



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

JUNE 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)

No article this month.

**PLEASE VOLUNTEER TO HELP AT THE
DAWN PATROL.
YOUR CHAPTER NEEDS YOU !**



May Breakfast Team:

Greg Shannon; Tim Martinson; and Ralph Gregus

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

JUNE-JULY-AUGUST:
Young Eagle Rallies
SEPTEMBER PROGRAM:
Phil Tartalone; Pilot Fatigue

BREAKFAST TEAMS:

June

Bill Bezdek
David & Denise Cook
Rose Duckworth
Mike Marhanka
Karen Meirndorf
Tom Sheehan
Carol Spry

July

Ed Crouse
Mary Gowans
Greg Harris
Greg & Karen Hover
Bruce Thorburn

**EAA 55 Chapter 55 Board of Directors Meeting
May 11, 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 Vandenbelt, Bob Clark, Margie Clark, Dave James, Doug Koons, Warren Miller, Bill Purosky, Jim Spry, Jack Voss. →Secretary's report 4/6/16; motion by Jack Voss to accept minutes as

published; supported by Dave James; all approved. →Treasurer's report 4/30/16; motion by Doug Koons to accept; supported by Jack Voss; all approved. →Marie Clark advised that the Capital Area Career Center Food Truck will be here for the June and July Young Eagles and maybe also in August. She will advise Jon Vrabel of CRAA. →Dave James reported on the Joy Rider; looking at \$350 +/- to build it but really not much of a project worth having; Jack Voss made a motion to table pending more feedback; Margie Clark supported; all approved. →Website software; tabled again pending Mike Rosencrans follow up with Craig Tucker. →Event flyers are all printed and ready to go. →Margie Clark has Ingham Health Dept Permits and Water Test in the works for DP. Michael Rosencrans has submitted insurance request to EAA National. Michael Rosencrans will be in charge of field logistics. →Ken Vandenbelt has taken DP & MAD banners in to JP Graphics for date changes. Nothing done with big banner at this time. →LCC & Great Lakes Air Ventures will have Open Houses during MAD. →Current Steak Lunch price is \$12.00; consider if we need to increase. →Sponsor letters start going out this week. →Anyone want to coordinate a group camp at AirVenture-ask at Membership Meeting. →Rad Chang has made an offer of \$200.00 donation to the Newberry Aviation Scholarship Fund for the Smith Mini. Margie Clark made a motion to accept, Vickie Vandenbelt supported, all approved. →2017 EAA55 Calendar; discussed costs and plans to secure pricing options for 50 or 75 or 100. →Vickie Vandenbelt suggested membership participate in an airport clean up day; no interest. →Vickie Vandenbelt mentioned looking for mouse baits and power strips that seem to have disappeared. →Jack Voss requested that the meeting agenda be emailed to board members couple of days before the meeting. →Jack Voss made a motion to adjourn; Dave James supported; meeting adjourned at 8:03pm. →Respectfully submitted, Vickie Vandenbelt, Secretary.

EAA Chapter 55 Membership Meeting May 14, 2016

→Meeting was called to order at 9:34am by President Rosencrans with approximately 36 members and 1 guest present. →Following the National Anthem, the breakfast team was thanked and June team announced. →Secretary's Report 4/9/16; motion to approve; supported; all approved. →Treasurer's Report 4/30/16; motion to approve; supported; all approved. →Young Eagles; June volunteers still

needed. →Dawn Patrol signup sheets on table. →Bill Purosky has agreed to take pre-orders for steaks; form at next meeting. →Greg Rheeder has some steel legs for workbench to give away. →Bill Bezdek would like to put together another group trip to the USAF Museum, Dayton; either a day or overnight trip. →Anyone interested in coordinating a group camp at AirVenture?? →Testing new 1 ounce breakfast sausage - consensus good !! →Brighton drive out after the meeting. →Relay for Life 50/50 drawing winner Dave Cook. →Meeting adjourned at 9:52am. →Respectfully submitted, Vickie Vandenbelt, Secretary.



NEWS OF OUR MEMBERS

by Vickie Vandenbelt

vickie@eaa55.org

HONOR FLIGHT: This week I sent a copy of the press release from CRAA regarding the Honor Flight for Veterans to Washington DC. Our member Dick Riisberg is on that flight with his Dad - a WWII Navy Vet. How awesome for them both!

