



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

JULY 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.



June Chefs: Karen Meirndorf, Dave Cook, Bill Bezdek. (Not pictured Tom Sheehan)

BOARD MEETING: 7:00pm: Wed; July 6th

MEMBERSHIP MEETING: 9:30am; Sat; July 9th
with Breakfast served from 8:00am to 9:00am

BREAKFAST TEAMS:

July

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

August

Mark Bathurst
Dale Foerchler
Ron Gorsline
Chuck Hacker
Steve Houghton
Jordan Lewis
Jim Palmer
John Schwartz

EAA CHAPTER 55

57TH ANNIVERSARY POTLUCK

Sunday, July 10th.

Arrive at will; dinner served at 5:00pm.

The chapter is providing the meat and buns.

Bob & Margie Clark will be cooking up the BBQ Pork. Bring a dish to pass OR make a free will donation. Pop & water are available for purchase or BYOB.

AIRPORT CONSTRUCTION UPDATE:

Per Jon Vrabel, CAA: Airport construction tentatively planned for July/August is on hold. CAA is still awaiting approval from the FAA on a Mod to Standard which was submitted at the beginning of April.

At this point, thinking the project will be late August or September.

EAA 55 Chapter 55 Board of Directors Meeting June 8, 2016

→ Meeting called to order at 7:08pm by President Michael Rosencrans. → Present: Michael Rosencrans, Pat Salow, Al Spalding, Vickie Vandenberg, Bob Clark, Margie Clark, Dave James, Doug Koons, Warren Miller, Bill Puroskey, Jim Spry. Absent: Jack Voss. → Secretary's report 5/11/16; motion by Dave James to accept minutes as published; supported by Bill Puroskey; all approved. → Treasurer's report 5/31/16; Al Spalding noted that he has not received notice from Ed Crouse that he is leaving storage hangar; motion by Bill Puroskey to accept treasurer's report; supported by Vickie Vandenberg; all approved. → Marie Clark advised that YE are set for Saturday; Bill Puroskey will do brats & dogs for lunch. → Dawn Patrol; discussed volunteer needs; insurance; set up logistics; misc info. Bill Puroskey will be on Tim Barron's web radio show on Thursday. Al Spalding will survey customers on how they heard about the event as they pay. → JoyRider simulator project; Dave James made a motion to just not do the project; Bill Puroskey supported; all approved. → MAD; status, donations, exhibitors update. → First Responders Seminar request from Ingham County Homeland Security presented by Bob Clark. Discussed dates and settled on Saturday July 16; 7:30am breakfast. Vickie Vandenberg will forward copy of invitation we did last time for Board review; contact CAA and contact FAA for presentations. → Vickie Vandenberg mentioned EAA has chapter reservations for camping at AirVenture. Also mentioned non-member use of the EAA55 building so someone has handed out door lock code. Also noted there have been some technical issues with email via eaa55.org. → Doug Koons made a motion to adjourn; Dave James supported; meeting adjourned

at 8:06pm. → Respectfully submitted, Vickie Vandenberg, Secretary.

EAA Chapter 55 Membership Meeting June 11, 2016

→ Meeting was called to order at 9:35am by President Rosencrans with approximately 18 members and 1 guest present. → Following the National Anthem, the breakfast team was thanked and July team announced. → Secretary's Report 5/14/16; motion to approve; supported; all approved. → Treasurers Report 5/31/16; motion to approve; supported; all approved. → YE ready to go after meeting. → Dawn Patrol signup sheets; still need volunteers especially auto gates. → First Responders Seminar; tentatively set for July 16th; info pending. → Chapter still needs Program; Scholarship; Events Coordinators. → Bill Puroskey has agreed to take pre-orders for steaks. → Terry Lutz & Ed Crouse brought up concerns about the moving of planes from the storage hanger when needed to be vacated for chapter events. → Meeting adjourned at 9:48am. → Respectfully submitted, Vickie Vandenberg, Secretary.

JULY-AUGUST PROGRAMS:

Young Eagle Rallies

SEPTEMBER PROGRAM:

Phil Tartalone; Pilot Fatigue



NEWS OF OUR MEMBERS

by Vickie Vandenberg

(vickie@eaa55.org)

THANK YOU, DAVE COOK: for the very nice donation of 8 reams of copy paper. This is great for our flyer and letter printing.

FROM DICK RIESBERG: On June 8, 2016, I traveled with my father, a World War II Navy veteran, to Washington DC. The Honor Flight takes veterans from World War II, Korean War and Vietnam War to Washington to visit the War Memorials. We flew from Lansing Capitol City Airport to Ronald Reagan National Airport. At Capitol City Airport we were greeted by hundreds of cheering people supporting the veterans. Leaving Lansing we had a water cannon salute and also one

when arriving in Washington. Everywhere we went in DC there crowds of cheering people honoring our veterans. Buses took us to the World War II, Korean War and Vietnam War Memorials, the Lincoln Memorial, Arlington Cemetery and the Tomb of the Unknown Soldier.



