



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

MAY 2015

Meetings are the 2nd Saturday of each Month

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

→President: Steve Houghton 517-290-7528 →Vice-President: Margie Clark 517-853-1418

→Treas: Al Spalding 517-676-3370 →Secr: Vickie Vandebelt 517-589-5051 → Editor: Deanna McAlister 517-795-8171

www.EAA55.org



CLIMB AND MAINTAIN FLIGHT LEVEL 55

by Steve Houghton (steve@eaa55.org)

Starting next month our chapter will once again be offering Young Eagle (YE)

flights. The Young Eagles program was started in 1992 from the urging of EAA members nationwide. The primary objective of the program was to involve more young people in aviation. Kids from ages 8 to 17 are eligible for YE flights. Succeed it has. As of April 27th, there have been 1,910,019 kids flown by EAA Young Eagle pilots. Chapter 55 has been involved with the YE program for many years. As a chapter, we have flown 3,525 Young Eagles. We currently have eight chapter pilots who are members of the "Century Club" – that is with 100 or more YE flights. The list includes: Ernie Lutz 485, Doug Koons 416, Tom Schroeder 277, Dave James 168, Bob Clark 166, Steve Houghton 148, Bill Purosky 132 and Patrick Salow 103. Looking at the list it is important to note that Ernie Lutz is closing in on 500 YE flights! We will have to watch that one closely this summer!

But we can't do it without you!

Our Young Eagle dates this summer are June 13th, July 11th and August 8th. We need your help! YE events are very busy and take considerable support staff. The more help we have the easier the entire day runs. We need pilots, ground crew and staffers at the YE registration table. In the end though, it is all about the kids. It is absolutely a blast to take a kid up for the first time in a plane and to watch their face as the plane lifts off the ground. Come out and

see. Come out and give us a hand. Spread the word (and pray for good weather)!



April Team: Ken Vandebelt, George Moore, Deanna & Don McAlister, Ellen Cavenagh.

BREAKFAST TEAMS

<u>May</u>	<u>June</u>
Randy Coller	Bill Bezdek
Rose Duckworth	Julie Bauer
Brian Eakin	Keith Byrd
Ralph Gregus	David & Denise
Gordon Hempstone	Cook
Greg Shannon	Mike Marhanka
	Tim Martinson
	Tom Sheehan
	Carol Spry

<p>BOARD MEETING: 7:00pm: Wed; May 6th MEMBERSHIP MEETING: 9:30am; Sat; May 9th with Breakfast served from 8:00am to 9:00am</p>

MAY PROGRAM:

Safety briefing for all YE pilots and ground crew.

EAA CHAPTER 55 BOARD OF DIRECTORS MEETING - APRIL 8, 2015

→ Meeting called to order at 7:04pm by President Steve Houghton. → Present: Steve Houghton, Margie Clark, Al Spalding; Vickie Vandenberg; Bob Clark; Doug Koons; Dave James; Bill Purosky; Jack Voss; Jim Spry. Absent: Michael Rosencrans; Warren Miller. Guest: Ken Vandenberg.

→ Secretary's Report 3/11/15; Doug Koons moved to accept; Dave James supported; all approved.

→ Treasurers Report 3/31/15; Vickie Vandenberg moved to accept; Margie Clark supported; all approved. → American Legion Flag Program renewal; Dave James made a motion to approve for \$40 year; Jack Voss supported; all approved. → YE; Margie Clark reviewed May briefing; Steve Houghton will confirm with Terry Lutz. → Margie Clark made a motion to approve \$100 for purchase of 4'x4' melamine white board for pilot briefing; Jack Voss supported; all approved. → Consider videotaping our Safety Briefing for future use.

→ Discussed request from Marshall chapter to assist them for a combined Young Eagles rally possibly in June. Margie will check with our pilots. → Discussed recent email from Dan Schiffer about a "field trip program" for students held at the Ann Arbor Airport and possibilities of coordinating same with our Young Eagles rally. Steve Houghton will discuss with Dan. → Doug Koons advised a Girl Scout group of 11-20 girls would like to do YE flights from 10am-1pm on May 16th. → Adult Eagles; no report.

→ Membership; currently about 20 members non-renewed. → Flying Activities; per calendar.

