



**EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55**

**SEPTEMBER 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](http://www.EAA55.org)



**PRESIDENT'S MESSAGE**

by Michael Rosencrans

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

No article this month ....



Our August Breakfast Team:  
John Schwartz, Steve Houghton, & Ron Gorsline

**BOARD MEETING:** 7:00pm: Wed; Sept. 7th  
**MEMBERSHIP MEETING:** 9:30am; Sat; September 10th with Breakfast served from 8:00am to 9:00am

**BREAKFAST TEAMS:**

**SEPTEMBER**

Dillon Blair  
John & Connie Bobcik  
Mike Franzago  
Ron Goodnoe  
Ernie Lutz  
Mike Lutz  
Ronald Pearce  
Gregory Rheeder

**OCTOBER**

Kyle Bradford  
Lynn Brown  
Donald Eagan  
Fred Honhart  
Terry Lutz  
Roger Reeve  
Drew Sequin

**SEPTEMBER PROGRAM:**

Phil Tartalone; Pilot Fatigue

**OCTOBER; NOVEMBER and 2017:**

**\*\*\* IDEAS WANTED \*\*\***

**DECEMBER PROGRAM:**

Chapter Awards

**EAA 55 Chapter 55 Board of Directors Meeting  
August 10, 2016**

Meeting called to order at 7:09pm by Vice-President Pat Salow. →Present: Pat Salow, Al Spalding, Vickie Vandebelt, Bob Clark, Margie Clark, Dave James, Doug Koons, Warren Miller, Bill Purosky, Jim Spry,

Jack Voss. Absent: Michael Rosencrans,.  
→Secretary's report 7/6/16; motion by Jack Voss to accept minutes as published; supported by Dave James; all approved. →Treasurer's report 7/31/16; motion by Margie Clark to accept treasurers report; supported by Doug Koons; all approved. →Margie Clark advised Terry Lutz will not be Air Boss for YE; Pat Salow volunteered. →Fire Extinguishers; Margie Clark made a motion to approve up to \$300 for inspection & update; Dave James supported; all approved. →MAD; discussed final prep and status. →Program; still looking for ideas and speakers; maybe leave December for just awards. →Hot Water Tank; issues seem to be resolved on their own. →Spray Foaming of cracks around furnace area; Bob Clark volunteered to address. →2017 Calendars; Terry Lutz & Jim Spry are looking to do a group shot of all member planes. →Nominating Committee; three members need to be appointed to secure nominations for the November election of chapter Directors. →Jack Voss asked what our by-laws say about officers who are not fulfilling their duties. →Correspondence; Pat Salow advised of "Thank You"s received for Chapter. →Bill Purosky made a motion to adjourn; Dave James made a motion to adjourn; meeting adjourned at 8:05pm.  
→Respectfully submitted, Vickie Vandenberg, Secretary.

### **EAA Chapter 55 Membership Meeting August 13, 2016**

→Meeting was called to order at 9:08am by Vice-President Pat Salow with approximately 34 members and 2 guests present. →Following the National Anthem, the breakfast team was thanked and September team announced. →Secretary's Report 7/9/16; motion to approve; supported; all approved. →Treasurer's Report 7/31/16; motion to approve; supported; all approved. →YE looking doubtful but will monitor weather. →MAD setup of meeting room after meeting. Set up of hangar and field will start at 10am on Friday before MAD. →Steve Houghton reported third class medical has passed and FAA has one year to write up. Pilots more self regulated. Watch for FAA program details. If you have a rejected third class medical the new regulations will not help you. →Programs; ideas wanted. →Need three members to serve on Nominating Committee for November election of directors. →Dave James provided info about the Maple Grove/Fowlerville flyin 9/11/16 and traveling Vietnam Memorial Wall. →Jim Spry announced we would like to set up a

group picture of all member planes. →Meeting adjourned at 9:19am. →Young Eagles Rally later cancelled due to weather. →Respectfully submitted, Vickie Vandenberg, Secretary.



