



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

FEBRUARY 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

[\(president@eaa55.org\)](mailto:president@eaa55.org)

Help Wanted - Every year millions are raised each year in the name of helping. The other kind of helping is with our time. In 2014 alone, \$358.38 billion was raised and there was 62.8 million recorded volunteers in the U.S. for thousands of different causes.

Some do it for religious reasons; some for a cause. Like fighting cancer, helping homeless vets, or saving the dolphins from tuna cans. Some want to help and they only get paid with a smile. Some people volunteer because somebody else helped them in the past or had helped a loved one. Some just like to socialize; it doesn't matter what the cause is. Some even volunteered for war because our country needed them. It's one of our greatest American traditions. It runs deep in our character.

I'm proud to be a part of our organization of aviation enthusiast. We're an organization of equals, because nobody is more important than anyone else. There's no Kings and Queens nor dictators. We vote with our voices and our feet. We're only about a hundred strong, and yet everyone volunteers. Some take their turn at cooking breakfast, cleaning up, straightening up, while others are serving on boards, committees, or working events. Others simply look around and see something that needs to be done. We get things done. Personally, I like Young Eagles days.

At my first Young Eagles event, I jumped in and did some aircraft marshalling. I hadn't done that for over 20 years. While I was doing it, I realize that the last airplane I marshaled was an F-16 fighter in Ramstien, Germany. When the planes were all up with kids, I could see that a lot of other things were going on. It was fun.

So, why did I do it? On the one hand, marshalling is easy for me, and on the other, I like to help and be in the action. I suppose it's a habit. As a kid, I would help set up chairs and then put them back at an event, like Grand Rapids' Festival in early June. At the Festival you're just one of a hundred people volunteering: it was normal to me.

The first time I marshaled an airplane, I got so confused about my left and right, while thinking about the pilot's right and left. But, then I realize that I just needed to point to where I wanted him to go. Later, I discovered that pilots will go where they want: It just looks like you told them where to go! Simply put, we're an extra set of eyes keeping everyone safe.

This year I'm going to learn a few new jobs, and help some more. We were a little shorthanded at some our events last year: So let's get it done this year. Thank you!

BOARD MEETING: 7:00pm: Wed; February 10th
MEMBERSHIP MEETING: 9:30am; Sat; Feb 13th
with Breakfast served from 8:00am to 9:00am

BREAKFAST TEAMS:

FEBRUARY:

Julie Bauer
Dave Groh
Gary Nesbitt
Gary Nicola
George Spencer
Joe Pirch
Tom Schroeder

MARCH:

Doug Coleman
Ward Harris
Sean Mullaly
Scott Sharkey
Jeff Shaud
Carl Zayatz



Breakfast Team: Some months no one shows up but January was a great turnout !! Thank you, John Caron, Gary Nicola, Chris Salow, Lloyd Brown, Pat Salow, Carol Sawyer, Joe Madziar, Jim Sawyer.

FEBRUARY PROGRAM:

Dale Foerschler; Great Lakes Air Ventures

MARCH PROGRAM:

Terry Urban; Packing Parachutes

APRIL PROGRAM:

B-25 Sandbar Mitchell; Road Trip (tentative)

MAY PROGRAM:

TBD

JUNE-JULY-AUGUST:

Young Eagle Rally's

SEPTEMBER PROGRAM:

Phil Tartalone; Pilot Fatigue

**EAA 55 Chapter 55 Board of Directors Meeting
January 6, 2016**

→Meeting called to order at 7:10pm by President Michael Rosencrans. Present: Michael Rosencrans,

