

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

JANUARY 2016

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: Michael Rosencrans 517-775-1875 →Vice-President: Pat Salow 517-565-3178

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

www.EAA55.org



PRESIDENT'S MESSAGE

by Michael Rosencrans

(president@eaa55.org)

Clueless - When I was a boy, our family doctor took us up in his small airplane. I was excited. My first flight. What's next? Many years, models, rockets, and magazines later, I joined the Air Force. It was 1982. I knew almost nothing about the military, but I was still fascinated by aircraft. I did aviation electronics on two cargo and two fighter category aircraft, serving just shy of nine years. I was good at fixing them. I understood airplanes: people and politics – not so good. Although I have many stories, as any good GI should, my connection to aviation came to an end in 1991. What's next? I was clueless. I returned from Germany to Grand Rapids. I tried selling Real Estate for six months. I was good at learning and getting my license: people and selling – not so good. Yes, I sold a house – to my mother. Next, I stumbled into computer repair and I was good at it. Best of all, no selling. I worked for many different companies, and fixed hundreds of computers, networks and their servers. In 1998, I was introduced to an opportunity, a.k.a. multi-level marketing. So, I got my life insurance and three securities licenses. I received a lot of training, while reading over a hundred books. Admit it. You guessed it: selling – not so good. However, this time the problem wasn't knowing how to sell, rather I discovered that I didn't believe in what I was selling.

I moved to Lansing in 2002 and my twenty year marriage had ended. In 2008, I met Judy. A few

years passed. Then one summer day, we got a third and fourth grader visiting us for “just” three weeks. Less than a year later, Judy and I got married and guardianship of our great niece and nephew. We had two neighbors. One good and the other – not so good.

As luck would have it, “not so good” moved out and Dave moved in. David James flew helicopters in Vietnam and was a member of something call EAA Chapter 55. Seeing the opportunity, he invited me to a meeting in late 2013. I joined in early 2014. He took my family flying. Then he said there's an opening on the Board of Directors. Next thing I know, Steve's time as President was over – not so good.

At first I waited to see what would happen. I saw Steve's resolve strengthened. He needed relief, so hesitantly, I offered my name. I have served on two other non-profit boards. I tested the water, I told a few members that I'm not sure if I'm ready to solo, but I'm pretty sure I'm not going to crash. A smart pilot knows that when he's in trouble, he must ask for help and remember to keep flying.

So don't be surprised if I ask questions. From a book I read, the message that “all of us are smarter than any one of us” comes to mind. I know that's true of Chapter 55! I'm honored to be in such good company.

When I got out in 1991, I knew you had to have licenses to work on civilian aircraft and you don't leave the Air Force with any of them. I had no connection and I was clueless, but today I'm

connected. Of course, I want to thank Dave, and I must thank all of you too. So, thank you, and let me know how I can serve you.

As for cluelessness, the more I know, the more I realize what I don't know! So maybe, I'm less clueless? I know – keep flying.

BOARD MEETING: 7:00pm: Wed; January 6th
MEMBERSHIP MEETING: 9:30am; Sat; Jan 9th
 with Breakfast served from 8:00am to 9:00am

BREAKFAST TEAMS:

<u>January</u>	<u>February</u>
Lloyd Brown	Julie Bauer
John Caron	Dave Groh
Joe Madziar	Gary Nesbitt
Chris Salow	Gary Nicola
Karen Salow	George Spencer
Jim & Carol Sawyer	Joe Pirch
	Tom Schroeder



Breakfast Team: Rick Riisberg; Grant Dowell;
 Doug Koons

JANUARY PROGRAM:

Phil Tartalone; Seminar

FEBRUARY PROGRAM:

TBD

MARCH PROGRAM:

Packing Parachutes (tentative)

APRIL PROGRAM:

B-25 Sandbar Mitchell; Road Trip (tentative)