FROM RON PEARCE:

THE PBY: A little Naval Aviation history. It was an 80 knot marvel, took off at 80 knots, climbed at 80 knots, cruised at 80 knots and landed at 80 knots. Truly, this unique plane and its skilled crews were the unsung heroes of WWII. They played a key role in the Pacific war. The Navy PBY had no wing flaps. The pilot used no gauges. He was expected to look out the windows. It was the flight engineer that had the gauges. There was a cook and kitchen on board because the plane flew long missions. The plane was sectioned off with water tight doors between different areas so that if it went down, then not all areas would be flooded. We see a lot on the restorations of WWII era bombers and fighters, but this one is something quite unusual. The story of PBY-5A CATALINA (Strawberry 5) discovery and restoration for the US Navy museum in San Diego. It was the only remaining intact PBY 5 Catalina remaining in the world, and it was discovered in South Africa. PBY "STRAWBERRY 5" WAS THE PLANE THAT FOUND THE JAPANESE CARRIERS AT THE BATTLE OF MIDWAY WHICH BECAME THE TURNING POINT IN THE PACIFIC THEATER OF WWII.

<http://www.nxtbook.com/tx/media/ooyala/index.php?w=640&h=360&embedCode=15cnRrbjBGoU3i9mN>

[k2WnlSwfvifrlA](#) Side comment from Dave Ritter: The sub, USS Guavina SS362 I crewed on in Key West, 1957-58 was a post WWII boondoggle by the Navy. The idea was to set up a mobile tender base for PBY's. See pic attached for the refueling/engine maintenance platform on the stern. Also, it had aviation fuel tanks around the normal ballast tanks making it look like a pregnant whale. The biggest fallacy was PBY's need relatively smooth water to land plus developments in nuclear subs, jets etc. There were several versions of the PBY and Jimmy Buffet used to have one to island hop. Dave Ritter "Find Joy in Life's Adventure"



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

June is here which means it is time for flying the Young Eagles who will be lining up early awaiting that special flight. I'm looking for all available pilots (who have done their background checks) and lots of ground crew. Let's pray for nice weather and look forward to a great day!



ADULT EAGLES
by Greg Rheeder (greg@eaa55.org)

Hello Fellow EAA55 members.
Welcome June!

I have already received some names of people wanting to participate in our Adult Eagles program. This is a good sign. I'm glad you're all listening. The process is not as easy as just taking kids up for their first ride. There's a system I use to determine if the candidate is just in it for a "free ride" or really wants to become a pilot.

I recently handed out some "free ride for kids" cards at Meijer. The gentleman who owned the kids asked over and over what it would cost for him to ride in a airplane. Again, I explained rides for kids are free. Adult rides come with commitment. That commitment is a bit more than a ride in an airplane. We want them to participate in aviation over a long period. We want to hook them. Many have been turned away. The ones who stick with it, stay. So keep the contacts coming. Thank you all.



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

May 2016 was a fascinating month for me. It began in Melbourne, FL where I attended a Flight Test Safety Workshop. I was hoping to fly to Florida in the RV-8, but the weather was awful for two days straight, so I had to take Delta – rats! Some very interesting papers were presented on the subject of fly-by-wire flight-testing. We learned a lot about research flying with a fly-by-wire helicopter, and there were good briefings about testing the F-35 and Bombardier's new C-series of commercial airplanes.

Guest speaker for the workshop was Lee Lauderback, President of Stallion 51 Corporation in Kissimmee, FL. Lee has more than 9,000 hours in the P-51, which is probably a record that will never be broken. He flies the Mustang every day – imagine that..... Lee started his flying career as Arnold Palmer's co-pilot. On their many trips into Ft. Lauderdale, Lee noticed a forlorn 2-seat Mustang sitting on the ramp with flat tires. As an airline pilot for Northwest, I had noticed it as well, but Lee was the one with the dream.

When Lee went to the bank to request a loan to the buy the airplane, the bank didn't see any business plan, and refused to finance the purchase. Then the US Navy advertised that they needed additional training aircraft for the Naval Test Pilot School program, and were willing to write a long-term contract. So Lee bid on the contract, then went to the bank with a business plan. The rest, as they say, is history. While flying with students, Lee had the opportunity to wring out the Mustang in ways that it probably was never flown before, including a wide variety of upright and inverted spins. After his presentation, it was great to see Naval aviators come up to him and tell stories about flying together in the Mustang at NAS Patuxent River.