Pat Salow, Al Spalding, Vickie Vandenbelt, Doug Koons, Bill Purosky, Jack Voss. Absent: Bob Clark, Dave James, Warren Miller, Jim Spry. Guests: Margie Clark, Gordon Hempstone, Ken Vandenbelt. →Secretary's report 12/9/15; motion by Doug Koons to accept, supported by Jack Voss, all approved. →Treasurer's report 12/31/15; motion by Vickie Vandenbelt to accept; supported by Jack Voss, all approved. →YE: Margie Clark YE of the Year selection will be presented at Saturdays meeting. →Program; Phil Tartalone confirmed for Saturday. →Membership; currently 37 have not paid which is average for this time of year. →Newberry Aviation Scholarship; Vickie Vandenbelt made a motion to award one scholarship in the amount of \$1000 to Jordon Jones, student in the LCC Aviation Maintenance Program; Bill Purosky supported; all approved. →EAA National Chapter renewal fee to be paid. Vickie Vandenbelt made a motion to include \$100 donation to the Peter Burgher Fund; Doug Koons supported; all approved. →MDOT will list events on back cover of the 2016 Airport Directory; Vickie has submitted our info. →Emeraude donation; Gordon Hempstone, Jack Voss, Jim Spry & Warren Miller made a trip to inspect the project. Lengthy discussion on condition, it was crashed, may have paperwork problems, lots of work. Al Spalding made a motion to reject the donation; Bill Purosky supported; all approved. Michael Rosencrans will contact the family. →YAM soliciting donations for the "Save the Bomber Plant" project; Rosencrans will announce at meeting. →2016 Christmas Party; Vickie Vandenbelt made a motion to pay the deposit (approx \$120) to reserve Eldorado for December 11, 2016; supported by Jack Voss; all approved. →Calendars; approximately 37 yet to sell; \$8.00 each; announce at meeting. →EAA Website; Craig Tucker advised there may be some complications with the Dreamweaver software when he updates his computer software. Michael Rosencrans will discuss with Craig. →JoyRider simulator project; tabled for discussion with Terry Lutz to secure plans. →February Program; arranged with Dale Foerschler to tour the Great Lakes Air Venture hanger operation. March will be Packing Parachutes; April tentatively road trip to Sandbar Mitchell. →Motion by Jack Voss to adjourn; supported by Doug Koons; meeting adjourned at 8:02pm. →Respectfully submitted, Vickie Vandenbelt, Secretary

EAA Chapter 55 Membership Meeting January 9, 2016

→ Meeting was called to order at 9:30am by President Rosencrans with approximately 36 members and 6 guests present. → Following the National Anthem, thanks were given to the breakfast crew and February team was announced. → Guests were introduced. → Secretary's report 12/12/15; motion to accept; supported; approved. → Treasurers report 12/31/15; motion to accept; supported; approved. → YAM Willow Run is seeking donations to "Save the Bomber Plant". → Chapter dues still being accepted. → WANTED: Program or Events or Scholarship coordinator - would you consider assisting your chapter?? → Calendars; for sale \$8.00 each. → JoyRider Simulator project; Doug Koons has secured plans; Bob Clark; Dave James; Gordon Hempstone will coordinate construction. → Dates for EAA55 events have been set; mark your calendar and help the chapter out. → Young Eagle of the Year; Sydney Wallis was introduced and presented with a EAA55 Student Membership and various gifts. → Meeting adjourned at 9:40am. → Phil Tartalone provided a great presentation on "Mercury 13 - Women in the Space Program". → Respectfully submitted, Vickie Vandenberg, Secretary.



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



Phil Tartalone presented "Mercury 13 - Women in the Space Program" at our January meeting.

BE SURE TO LIKE "EAA CHAPTER 55" ON FACEBOOK !!



At our January meeting, Sydney Wallis of Lansing was named our 2015 Young Eagle of the Year. Shown here with Margie Clark, YE Coordinator, and her pilot, Drew Seguin. Sydney is an Honor Student and loves outdoor activities. She was presented with a EAA55 Student Membership, a EAA55 calendar and a bag of various gifts.



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

Happy February! Has anyone been flying lately? The weather is trying its best to scare everyone away from their hangars.

Most of the pilots who fly Young Eagles should have received a letter from EAA pertaining to the new Youth Protection Program. (copy of the 1/21/2016 EAA e-Hotline article below) There is much discussion going on whether we will continue our Chapter 55 program or not due to some of its content. EAA National has received numerous communications from distraught individuals and chapters not agreeing with the way they have set up the program. Please let me know where you stand on this program and if you are still planning on flying kids this summer. Your feedback is important as some major decisions will need to be made soon.

January 21, 2016 - As EAA approaches the 25th anniversary of EAA's Young Eagles program, we can celebrate the success it has been for nearly 2 million young people. One of the biggest reasons for this

success is by volunteers making the flight experience a positive, memorable one.

