

Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar; Mason Jewett Airport; 643 Aviation Drive, PO Box 443, Mason, MI 48854

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www.EAA55.org



**CLIMB AND MAINTAIN
FLIGHT LEVEL 55**

by Steve Houghton (steve@eaa55.org)

Political Doings at the Capitol: There has been some very interesting action in Washington DC recently related to the third class medical situation. New legislation has been introduced by a bipartisan group of senators and congressman seeking to expand the 3rd class medical exemption. This legislation is part of a larger bill introduced as the Pilot’s Bill of Rights II. This is a follow-up to the Pilot’s Bill of Rights legislation passed into law in 2012. Details of the bill include the following:

-Exemption from third-class medical requirements or sport pilots to cover general aviation aircraft up to 6,000 pounds, carrying up to five passengers, for both VFR and IFR flights at up to 14,000 feet. The bill would also prohibit FAA enforcement for third-class medical certificate violations unless the FAA has issued regulations within 180 days of the enactment of this legislation.

-Expansion of the original Pilot’s Bill of Rights. This includes expansion of due process protections to include all certificates issued by the FAA (not just pilots); increases protections for certificate holders during an FAA investigation; requires the FAA to release a copy of enforcement investigative reports when serving an enforcement action; and reforms FAA record-keeping policy, among others.

-Provisions that expedite updates to the NOTAM program.

EAA and AOPA are strongly urging their members to contact their legislators in support of this legislation. A very easy to use website has been set up by EAA for this purpose: <http://govt.eaa.org> Sign the prefilled letter. It literally only takes only a minute or two to complete. This legislation has significant support

in Washington and with your involvement may finally become a reality.

Harrison Ford Accident: As many of you know, EAA member and former Young Eagle Chairman, Harrison Ford was involved in a landing accident this past weekend after taking off from Santa Monica Municipal Airport. Ford’s 1942 Ryan Aeronautical ST3KR suffered an apparent engine failure resulting in a forced landing at a nearby golf course. Early reports indicate he suffered a fractured pelvis and ankle. EAA Chairman Jack J. Pelton issued the following statement: *“Our wishes for a speedy and full recovery are with our friend and longtime EAA member Harrison Ford. Harrison is an experienced general aviation pilot who has been an outstanding advocate for flying, especially in his six years as chairman of EAA’s Young Eagles program, which has introduced more than 1.9 million young people to flight. His flying experience and proficiency served him well today. I speak for all EAA members in saying he has our support and best wishes at this time.”*

I don’t believe I can add anymore to this statement. Harrison Ford provided a significant boost to public awareness of EAA and the Young Eagles program. We (along with his droids) wish him a speedy recovery!

BREAKFAST TEAMS

<u>MARCH:</u> Doug Coleman Ray Fink Sean Mullaly Jeff Shaud Phil Tartalone Janine Gaboury Carl Zayatz Tom Schroeder	<u>APRIL:</u> Ellen Cavenagh Don Frank Chris Halliday Don & Deanna McA George Moore Gary Nesbitt Micki Shetterly George Spencer Ken Vandebelt Cody & Jackie Welch Kelsey White
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February Breakfast Team at work: Gary Nicola; Joe Pirch; Dave Groh; Greg & Karen Hover

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

MARCH PROGRAM: Mr. Brad Frederick will be presenting info about the Recreational Aviation Foundation.

EAA CHAPTER 55 BOARD OF DIRECTORS MEETING - February 11, 2015

→ Call to Order at 7:00 by President Houghton,
 → Present: Steve Houghton; Bill Purosky; Doug Koons; Jack Voss; Margie Clark; Bob Clark; Dave James; Al Spalding; Jim Spry, Michael Rosencrans.
 Absent: Vickie Vandebelt; Warren Miller.
 → Secretary's Report 1/7/15; Jack Voss made a motion to approve; supported by Doug Koons; passed unanimously. → Treasurers Report 1/31/15; Jim Spry made a motion to approve; supported by Jack Voss; passed unanimously. → Young Eagles; no report.
 → Eagle Flights; no report. → Membership; no report.
 → Flying Activities; AirZoo drive-out on Saturday.
 → Program Coordinator: Margie has speakers for March & April. May will be the Chapter Safety Briefing for YE Pilots & Ground Crew. → Safety Officer: Terry Lutz and Dan Schiffer are working in this. → Donated tug; needed repairs will be done in the spring. → Movie nights; Friday & March.
 → Newberry Aviation Scholarship; recipients invited to Saturday's meeting; all emailed back that they will attend. → Model T Club; Ted O'Dell from the Mid Michigan Model-T Club sent a request to bring his

