



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

MAY 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 Vandebelt 517-589-5051 → Editor: Deanna McAlister 517-795-8171

www.EAA55.org



PRESIDENT'S MESSAGE

by Michael Rosencrans

(president@eaa55.org)

No article this month.



April Breakfast Team:

Don & Deanna McAlister, Ken Vandebelt

BOARD MEETING: 7:00pm: Wed; May 11th
MEMBERSHIP MEETING: 9:30am; Sat; May 14th
with Breakfast served from 8:00am to 9:00am

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

→Meeting called to order at 7:06pm at the Mason terminal building by President Michael Rosencrans.

→Present: Michael Rosencrans, Pat Salow, Al Spalding, Vickie Vandebelt, Bob Clark, Margie Clark, Dave James, Doug Koons, Bill Purosky, Jim Spry, Jack Voss. Absent: Warren Miller.

→Secretary's report 3/9/16; motion by Jack Voss to accept minutes as published; supported by Bill Purosky; all approved. →Treasurer's report 3/31/16; motion by Bill Purosky to accept; supported by Dave James; all approved. →Margie Clark advised insurance paperwork has been submitted for all three YE rallies. →Flying Activities; Jim Spry & Steve Houghton have been kicking around some ideas. →"Joy Rider" construction project; Dave James & Gordon Hempstone have volunteered to build the unit. →Chapter website software; tabled for Michael Rosencrans to discuss with Craig Tucker. →YE credits total \$1,680.00. Vickie Vandebelt made a motion to use the funds; \$230 for port-a-potties at YE

BREAKFAST TEAMS:

May
Randy Coller
Brian Eakin
Ralph Gregus
Gordon Hempstone
Jordan Jones
Judith Pierzynovski
Greg Shannon

June
Bill Bezdek
Keith Byrd
David & Denise Cook
Rose Duckworth
Mike Marhanka
Tim Martinson
Karen Meirndorf
Tom Sheehan
Carol Spry

rallies; \$125 for postage; printing & MACC advertising; \$250 to construct storage cabinets for YE supplies; \$200 for two 10x10 pop-up canopies; \$875 for purchase of goodie bag supplies; Bill Purosky supported; all approved. → Margie Clark advised event food permits have gone from \$125 to \$195 per event. Increased costs for events discussed. Decision to increase adult breakfast from \$6.00 to \$7.00 for DP & MAD. → Vickie Vandenbelt made a motion to set DP advertising budget at \$750 or less; Margie Clark supported; all approved. → Bill Purosky made a motion to set MAD advertising budget at \$750 or less; Doug Koons supported; all approved. → Doug Koons advised that he has contacted Scouts and CAP Cadets for both DP & MAD. → MAD menu to be same as last year; will discuss prices at a later date. → Bill Purosky agreed to take pre-orders for anyone who would like to order steaks. → Bill Purosky made a motion to adjourn; Doug Koons supported; meeting adjourned at 7:55pm. → Respectfully submitted, Vickie Vandenbelt, Secretary.

EAA Chapter 55 Membership Meeting April 9, 2016

→ Meeting was called to order at 9:38am by President Rosencrans. → Following the National Anthem, the Breakfast team was recognized and thanked; Ken Vandenbelt, Don and Deanna McAllister. → Introductions; no new members or guests. → Minutes of the 3/12/16 meeting were moved by Jack Voss for approval as published with a 2nd from David James, motion passed. → Treasures Report dated 3/31/16 presented by Al Spalding, move to approve; seconded; motion passed. → Young Eagles; Margie Clark advised the events will follow the chapter meetings in June, July and August. Volunteer Sign-up sheets were passed around, all pilots must complete the EAA Youth Protection Program. → David James has volunteered to coordinate the construction of the "Joy Rider". → The next Events Planning meeting is scheduled for 5/4/16; everyone is encouraged to attend. → Party at Clara's this evening-see Jack Voss. → Sign-up sheets for Dawn Patrol and MAD were passed around. → Margie Clark announced the winner of the Relay for Life 50/50 drawing. → 2017 Chapter Photo Calendar; Jim & Carol Spry volunteered to coordinate with request that all pictures with captions be submitted to them by September meeting. → It was suggested that all members with planes organize a date for a group picture at the airport for the calendar cover. → Sand Bar Mitchell, an October or November date will be

organized to follow the meeting with a road trip to Brighton. → Announcement that Lloyd Brown's stepson passed away. → Move for adjournment; second; meeting adjourned at 9:59am. → A road trip to Doug Koon's house followed to check out the Glastar project Doug and Bill Purosky are working on. → Respectfully submitted, Pat Salow, Acting Secretary

