

**EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55**

**SEPTEMBER 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](mailto:steve@eaa55.org))**

*Fall is here – and that means good flying weather!* As I look out my window I can see a few leaves falling from trees in my backyard. There is a maple tree that has an entire branch that has turned bright red. Although it is warm today, temperatures are scheduled to fall and be in the 60s at the time of our meeting Saturday. Previously cloudy skies are beginning to turn a bright blue. Fall is in the air! This time of the year means the best flying weather of the year. The weather is usually more predictable. Our clearest weather is usually in September in Michigan. Temperatures are cooler and winds are often gentle. A smooth ride can often be found at lower altitudes. Now is a great time to get out and enjoy what Michigan has to offer in the fall.

Take a color tour. Get your camera and head up north. All non-flyers understand that there are some beautiful sights to be seen as the trees change colors. What they don't understand is that you can only see a tiny bit of the colors from the road. From a plane you can see EVERYTHING! Pick a clear fall day and enjoy the beautiful colors.

Head up to Mackinac Island. After Labor Day the island is much less busy. Most of our planes can make it to the island in 90 minutes. Head up and enjoy a day on the island, take a tour of the bridge from the air and on your way back enjoy the scenery of Houghton and Higgins lakes.

See the Thumb. The Saginaw Bay area is also great from the air. It falls into the one of the more forgotten areas of the state to visit. Take an air tour of the Bay and enjoy the views of Michigan's "forgotten" coast.

West Michigan tour. Head west from Mason to the coast and then veer north. There are some amazing sights to see along the west coast. Holland, Grand Haven, Ludington and Manistee are very interesting from the air. If you have time, stop in Frankfort and watch some of the gliders commonly found there.

Michigan has some beautiful things to see in the fall. Get out and enjoy the wonderful weather and the changing colors. Remember that in a few months the fall will give way to the dull, gray skies of November!

**BREAKFAST TEAMS**

<b>September</b>	<b>October</b>
Dick & Barb Bacon	Kyle Bradford
John & Connie Bobcik	Lynn Brown
Mike Franzago	Donald Eagan
Ron Goodnoe	Mary Gowans
Ernie Lutz	Fred Honhart
Mike Lutz	Terry Lutz
Ronald Pearce	Roger Reeve
Gregory Rheeder	Drew Sequin
Andrew Tavelli	Craig Tucker

**SEPTEMBER PROGRAM: Phil Tartalone - tentative topic  
"Perceptions and Human Error"**



**August Breakfast Team:**

Pete Chestnut - Ron Gorsline - Julie Bauer -  
Joe Madziar

**BOARD MEETING:** 7:00pm; Wed; September 9th  
**MEMBERSHIP MEETING:** 9:30am; Sat; September  
12th with Breakfast served from 8:00am to 9:00am

**EAA 55 Chapter 55 Board of Directors Meeting  
August 5, 2015**

→ Meeting called to order at 7:06pm by President Steve Houghton. → Present: Steve Houghton, Margie Clark, Al Spalding; Vickie Vandenberg; Doug Koons; Dave James; Bill Purosky; Jim Spry, Bob Clark; Jack Voss. Absent: Warren Miller; Michael Rosencrans. Guests: Joe Madziar; Bruce VanFarowe. → Secretary's Report 7/8/15; Dave James moved to accept; Bill Purosky supported; all approved. → Treasurers Report 7/31/15; Doug Koons moved to accept; Dave James supported; all approved. → YE; Margie Clark reported for Saturday event. → Adult Eagles; no report. Jack Voss mentioned he has two prospects. → Membership; Vickie Vandenberg report two new members. → Flying Activities; Steve Houghton reported they opted for Coldwater due to weather; just beat weather back to TEW and never did get breakfast. → 56th Anniversary; low turnout but food was good. Consider doing our own meat if we do it again next year. → Steve Houghton advised he will be gone for the August & November meetings. → Christmas Party; need info finalized for invitations/menu etc. to be in the October newsletter

to members. → Still have a need for a nominating committee for ballot of officers for November elections. → MAD; discussed "Media Day"; advertising is done; water test/permits done; food prices determined; discussed moving planes and Friday set-up; field mowing; sponsors; boy scouts; exhibitors. Vickie Vandenberg will contact hangar tenants about us of ramps. → Margie & Bob Clark presented information about the "JoyRider"; plans were \$15 and construction could be done for about \$500. → Discussed memorial donation for Ted Lakin. → Discussed thoughts on changing EAA55 from a 501c7 to a 501c3. → Margie Clark made a motion to adjourn; Bob Clark supported; meeting adjourned at 8:22pm. → Respectfully submitted, Vickie Vandenberg, Secretary