club to our Dawn Patrol. All agreed this would be great. Steve Houghton will follow up. → Automated Airport Gates; no new info. → AirZoo trip Saturday; Steve Houghton will email reminder. → Meeting room rugs; one more needed; Jack Voss will pick up one 5' rug. → Jack Voss presented idea of hiring a band for \$350 to provide music at the Christmas party. Following discussion, Jack and Steve will split and donate the cost. → Pilot List for new member solicitation; Steve Houghton created list & coordinating with Vickie Vandebelt. → TV for meeting room; Steve Houghton & Jack Voss will shop for prices. → Event planning; first meeting set for 3/4/15 at 7pm. → Doug Koons made a motion to adjourn; supported by Bill Purosky; adjourned at 7:42. → Respectfully submitted, Steve Houghton, Acting Secretary

EAA CHAPTER 55 MEMBERSHIP MEETING - February 14, 2015

→ President Houghton called the meeting to order at 9:27am with approximately 35 members & 9 guests present. → Following the National Anthem, we thanked the breakfast team & March team was announced. → Guests were introduced including our Newberry Aviation Scholarship recipients.
 → Secretary's Report 12/13/14 and 1/10/15; moved to accept; supported and approved. → Treasurer's report 1/31/15; moved to accept; supported & approved.
 → Young Eagles; Margie Clark hopes for volunteers. Our May program will be a Safety Meeting for pilots and ground crew. All YE pilots will be REQUIRED to attend safety meeting. → Movie Night Friday was held at terminal; March will be the last one.
 → Christmas Party is booked at Eldorado; Sunday Dec 13th. Steve Houghton & Jack Voss are donating cost to have live music. → 56th Anniversary Potluck set for Saturday, July 12th. Suggestions for activities welcome. → 2016 EAA55 calendar; collect photos for submission. → Drive out to Kalamazoo Air Zoo - CANCELLED DUE TO WEATHER. We will reschedule in fall. → Program in March; Brad Frederick of Recreational Aviation Foundation.
 → Program in April; James Whittles on cockpit technology (iPads, phones, etc). → First Event Planning Meeting; 3/4/15. → Bill Purosky reported Great Lakes Aviation Conference was a success; number of attendees, vendors and speakers were all up. → Thank you to Al & Julie Spalding for the donation of a roaster; this will really help at events.

→ Meeting adjourned at 10:05am; no program.
→ Respectfully submitted, Vickie Vandenberg,
Secretary



NEWS OF OUR MEMBERS

By Vickie Vandenberg (vickie@eaa55.org)

CONGRATULATIONS to Karen Meirndorf on her recent retirement.

CONDOLENCES to Joe Madzair on the loss of his mother last month.

CONDOLENCES to Margie (and Bob) Clark on the recent loss of her mother.

THANK YOU, Jeff Shaud, for the donation of another Meijer Gift Card. These really help on our grocery bills!!



Our Newberry Aviation Scholarship recipients: Jordan Lewis (L); Kelsey White (M); and Wyatt Holmes (R). Christopher Carmody not shown.



YOUNG EAGLES

By Margie Clark (margie@eaa55.org)

The weather is warming and the planes are more plentiful in the sky. With the view so clear, wouldn't it be great to share that with a young person who hasn't had that opportunity. Again, I am sending a reminder that we are in need of pilots and volunteers for the second Saturday of June, July and August to fly the kids that attend our Young Eagles events.

We are going to focus on Young Eagles at our May meeting. Instead of a program, we will be having a breakout for pilots who currently fly Young Eagles and for all pilots interested in hearing what it takes to participate. Please remember - if you fly Young Eagles you must be a member of the EAA national organization.

In addition, I will be talking to all those folks interested in knowing what it means to be part of the ground crew and how you can help. The more volunteers we have - the easier the day goes for everyone. Attending the meeting doesn't mean you're making a commitment, it's showing your interest in what we do. Please plan on staying and learning more about what goes on.

ADULT EAGLES

by Greg Rheeder (iflyacoupe415@yahoo.com)

No Report this month.



NOTES FROM CAPE JUBY

By Terry L. Lutz (terry.lutz@attglobal.net)

A long time ago, in a land not too far away (and decidedly the place to go when winter invades Michigan), I traveled to Sarasota, FL at the invitation of a Mr. Dave Lindsay. Well, OK - I stopped at Cape Kennedy to watch the Saturn V carrying Apollo 11 lift off, then I hitched a ride to Sarasota. I met Dave Lindsay the previous fall, when Bob Hoover was performing an airshow at the Willow Run Airport.