→ Program Coordinator; still needed. Margie Clark will try to arrange for Tera Fricke MDOT seminar in September and Steve Houghton for AirZoo Tour October. → Automated Gate Code to be emailed to paid EAA55 members. Visitor procedures TBD.

→ Model T Club; Steve Houghton will coordinate.

→ Event Planning; next meeting after May Board meeting. Volunteer Signup Sheets will be at Saturday meeting. → 56th Anniversary; Pork BBQ 100 servings @ \$475.00; w/place settings @ \$575.00; 150 servings @ \$712.50; w/place settings \$862.50. Dave James made a motion to order 100 servings @ \$475.00 & EAA55 will do place settings; Jack Voss supported; all approved. (EAA55 will have to check if 100 servings includes buns.) → Discussed improvement to EAA55 biz cards for next order.

→ Discussed float for July 4th parade; Jack Voss will check with national about the "prohibited" on chapter

insurance. → Jim Spry made a motion to adjourn; Doug Koons; adjourned at 8:08pm. → Respectfully submitted, Vickie Vandenberg, Secretary

EAA CHAPTER 55 MEMBERSHIP MEETING APRIL 11, 2015

→ President Houghton called the meeting to order at 9:20am with approximately 45 members & 3 guests present. → Following the National Anthem, we thanked the breakfast team & May team was announced. → Guests were introduced including honorary members/Newberry Aviation Scholarship recipients Chris Carmody & Jordan Lewis.

→ Secretary's Report 3/14/15; moved to accept; supported and approved. → Treasurer's report 3/31/15; moved to accept; supported & approved.

→ DP & MAD signup sheets were discussed and circulated. → 56th Anniversary Party; Sunday 7/12/15; 5:00pm; Pork BBQ potluck; free but donations appreciated. → Gate is now operational; code is confidential; visitor procedures TBD. → Fly Outs 5/16/15 to Houghton Lake & 7/18/15 to Grand Haven. → Tom Schroeder's dad heard of a Velocity kit for sale; see Tom or Steve for details. → Deanna McAlister has volunteered to be our newest Newsletter Editor; many thanks to her. → Karen Meirndorf did a 50/50 drawing for Relay for Life (I think Gary Nicola won, but I'm not sure). → May program will be a Safety Briefing - mandatory for YE Ground Crew & Pilots. → Event Planning meeting Wed, 5/6/15 following the 7:00pm Board Meeting; all are welcome. → Mason July 4th Parade; thoughts on a Chapter 55 float; but it was pointed out that the EAA Chapter insurance will not cover any type of motorized vehicle. Walking in the parade would be possible, but no interest noted. → Meeting adjourned at 10:00am; program by James Whittles from WMU followed. James is lead flight instructor and



presented do's and don'ts of cockpit tablet technology. → Respectfully submitted, Steve Houghton, Acting Secretary.



NEWS OF OUR MEMBERS

by Vickie Vandenberg (vickie@eaa55.org)

CONGRATULATIONS: to Ernie Lutz on his recent induction to the Michigan Aviation Hall of Fame.

MOJAVE NEWS by Drew Sequin

I thought you might want to pass along the latest from Chapter 55's West Coast Representative.

The week of April 12 to 18, Elliot Seguin set four (4) World Records in Lynn Farnsworth's Lancair Legacy, Race 44, subject to final approval by the Federation Aeronautique Internationale (FAI). It was at the Mojave Experimental Fly-in in Mojave, California.

There were 11 record attempts and 7 records broken with 6 new records set (unofficially at this point). The 7th was not by enough margin to qualify as a new record. I was there. It was awesome.

4/15/15 C-1c TTC 3000 Meters: The record that was challenged belongs to Wilhelm Heller, who set the record in February of 1984 in Bonn Germany at 3:09.