EAA 55 Chapter 55 Board of Directors Meeting

December 9, 2015 → Meeting called to order at 7:07pm by President Steve Houghton. Present: Steve Houghton, Margie Clark, Al Spalding, Vickie Vandenberg, Bob Clark, Doug Koons, Warren Miller, Bill Puroskey, Jim Spry, Jack Voss. Absent: Dave James. Guests: Julie Bauer, Terry Lutz, Michael Rosencrans, Pat Salow, Ken Vandenberg.
 → Secretary's report 11/11/15; motion by Jack Voss, supported by Doug Koons; all approved.
 → Treasurer's report 11/30/15; motion by Vickie Vandenberg to accept; supported by Margie Clark; all approved. → YE: Margie Clark advised total 382 or more flown in 2015. → MACC light banner cost is actually \$200 for three years; Vickie Vandenberg made a motion to pay; Jack Voss supported; all approved. → Christmas Party; 40 paid; insurance is set; music donated. → Meeting Programs; need ideas; road trip to Brighton B25 Sandbar Mitchell? Terry Lutz have any speaker contacts? Great Lakes Air Ventures? LCC? Margie Clark will coordinate until a Program Coordinator steps in. → Safety Officer; Terry Lutz working on ideas and will report in future. → MDOT seeking fly-in information for airport directory publication; Vickie Vandenberg will provide to Randy Collier. → Status offer; will announce at Saturday meeting. → Info from Brenda Jackson to donate an Emerald to the Chapter. Needs work. Steve Houghton will talk to her and EAA National. Jim Spry & Jack Voss will plan to go see it. Tabled for more info. → Chapter insurance; Michael Rosencrans will do submission to National. → Newberry Aviation Scholarship; Steve Houghton sent application information to EMU and LCC program heads with a return due date of 12/24/15. → Appointed Scholarship Committee of Al Spalding (Chair); Dave James & Doug Koons to review submitted applications. → Chapter Volunteer Awards; calendars are here and Vickie Vandenberg put together volunteer spreadsheet. → Member of the Year Award is ready for Saturday. → Warren Miller provided some history on the Smith Mini; about Moe Malone and Howard Gostnell. → 2016 Chapter anniversary potluck set for July 10th. → VFW donations; Vickie Vandenberg provided info about the theft of donations at the VFW Post 7309 and permission to solicit donations at Saturday meeting. Would the chapter consider a match for funds raised? Jack Voss made a motion for EAA55 to match up to \$100 of donations raised; Vickie Vandenberg supported; all approved. → Terry Lutz advised he will lease builders hanger space for a month or two to

work on his plane. →Margie Clark advised she has two candidates for Young Eagle of the Year; Bill Purosky made a motion to authorize Margie to make the selection; Vickie Vandenbelt supported; all approved. →Motion by Doug Koons; supported by Jim Spry; meeting adjourned at 8:05pm.
→Respectfully submitted, Vickie Vandenbelt, Secretary

EAA Chapter 55 Membership Meeting December 12, 2015→Meeting was called to order at 9:30am by newly elected President Rosencrans with approximately 41 members and 6 guests present.
→Following the National Anthem, thanks were given to the breakfast crew and January crew was announced. →Guests were introduced. →Secretary's report 11/14/15; motion to accept; supported; approved. →Treasurers report 11/30/15; motion to accept; supported; approved. →YE; flew 382 kids in 2015. →Collection of donations for VFW Post 7309 in support of helping local veterans in need.
→Christmas Party details. →2016 dues are being collected. →EAA55 2016 Calendars are for sale; \$8.00 each. →Steve Houghton was presented with the Past Presidents Award Plaque. →EAA55 Volunteer awards were presented. →Member of the Year Award was presented to Craig Tucker.
→Meeting adjourned at 10:00am. →A great MDOT Safety Seminar program was presented by Randy Collier. →Respectfully submitted, Vickie Vandenbelt, Secretary.



NEWS OF OUR MEMBERS
by Vickie Vandenbelt
(vickie@eaa55.org)

CONDOLENCES: to Al Spalding on the recent loss of his father.

MEMBER OF THE YEAR: Congratulations to our 2015 Member of the Year, Craig Tucker. Craig assumed the duties of our webmaster many years ago and works hard to keep the site up to date, posting our events and general information for the aviation community. Craig is also seen helping Treasurer Al at the cashiers booth for our fly-in events. Great job, Craig.

EAA55 VOLUNTEER AWARDS: 2015 member volunteers were each presented with a 2016 Chapter 55 calendar. A BIG thanks to each and every

member who has volunteered in support of our chapter and our chapter events. Through your efforts we spread the excitement of aviation !!



Craig Tucker with Margie Clark & Steve Houghton

CONGRATULATIONS: Jack Voss on winning the grand prize in the Mason Area Chamber of Commerce Raffle Drawing. And, I thank all the members who purchased tickets for this Chamber fund raiser - wish every ticket could have been a prize winner.

CONGRATULATIONS: Tom Botsford on being chosen to receive the Mason Area Chamber of Commerce Presidents Award. Tom will be presented with his award at the Annual MACC Awards Banquet on Wednesday, February 10th. Well done, Tom !!



Steve Houghton was recognized for his service as Chapter President



YOUNG EAGLES
 by Margie Clark
 (margie@eaa55.org)

A new year has arrived and time to start up our new tallies for the year. Be sure to let me know if you have flown any Young Eagles during the year. We will be introducing the 2015 Young Eagle of the Year at this Saturday's meeting.

