



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

JUNE 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 Vandenbelt 517-589-5051 → Editor: Deanna McAlister 517-795-8171

www.EAA55.org



CLIMB AND MAINTAIN FLIGHT LEVEL 55

by Steve Houghton (steve@eaa55.org)

Day Zero Project

The Day Zero Project (dayzeroproject.com) is a website where users can establish personal goals they would like to achieve over a specified time frame and then monitor their progress. The list can be tracked privately, or can be shared with friends and family. The original idea of the Day Zero Project was to establish 101 goals you would try to accomplish in 1001 days. Browsing through some of the public lists online you will find a fascinating range of goals from barely challenging (grow my hair longer) to very likely unobtainable (retire before I'm 30). I participate in the project and am just coming up on my Day Zero deadline on August 30th. Reviewing my list, I find that I have achieved 71% of my goals. I have 90 days left and I unfortunately do not see that percentage changing significantly. My list included simple goals like go to a cider mill (done) and visit the town of Holland (not done) as well as more challenging goals such as read 100 books (done) or take a picture of a sunrise and sunset in the same day (done). I set several aviation goals as well. These included flying to Mackinac Island (done) and Marquette (not done), flying in formation (done) and going to the Dayton Air Force Museum (done). I would certainly encourage anyone who is interested to go to the website and give it a try. It was very difficult to come up with 101 realistic, obtainable goals – and more challenging yet to achieve them!

As I reviewed my Day Zero goal list, it occurred to me that something along these lines might be an interesting chapter activity. Certainly, 101 goals is far too many for any organization to achieve and any goals would be necessarily need to be at least loosely aviation themed. Perhaps we could come up with something like “10 challenges for Chapter 55”. I started a partial list. These might include:

- Hold an airplane wash party
- Schedule a prop balancing and transponder/altimeter calibration event
- Fly 10 members at one time
- Have a silent auction at the Christmas party for higher ticket items, vacation rentals a member might wish to donate or free lessons of some type etc.
- Take chapter trips to Dayton, Kalamazoo or Willow Run
- Hold a spot landing contest
- Hold a chili cook-off in the fall

The possibilities are endless. Some of the ideas above are not new but are still interesting. There must be many more I haven't thought of. What ideas do you have? If we all put our collective heads together, we could generate a list of ideas and goals that we can achieve as a chapter that would be fun for all our members. Let's start our own Chapter 55 Day Zero Project. Send any ideas and thought to me and we can start our own list. As a twist of the old saying goes, seize the Day Zero!

BREAKFAST TEAMS

<u>JUNE</u>	<u>JULY</u>
Julie Bauer	Chris Carmody
Bill Bezdek	Paula & Dale Corsi
Keith Byrd	Ed Crouse
David & Denise Cook	Mary Gowans
Mike Marhanka	Greg Harris
Tim Martinson	Ward Harris
Tom Sheehan	Bruce Thorburn
Carol Spry	



May team: Gordon Hempstone; Ralph Gregus; Joe Madziar

BOARD MEETING: 7:00pm: Wed; June 10th
MEMBERSHIP MEETING: 9:00am*; Sat; June 13th
 with Breakfast served from 8:00am to 9:00am
 *starting early due to Young Eagles

Safety briefing for all YE pilots and ground crew:



EAA 55 Chapter 55 Board of Directors Meeting
May 6, 2015 → Meeting called to order at 7:05pm by