### **ADULT EAGLES**

by Greg Rheeder ([greg@eaa55.org](mailto:greg@eaa55.org))

Just a quick Thank You note to all of the members who have sent Adult Eagle applicants to my attention. Not all the subjects sent to me made it into our program. I like to think the ones we have, are not only members but good members. Welcome to you all. I get about two to four recommendations per month. I appreciate each and every one. Keep them coming and maybe one day you'll see yours pull up in their own airplane.  
Happy Flying !!



### **YOUNG EAGLES**

by Margie Clark  
([margie@eaa55.org](mailto:margie@eaa55.org))

Where did the summer go? Hard to believe it's September already. Mother Nature wasn't kind to us in August and we had to cancel our last YE rally. We did manage to fly 168 youths this year, a far cry from our over 300 count last year. If you happen to fly any youth before the end of the year, please let me know how many so we can add them to our count.

Please remember to gather up any available items for our goodie bags that we hand out to the youth that we fly. Key chains, lanyards, mini flashlights, clickers, whistles, etc. The type of items companies use for advertising.



### **NEWS OF OUR MEMBERS**

by Vickie Vandenberg ([vickie@eaa55.org](mailto:vickie@eaa55.org))

**CONGRATULATIONS:** Ron Gorsline on the completion of your Zenith Zodiac CH650. Ron started his project in July, 2011 and he completed construction on July 15, 2016. His first flight was August 2nd. Ron did 100% of the work himself. He anticipates doing the painting next spring. Right now

he is enjoying the fun of flying it within the phase one test area (50 mile radius of Livingston Co. airport). I think the best picture is Ron sitting in the project plane in the living room. What do you think?



## NOTES FROM CAPE JUBY

by Terry L. Lutz

([terry.lutz@attglobal.net](mailto:terry.lutz@attglobal.net))

Much has been written about the disappearance of Amelia Earhart and her navigator Fred Noonan. People are still searching for information about where the airplane might be, including a group called TIGHAR (The International Group for Historic Aircraft Recovery). If you go to their website, <https://tighar.org/Projects/Earhart/AEdescr1.html>, you will find a concise theory about what may have happened to them, and where the aircraft might be.

Earhart and Noonan were trying to find Howland Island in 1937. What you may not know, or remember, is that in 1967, 30 years after they disappeared, a team from Michigan recreated their flight in a sister airplane to Earhart's Lockheed 10A. Don and Ann Pellegreno lived in Saline, Michigan in the 1960s. They had recently graduated from the University of Michigan, both were pilots and members of EAA. Ann quickly built her flying time, and was working as a flight instructor in Ann Arbor when she met Lee Koepke.

Lee was an airline mechanic and had literally rescued a Lockheed 10A from the scrap heap. He started on the airplane in 1962, and by 1966 it was flying. From their first meeting, Lee thought that Ann was the one person who should take the Lockheed and retrace the route flown by Amelia Earhart. When Ann finally agreed to fly the Lockheed around the world, there was precious little time – to meet the 30<sup>th</sup> anniversary of Earhart's disappearance, they would have to work fast.

The airplane would need to be modified with additional fuel capacity. It would need to carry the most up to date HF radio equipment to communicate not only with people in the US, but with the Pan American Aviation stations along the route. Perhaps the most difficult problem was navigation. Ann found an expert navigator living in Ann Arbor. Bill Polhemus jumped in with energy and enthusiasm, and recommended an Air Force pilot, Bill Payne, to fly as co-pilot because of his extensive overseas flying experience. Altogether, Ann flew with Lee Koepke as mechanic, Bill Payne as co-pilot, and Bill Polhemus as navigator.





They departed from Oakland, CA in June 1967. Retracing the route flown by Earhart and Noonan, their goal was to drop a wreath over Howland Island on the same day that Amelia was supposed to land on Howland in 1937. The navigation technique used by Bill Polhemus was the same “sun line land fall” technique used by Fred Noonan. Despite better equipment (but not GPS!), finding Howland Island was very difficult.