MAY PROGRAM:
Regretfully, no program this month
JUNE-JULY-AUGUST:
Young Eagle Rallies
SEPTEMBER PROGRAM:
Phil Tartalone; Pilot Fatigue

EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners



EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing

equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device



accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.



EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing auto fuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!



NEWS OF OUR MEMBERS

by Vickie Vandenberg

(vickie@eaa55.org)

CONDOLENCES: To Lloyd Brown and family on the recent loss of his step-son.

CONDOLENCES: To Steve Houghton and family on the recent loss of his father.

DINNER AT CLARA'S LANSING: Thank you, Jack Voss, for hosting this event again this year. Looks like a great group turned out for good food, conversation and camaraderie.



THANK YOU: to Greg Harris for the wonderful article last month. Our newsletter is our main communication with our members. It is important to remember that less than 40% of our members regularly attend the monthly meetings. Even less are connected via Facebook. So, our newsletter and the occasional eNews email are our main communication links. If you have news - attended an interesting event, visited a great (or less than great) museum, read a great book or article, have information to share about yourself - Please consider writing an article for our newsletter to share with others.



YOUNG EAGLES

by Margie Clark

(margie@eaa55.org)

The weather is getting warmer and the days are getting longer. It's a great time for flying! If you have completed your background check and happen

to fly any youth between the ages of 8 and 17 please be sure to complete a Young Eagle form.

We are busy gearing up for our Young Eagle rallies to be held in June, July and August. Sign-up sheets for workers and pilots are at the chapter hangar. Please plan on helping if only for an hour or two. We can always use an extra hand.



Elliot Seguin demo's the new Mooney at the Chino Air Show!



ADULT EAGLES

by Greg Rheeder (greg@eaa55.org)

Wow May already. Most of you are pilots or have a passion for flying. Maybe just a thing for airplanes. So, my question to you is....how many people in your day know how you think of "this" passion? Do they know you're a pilot or airplane person?

Time to let the "cat out of the bag" Tell those who might be interested in flying how you feel. Tell them of your first flight. You remember, a little scared but allot excited. If you can spark an interest, they may just join us. Does not matter the age of this person or people, we like all kinds of folks at Adult Eagles.

Our young eagle program is full of kids and young adults. Now we need to populate our ranks with older flyers. Beginners at first, but pilots at heart. I know they're out there. Just pass the word on. Then pass their names to me.

Pretty soon they may find themselves sitting behind the panel of their very own plane, making airplane noises.



NOTES FROM CAPE JUBY

by Terry L. Lutz

(terry.lutz@attglobal.net)

General Dwight D. Eisenhower once said "Andrew Higgins is the man who won the war for us." Had Higgins not designed the amphibious landing craft that was used in so many beach invasions, including the D-Day invasion of Normandy, the strategy required to win WWII would have been much different.

The Higgins Boat, or LCVP (Landing Craft, Vehicle, Personnel) was designed to carry a platoon of 36 men, or a jeep and 12 men, or 6,000 lbs. of cargo. Although it was made of wood, the front ramp was made of steel plate to absorb incoming fire from the enemy. It was powered by either a Gray Marine diesel engine of 225 hp or a Hall-Scott Gasoline engine of 250 hp. The propeller was shrouded to absorb contact with objects or the ground. The Higgins Boat could run up to the beach, drop the ramp to discharge soldiers in around 4 minutes, then back away to clear the beach and head out to pick up another load. Overall, New Orleans-based Higgins Industries built more than 20,000 Higgins Boats during WWII. They were used in North Africa, France, Italy, and the South Pacific.