Lee is also very experienced handling birds of prey. He brought the Harris's Hawk that he has trained and works with daily. With some short videos, it's amazing to see the aerobatics the bird can do while trying to catch some treats thrown into the air.

Another highlight of the trip to Melbourne was the launch of a Japanese satellite, carried aloft by SpaceX and their Falcon 9 rocket. Melbourne is very close to the launch facilities at Cape Canaveral, and the launch was scheduled for 0128 the next morning. At dinner, some of the engineers said they were going to drive to the Cape to watch the launch. I had an early get up the next day, but I did set my alarm for 0115. My hotel room faced North, and I knew I would have a good view of the launch. What a view it was!

The alarm went off and I opened the sliding glass door to a small patio and could see that the night sky was perfectly clear. Then I grabbed my laptop and logged onto the SpaceX website. There were some people providing commentary on the launch, along with a countdown clock and time line of the launch sequence. With about 10 seconds to go, I stepped outside and could see a bright orange glow on the horizon when the rocket engines ignited (the Falcon 9 has 9 engines!). The rocket climbed to the southeast, and I could easily see the throttle back, then throttle up that the commentators were describing. With the rocket about 80 miles down range, I could see the main engines cut out and the second stage ignite. It was amazing!

Stepping back into my room, I sat down with the laptop again and could see a view of the SpaceX barge out in the Atlantic where the booster was supposed to land. This doesn't take much time, as the booster lands about 8 minutes after launch. I could see the landing zone on the barge, then for a second there was a bright flash, and in the next second, there was the booster, having landed tail-first precisely in the center of the target on the barge. SpaceX had advertised that a successful landing was marginal due to the amount of fuel necessary to insert the satellite into its desired orbit. But they made it look easy and all the young people in the control room went nuts. I've mentioned before in these Notes that we are seeing the future of space travel coming together right before our eyes.

Later in the month of May, I traveled to Duluth, MN to check out as a Cirrus Standardized Instructor Pilot. The airplane we used is owned by my cousin, Tim Brenner. Tim owns the Coffee Barrel, located at the intersection of Aurelius Road and Cedar Street in Holt, in addition to his accounting business. It was an opportunity for me to fly the airplane through all the normal training maneuvers, then sit in the right seat

and instruct on how to set the airplane up for instrument approaches, and how to handle emergencies, including use of CAPS, which is short for Cirrus Airframe Parachute System.

CAPS is designed to save the occupants of the airplane following a situation where the airplane will be forced down, either due to engine failure or loss of control. To date, there have been around 70 CAPS deployments, and many lives have been saved as a result. While some can compare CAPS to an ejection seat, it really is more than that. Instead of trying to make a forced landing with a forward speed of about 60 knots, CAPS brings the airplane down vertically at a much lower energy state. The seat is designed with 6 inches of energy absorbing material, and shoulder harnesses are equipped with air bags. So the occupants are well protected in the vertical landing. It's a concept that obviously takes space and weight, and which must be maintained with some expense. But are we now seeing the future of light aircraft design?

The avionics we flew with were the Cirrus Perspective system, based on the Garmin 1000. The things that pilots traditionally have to search for or calculate, such as ATIS frequencies, or fuel on arrival, are all available. The screen in front of the pilot has a flight director with a pathway in the sky that either the pilot or the autopilot can follow. Above that, there are status blocks indicating what the autopilot is following, plus important things such as altimeter setting and approach minimums. The screen to the right of the pilot contains several pages of information, including a moving map and a full display of the engine instruments.

In many ways, the Cirrus Perspective avionics provide many of the same things you would see in a modern airline cockpit, and perhaps even more. But it is the capability improvement you get with this level of avionics. Assuming the weather is acceptable, you can operate the airplane with a lot less workload and a lot greater confidence than an earlier generation airplane that is loaded with conventional avionics.

While I was in Duluth, the Cirrus Jet was in flight test. They were getting ready to do the inflight testing of the CAPS system installed in the jet. This is very high risk testing, but absolutely necessary to

be sure that it works correctly, every time. The Cirrus Jet will be limited to FL250, mainly because it is single engine, with only one source for pressurization. It will have an approach speed only a few knots higher than the existing Cirrus piston singles, which will make the transition a bit easier.