If you are out to any outside functions that have giveaways that we could use for goodie bags please ask for donations. Stickers, pens, pencils, key tags, lanyards are just a few of the the items we have collected in the past. We also can use plastic bags to fill (good advertisement tool for insurance companies).

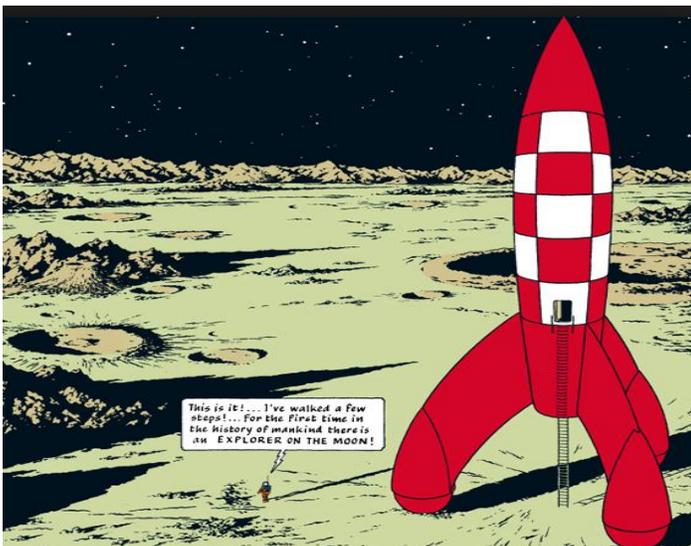


ADULT EAGLES
 by Greg Rheeder (greg@eaa55.org)
 No article this month.



NOTES FROM CAPE JUBY
 by Terry L. Lutz
 (terry.lutz@attglobal.net)

Following the success of the Blue Origin team, who became the first to perform a vertical landing of a launch vehicle, Space X completed a vertical landing on December 21st, 2015 with their Falcon 9 launch vehicle. After the launch, which placed 11



communications satellites in low earth orbit, the first stage had to perform three additional burns to

complete the landing. The first burn, called the boost back burn, turns the trajectory back toward the landing site. Since the vehicle is now well above the atmosphere, a re-entry burn is performed to slow it down. At Mach 3, deceleration panels are deployed to decelerate even more, then a final landing burn is performed to slow the vehicle for touchdown.



Since the launch was at night, there is a rather stunning time-lapse photograph, which shows both the launch (on the left), and the landing (on the right). Space X had failed three times to land on a barge in the Atlantic. It was a surprise to me that NASA allowed them to try a landing on the launch complex itself. The landing could not have been more that a mile or two from the launch site. One of the things that separates Space X from Blue Origin is size. At launch the Falcon 9 weighs 1.15 million lbs. It is equivalent to standing an A380 on end and sending it into space. While it doesn't weigh that much at landing, it is probably the equivalent of landing a Boeing 787 on end.

In years past, when people dreamed about going into space, those who wrote stories about it had trouble figuring out how the vehicle was going to land, whether it be on Earth, the Moon, or another planet. Those whimsical rockets had large fins, and they are often seen in drawings as landing tail first, like the picture of Tin Tin's rocket on the Moon. Of course, that's the way Neil Armstrong and company landed on the Moon. Will we see humans return from space and land vertically in our lifetime? Stay tuned. Considering the European Space Agency's landing of the spacecraft Philae on comet67P/Churyumov-Gerasimenko after a 10-year mission, and the two

vertical landings on Earth, 2015 was an amazing year for space.



O-K-A-Y, slowing W-A-A-Y down now, I want to report on the activities of some low-speed guys, one local, and one in North Carolina. Kurt Gubert lives near Bannister, which is a bit north of Elsie, Michigan. He is a passionate builder and aviator. Now retired, he once worked for Waco down in Battle Creek, specializing in fabric work. He has built a number of airplanes, and has owned a few more of the good-old store bought kind. One of the airplanes Kurt built was a Dormoy Bathtub. It is about as minimal an airplane as you can get. The wing has no dihedral, so you can imagine that the airplane is neutrally stable in roll, and only Kurt knows how unstable it is in pitch and yaw. Powered by a VW engine, Kurt successfully flew it and while it didn't fly very well, he enjoyed the challenge of keeping the propeller end going forward.