**EAA Chapter 55 Membership Meeting August 8,  
2015**

→ Vice-President Margie Clark called the meeting to order at 9:16am with approximately 28 members & several guests present. → Following the National Anthem, we thanked the breakfast team & September team was announced. → Guests were introduced. → Secretary's Report 7/11/15; moved to accept; supported and approved. → Treasurer's report 7/31/15; moved to accept; supported & approved. → Need volunteers for a nominating committee for ballot of officers for November elections. → Discussed final details for MAD. → Looking for photos for the 2016 calendar. → Presented possibility of building a "JoyRider" simulator for Young Eagles. → Vickie Vandenberg announced tickets available for Thunder Over Michigan; The Big Mitten Fair and tickets for MACC Raffle. → Meeting adjourned at 9:26pm. Young Eagles; approx 159 kids flown. → Respectfully submitted, Vickie Vandenberg



**YOUNG EAGLES**

by Margie Clark ([margie@eaa55.org](mailto:margie@eaa55.org))  
No article this month.



**ADULT EAGLES**

by Greg Rheeder ([greg@eaa55.org](mailto:greg@eaa55.org))

Well it looks like summer has nearly come to an end. Dawn Patrol and Mason Aviation Days are behind us. Fall flying season is coming fast. As I look back on the year I think maybe I could have done more to promote Adult Eagles. I would have

liked to have spent more time at car shows and the like. I think that kind of venue is good pickin's for the kind of people we'd like to attract to our ranks. When I think about the things we have done to promote aviation, I think back to our successes in bringing more people to our club and more important, people into flying itself. This point is emphasized with the quality of those whom have joined us. In Adult Eagles it's not always about the numbers. I am proud of the sincerity of our group. I know somewhere we have touched someone in a way to a point they will be back. Perhaps it was a question about a plane that anyone of us could have answered. That's what's great about Chapter 55, we're all about aviation. I'd like to thank those volunteers of Adult Eagles. Everyone. From the pilots to the people who give me perspective pilot names. Please keep them coming. I'll see you out flying!



A recent Friday in August had over fifteen of us at the local A&W for coffee !!

### NEWS OF OUR MEMBERS

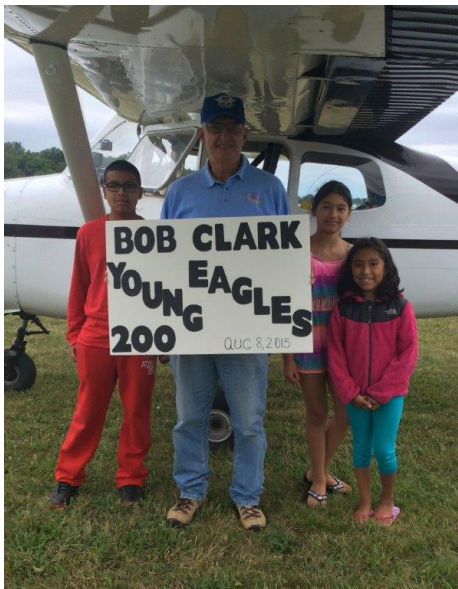
by Vickie Vandenberg ([vickie@eaa55.org](mailto:vickie@eaa55.org))



### WASABI NEWS

By Drew Seguin

They are putting up two planes. Elliot in Race 86 Wasabi and Justin Gillen in Race 96 Miss Demeanor, owned by Rick Poe.



Bob Clark flew his 200th Young Eagle at the August Rally.



I spoke with Elliot last night. Preparations are going well. Wasabi has a new engine build which he says is much stronger than last year. This is Justin's rookie year.



They have also been doing work on Race 44 which is the Lancair Legacy that set 4 world records in April. Lynn Farnsworth will be flying it.

Andy Chiavetta of Aero Chia set that plane up and Elliot is test pilot.

Everyone is heading to Reno this Friday for prep, practice, and time trials. The official racing runs from Wednesday through Sunday.

Deer Camp for Gearheads!



Wish us all a safe and successful race.



### NOTES FROM CAPE JUBY

by Terry L. Lutz ([terry.lutz@attglobal.net](mailto:terry.lutz@attglobal.net))

Now it's the end of summer and wow did it ever go fast. We can complain that it was pretty hot over the Labor Day weekend, but in a few weeks when it turns chilly, we'll be wishing those warm days were back! With the chilly days come some really great views of the Fall colors in Michigan. To see them from the air is something very special, so make some plans to do just that and take a friend along with you.

I usually don't have the time to read magazines from cover to cover, but the September issue of AOPA Pilot was one of those rare issues where every article was interesting, so I just kept on reading. What got me started were some letters to the editor about flying across Lake Michigan, particularly for the annual trip to Oshkosh. Most of the comments were right on target. There's usually a lot of haze over the Lake, and often there is no distinct horizon. The haze can hide cloud layers until you're literally "on top" of them, which rapidly takes away the safety margin you've planned for the flight.