Relatively few have survived, but there are a few here in the US and a few in Europe. The most original is located at the Museum of WWII just outside of Boston. It was discovered at a boat yard in Valdez, Alaska where it had been used for fishing in shallow water. Other than removing some equipment added for fishing, the only thing it needed was to be painted in original colors. There is an exact replica in New Orleans, which was built to the original Higgins Industries plans, and is now on display at the National WWII Museum in New Orleans. They have also located an original Higgins-built PT boat, which is being restored at the museum.

While the Higgins Boat was one of the things I wanted to see, the Museum itself is excellent. Without focusing on any one campaign, aircraft, boat, or person, the Museum tells the story of WWII and tries to convey the magnitude of people, machines, and weapons necessary to win the war. Tom Hanks produced a movie titled "Beyond All Boundaries", which begins with the "arsenal of democracy" supplying weapons to the British, then tells the story

of American involvement after Pearl Harbor, by following the timeline of the war and switching across the world to the different theaters of action. Tom Hanks and the actors and actresses who provided voices for the movie are among people we should consider as today's real Americans – they truly understand the commitment it takes to preserve freedom and liberty.



Boeing sponsors a building that focuses on the airplanes used in WWII. Several are hanging from the ceiling, and there are walkways at different levels so you can see the airplanes as if you were flying formation with them. The B-17 hanging there is “My Gal Sal”, which has its own story. In 1942, “My Gal Sal”, one of only 512 B-17E models produced, was being ferried from Labrador to Greenland when it encountered bad weather and was forced down on the Greenland ice cap. The crew had no way to communicate their plight or position, so they dug a trench in front of the one of the propellers and sawed the blades off enough so that one engine could be started to provide electrical power for the radios. They spent 9 days on the ice, and then had to hike 26 miles to a lake where a rescue PBY Catalina was waiting.

The airplane was abandoned, and then re-discovered during USAF reconnaissance work in 1964. It would be 31 years until it could be rescued from the ice, and during that time, fierce winds had damaged the vertical tail. Once in the US again, it was stored in an old dirigible hanger in Tillamook, OR, before a businessman from the Cincinnati area, Mr. Bob Ready, purchased it basically for the cost of recovering it from Greenland.



It took nearly 12 years, and the assistance of General Electric plus a host of volunteers, to complete the restoration. The original Crew Chief from “My Gal Sal”, who was on board when it landed on the ice, was Mr. Bob Patrick. He was on hand in 2000 when the airplane arrived in Cincinnati for restoration. Considering the 53 years the airplane spent on the ice, it was in remarkably good condition. And in the National WWII Museum, she looks like she's on the way home from a successful mission. Today she starts a new mission – telling the story of WWII to generations yet to come.

Other than bad, yucky, and cold weather, spring means calibrating aerial application systems on crop spraying aircraft from around the state. One of these calibration days was held at Tim Swanson's airfield, Shady Lawn (4M4) a few miles east of Bannister, and few miles north of Elsie. Wednesday, April 27th was actually a dry, sunny day. When I arrived, all the “big iron” of aerial application was there, from a huge Ag-Cat with a 1200 hp R-1830 on the nose, to the turbine powered Thrush and Air Tractors, and finally to a couple of Cessna Ag-Wagons.

Inspectors were there from the State of Michigan to verify the liquid spray systems on these aircraft. The spray booms are removed from the aircraft and mounted over a tank where water under specific pressure flows through the booms to measure the flow. Prior to spraying for mosquitos in the Saginaw Bay area, a similar calibration was held for distribution of solid particles. In that calibration, the airplane is flown over sheets of specific size and the amount of particulate matter is measured.



As a pilot, you have to be impressed with the skill of pilots in the profession of aerial application. They are very precise and they know their airplanes extremely well. I watched as several of them took off and landed. Their landings were so smooth, not a blade of grass knew the airplane had been there.

Some of you may remember Jim Cushing, who was a member of Chapter 55 before passing away about 10 years ago. Jim was an exceptional welder, and he had built a Legal Eagle ultra light airplane. After his passing, the family decided to sell the airplane, which remained in the mid-Michigan area. Tim Swanson recently purchased the airplane, and it was in the hangar while the big ag planes were being calibrated.