I was student at the University of Michigan at the time, and knew that Bob Hoover's yellow Mustang, N2251D would be parked on the west ramp. Some sort of story is necessary to introduce yourself to a guy like Bob, who was already a legendary pilot. But then those who know Bob will tell you that he likes practically everyone, and always takes the time to be polite and friendly. Early on Saturday morning, I parked myself next to that beautiful yellow airplane, and waited. A few hours later Bob and Dave showed up in rental car. Before they could ask who I was, I stuck my hand in the window and introduced myself.

I had seen Bob fly earlier in the year, and noticed that the belly of his P-51 was always a little oily. So I said I would clean it up before the airshow so it would look terrific for the crowd. He said OK, and put me in the back seat of that awesome airplane for the short taxi to the airshow line. As it turns out, the original oil breather line for the Mustang exited on the left side of the engine, below and aft of the exhaust stacks. It didn't make the airplane look very good, which is why most pictures are of the left side of the Mustang. Most private owners re-routed the breather line to the belly, just behind the air scoop. It still left a dark stripe of oil that could easily be seen during rolling maneuvers.

After cleaning the belly, I sat in the stands with Dave Lindsay and learned a few things about him. He was the owner and editor of the Sarasota Herald-Tribune newspaper, and he owned the Cavalier Aircraft. Cavalier not only created a special version of the Mustang for private owners, they were supplying refurbished Mustangs to small air forces in Central and South America. Dave invited me down to Sarasota for a visit, which I managed to do while Apollo 11 was on its way to a historic landing on the Moon.

We took a tour of Dave's aircraft works, and I saw racks of wings here, and fuselages there, along with a few pieces and parts painted yellow. Those were parts of Bob's airplane that got a little too close to the ground. In fact, Hoover would occasionally touch the ground with the wingtips of his Mustang while doing the famous "Tennessee Waltz". Dave Lindsay replaced enough of them that he had some made out of steel so they would last longer.

While sitting in the cockpit of a completely refurbished and ready-to-go, full-up P-51 fighter, I caught sight of an airplane in the hangar that had a turbine engine on the nose. As it turns out, it was the prototype of a design that would later become known as the "Piper Enforcer". I jumped out the Mustang and went for a closer look.

The turbine-powered airplane had a Rolls-Royce Dart engine on the nose, producing 1670 shp, and was called the Mustang II. Dave wanted to use the more powerful Lycoming T-55 driving a big propeller, but he couldn't lease one from the US government. Col Henry Gordon and Bob Hoover both flew the airplane, but due to stability problems they both recommended against proceeding with the design. In late 1970, Dave Lindsay sold the rights to the Piper Aircraft Corporation.

Then in 1971, the Air Force established what was called the PAVE COIN program to identify a new Counter-INSurgency/light ground attack aircraft (that's how they coined the name). Piper bid for the contract, and entered a Mustang derivative with the T-55 engine and an enormous 11 foot 6 inch diameter propeller from a Douglas A-1E Skyraider. They initially called it the Turbo Mustang III, but later designated it as the Enforcer. Two prototypes were built, but one was lost in an accident. The other went to Eglin AFB for some initial PAVE COIN evaluations and did well, but Piper didn't get the contract.

Meanwhile, Bob Hoover was a test pilot at North American, and they were working on a design of their own called the OV-10 Bronco. I remember reading about tests he did on a roller-coaster runway to show that it could land on unimproved runways, in an article titled: "How To Flip A COIN".

Dave Lindsay, always the optimist and with connections in government, bought the rights back from Piper. Along with J. Lynn Helms, who would become the head of Piper aircraft in 1974, they lobbied Congress for eight years and the effort finally paid off when Piper was awarded an \$11.8M contract to conduct a demonstration of the Enforcer. Dave Lindsay sold the rights back to Piper and they started work on the PA-48 Enforcer.

The contract was awarded on September 1, 1981 and first flight was April 9, 1983. Airworthiness testing

was accomplished in Lakeland, FL, weapon clearance testing was at Eglin AFB, FL, and a full operational demonstration was conducted at Edwards AFB in the summer of 1984. The airplane flew 381 flight test hours, and while on the ground it ran the full gamut of tests, including loads, hydraulic, fuel, and engine tests. The Enforcer had boosted ailerons using a system adapted from the T-33, and electric trim for the elevator and rudder.