Wilhelm holds 9 records including this one. The new record appears to be (unofficially at this point) 2:02.6. <http://www.fai.org/fai-record-file/?recordId=1610>

4/16/15 C-1c 3km Closed Course: The record that was challenged belongs to air race legend John Parker, who set the record in June of 2005 in Marysville California at 373 MPH. The new record appears to be (unofficially at this point) 390 MPH. <http://www.fai.org/fai-record-file/?recordId=11665>

4/17/15 C-1b TTC 3000 Meters: The record that was challenged belongs to aviation legend Lee Behel, who set the record in April of 2014 at the Mojave Experimental Flyin, in Mojave California, at 2:08.6. The new record appears to be (unofficially at this point) 1:59.9. <http://www.fai.org/fai-record-file/?recordId=17077>

4/17/15 C-1b 3km Closed Course: The record that was challenged also belongs to aviation legend Lee Behel, who set the record in April of 2014 at the Mojave Experimental Flyin, in Mojave California, at 376 MPH. The new record appears to be (unofficially

at this point) 387 MPH. <http://www.fai.org/fai-record-file/?recordId=17075>

(Editor's Note: Elliot has been instrumental in the development and promotion of the Mojave Experimental Fly-In)



GPS RADIUS TO FIX APPROACHES - from Rick Anderson, FAA

Here's a couple articles on the Radius to Fix arcs. There seems to be a lot of interests to integrate this into the GPS approaches. This should not be confused with GPS RNP approach procedures. <https://bruceair.wordpress.com/2013/01/26/garmin-radius-to-fix-leg-project-report/> and <http://aviationmentor.blogspot.com/2013/04/finding-new-legs.html>

RELAY FOR LIFE By Karen Mierendorf

Relay For Life June 20 2015 from Noon till Midnight. Stop by at 7pm when we will celebrate our Survivors as they take to our track for the Survivor Lap. Check out the silent action, or stop by the Heartwood camp site for a pop and cookie. Lots of fun, games and music all day rain or shine. Luminaria sales for In Honor and In Memory of friends and family you wish to celebrate will be on sell all morning at our May meeting. Thank you for supporting a great cause.



YOUNG EAGLES

by Margie Clark (margie@eaa55.org)

The time is near for our Young Eagle rallies to begin and we are going to devote our presentation time in May to explaining the processes of getting ready for YE.

Following our May business meeting we will be having briefings for our pilots and ground crews. We invite all of our members to stay whether you work the YE rallies or not. We plan to address the safety factors in our program as well as the processes of registration. Please plan on joining us. Most importantly, if you are planning on being a pilot for the rallies we especially need you to attend to meet with Terry for the pilot briefing.



NOTES FROM CAPE JUBY

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

For the past two years, Elliot Seguin has been encouraging people to attend the Mojave Experimental Fly-In each Spring and set some aviation records. He makes sure that the infrastructure is in place (barographs, FAI officials, etc.), so that the airspace and landmarks around Mojave can be used to set a variety of records. Just bring your airplane and throw your hat in the ring. Last year, of the 9 records attempted, 8 were officially set. Elliot is actually thinking bigger than just a few people setting a few records. He believes that there is room for more than just one speed weekend a year, that being the Reno Air Races in September.

When you read your May issue of Sport Aviation, you'll find a great article about the historic flight of six airplanes that flew non-stop from Mojave to Oshkosh last year. It is an inspiring article, and if you thought inspiration and perspiration were long lost in aviation, this story will give you hope – lots of hope! They may call themselves the Mad Monks of Mojave, and their mission to Oshkosh “MoVenture”, but we should all call them *the future of things once imagined*.

Elliot set his first world record on the flight from Mojave to Oshkosh. The article doesn't say how the FAI was able to validate that a record was set, but if you go to the following link - <http://www.fai.org/record-powered-aeroplanes> and scroll almost all the way to the bottom, you will find, for Class C-1b, Speed Over A Recognized Course, Elliot Seguin, 260.0 kph, Dossier Under Review. But wait, didn't you see Elliot's name up toward the top of this list? Ah yes, and it is for four new records that he managed to set at this year's Mojave Experimental Fly-In.

In late March, I attended a symposium of the Society of Experimental Test Pilots in San Diego. Elliot is a member of SETP, and presented a paper titled “Waste Gate Development For A Sport Class Pylon Racing Aircraft”. This was not a paper about the Wasabi Siren racer that he and Jenn Whaley developed, and that he flew to Oshkosh last year. It was about the development of the engine that powers Race 44, a Lancair Legacy owned by Lynn Farnsworth and powered by a Continental GTISO-550 engine



ADULT EAGLES

by Greg Rheeder (greg@eaa55.org)

The duty of the Adult Eagle coordinator is to bring together people who fly and are involved in aviation with people who always dreamed of flight. This is what I plan to do with this position.