Ann Pellegrino’s book “World Flight – The Earhart Trail” is a must read for everyone because in addition to providing much information about Earhart’s flight, it has a distinct Michigan connection. In many ways, Ann Pellegrino’s flight could never be duplicated today. The political situation in the Middle East, Persian Gulf states, and the island nations of the South Pacific would make the flight almost impossible. And the navigation techniques they used are almost lost in today’s precise GPS environment.

A few months ago, I began the story of how I rebuilt my Luscombe and started flying it. Here is a little more of the story. If you recall, the airplane was stored at a small airstrip west of St. Johns while I was in pilot training. My next assignment was at Shaw AFB, South Carolina. So after we were reasonably settled at Shaw AFB, I flew back to Michigan to fly the Luscombe to Camden, South Carolina. A friend of mine had flown the airplane to Baroda, MI for Del Hickox to do an annual inspection, so it was licensed and ready to go.

It was March 10<sup>th</sup>, 1971 and as you might imagine, there was a lot of moisture in the air and on the ground. Dad drove me up to St. Johns early that morning. The temperature was about 40F. My first stop would be Owosso so I could buy fuel before heading South. I remember climbing to 3500’ and heading east. Overhead Owosso, I went to idle power and glided onto the downwind. But when I tried to add power to maintain downwind altitude, the engine died. Carb heat was already on, and no amount of throttle manipulation would bring the engine back to life.

My position in the pattern was good, and I made the runway without power. I always wondered why they call those things “dead stick landings”. The stick was fine – it was the engine that was dead! I pushed the airplane from the runway to the ramp, went into the ops building, and tried to sort things out. Remember,

this was way before cell phones, hand-held radios, and GPS. The outside air temperature was warming up a bit, so I went back out to look at the airplane. Everything looked OK, and then I noticed water dripping from the carburetor air box. Water! I made the connection – the Luscombe has a rather small carburetor heat system, so you have to pay close attention to local conditions. I should have made a descent with some power on, in addition to the carb heat, which was already on. The long descent from 3500’ to pattern altitude at idle power had caused ice to form in the carburetor.

I found some assistance for hand-propping the airplane, and with all the water and ice out of the carburetor, the engine ran just fine. So I departed for my first fuel stop in Bluffton, Ohio. I hadn’t been in the air 10 minutes when some guy in a Cherokee joined on my wing. After I left St. Johns, Dad drove to Capital City Airport (where his airplane was parked in those days), jumped in his airplane and tried to find the Luscombe along the route. After flying formation for a while, he started flying circles around the Luscombe with his Cherokee. How embarrassing for a jet jockey fresh out of USAF pilot training!

After Dad broke away to head back to Lansing, I continued south into the teeth of a 20-knot headwind. Trucks on the expressway were passing me and it was anything but a smooth ride. I fueled the airplane at Bluffton, and continued on my way south, toward the Brown Co Airport in Georgetown, OH. I landed to the south, and flew over a golf course with a house nearby. When I pulled up to the ramp the wind was really howling. Facing the wind, the airplane would roll backwards if I released the brakes. The airport was deserted, so I was really on my own. I opened the doors and began throwing things behind the wheels to keep the airplane from rolling into the mud. Anything that wasn’t tarmac was mud. Finally, I got out of the airplane and found some chocks. That worked temporarily, but I needed to find a way to secure the airplane in the wind.

Scouting around the ramp, I found two long augers, the kind used to shore up telephone poles. Using a screwdriver to turn them in, I managed to get them deep enough into the soft earth to hold the airplane. But I didn’t have any rope (mistake #2, behind idle power descents in moist conditions). It appeared that the local CAP had a squadron there, and they had a

nice flagpole with even nicer rope to run up the flag. And I had a knife! So I cut the rope from the flagpole and tied the airplane down on the edge of the ramp, with the tail wheel nicely stuck in the mud.