First of all, Jim did an outstanding job of building the airplane. From all appearances, it is very well built and looks simply marvelous. The engine is a 1/2 VW, with a full size case, so the rear two cylinder openings are covered with plates. When running, those two cylinders with straight stacks make a wonderful kind of music!

Except for a windscreen, the airplane is completely open. The "seat", if you can call it that, it simply a sling woven of aluminum strips about an inch wide. There is no cushion, so there is also nothing to keep your fleshy backside warm as a lot of cool air passes underneath! But on warm, calm evenings, the airplane is a cure for any kind of earth-bound stress that accumulates during the day.



It seems like I'm always asking people to help out when they can, so this month I am asking for everyone to pray for "normal" weather. This miserable pattern of low clouds with a cold north wind is wearing me down. But at least we can work on airplanes while we wait, which really has helped me make progress on the Luscombe Silvaire Bullet. I certainly have to thank Kurt Gubert for all the help and support so far. I like to tell people that you can take an airplane apart in an hour, but it takes a year to put one back together!

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



TIDBITS
by Vickie Vandenbelt (vickie@eaa55.org)

EVENT FLYERS: Young Eagle, Dawn Patrol, & Mason Aviation Day flyers are printed and available in the chapter meeting room and airport terminal. **WE NEED YOUR HELP** - please post a copy at your place of employment, place of worship, civic group meetings, local stores or other bulletin boards, other airports - and any other place you can think of. Chapter 55 especially needs to spread the word in localities beyond Mason !!

EVENT SIGN UP SHEETS: at the chapter meeting room. We need volunteers for each event and each category. Without you - our fund raising events will not be successful.

TEW QUARTERLY TENANTS MEETING: Was held April 28th in the LCC classroom.

Approximately a dozen owners and tenants attended. CRAA representatives Jon Vrabel, Ron O'Neil and Rob Benstein presented. Notes in brief: 1) As building leases expire; or requests made for assignment/transfer of ownership; CRAA will initiate new leases. 2) Aircraft Maintenance Service businesses or individuals are required to be approved by CRAA. 3) New gate code is coming. CRAA will send requests for tenant information to hangar owners to update their tenant list, then send each tenant a registration form. 4) Several construction projects to be completed with Capital Improvement Project funds this summer: a) runway repair & sealcoat; b) east end of Taxiway B repairs; c) Taxilanes 3 & 5 rehab; d) access road rehab. Diagram with tentative dates for construction, closure, etc. attached. 5) Budget; fuel sales are still struggling to climb. Current year at the end of third quarter if \$55,822 in the red mostly due to payroll and maintenance & repair work not covered by CIP funds.

LOCAL TAX NEWS: Proposal 1 of the Mason Public Schools Special Election would have increased local taxes in order to raise nearly \$80,000,000 for development of MPS. The Bond was denied with 56.77% of votes against. Voters did approve Proposal 2 which will allow the school district to levy the building and site sinking fund millage (which I believe is a renewal) with 68.25% of the vote. I don't know if any of the airport hanger owners did any projections on the tax costs had Proposal 1 passed; but I believe there could have been a substantial impact. Additionally, Ingham County levies nine special millages. Several of these are coming up for renewal this year.

MACC RAFFLE TICKETS: I will be selling raffle tickets for the Mason Area Chamber of Commerce again this year. Tickets are \$10.00 each for the drawing to be held December 8th. Maximum prize is \$15,000 but reverts to a 50/50 drawing if 3000 tickets are not sold in advance. This is a great way to invest in Mason - and you could be the lucky winner, just ask Jack Voss !!

BOOK BOXES: I'm glad someone has found a use for the three boxes of duplicate books from our library ... However, the bankers boxes belong to me and I want them back. So, if you could leave the boxes in the meeting room for me at your convenience, I would appreciate it ...

STEARMAN NEWS: British pilot to spend a month flying across America in a Stearman
<http://www.cntraveler.com/stories/2016-04-27/why-one-woman-is-flying-solo-across-the-us>



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: donation of gently used boat cushions for use as "booster seats" for smaller kids; contact Margie Clark.

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

FOR SALE:

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

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:

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 Fly-In; 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/>

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

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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