Sixty three veterans were on this flight along with 63 guardians and the Honor Flight Staff. The oldest veteran was 103 years along with a couple of 100 year olds. Each veteran is teamed up with a guardian that stays with them during the visit and in many cases pushes the wheelchair. Wheelchairs are provided for every one that needs one. The Honor Flight Staff is very organized including EMTs, Firefighters and Law Enforcement people so you are in good hands. The Honor Flight is free for the veteran.

More information can be found at Midmichiganhonorflight.com. The web site includes many pictures and videos of this flight and past flights. This was a great opportunity for me and and seeing our veterans honored was very moving.

Dick and his father are in this video of the Honor Flight arriving back at Lansing Airport:
https://m.facebook.com/story.php?story_fbid=10154312900392578&id=69460277577&refsrc=https%3A%2F%2Fm.facebook.com%2F9and10news%2Fvideos%2F10154312900392578%2F&_rdr

LIVINGSTON COUNTY AIRSHOW: Members Ken Vandenbelt with pilot Dave Groh at Livingston County Airshow - just as Ken was about to make a spectacular "chicken drop". (photo courtesy of Dave Miller)



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

Where has the time gone...we flew 65 Young Eagles in June and here it is time to do it again. Thank you so much to the volunteers that either flew youngsters, worked inside and to those that worked outside. Without you we couldn't have the successful events that we do. Please plan on joining us again this Saturday. If you are wanting to help out just come on out and we'll find a task for you. As the age old saying goes "Many hands make light work". You can partner up with someone who's been working for a while and you'll find it's not as hard as it looks. Even if you can only stay for part of the day you still welcome to join us. We'll even feed you lunch! Hope to see you on Saturday the 9th.



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

Hello All from the Adult Eagle flight coordinator. Summer is upon us in full force. Warm weather and outdoor fun. For most of us that includes a trip to the airport to indulge in our favorite pastime. Flying. How many people do you run into throughout your day that know you fly? I carry free flights for young eagles cards with me most of the time. If you give out those cards to kids, it might be a good idea to ask a few questions of the adults that accompany them. Maybe a trip to the lake or store puts you in the right spot for a quick conversation. Pass on any information you collect to me. Email or phone calls are fine also. Gregory Rheeder 517-315-3247



NOTES FROM CAPE JUBY

by Terry L. Lutz

(terry.lutz@attglobal.net)

Even though things seem a bit bleak around the Mason Jewett Airport, there are glimmers of hope that flight operations are beginning to increase, and that there will be a few more airplanes around to grace the skies. Homebuilt activity is increasing. Those airplanes will fly someday and increase the number of airplanes, flight operations, and fuel sales at the Mason Jewett Airport. These signs are all positive.

There is always noise of some sort around the airport. Usually it's an airplane taking off or doing a run-up, and then there are the trucks that operate to and from the yards to the west. Recently, however, there has been a rather persistent banging noise coming from the west side of the airport. A workshop is being created that is just the right size to support an RV-12 project. Add that airplane to the list of future airplanes.



Drew Seguin is going full speed on a Carbon Cub in his hangar. The kit really was created with the builder in mind. What I like is that a lot of the key parts groups are located together on a bubble board, as you can see in the picture. It makes it very easy to keep track of parts, particularly the smaller ones that tend to get lost in the shuffle. If you haven't seen the Carbon Cub project, it's worth a look if Drew's hangar is open. But if you hang around and bla-bla for more than 10 minutes, you can expect to be given something to do! Using that energy moves the first flight that much earlier. Then we'll add that airplane to the skies around Mason.

Bob Clark has moved his C-172 from Capital City to Mason Jewett, and Drew's friend Jenny has purchased an Ercoupe that is currently based in Wisconsin. She'll head over there this coming weekend and ferry it back to Mason. Add two more to the fleet. I've also noticed a Piper Arrow operating around the airport, which is new to me and perhaps new to the airport. Adding airplanes to those already based in Mason is sure to increase fuel sales, but, ummmm, as of Wednesday evening, the quantity of fuel in the ground was down to 60 gallons! Apparently, there was a problem at the supply point where the delivery truck is filled. But still, 60 gallons out of 10,000 is cutting it pretty close.

The Luscombe Silvaire Bullet is close to flying status and should be in the air again in the next few weeks. The airplane has not flown in more than 10 years. We did the first run on the overhauled engine on June 29th. A special curved propeller is required for these initial engine runs! As I mentioned last month, you can take an airplane apart in about an hour, but it takes months to put it back together again. Many of you may not be aware of the story behind the Luscombe, so I thought I would tell the story of the early years, which begins all the way back in 1970.