I have, with help from others in our group developed a process for vetting those we have targeted. This is a multi-step process meant to cull out someone just wanting a ride. Although sometimes when you think about it, a ride may be just what's needed to spark the will to get involved. Upon further thought, that's just what got me started. Can you remember your first ride? Can you recall what "hooked" you. Was there someone who lit the flame in you to continue. More important, what COULD have been done to help in that process? A friend.....maybe a mentor? Getting more people involved with E.A.A. is an attainable goal of its members. The program I've been charged with is a good way to expand our ranks. Even bringing new members into our club. That means new faces and more family.

I have asked and received volunteer pilots at the March meeting. I will have a list for those wishing to continue with the next step which is pairing with someone willing to watch, help and learn what it's like to own, care for, and fly an aircraft.

Thank you all for volunteering and remember, you don't need to fly to be a mentor.

I will have a list for those who would like to be involved. Please sign up at the May meeting.

Welcome spring time and spring flying!

prepared by Andy Chiavetta of AeroChia. After a problem with the engine during qualification at Reno last year, Lynn contracted with Elliot to do engine development.

The paper was about how they methodically solved problems, and it was interesting to learn how the pilot has to manage throttle position as nitro-methane is injected into the engine, boosted manifold pressure to uncommon levels. Elliot has now taken the engine and airplane faster than anyone before, setting the following records:

- 4/15/15 Class C-1c Time to Climb to 3000m 2:02.6 (previous record 3:09, exceeded by 35%)
- 4/16/15 Class C-1c 3km Closed Course 390mph (previous record 373mph, exceeded by 4.4%)
- 4/17/15 Class C-1b Time to Climb to 3000m 1:59.9 (previous record 2:08.6, exceeded by 6.8%)
- 4/17/15 Class C-1b 3km Closed Course 387mph (previous record 376mph exceeded by 2.9%)

The whole team can be seen on this link: <http://www.mojaveflyin.com/2015/04/farnsworthchia-vetta-set-four-records-in.html> While Elliot and his friends stand on the shoulders of giants, they will one day be giants on their own. As he says “Airplanes Are Cool”, and indeed the ones they have in mind for the future will be even cooler.

I spent some time in Spain a few weeks ago, with a large group of airline pilots from around the world. The occasion was the annual conference of the International Federation of Air Line Pilots Associations, or IFALPA. This year it was hosted by SEPLA, the union of airline pilots in Spain. Near Madrid, there is an airfield named the Aeropuerto de CuatroVientos, which is the home of the Spanish Aero Club and a group called FIO, which is short for FundacionInfante De Orleans, Museo De AvionesHistorique En Vuelo (museum of historic aircraft that fly). Their web address is: www.fio.ex

Normally, the FIO display their aircraft on the first Sunday of the month, but they made an exception for IFALPA and had both a ground and flying display for us at the airport. They have an impressive group of

aircraft, including some that are very rare. If you've read much about the Spanish Civil War (1936 to 1939), you will remember that Spanish nationalists used the Russian-built Polikarpov I-15 Rata against Franco-led Republicans. The I-16 did well until Germany provided air support with the Me-109B, a far superior aircraft. It was both a victory for Franco and a testing ground for the Luftwaffe with their new fighter.



The I-16 owned by the FIO was recovered in Russia and restored in New Zealand (how interesting that is: a Russian airplane restored in New Zealand, which is about as far removed from where it was operated as you could get). The Spanish purchased it and painted it in the colors of the airplanes used during the Spanish Civil War, and marked it with the fin flash of their highest scoring ace. It now has an updated engine, the 1000hp Shvestov Ash-62 radial engine. The airplane is rather simple, but the pilot has many challenges. First, it is almost impossible to see forward. Second, there is no elevator trim. It is optimized for combat speeds, and the controls are appropriately balanced. And third, it takes 42 cranks on a handle to raise or lower the gear. So imagine the takeoff: Apply full power, try to stay straight down the runway until lift off, then reduce manifold pressure and rpm, then begin cranking. When the gear is extended, the pilot often has to use his left elbow to move the throttle, while cranking down the gear.