Continuing that positive legacy means maintaining EAA's high standards that have been part of the organization since Paul Poberezny founded it 63 years ago. Last week, Young Eagles volunteers were sent information regarding some administrative changes that keep EAA in step with best practices that are common in youth education and recreation programs throughout the nation, ranging from scout programs to youth sports leagues.

The new Youth Protection Program, which was first introduced as a concept in newsletters during 2015 to Young Eagles chapter coordinators and pilots, as well as at AirVenture 2015, will involve many EAA volunteers who work with young people. It will include online best-practices training and a basic background check to create the safest environment possible for young people in our programs and to protect our volunteers.

This training is available to all EAA volunteers who work with youth and Young Eagles pilots, chapter coordinators, and field representatives, free of charge, at www.eaa.org/youthprotection. We encourage you to participate early, as we will require that all participants in EAA and EAA chapter activities that serve youth to have successfully completed the training by May 1, 2016. After that date, EAA and chapter programs for youth will require full compliance with the training and background checks.

If you're wondering whether your volunteer activities should comply with the training and background check, review the Frequently Asked Questions sheet at the website mentioned above. In the first few days of access to this website, nearly 1,000 EAA volunteers have already completed the training and background check process, and we appreciate their prompt action.

The company working with EAA in this process, AmericanChecked, is among the leaders in the industry and works with many colleges, school districts, and governmental agencies. A top priority of the exhaustive process to select the right company to work with EAA and its volunteers was the safety and security of any data collected. More information on that is available on the FAQ webpage, and we welcome questions and suggestions at any time at feedback@eaa.org.

EAA's programs have earned an outstanding reputation because of the volunteers and our organization. We aim to maintain that reputation and instill the youth protection guidelines and culture that parents and guardians seek in all programs for their kids.



ADULT EAGLES

by Greg Rheeder (greg@eaa55.org)

Wow! is all I can say about the weather. Looks like we've made it almost through February without a major snow storm. Quite unusual for us here in the Magic Mitten of Michigan.

Those of us who are "fair weather" flyers are looking forward to spring. Others of us have been flying all year. Which ever type you are we all share the love of flight.

I'd like to take this time to remind everyone that I'm still looking for Adult Eagle candidates. I'd like to think that last year our program made some progress. We need to think about those people we meet through our travels who may be interested in becoming a part of that program.

Adult Eagles are people who may have once or always wanted to fly but for some reason that dream slipped away with time. With some of them that dream never dies, it just takes a backseat to those other things in life, marriage, kids, work and bills, bills, and more bills. Or perhaps you know someone just a bit too old for Young Eagles. All are welcome.

I will interview each person recommended to me. As a courtesy to our volunteer pilots, I will weed out those who do not fit the guidelines established at the inception of my taking over this position. I have turned down a few, maybe 30 percent.

A big thank you to our current Adult Eagle pilots. And, I'm always looking for volunteer pilots. If you are interested let me know.

If you have any questions please contact me or see me at the meetings. I'm the old guy with the grey hair. You may also e-mail or call me. Come on spring !!!!!



NOTES FROM CAPE JUBY

by Terry L. Lutz

(terry.lutz@attglobal.net)

Winter flying presents a lot of challenges, and it is my observation that they all seem to present themselves at the same time, no matter how much planning you do. Last weekend, I was co-pilot for a Wings of Mercy flight from Grand Rapids, Michigan to Rochester, Minnesota. The pilot was my cousin, Tim Brenner, and we drove together to Ann Arbor where the Cirrus SR-22 we would fly was based.

Tim and I have flown similar missions before, and one of the challenges is to not run short of fuel. The variables are the wind (worse during the winter), payload weight (determines how much fuel you will carry), and the routing that ATC will allow around Chicago's airspace (an unknown increase in distance and time). To try and get a favorable routing around Chicago, I called Lockheed-Martin Flight Service during the drive to Ann Arbor and asked for the phone number of the Watch Supervisor at Chicago approach control.

When I called, the approach controllers were in their morning briefing, so the Watch Supervisor asked that I call back in 10 minutes. My thinking was that if we could fly at a lower altitude, under most of their traffic, a shorter routing might be possible. After

calling back, the Watch Supervisor suggested that we file GRR (Grand Rapids) – GIJ (South Bend) – CGT (Chicago Heights) – RST (Rochester, Minnesota) at 4000'. That sounded to us like a great plan. He also mentioned that light to moderate icing was reported along the east side of Lake Michigan.