I was working on my degree in Aerospace Engineering at the University of Michigan, and would sneak off to do some flying with a couple of my friends. One of them had his Dad's Cessna 120, which was parked at McEnnon Airport, southwest of Willow Run. It's gone now, and today it is a nice residential development. During our junior year at Michigan, the other fellow purchased a J-3 Cub, which he kept tied down at Young's Field, west of

Ann Arbor. That airport is also gone, and today it's a small industrial park. So much history was made there, as Bob Lyjack and Bill Barber both kept airshow airplanes at Young's Field

Since one of my friends had purchased a Cub, I started looking for an airplane. Some of you may remember the name Moody Larson. His real first name actually was Moody. And like the boy named Sue, he was a man with an attitude. Moody either liked you or he didn't. At the time I was in school, Moody owned the Type Certificate for Luscombe production. Much of the tooling to build the airplane and sub-assemblies was in open T-hangars at Larson Airport, just south of Willow Run. That airport is still in operation, which today is Belleville Airport (43G). And as it was back then, beware the high power lines just to the north of the airport.

Moody had a basket case Luscombe with fresh covering on the wings, and I offered to buy it. By today's standards, I was crazy. In less than a year, I would be graduating and entering the US Air Force. What would I do with an airplane then? Even more crazy was that I purchased the airplane in May, would be married in August, and graduate in December. But at the top of this craziness was Nancy, who gave me the money to buy an airplane that was still in a lot of pieces! The good news is that 46 years later, I still have both the airplane and Nancy.

At the time I started working on the airplane, I was working for Hughes Flying Service on the west ramp at Capital City Airport. I needed space to work on the airplane at the end of the day, so I rented a garage next to a house just northwest of the airport. Rent was an enormous \$10/month. The house is gone now, and I wish I could remember the names of the people and the kids that were so nice to me during the summer of 1970. The airplane went into the garage just fine, and I started by removing the entire control system for cleaning and painting. I hung the airframe from the ceiling and removed the entire landing gear assembly for inspection and painting.

Eventually, I reinstalled the landing gear, and then installed the control system and both the horizontal and vertical tail. All of that went well until it came time to push the airplane out for the first engine run, when I discovered that the horizontal tail was too wide for the garage door! But by removing the door

trim down to the rough lumber, there was just enough room.

I did a lot of hand cranking before that first engine run, then noticed that when pulling the prop through with the switches OFF, it sounded more like it wanted to start than with the switches ON. You have already guessed that with those simple toggle switches ON, the circuit was closed, the mags were grounded and the engine could not start. But with them OFF, the mags were ungrounded and HOT! But my Dad and I had good procedures and were ready in case the engine fired with the switches in either position. I inverted the switches and the engine barked to life with a little more effort.

By now it was early August and a lot of other things were going on in my life, including our wedding and starting my last semester at school. Somewhere in there I found a trailer and took the airplane back down to Larson Airport. I remember taking some white shoe polish to paint the word "Phoenix" on the side of the airplane (in Greek mythology, Phoenix is a bird that obtains new life by rising from the ashes of its predecessor). Somewhere, there is a picture of the Phoenix about to leave my Dad's driveway.

Moody Larson was probably surprised to see the Phoenix arrive at his airport. But I was one of the people he liked, so he put the wings on for me, and did the annual inspection. There was no baggage compartment installed when we went out to fly for the first time. I had no Luscombe time, so I was with a big guy named Tony. We started the takeoff roll and after rolling a few hundred feet there was a huge bang and Tony pulled the power back to idle. He was laughing like the devil. I was mortified. Turns out that the tail wheel spring decided it was the ideal time to break, and the sound of it breaking traveled up that empty fuselage like it was a megaphone.

We jumped out and there was the tail wheel lying in the dirt. A week later, I installed a new tail wheel spring, and thought, "There's no reason I can't fly this airplane", so I had Moody give the prop a spin and I took off for Ann Arbor. I flew out of Ann Arbor until I ferried the airplane to Del Hickox' airstrip in Baroda (near Benton Harbor) for an engine change. The engine Moody provided with the airplane was pretty tired. Del did an engine change in 3 weeks and I ferried the airplane to Lansing late in November.

Since I knew I would be heading to Air Force pilot training, I arranged to keep the airplane in the back of Charlie Dickinson's hangar in St. Johns. The day I left for Charlie's airfield (another that has faded to history), the outside air temperature was close to zero, and there was 4 inches of fresh snow on the ground for my landing. The landing went well, and the airplane remained in St. Johns for the next 15 months. More about this story in the coming months.