Kurt just seems to build without obstacles, and he works rather quickly. In 2014, he finished a Wagabond, and flew it to Sentimental Journey in Pennsylvania, Brodhead, Wisconsin, and Blakesburg, Iowa. In 2015, he finished building a Fly Baby

Biplane, a project he began some 30 years ago (hmm, not too quick with that one...). He found just the right mix of colors and WWI military motif, and the airplane looks just terrific in the air and on the ground. He flew the pants off it this year, and only missed Sentimental Journey because the weather was bad.

Kurt is good friends with some guys in Hammondsport, NY, and reminds me all the time that I need to visit the Glenn Curtis Museum in Hammondsport. You can visit it online at: <http://www.glenncurtissmuseum.org/> One of the rare airplanes in the museum is the Mercury S-1 racer, but that's another story. Now there will be one more airplane to grace the museum, Kurt's Dormoy Bathtub. He decided this summer to clean it up, install a non-operating VW engine, and donate it to the museum. It's one more reason to head to Hammondsport.



A few years back, I made friends with a fellow named Byron Woodruff. It turns out we have a few things in common. Byron grew up near El Mirage dry lake in California, which is right near Edwards AFB. When Byron was a kid, he could jump on his motorcycle and ride straight into the desert in any direction. He knew guys like Gus Bringleib, a glider pioneer from the 1940s. And he learned to fly gliders off the dry lakebed. Quite a few years ago, he zoomed from California to Oshkosh in an old VW Beetle. The Beetle almost made it back. Byron has been there every year since.

Now he works for a company called Aerial Solutions, which operates helicopters that trim trees along power line right of ways. It's an essential and a

rather hazardous service to perform. Trimming is done with a row of circular saw blades that hang in a row below the helicopter. They are powered by a Rotax 912 engine. Byron makes and repairs the saw blade system. The company is located on a grass airfield and Byron has an extensive machine shop to work with. A lot of the employees have airplanes there, so you can imagine how much fun they have in their off-duty hours.

A few years back, Byron brought a small homebuilt motor bike to Oshkosh, and parked it along with all the other small motorbikes outside the south gate. Patterned after the board-track racers of the early 1900s, it was beautifully built. After talking about his bike and his experiences in aviation, we have remained in contact over the years. One of the airplanes Byron really likes is the 1912 Bellanca. He was captivated when Mike Murphy built one and flew it to Oshkosh. Some of you may remember the airplane, as it is very unique. Byron decided to build one, and you can see it in the attached photo. It will be powered by a 2-cylinder, 40 hp Mosler engine. The wings are finished, and the engine is on, so we can expect to see the airplane take to the air sometime in 2016.



A few weeks ago, I was in London, Ontario, Canada to speak at the graduation of the most recent class to complete test pilot and flight test engineer training at the International Test Pilot School. It was a small class, with two graduates from Korea, and 3 graduates from Turkey. Each country was well represented, with the Chief Test Pilot from Korean Aerospace industries, and the Chief Test Pilot and

Chief Flight Test Engineer from Turkish Aerospace Industries in attendance.

We had dinner together the night before graduation, and I sat among the guys from Turkey. The guy sitting next to me is a flight test engineer, and he told me a rather scary story. He was flying in the back seat of a single-engine turboprop trainer (a KT-1, built in Korea) and they were doing inverted spins. On this particular airplane, the negative g forces build up rather rapidly, and they were at around -3g when the rear seat departed the airplane. He did not eject. His seat had not been properly locked down. It needed another 3mm to be locked in position, and under negative g, the seat went up the rails.

The canopy is designed to shatter by detonation cord that senses seat movement. But he didn't have his visor down, and suffered some facial cuts from shards of Plexiglas. Realizing what had happened, he jettisoned the seat and deployed his parachute. The pilot heard a bang and realized there was nobody in the back, so he recovered from the spin and started looking. He found his flight test engineer under canopy and circled around to be sure he was OK. The FTE landed safely near a small village, with minor injuries.

They were pretty interesting guys to talk to, as Turkey has a variety of fighter aircraft (F-4, F-5, F-16, and they will soon receive the F-35). They just developed their own turboprop trainer, and want to develop a fighter aircraft of their own design. The Koreans have done it, the Japanese have done it, and it looks like Turkey will follow. Aircraft development is no longer limited to the United States, the Europeans, the Brazilians, and the Russians.

Always wanting to make friends, I asked the guys about their personal lives. "How far away from work do you live?" "About 20 minutes by car." "What kind of cars do you drive?" "VW, Audi." "Standard shift or automatic?" "Automatic, most cars in Turkey are automatic." "You guys married?" "Oh yes." "Have any kids?" "Oh yes." I should note that English is not their native language, yet they spoke and understood English perfectly. One of the guys pulled out his cell phone and showed me a "selfie" of his family. There he was on the left, his two kids in the center, and his wife on the right. Then I noticed a Christmas tree behind them, and said "What's

that?!!” “Well, we like Christmas, too!” “What religion are you guys?” “Muslim.” Imagine that.