On arrival at the Ann Arbor airport, we opened the hangar door and noticed that the Tanis heater was working as advertised to pre-heat the engine. Tim had activated the system before we left Lansing using an app on his iPhone. This particular Cirrus has a TKS deicing system (TKS, or Tecalemit-Kilfrosth-Sheepbridge Stokes, was a British company that developed the system in 1942 to protect the leading edges of military aircraft in icing conditions). The leading edges of the wings, horizontal and vertical tails have porous titanium panels with tiny holes in them - laser drilled holes that are .0025 inch in diameter. There are 800 holes per square inch. Even with good glasses they are almost impossible to see. When activated, glycol is pumped into the leading edges, and they literally weep glycol to keep ice from forming. It is one of many methods of de-icing that allows what is called FIKI (Flight Into Known Icing). Maybe it's better to say the leading edges weep alphabet soup.

We pre-flighted the airplane, made sure we had enough TKS fluid, and pulled the airplane out of the hangar. But hey, it isn't supposed to be that hard to pull. Then we spotted a low tire, left side. This is not unusual in cold weather, and just another challenge you have to be ready for. So in 20-degree weather, we haul out a small compressor, and put air in the tire. The SR-22 has tubeless tires mounted on Berringer wheels. Access to the valve stem was very easy through doors in the wheel fairings. Then we had to determine the proper inflation pressure, which we found in the Aircraft Operating Manual. For that

particular serial number aircraft, the recommended tire pressure is 62-120 psi. It was a bit of a challenge for the small compressor, but we were able to get 80 psi in both main tires before we were good to go.

We launched VFR on a bright sunny morning for Grand Rapids, only to find that Grand Rapids was anything but bright and sunny, with a ceiling at about 2000'. After loading passengers and checking weather one more time for Rochester, we copied our IFR flight plan and departed for our first fix at GIJ. Almost immediately on entering clouds at 2000', we began to get light to moderate rime ice on the airframe. The TKS system did a good job of keeping it off, but on the few non-deiced parts of the airframe I could see, ¼ to ½ inch of rime ice was present. I immediately requested a climb to 6,000' to get out of the ice and we were VMC by 4500' in the climb.

We were fortunate with our routing, and fortunate with the weather in the Chicago area. To stay below traffic inbound to Midway and O'Hare, we had to descend to 4,000'. There was no concern about icing because the weather was essentially clear from South Bend to Rockford, IL. Then we began to fly over an under cast layer that stretched to infinity in any direction. We didn't see the ground again until breaking out on the instrument approach to RST.

As you might expect, the forecast weather for RST had been for improving ceilings and visibilities, with the best weather forecast to be 500'/6nm at the time of our arrival. Looking at the weather depictions on our XM weather system, it looked like there was a sinkhole of poor weather in a 50nm radius of RST. While our alternate remained good, the RST weather never got better than 200'/3nm. Like having strong headwinds every single time you want to go somewhere, you can expect the weather to be worse than forecast every single time you want to go somewhere.

We were cleared for the straight-in ILS to runway 31 in RST, and started our initial descent to the FAF altitude. While everything looked normal on the electronic flight plan, for some reason the autopilot did not capture the ILS. About 8 miles out, Tim tried to do a "direct to" the FAF on the Garmin 1000, but it wanted to take us back to a previous fix. I would call that the "PIKLE" intersection, because we were getting into a pickle really fast. I said to Tim "just fly the approach manually".

It was a classic example of a choice between manual flight and the automation, which obviously was not doing what we needed it to do. So the best thing was to just fly the airplane. The trap is "automation addiction", and something every pilot in the modern age has to be aware of. The term was first coined by a Northwest Airlines pilot named Dennis Landry, who had the uncommon ability to understand aviation safety problems in a broader sense.

Tim used the electronic pathway depiction to fly the approach, while crosschecking our position on the localizer and glide slope. Once again, we encountered icing conditions, which the TKS system handled nicely. The interesting thing about this approach was that the white color of the clouds perfectly matched the color of the broad expanse of snow on the ground. So when we began to break out (right at minimums, I should add), it was hard to tell we were out of the clouds until we could see the airport perimeter road, and then the runway ahead. Another challenge of flying in winter! Our passengers were happy to be in Rochester, and told us it was the smoothest flight they'd ever had with Wings of Mercy. Little did they know.....

