Event Planning; 7pm

Jun 6 = 70th anniv/D-Day invasion Normandy

Jun 11 = Event Planning; 7pm

Jun 14 = MACC 55th Anniv Ribbon Cutting 9am

Jun 14 = YE Rally; 10am-2pm

Jun 15 = Dawn Patrol; 7am-11am

Jun 20-22 = Planes, Trains & Autos; Owosso

Jun 28 = Livingston Co. Open House; 10am-2pm

Jul 12 = YE Rally; 10am-2pm

Jul 19 = 55th Anniv Potluck Celebration

Jul 28-Aug 3 = EAA AirVenture

Aug 9 = YE Rally; 10am-2pm

Aug 9-10 = Thunder Over MI w/USAF Thunderbirds

Aug 16 = MAD; 7:30am-2:00pm

Aug 27-Sep 1 = AAA-Blakesburg

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

Dec 14 = Christmas Party; Eldorado; 4pm

**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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