President Steve Houghton. → Present: Steve Houghton, Margie Clark, Al Spalding; Vickie Vandenberg; Bob Clark; Doug Koons; Dave James; Bill Purosky; Jack Voss; Warren Miller; Michael Rosencrans. Absent: Jim Spry. Guests: Joe Madziar; Bruce VanFarowe; Dave Cook.
 → Secretary's Report 4/8/15; Jack Voss moved to accept; Dave James supported; all approved.
 → Treasurers Report 4/30/15; Bill Purosky moved to accept; Jack Voss supported; all approved. → YE; Margie Clark reported EAA55 will not be working with Marshall chapter. Saturday's program will be briefing for pilots and ground crew volunteers. May 16th we will fly a girl scout troop. Discussed proposal to do an aviation academy versus Young Eagles program. Steve Houghton will contact Matt Dahline of Crosswinds about flying the career center kids. → Eagle Flights; per newsletter.
 → Membership; letters sent to 100 prospects.
 → Flyouts; scheduled for 5/16/15 and 7/18/15.
 → Programs; Phil Tartalone will do September program. → Safety Meeting; briefings will be this Saturday and before each YE rally. Terry Lutz getting a board for the Air Boss. EAA55 getting white board up for Pilot Briefings. → Gate Status; pedestrian gate will be used for meetings & events.
 → 56th Anniversary; ordered 100 serving Pork BBQ; they will bring buns & sauce. → Wings of Mercy; flying around the world fund raiser; will advise members at meeting. → Maintenance; discussed storage of floor mats; lower coffee stand; repainting of EAA signs. → Bob Clark advised about the project to build set of wings at AirVenture and donate to a Chapter; will solicit interest at Saturday meeting.
 → Vickie Vandenberg made a motion to adjourn; Margie Clark supported; adjourned at 7:52pm.
 → Respectfully submitted, Vickie Vandenberg, Secretary

EAA Chapter 55 Membership Meeting May 9, 2015 → President Houghton called the meeting to order at 9:20am with approximately 39 members & 10 guests present. → Following the National Anthem, we thanked the breakfast team & June team was announced. → Guests were introduced. → Secretary's Report 4/11/15; moved to accept; supported and approved. → Treasurer's report 4/30/15; moved to accept; supported & approved. → Adult Eagles; Greg Rheeder discussed sign up to be an EAA mentor; don't need to be a pilot; see Greg's newsletter article. → YE; program today is Safety Briefing for Pilots, Ground & Table crew. → June meeting will start at

9:00am to accommodate YE. →56th Anniversary Party; Sunday 7/12/15; 5:00pm; Pork BBQ potluck; for members, family & friends; free but donations appreciated. →DP & MAD; we will need people at the vehicle gate plus the pedestrian gate. Looking at signs for entering and parking. DP & MAD; Please volunteer to help. →Fly-outs planned for May 16th and July 18th. →Karen Meirndorf announced Relay for Life June 20th at the courthouse. →Drew Seguin was the 50/50 winner. Steve Houghton advised some cell phone covers were donated for whoever would like them. →Wings of Mercy has a fund raiser. →Flyers for all our events available; please post wherever you can. →Hanger signs; need volunteers to repaint. →Pre-order steaks from Merindorf's; marinated or non-marinated. Need to order & pay prior to MAD. →Bill Purosky announced they have rooms available in house at OshKosh for AirVenture; \$40 per person/per day. →Meeting adjourned at 9:50; Young Eagles Safety Briefing program followed. →Respectfully submitted, Vickie Vandenbelt.



NEWS OF OUR MEMBERS

by Vickie Vandenbelt (vickie@eaa55.org)

CONGRATULATIONS: to Mr. & Mrs. Elliot Seguin. Elliot (son of member Drew) and the former Jennifer Whaley were married on May 30, 2015.



HEALING WISHES: to Margie Clark as she continues to mend from her knee surgery.

RELAY FOR LIFE By Karen Marendorf

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 for In Honor and In Memory of friends and family you wish to celebrate will be on sale all morning at our June meeting. Thank you for supporting a great cause.



YOUNG EAGLES

by Margie Clark (margie@eaa55.org)

It's that time of year and Young Eagle Rallies begin this month. We can use your help whether you are a pilot or would like to help with registration or be a ground crew member. The more volunteers we have the easier the job for everyone.