I am enjoying a little work on the Luscombe Silvaire Bullet in the chapter workshop, and happy that Chapter 55 has such a heated facility for wintertime work. Let's hope the winter weather remains relatively mild, and that the winds will stop blowing so hard out of the south. And remember that a lot more gets done if you stop to help somebody 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.



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

No article this month.



TIDBITS
by Vickie Vandenberg (vickie@eaa55.org)

NEW MEMBERS: Chapter 55 welcomes student member Sydney Wallis (YE of the Year) and student member Nolan Fortin.

CONTRIBUTIONS TO WINGTIPS: Our newsletter is from members to members. Without submissions from our members, we couldn't fill a page one. Do you have news to share? Perhaps an interesting Internet link to website or video? Did you read a great book you could recommend with a brief review? Have you visited a museum or saw an interesting plane? How about a great joke or cartoon to share? Email your info to Deanna McAlister zirconmoon@hotmail.com or vickie7463@gmail.com

FROM MDOT-AERONAUTICS: This year we are delaying publication of both the Michigan Airport Directory and Michigan Aeronautical Charts. The charts and directories are mailed out using bulk rate (third class). Bulk Mail sent snowbirds at their Michigan address is discarded by the USPS. When the snowbirds return, they call us asking why they did not receive their chart and/or directory. We then have to mail another one via first class mail. Since this isn't very efficient, we decided best solution is to delay mailing until April so we can get the publications to the snowbirds without the extra cost. Because the weather in Michigan in January, February and March isn't very conducive to VFR flying anyway, we thought this would be a good solution.

EAA MAGNETIC NAME TAGS: It's been a while since we placed an order. Are any of you interested in ordering plastic name tags?? Cost is about \$5.50. Let Vickie know if you are interested.

EAA NATIONAL "FREE TRIAL MEMBERSHIP": If you know of anyone who is interested in aviation but not a member of EAA national, we can sign them up for a free six-month trial membership. Applications are in the brochure rack or see me. Also, we encourage parents of youngsters interested in aviation to sign up for a membership to gain knowledge to share with their kids.

BREAKFAST LEFT-OVERS: We often have extra pancake mix, orange juice and/or sausages left over. If you are interested in taking some home, please let Vickie or Joe Madziar know. We can package it for take-out. A "jug" of pancake batter is excellent for Sunday breakfast with the kids, grand-kids and others!! (Token donation to EAA55 are always welcome but not necessary.)

ANYAWOS: quick reminder - you can check the AWOS via computer using www.anyawos.com/ktew (or other identifier).

SPITFIRE 944 - A SHORT DOCUMENTARY: Rick Riisberg sent me the link to this video. The short documentary (14.38 min) received Honorable Mention at the 2007 Sundance Film Festival.
<http://www.youtube.com/embed/ie3SrjLlcUY>

DRONE DISPLAY SETS WORLD RECORD FOR MOST UAVS AIRBORNE: Dan Schiffer sent me this link. Fascinating display.
[HTTPS://www.youtube.com/watch?v=mOBQXuu_5Zw](https://www.youtube.com/watch?v=mOBQXuu_5Zw)

INSIDE THE ARMY'S SPECTACULAR HIDDEN TREASURE ROOM: another link from Dan Schiffer
<http://www.buzzfeed.com/bennyjohnson/inside-the-armys-spectacular-hidden-treasure-room#.fkzOa1pLZ>
Along with info about the Foundation's fund raising hopes for a museum <https://armyhistory.org/>

CARDS & MEMORIALS: Do you know of a member who is ill? Or, who has had a death in the family? Please contact me at 517-589-5051 or vickie7463@gmail.com so that the Chapter can send a card. (and my sincere thanks to those who have alerted me in the past.)

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. Need a 9-ft x 6-in piece or more. 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; 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 ad here!

POCKET CALENDAR:

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.

PERMISSION TO USE original content from **WINGTIPS** is granted to other EAA Chapters provided proper credit is given to the source. Unless so noted, photos and other content are the Editor's.