A full stability and control evaluation was accomplished on a configuration with 10 underling pylons and wing tip mounted fuel tanks. Stall speed was 90 kts at an airplane weight of 10,000 lbs. Roll rate was 90 deg/sec in the clean configuration, and stick force per g was fairly high at 16 lb/g. Test pilots rated control harmony overall as poor. They took the Enforcer to the Army's instrumented bombing range at Superior Valley, northeast of Edwards AFB, and conducted a bombing evaluation. Looking at the numbers, the airplane did quite well. They even flew bombing sorties at night.

All in all, the military gave the Enforcer every chance to show that it could excel in the light ground attack role. In the end, even though further development could have solved many of the problems identified, the Air Force was not interested in a propeller driven aircraft with conventional landing gear, and the prototypes were delivered to the bone yard at Davis-Monthan AFB. Both airplanes have been refurbished and are now in museums in Dayton and at Edwards AFB.

In 1983, Dave Lindsay bought the rights to the Enforcer back from Piper, and moved all the data and remaining hardware to his facility in King City, CA where it still exists today.

Now, let's have some fun. As the NCAA basketball tournament approaches, a lot of people will play the "bracketology" game and try to predict the winner. The Society of Flight Test Engineers decided to have some fun with the concept and created a bracketology game of their own that will pick the best airplane of all time. You'll find a copy as an attachment with this newsletter, so fill it out and bring it to the chapter meeting to see, once and forever, what airplane is the greatest airplane of all. I'll warn you that there are no slam-dunks in this competition!

Maybe, sorta, kinda, Lord willing, it looks like the white stuff may be melting and temperatures may be warming up enough that we can get in some flying time and remove the rust that often forms in winter. Keep these thoughts in mind: winter doesn't give up easily and the fight between cold and warm air masses can be violent and gusty. And, given that a lot of moisture is in the air, the prospect of carb ice cannot be taken lightly. Prepare for it, watch for it, and use heat when you need it. And don't forget to give your fellow pilot a hand when it's needed.



TIDBITS

By Vickie Vandenberg (vickie@eaa55.org)

NEW MEMBERS: Chapter 55 welcomes new member Andrew Tavelli.

MEETING ROOM: We had some problems with the exceeded cold weather. To deter any damage, the water was shut off at the kitchen sink and the furnace has been on low as a precaution. I think we are past it now and all should soon be returned to normal (water on/furnace off).

KALAMAZOO AIR ZOO ROAD TRIP: postponed due to weather. We will try again in the fall.

VOLUNTEERS: EAA55 is looking for volunteers - setup; cleanup; cooking; parking plus more. Can we count on you to help at our Young Eagles, Dawn Patrol & Mason Aviation Day? See the Pocket Calendar for dates. Please mark your calendar and come help.



FROM THE FLIGHT SURGEON

By Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR

www.AIRDOCS.net

A frequent question I get from pilots who are filling out MedXPress for their FAA medical is "what doctors visits do I need to report on the form and what can I leave off?" You do need to report visits to any medical, mental health or counseling providers. However you can skip routine visits to eye doctors, dentists and FAA flight physical providers. Multiple

visits to the same providers can be consolidated into the last time you saw that provider.

Still confused? Please call or write and we will help sort it out for you!



OK, Show of hands...
Who's tired of snow?

CHAPTER 55 CLASSIFIEDS

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

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

WANTED: Serviceable ELT, model AK450, 121.5 megahertz with accessories; Kyle Bradford 517-663-3083

FOR SALE:

EAA55 2015 Calendars; \$8.00 each; Steve 517-290-7528

ASA CX2 Flight Computer; a step UP from the electronic E6B; in original box; works great; \$65.00; Gregory 517-315-3247

Stratus I (First Generation) ADS-B Receiver; works great with Foreflight; \$250; Don Frank; 517-204-7421; FrankLaw@sbcglobal.net

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

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

Pure Michigan Maple Syrup; 10% of member sales 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 George Moore 517-536-1034

Contact Warren or Vickie to place your ad here!

POCKET CALENDAR:

Mar 13 = Movie Night

Mar 14 = Program; Brad Frederick

Apr 11 = Program; James Whittles

Apr 21-26 = Sun-N-Fun

May 9 = Program; YE Training

May 24 = JXN Dawn Patrol

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

Aug 29-30 = Thunder Over Michigan
w/Blue Angels

Dec 13 = EAA Christmas Party; 4:00pm

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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