If you go to Google Earth for the Aeropuerto De CuatroVientos, you will notice 3 Dehavilland Caribou aircraft parked next to a triangular patch of grass. This is where the ground display took place. Then the ramp was cleared, and 16 aircraft started engines for the flight display. This included a flight

of three, comprised of a Spanish T-6 in the lead, the I-16 on the left, and a Beech T-34 on the right. Also in the flying display were a 4-ship comprised of a Bucker Jungmeister and three Bucker Jungmann



aircraft. Those of you who are familiar with aerobatic routines will recall that there was an aerobatic shorthand developed by the Spanish aerobatic champion Count Jose Louis Aresti. In the picture you see here, the lead airplane is the very airplane the Count was flying when he became champion, and was flown that day by the Count's son Felipe Aresti. As you can see, their four ship diamond positioning was flawless.



In April, the north wind blew each day for about ten days straight. No smooth air could be found, and animals were observed to go back into hibernation. Some humans, too. But the days of truly great flying are just ahead, so polish up those skills, take care of all the little maintenance items on your airplane, and don't forget to help other pilots who are trying to do the same.

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



TIDBITS

by Vickie Vandenberg (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 a copy 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. Chapter 55 especially needs to spread the word in localities beyond Mason !!

WINGS OF MERCY EAST MICHIGAN: William Beecroft of TEW is involved in a fundraising effort for the Wings of Mercy East Michigan. Volunteer Mercy Pilots for which he has been flying for years has merged with WOMEM. WOMEM accepted all the volunteer pilots from VMP in to the new organization. New pilots can join via their website. Mr. Beecroft has been asked to join an around-the-world trip as copilot (one of four) in a effort to raise \$250,000.00 for Wings of Mercy. Attached is a copy of the press release with additional information. Mr. Beecroft has been flying missions out of TEW for the past 20 years and recently completed #49.

BATHROOM/SUPPLY ROOM DOORS: It seems to be safe to change the chapter meeting room to "Summer Mode". Supplemental heaters are turned off. The bathroom door and the supply room door can remain open.

USE OF THE MEETING ROOM/TABLES

/CHAIRS: Our meeting room plus our **OLD** tables & chairs and other equipment of EAA55 are available for use by our members on a "sign out" basis. There is a sign-up sheet clipped to the bulletin board. Fill in the information requested; when you plan to remove the equipment and complete it when you return the equipment. NOTE: Our NEW tables & chairs are NOT available for loan.

WHY SIGN THE AIRPORT REGISTER??

Airports are asked to keep register books on file. When considering the future role of an airport, the information contained in the airport register may justify improvements, future development or even continued operation of the airport. Sign the register wherever you may go.

REQUEST FOR INFORMATION:

I am working on completing the chapter files with copies of old newsletters and/or copies of minutes for all meetings. I have some records that go back as far as late 1974 ... if you have any others 1974 or prior – could I borrow them to make copies?? Contact Vickie Vandenbelt



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

Spring is finally here and with it comes the allergy season that many of us struggle with. One of the frequent medication questions we get is what is allowed and preferable for the treatment of allergies.

The most common allergy medication is Benadryl (diphenhydramine). It is a good drying agent but has a side effect of drowsiness that can be problematic. However, it is allowed for flying purposes but needs a long washout period (60 hours since last dose before flying) due to its “hang time” in the system. Zyrtec is another common medication which needs 48 hours between last dose and flying.

The other medications such as Allegra or Claritin and the nasal spray steroids such as Flonase or Nasonex have no wait time but you must consider are the symptoms which are causing you to use the medications bad enough that they might impair you while flying.

If you ever have questions regarding diagnosis, treatment or general fit to fly issues please call. We have 4 flight surgeons in our group and one is on call 24/7. There are no dumb questions. Fly Safe!

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CHAPTER 55 CLASSIFIEDS

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

WANTED: Serviceable ELT, model AK450, 121.5 megahertz w/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

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 Deanna or Vickie to place your ad here!



POCKET CALENDAR

May 9 = Program; YE Ground & Pilot Training

May 16 = Houghton Lake Fly Out

May 24 = JXN Dawn Patrol

Jun 13 = YE Rally

Jun 14 = EAA55 Dawn Patrol

Jul 11 = YE Rally

Jul 12 = 56th Anniversary Potluck

Jul 18 = Grand Haven Fly Out

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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