We will need additional help following Young Eagles to set up for Dawn Patrol which is on Sunday. Again, the old cliche, "Many hands make light work". Please plan on joining us this weekend .



ADULT EAGLES

by Greg Rheeder (greg@eaa55.org)

Wow ! What a great day we had at May's meeting. I was not prepared for the success which was evident by the end of the morning. Let me explain.

Arriving at around 8 a.m. I sat down next to an unfamiliar face. Trying to be friendly, I introduced myself. This is how I met Glen. Turns out the saying "we live in a small world" couldn't be more true this day. Glen is from my home town of Fraser Michigan. We went to the same high school and graduated a year apart. I never knew him. However we took our first flight out of the same airport. We knew some of the same people, even re-lived some of the history of our home town hangout McKinley Airfield. These airport memories however will remain just that as McKinley was closed years ago and is now a Meijer store. For a brief few minutes the old airport was back and alive with airplanes.

As Adult Eagle Coordinator, I had planned to go out and seek people for the program. I sure didn't think one would come to me like this. But wait....it gets better.

As I interviewed Glen, I was introduced to Norm Grant and his son. They too were interested in aviation. Boy, did I have my hands full. Glen told me that he was a student pilot and made it as far as his last test. Then his studies fell off. Now he wants to finish what he started.

As things progressed I thought of who would be a good mentor for Glen. I immediately thought of Doug Koons. Both Doug and Glen are familiar with the 172. Doug flies one and Glen trained in one. Glen's even thinking of buying one. Their introduction went well.

Norm is a young man wanting to join a flying club and go through training that way. I thought Spartan Wings was a great suggestion from Norm. So I set Norm up with Bill Purosky. All this was done while I tried to finish breakfast. To tell the truth, the food was good but I sure don't remember eating it.

As Bill and Doug talked to Norm and Glen, it was decided a look at the Spartan Wing's plane was in order. So off the five of them went, Norm's son in tow. I wondered if Young Eagles has another candidate.

After the meeting I had the best feeling as the group exchanged phone numbers and contact information. Life as Eagle Coordinator sure is good. I only hope this is the first of many type stories I can relate.

Since that Saturday meeting I contacted both gentleman by e-mail. I got a reply from Norm. Glen I will have to contact by phone. Norm thought the get together went well but he decided he would put off his attempt at becoming a pilot for now.

I finely was able to contact Glen by phone, I think maybe my e-mail was lost in his spam file. The talk was upbeat and exciting. Glen said he is interested in continuing his flight training and said he would join Chapter 55, so please welcome him at our June meeting. He also expressed interest in becoming a member of Spartan Wings.

On the surface this seems like something went wrong with Norm. Maybe we didn't connect well enough with him, but then again perhaps we did do everything right. Some patience may be in order. If you plant a seed in your garden it doesn't sprout as

you cover it. Same with the seed we plant in some Adult Eagle candidates.

After my first adult ride in an airplane I too had to "sleep on it" but only one night. These guys may take a bit longer.

I'll keep trying to encourage the growth of our ranks as Adult Eagle Coordinator. I just need to remember sometimes participants just show up, some we will seek out. Others need help along the path to realize their dreams of flight after we show them what it's all about..



NOTES FROM CAPE JUBY

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

When I learned to fly many years ago, I looked at airplanes departing the Lansing airport and told myself that I wanted to do things with airplanes, not just fly them. Always wanting to find new ways to do that, my ears perked up when I received a call from Tim Brenner, a second cousin that lives in Holt. He asked if I was interested in joining him for some Wings of Mercy flying. Tim has a Mason connection, having learned to fly with Spartan Wings, so some of you may already know him.

Wings of Mercy is a faith-based, non-profit, volunteer pilot organization that since 1991 has provided free air transportation for those with limited financial means who need treatment at distant medical facilities. They are listed as a participating organization of the Air Care Alliance – “the voice of public benefit flying”. If you visit their website, <http://www.aircarealliance.org/>, you'll note that there are more than 60 organizations similar to Wings of Mercy that provide public benefit flying across the nation.