The Luscombe Silvaire Bullet is close to reaching flight status, and it's just in time for some really good flying weather. We have a lot of activity in front of us, including YE flying, our Dawn Patrol, and Mason Aviation Days. Chapter 55 needs the support of ALL of our members to make these events a success, so jump in and help your fellow Chapter members in any way that you can.

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)

SPRING FLING FLY-IN: My fly-in for the Mason Spring Fling Craft Show was a total flop. Whether it was the weather or the venue - no one arrived. I owe a debt of gratitude to Bill Bezdek, Jack Voss and Al Spalding for their time and generous offer to transport arrivals to downtown Mason if anyone flew in. Perhaps in the future, we might be able to coordinate some sort of open house sponsored by Great Lakes

Air Ventures or other such venue to encourage visitors to Mason Jewett.

STEAKS PRE-ORDER: Bill Purosky has agreed to take member steak orders again this year! Each year our extra steaks from MAD are purchased by members and there are often not enough to fill requests. So, we are arranging for members to pre-order quantities of steaks. Orders must be paid for in advance and will be filled at the end of MAD. A copy of the order sign-up sheet is attached and will be available at the June & July & August meetings. If you can't make it to the meeting room, I will take your order via email. Additional quantities of steaks may be available after MAD but no guarantees.

CAPITAL AREA RADIO DRONE SQUADRON (CARDS): Have several great events this summer. Last weekend was the Warbirds Over Michigan show. June 18 is the Community Model Aviation Day for the youngsters. July 15 will be the Giant Scale Fun Fly 9am-5pm. August 27 is the All Electric Air Show 9am-9pm. All events are at their field 8328 Otto Road; Grand Ledge MI. www.cardsrc.com



CARDS Field - Warbirds Over Michigan

FROM EAA NATIONAL MEMBER JIM DAVIS: Dear fellow pilots and members of EAA: This is Jim Davis, EAA member 596830 of Chapter 775, the 74 year old pilot who flew the Sport plane he built to all 48 states last summer on a cancer awareness mission. Check out the article in November issue of EAA's Sport Aviation Magazine page 92. I have written a book about that historic flight that I think you will enjoy reading. It will encourage cancer patients as

well. Prices: Paperback B&W Pictures \$14.95; Paperback color pictures; \$19.95; Hardcover color pictures; \$31.95. Postage for 1 book; \$2.95. Postage for a box/10 \$11.95. Chapters that buy 9 books receive tenth book free. Please share this with friends, especially aviators and cancer patients. Email me for more info n341jd@gmail.com

RETIRE OLD FLAGS WITH DIGNITY: The Browne/Cavender American Legion Post 148 of Mason has installed a refurbished old mail drop box on the north side of the Mason Historical Museum at the corner of Barnes & Oak Street for people to drop off their faded and tattered American flags. The Legion will retire the flags with dignity at a special ceremony. If you leave them at the Chapter, I will see that they get to the drop box also.

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

CHAPTER 55 CLASSIFIEDS

HANGER FOR RENT: one space in Builders Hanger; \$115 month plus gas; one space in the Storage Hanger \$70 month; Michael 517-775-1875

WANTED: donation of gently used boat cushions for use as "booster seats" for smaller kids; contact Margie Clark; margie@eaa55.org

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

FOR SALE:

Former member Ed Zdybel passed-away almost 3-years ago & his son is cleaning out the house. Here are some items that might be of interest to members: 4 sheets, 1/8" 3-ply Mahogany with Popular cross-ply, MIL P6070, \$15 ea; 11 sheets 1/4" 5-ply Birch faces with Popular inner plies, MIL P6070, \$30 ea; 4 sheets .040, 2024-T3, 2'x4', \$15 ea; Grey Airtex upholstery fabric; approximately two yards, make offer; Voltage Regulator, Cessna PN C6110010201, possibly new (in box), \$100; Hand Mic, Telex 100TRA, in box, \$50; David Clark H10-20 headset, like new, \$150. Prices negotiable. Gary Nicola; glnicola@att.net or 517-898-6387.

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; Greg Rheeder 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

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!

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



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 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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