Vickie sent around a note that mentioned how many chapter members had pitched in for the Dawn Patrol. I counted and 34 of our chapter members participated in some way. Thank you to all who were there, and remember the summer isn't over, so we still need everyone's support because nothing can happen without you!

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 John Bidle.

BOOKS & MAGAZINES: Lloyd Brown dropped off a donation of many flight training and pilot proficiency books. We also received a donation of older Vintage Aircraft and other aviation magazines. Please take a moment to see if there is anything you would like before we set them out for our Young Eagle and Mason Aviation Day visitors. Thank you, Lloyd.

EAA55 RECYCLES: We need a volunteer to take our cardboard to recycling as needed. We also need a volunteer to take Styrofoam to Dart Container as needed. I take care of plastics, egg cartons and the return of cans & bottles. Assistance from one or two members would be appreciated.

FROM AOPA: FAA CLARIFIES HANGAR-USE POLICY (June 15, 2016) By Joe Kildea
AOPA Director of Media Relations

The FAA published a policy update to the Federal Register on June 15 focusing on hangar use at federally obligated airports. The update will take effect July 1, 2017, and is meant to be a clarification of "how aviation facilities—including hangars can be used on airports that receive federal funds," according to the FAA.

Jim Coon, AOPA senior vice president of government affairs, said AOPA supports the changes. "AOPA would like to thank Congressmen Graves (R-Mo.) and Rokita (R-Ind.) and Senator Moran (R-Kan.) for their advocacy as well as the FAA for working with us to ensure hangar use policies match the realities of general aviation flying and aircraft ownership.

Graves and Rokita included language on hangar use in the House of Representative's FAA reauthorization legislation and sent a letter to the FAA in 2014. Moran introduced an amendment on hangar use that was included in the Senate's FAA reauthorization bill.

Most notably, the update will allow noncommercial experimental and kit aircraft builders to do more work at airport hangars.

In the past the FAA did not define aircraft building as an aeronautical activity and only final assembly was permitted at hangars on federally obligated airports. The new definition, which AOPA has long [fought for](#), changes that definition to include noncommercial aircraft construction and not just final assembly. "AOPA believes that constructing an aircraft, not just the final assembly, is an aeronautical activity, which the update appropriately reflects," said Coon.

The FAA also clarified that aircraft down for repair and maintenance are still considered "operational aircraft" and may be kept in hangars at the discretion of airport sponsors.

The update also will allow the storage of nonaeronautical items in hangars provided they do not interfere with the intended aeronautical use of the hangar and are allowed by the airport sponsor.

Finally, for airports with hangar capacity that exceeds local demand, the FAA said, "it is preferable to make use of the hangars to generate revenue for the airport, as long as the hangar capacity can be recovered on relatively short notice for aeronautical use when needed."

For further information, the FAA has published a web page with [frequently asked questions](#).

(Joe Kildea joined AOPA in 2015. He is a student pilot and his first solo flight was at AOPA's home airport in Frederick, Maryland)

FROM RICK ANDERSON, FAA: There is a new PDF Aircraft Registration Form AC 8050-1 located on the faa.gov website. Attached is a copy of the PDF and the link to the actual form is below. It replaces the 2 part registration application with the pink page that acts as a temporary registration. They can be downloaded and hand written or fill in the information then print, you will need to print two copies and keep one as the temporary registration. www.faa.gov/documentLibrary/media/Form/AC_8050-1_OMB_4-2017.pdf

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. Last chance to sign up to order steaks will be at the July meeting. If you can't make it to the meeting, call Bill Purosky. Additional quantities of steaks may be available after MAD but no guarantees.

AIRPORT OPERATIONS: CRAA personnel are available 24/7. If you encounter anything amiss at the airport - call 517-331-8525

HUMOR: We are on the lookout for aviation humor or cartoons for our newsletter. If you see something, please submit to Deanna for publication.

PLEASE SIGN UP TO VOLUNTEER AT MASON AVIATION DAY. WITHOUT YOU, OUR EVENTS DON'T HAPPEN! WITHOUT OUR EVENTS, OUR CHAPTER CAN'T SUPPORT OUR SCHOLARSHIP FUND OR SPREAD THE WORD ABOUT THE WONDERS OF AVIATION!!

CHAPTER 55 CLASSIFIEDS

HANGER FOR RENT: one space in Builders Hanger; \$115 month plus gas; one space in 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:

4 sheets, 1/8" 3-ply Mahogany with Popular cross-ply, MIL P6070, \$15 ea; 11 sheets 1/4" 5-ply Birch faces w/Popular inner plies, MIL P6070, \$30 ea; 4 sheets .040, 2024-T3, 2'x4', \$15 ea; Grey Airtex upholstery fabric; approx. 2 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.

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!

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

POCKET CALENDAR:

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

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

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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