Wings of Mercy in Michigan is split into two halves, Wings of Mercy East, and Wings of Mercy West. To fly with Tim, I went online and provided the information they needed to qualify as a pilot. The basic qualifications are to have a current pilot certificate and medical, and to be both IFR rated and current. You must also have the following:

<u>Pilot In Command</u>	<u>Second In Command</u>
600 hrs total time	300 hrs total time
100 hrs total IFR	100 hrs IFR
50 hrs make/model	briefed on SOPs & EPs

25 hrs night time

Tim owns a Cirrus SR-20, which he leases to Crosswinds Aviation at the Livingston County Airport (wouldn't it be nice if such a great airplane were available in Mason!). He actually has to book the airplane from the school to fly it for pleasure or for Wings of Mercy missions. In fact, the day we flew together, we had to wait until 10 am for the airplane to return from an instrument training flight.

This was my first time flying the Cirrus. From a design standpoint, Cirrus has done a marvelous job. The SR-20 is powered by a Continental IO-360ES. It is a 4-place airplane that will fly at a TAS of 150 kts. Those simple numbers tell a lot of the story. The airframe is built light, and it is built with great aerodynamics. It incorporates a Garmin suite with just two screens. One is the Primary Flight Display (PFD), and the other is a Multi-Function Display (MFD). The center console begins just below the MFD and contains a keyboard for MFD control and radio tuning. Below that is the autopilot control panel and below that is the audio control panel. It is very well laid out. The instrument panel is trimmed with leather so there are a lot of soft edges. Switches for things like lights and pitot heat are rocker switches, but they are on a shelf and mounted horizontally to present a minimal hazard in an accident. In addition the face and the "tail" of the rocker switches are marked, so that on visual inspection there is no mistake for switch position.



When strapping in, you notice that the chest straps contain air bags. This technology was introduced in new airline aircraft several years ago, mainly in First and Business Class. It is a tribute to the Cirrus designers that they could incorporate new technology and accommodate the incremental weight that it brings. Additionally, the airplane has leather seating, air conditioning, and an emergency parachute system called CAPS (Cirrus Airframe Parachute System).

The first leg of the mission would take us from KOZW to KRST (Rochester, MN), to pick up a man

and a woman and return them to their home in Eagle River, WI. The man had been to an appointment at the Mayo Clinic for an evaluation prior to being treated for cancer. We briefed, departed VFR, and picked up our IFR clearance once airborne. The flight plan was uncomplicated – we asked for IFR direct from KOZW to KRST. With the exception of deviating around some CBs along the route, we were cleared direct to KRST.

The MFD provides a wealth of information. In addition to being a moving GPS map, XM weather can be overlaid on the map, which was something we really needed for the entire day, because of some embedded CBs along the route. Fortunately, they weren't moving fast, and they were not associated with rapidly moving frontal activity. We could see the areas visually, and also on the XM display, which I'll mention later.

Cirrus integrates the engine power and constant speed propeller function into a single lever. So the console contains two controls, a thrust lever and a mixture control. Once in level flight, performance charts are called up on the MFD and the pilot decides what power setting to use. Basically, we pulled power back to maintain 2700 rpm, and then leaned the mixture to the fuel flow that was programmed to give us 150 KTAS. This worked out to about 11.7 gph, and we could see that it was also about 75% power.

The airplane flies very well, using either the side-stick controller, or the autopilot controls. As an IFR platform, the best management of the PFD/MFD/airplane combination is on the autopilot. With this combination of avionics, autopilot, and cockpit design, it was easy to see that this technology is the wave of the future. I think it is terrific that Crosswinds Aviation, and other training organizations such as Western Michigan University can use this technology.

After crossing Lake Michigan at 10,000', we started working our way around rain showers of more than 50% coverage, and landed in Rochester just after a moderate rain shower passed over the field.