As Chapter 55 moves forward into 2016, we can expect some positive changes around the airport. An FBO will open shortly, and I hear from Lloyd Brown that his hangars are as full as they have been in some time. There will be more flying activity, and that’s a very welcome and good thing. What we might try to do is move outside our normal “comfort level” of activity and try to accomplish something new and different this year. And with increased activity around the airport, always remember to help your fellow airman when it looks like they really need it.

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)

NEW MEMBERS: Chapter 55 welcomes new member Scott Sharkey. His son, Eli, is a chapter student member and last year's Young Eagle of the Year.

2016 CHAPTER EVENTS: The Chapter Board has again approved plans to host our two events this summer. Our Dawn Patrol will be on Sunday, June 12th from 7:00am to 11:00am. And, Mason Aviation Day will be on August 20th from 7:30am to 2:00pm. But, these events require a lot of pre-planning and volunteers to work in various capacities. We need more members committed to participate, especially on the set-up days and the day of the event. PLEASE mark your calendar to come out and assist.

VFW DONATION: Mason did not have a parade on Veteran's Day this year. Instead, VFW Post 7309 hosted an open house at which they collected over \$1,000 in donations to help local veterans. Unfortunately, there was a break in and the money was stolen. At the EAA55 December meeting, a collection was taken and \$200 was donated by chapter members plus EAA55 did a \$100 match from chapter funds. A total donation of \$300 was sent to VFW Post 7309. A big THANKS to each of you for

your contribution in support of our local veterans in need.

GREAT LAKES AIR VENTURES: Dale Foerschler now has the FBO up and running at TEW and has leased the CRAA hanger for pilot instruction and a repair station. I hope to have some brochures soon. For additional information or suggestions, contact Dale; biz 517-980-1281; cell 701-330-9630; or greatlakesairventures@gmail.com

MICHIGAN AVIATION SAFETY FORUM: Eastern Michigan University and Michigan FAAST (FAA Safety Team) have created the Michigan Aviation Safety Forum which has planned a day of training that will give eight hours of IA recurrent training and eight hours of pilot (Wings credit) training on January 30, 2016 at Eastern Michigan University in the student center. They are currently working on the maintenance (IA) seminar topics and have two slots left to fill. If you have any topics that you would like to see presented, or would like to present please contact Rick Anderson; 734-487-7285; cell 734-516-8501. They would like to get the schedule published by January 8th. They will also use this event to recognize the Michigan A&P, Avionics Technician, CFI, and FAAST Representative of the year winners.



FROM THE FLIGHT SURGEON
By Gregory Pinnell, MD
Senior AME/ Senior Flight Surgeon
USAFR 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.

CHAPTER 55 CLASSIFIEDS

HANGER FOR RENT: one space in Builders Hanger; \$115 plus gas; Michael 517-775-1875

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

6061T-6 sheet in .040"; looking half sheet of 4'x12' split lengthwise to make horizontal stabilizer spar and doublers for Zenith CH 750 STOL. At a very minimum, need a 9-foot x 6-inch piece. Greg Harris; 517-775-4563

FOR SALE:

EAA55 2016 Calendars; \$8.00 each; see Michael Rosencrans or Al Spalding.

1976 C-172M; 160hp; 970 smoh; \$29,000 OBO; Gary Nesbitt 517-230-5585

Two McCreary Air Trac AA1E4 6.00-6 6 ply aircraft tires & 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

Air compressor; 3hp motor; 21 gallon tank; wheels & long cord; Harbor Freight offers at 21 gallon compressor for \$179, but 2.5 hp motor. \$89.50; Terry Lutz; 517-655-6577

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

Smith Mini project; one seat biplane; some parts; Michael 517-775-1875

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 classified advertisement in WINGTIPS !

POCKET CALENDAR:

Jan 30 = Mich Aviation Safety; EMU
7:30am to 6:00pm
Apr 5-10 = Sun-n-Fun
Jun 11 = EAA55 Young Eagles
Jun 12 = EAA55 Dawn Patrol
Jul 9 = EAA55 Young Eagles
Jul 10 = EAA55-57th Anniv Potluck
Jul 25-31 = AirVenture
Aug 13 = EAA55 Young Eagles
Aug 20 = Mason Aviation Day
Aug 20-21 = Thunder Over Michigan
Sept 17 = AOPA FlyIn; Battle Creek
Dec 11 = EAA55 Christmas Party

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: Deanna McAlister, Newsletter Editor.

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