One pilot always planned to fly across at 13,000' east bound, and 14,000' west bound. While flying at those altitudes will normally require oxygen, the thinking is that if the engine fails, the airplane is

always be within gliding distance of land. The calculation will still need to be made, however, considering wind, and the point you've chosen to cross the lake. The distance can vary between 61nm at the widest point, and 44nm at the narrowest point (between Ludington and Manitowoc). Flying at lower altitudes, or in high wind conditions means that there will be a "window" during the crossing where if the engine fails, there is no possibility to glide to a landing on either side. It becomes a matter of risk management. When flying VFR, it is best to use the Lake Reporting Service, as outlined in the Michigan Airport Directory.

A lot of people choose to fly around the south end of the lake, which means you will have to deal with the airspace around Chicago's O'Hare Airport. If you follow the shoreline, as you get closer and closer to O'hare, you are limited to flying below 3,000' (if VFR and not using flight following). Depending on cloud conditions, you can be forced even lower. It becomes a matter of risk management. The lower you fly, the less time you have to react and land in the event of an emergency. Whether you fly across the lake, or around the south end of the lake, make sure you have the proper flotation gear. A couple of boat cushions tossed in the back doesn't cut it.

Dr. Jonathan Sackier writes a column called Fly Well. He is smart doctor and a good writer. In the September issue, he wrote a column about "Dumb Things Pilots Do – The Top 10 Reasons Pilots Lose Flying Privileges". While I don't agree with everything he has to say, most of it is right on target, and compelling enough to take quite seriously. The number one reason pilots lose flying privileges – taking medications that are not approved by the FAA.

Oh my, oh my, who was the first to fly an electric airplane across the English Channel? Airbus has designed an all-electric airplane called the E-fan, which on July 10<sup>th</sup> crossed the English Channel after taking off from Lydd in England and landing in Calais on the French side. But one day earlier, Hugues Duval made the same crossing in an all-electric Cri-Cri. In the dark and shady world of government and lawyers, there was an attempt to block the flight of the Cri-Cri. British authorities would not allow it to takeoff from Kent, England. So being the resourceful person he was, he was *towed* aloft, released above the airfield, and made the crossing to Calais. I can imagine the conversation

with British authorities. “What! You will not allow me takeoff? In that case, I will have my crew tow me back to France!” So who was the first to cross the English channel? Probably the Airbus E-fan, because it took off and landed under it’s own power. But I would guess that either Airbus or Hugues Duval will have the dreaded asterisk after their entry in the record books.

I love this kind of stuff! The very first crossing of the English Channel had the same kind of drama. The two competing people to cross the Channel in 1909 were Hubert Latham flying an Antoinette IV, and Louis Bleriot flying a Bleriot XI. Latham had attempted the channel crossing on July 19<sup>th</sup>, but 6 miles short of the English coast his engine overheated and he became the first to land an airplane in the water. The Antoinette company sent him a replacement airplane, and both Latham and Bleriot were waiting for winds to subside for the attempt.

Bleriot’s good friend Alfred LeBlanc was there, but unable to sleep during the night of July 25<sup>th</sup>. He was up at 2am and noticed that the wind had subsided and the weather was excellent. He awakened Louis Bleriot and after a quick trip to Starbucks, Bleriot took his airplane up for a short hop at 4:15am. The competition rules stated that the flight had to be conducted from sunrise to sunset, so at sunrise, exactly at 4:41am (daylight savings time had not yet been invented), Bleriot took off. Latham woke up sometime later and while munching a croissant learned that Bleriot had already crossed the Channel.

There are two other articles in the September issue that are truly outstanding. The first is an interview with Clay Lacy, the entrepreneur, FBO, and famous inflight photographer. With something like 53,000 hours of flying, Clay Lacy’s history goes back to lying about his age so he could solo at age 14. He had enough hours at age 21 to be hired at United Airlines, and eventually retired from United with seniority number 1. In between, and all in his spare time, he did some amazing things with airplanes, including working with Bill Lear at the time when the Learjet was just being introduced.

Finally, there is an excellent article about the B-26 Martin Marauder, with some excellent photographs of the B-26 “Flak Bait”, which is currently under restoration at the Smithsonian’s Udvar-Hazy Center in Washington. “Flak Bait” completed 207 combat

missions in Europe, more than any other American aircraft. It is one of only 5 B-26 aircraft left in the world. The one owned by Kermit Weeks in Florida is the only airplane that could be made flyable. The article explains in some detail how the airplane must be flown after takeoff to accelerate to V<sub>mc</sub>, because loss of an engine or a propeller runaway will cause an uncontrollable roll below V<sub>mc</sub>. But hey, just ask our resident B-26 pilot, Ernie Lutz, what it was like to fly the B-26.