We met our passengers, (who incidentally were tracking our flight on Flight Aware, so they knew when we would arrive), and decided how much fuel we would need and still be in gross weight limits. With the airplane properly fueled, and our passengers

loaded, we departed for Eagle River, a flight of about 1+20. We were able to avoid the moderate rain that had moved to the north, but ended up in and out of rain showers until reaching Eagle River, where we could fly the RNAV approach to VMC conditions.



Landing at Eagle River, we said farewell to our passengers and went inside the FBO to file our return IFR flight plan. The airport is owned by the city, and it's great to see a full service FBO in action, plus a operations building that serves pilots with the essential services of a flight planning room, and the ability to contact Flight Service.

We returned via a route that took us to TVC to avoid build-ups over Lake Michigan that were moving northeast. We eventually turned southeast and debated about whether to go directly south or continue direct to Livingston County. I've mentioned before that XM weather is not real-time, so the actual weather can be different, and in a different location than what you see on the screen. Even though the Cirrus avionics does tell you the time delay for the XM display, our experience was that it did not show the weather as well as we would like. The good thing was that it showed more weather than we actually experienced, and we were able to find a wide, clear space on our route south that allowed a direct course to KOZW.

After 7.1 total hours of flying in a great airplane and on a great mission to help someone in need of transportation, we were back on the ground. I was very impressed with the Cirrus as both a design and as an operational airplane. It was a nice look into the future of aviation. If you need a goal as a pilot, the Wings of Mercy mission is one that you can reach for and achieve. It's as satisfying to help someone with a medical problem, as it is to help your fellow pilot around the airport.

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)

STEAKS PRE-ORDER: We are going to try something new this year thanks to Bill Purosky & Joe Madziar. Each year our extra steaks from MAD are purchased by members and there are often not enough to fill requests. So, we are arranging for members to pre-order quantities of steaks. Orders must be paid for in advance and will be filled at the end of MAD. A copy of the order sign-up sheet is attached and will be available at the July & August meetings. Or, email Vickie@eaa55.org and she will put your order on the list. Additional quantities of steaks may be available after MAD but no guarantees.

NOMINATING COMMITTEE: EAA55 needs a couple of members to step up and be our Nominating Committee. They will seek nominations for the office of President, Vice President, Secretary and Treasurer for elections in November for the next two-year term. Contact Steve@eaa55.org if you would be interested in serving on the committee.

GREAT ARTICLE:

<http://www.flyingmag.com/news/thanks-nj-judge-ga-airports-win-collective-victory>



FROM THE FLIGHT SURGEON

By Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon

USAFR

www.AIRDOCS.net

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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Contributions to "WingTips" are welcome and can be made by contacting Deanna McAlister (zirconmoon@hotmail.com)
Deadline: 1st of each month.

PLEASE SIGN UP TO VOLUNTEER AT OUR DAWN PATROL. WITHOUT YOU, OUR EVENTS DON'T HAPPEN! WITHOUT OUR EVENTS, OUR CHAPTER CAN'T SUPPORT OUR SCHOLARSHIP FUND OR SPREAD THE WORD ABOUT THE WONDERS OF AVIATION!!

CHAPTER 55 CLASSIFIEDS

FOR SALE:

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

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

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

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

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

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

!!!!Wanted!!!!

The chapter is looking for a good vacuum cleaner for the meeting room. If you happen to have one gathering dust that you would like to donate please bring it by.
Thank you,
The Floor

Do you happen to have a small movie projector you are no longer using and would consider donating it to the chapter? We would like to set up a screening area in the hangar to show films on our YE days and other events. Please contact Margie if you can help out. (517-853-1418)

Contact Deanna or Vickie to place your ad here!

POCKET CALENDAR

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

WEB EVENT CALENDARS:

<http://www.eaa.org/en/ea/events>
<http://www.fly-ins.com/>
<http://www.michigan.gov/aero/>

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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