Enjoy the upcoming Fall weather and take advantage of those crisp and beautiful days just ahead to do some quality flying. And don’t forget to lend a hand to your fellow pilot so everyone can enjoy what is just ahead.

**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](mailto:vickie@eaa55.org))

**EAA55 - MAD SPONSORS:** Chapter 55 owes a big "thank you" to the following sponsors who made generous donations to our EMU-Newberry Aviation Scholarship Fund: Independent Bank; Laux Construction; Mason Insurance Agency; Mason State Bank; and McCredie Insurance Agency. We also thank the following local businesses for items donated for the pilot bags or pilot door prizes: Aircraft Spruce; Aircraft Tool Supply; Avemco Insurance; Dart Container Corp; MSU Federal Credit Union; Trade-A-Plane; Wag-Aero; Wicks Aircraft and WOW! Cable Company. When taking care of your personal needs, think of these folks and please thank them for their contributions to the success of our event.

**BEVERAGE COOLER:** one of the coolers we use for events is on its last breath. Does anyone have one they might consider donating to the chapter?

**MAD WINNERS:** Congratulations to the MAD Pilot Door Prize winners; Mike Kelly; John Bidle; Jim Nye; Bruce Abel; and John Riske.

CATALOGS & MAGAZINES: We have a variety of aircraft supplier catalogs, along with some recent magazines that will be available at the meeting Saturday.

FORMER MEMBER GARY LONG: Rose Long sent a post that Gary Long passed away Thursday evening, August 13th, after a long struggle with leukemia. EAA55 has made a donation to the Newberry Aviation Scholarship Fund in Gary's memory.

MDOT PILOT SURVEY FORM: MDOT is asking for pilot input regarding fly-ins, safety seminars, airport directory and aeronautical charts. Attached is a copy of a short survey. Your input is important and can be mailed to Randy Collier at MDOT or emailed to him at the address provided.

ROSIE THE RIVETER GUINNESS WORLD RECORD: On Saturday, October 24, 2015 at Willow Run, SAVE THE BOMBER PLANT will attempt to take back their World Record for the Most Rosie the Riveters. *(Congratulations to the Rockin' Rosies of Richmond for beating original record of 776 Rosies by gathering 1,083 Rosies in California in August, 2015!)* Here's the schedule of events for Oct. 24- Official World Record photo taken at 2:00 pm. Doors open at 10:00 am. Fun activities and entertainment provided from opening time until official photo time. (Please arrive at least 1 hour before official photo, to allow time for check-in procedures.) Bookmark this page for info, soon-to-come details, and online registration, or sign up for the email list to stay updated. <http://www.savethebomberplant.org/rosie-world-record/>



**FROM THE FLIGHT SURGEON**

**By Gregory Pinnell, MD**  
Senior AME/ Senior Flight Surgeon  
USAFR

[www.AIRDOCS.net](http://www.AIRDOCS.net)

No article this month.

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

Tom Botsford & Karen Meirndorf submit these scenes from the Antique Aircraft Assn. Fly-In - Blakesburg



**CHAPTER 55 CLASSIFIEDS**

**LOST & FOUND**: three coats; a hat; misc. left in the meeting room. Are you missing any of these items??

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

**WANTED:**

Beverage Cooler; one of the EAA55 coolers we use for events is on its last breath. Does anyone have one they might consider donating to the chapter?

Serviceable ELT, model AK450, 121.5 megahertz w/accessories; Kyle Bradford 517-663-3083

Useable sweeper you would consider donating to EAA55. With all the new floor mats that we now have it would be greatly appreciated.

Projector you could donate to EAA55. We are still hoping to try to set up a movie area in the hangar for our events. Margie 517-853-1418.

**FOR SALE:**

Two McCreary Air Trac AA1E4 6.00-6 6 ply aircraft tires and tubes; new, never mounted \$175.00; John Bobcik; 517-231-0506; jbobcik@gmail.com

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

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

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

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

**1976 C-172M "Daisy"** 160hp 960 smoh \$34,000.00  
Call Gary Nesbitt 517-230-5585 more details.

Contact Deanna or Vickie to place your ad here!

**POCKET CALENDAR**

Dec 13 = EAA Christmas Party; 4:00pm

**WEB CALENDARS**

<http://www.eaa.org/en/ea/events>

<http://www.fly-ins.com/>

<http://www.michigan.gov/aero/>



Photo By Deanna McAlister Thunder over Michigan Airshow

**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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