Now what to do? The office was locked, and there was no pay phone outside (remember those things?). I started walking to the north to where I had seen the house next to the golf course. Between the end of the runway and the house was a plowed field, which at that time of year was pure mud. By the time I crossed that field, my shoes were coated with mud and weighed as much as cinder blocks. I did my best to clean them off before walking up onto the porch to ring the doorbell. I must have looked pretty awful when the lady answered the door. She was helpful, and offered to call me a cab so I could find a hotel in Georgetown. That night, since no fuel was available at the airport (in spite of my pre-flight work that said they had fuel), I made some careful calculations on how much fuel I had, and set my sights on Mt. Sterling, KY, about 25nm south of Georgetown. More about this flight in an upcoming article.

I think that Mason Aviation Days was a very nice event. Although the weather forecast probably scared a few pilots away, we had an interesting variety of airplanes, and a lot of local traffic. A big high-5 to those of you who participated, and according to the list I saw, a lot of Chapter 55 members were there to pitch in. That's the spirit! There are a few events ahead of us, such as the fly-in at Fowlerville, and some really nice Fall weather to enjoy. Fly safe, have some good fun, and remember to help out your fellow airmen when you can tell they really need it.

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



**TIDBITS**  
by Vickie Vandenbelt ([vickie@eaa55.org](mailto:vickie@eaa55.org))

**NEW MEMBERS:** Chapter 55 welcomes new members Steve Potvin and Errick Baker, along with returning member John Karlen.

**LOST & FOUND:** Are you missing anything since MAD? A water bottle and couple of jackets were left behind.

**EAA55 - MAD SPONSORS:** Chapter 55 owes a big "thank you" to the following sponsors who made generous donations to our EMU-Newberry Aviation Scholarship Fund: Aircraft Tool Supply Company; Americhem Sales Corporation; Laux Construction; Mason Insurance Agency; McCredie Insurance Agency and QoE Consulting PLC. We also thank the following local businesses for items donated for the pilot bags or pilot door prizes: Aircraft Spruce; Avemco Insurance; Dart Container Corp; Eldorado Golf Course; Mason State Bank; Michigan Packaging Company; MSU Federal Credit Union; Trade-A-Plane; and Warbird Digest. When taking care of your personal needs, think of these folks and please thank them for their contributions and support of aviation.

**AIRPORT CONSTRUCTION UPDATE:**

Per Jon Vrabel, CRAA: Airport construction information and dates:

- 9/12 thru 9/14 – Runway 10-28 closed from 8 am to 6 pm for crack repair and crack sealing.
- 9/15 thru 9/18 – Runway completely closed for bituminous sealcoat application, curing, and half rate pavement markings.
- 9/19 – Runway reopened.
- 10/30 - Runway completely closed for full rate pavement markings.

NOTE: These times and dates are tentative. Check NOTAMs. If you need to get out, the latest CRAA update included contact information to arrange tie downs at LAN. Other airports may also have options.

As indicated, there will be some major repairs done to the runway and the taxiway as noted in the construction bulletin. Closures are an inconvenience but keeping our runway and main taxiway in good condition is a priority for longevity. Regular maintenance and repairs are important to ensure a good, long useful life of the pavement. Unfortunately, time and costs will not allow for the additional taxi-lane and taxi-driveway repairs that were also projected to be done this year. These have been tabled for future funding projects.

**CAPITAL REGION AIRPORT AUTHORITY**

**NEWS:** President/CEO Robert "Bob" Selig officially retired August 19, 2016. Jon Vrabel is filling his

position in the interim until a replacement is selected by the CRAA board.

**SPORT AVIATION-September 2016:** Did you happen to read the article "LUCY" ?? Did any of the pics or info peak your interest? The plane sat in the EAA55 storage hanger for a few years while owned by member Ray Fink. It was later purchased by Dave Groh as a project, which he later sold to Jill Manka. She did an outstanding job restoring the plane.

**MEDICATIONS & NEW FAA REGULATIONS:**

In upcoming months, we will see and hear a lot about the FAA reauthorization bill that includes third medical reform. The use of medications under the new regulations is a topic of many questions. The FAA publishes a list of some but not all medications [http://www.faa.gov/about/office\\_org/headquarters\\_of\\_fices/avs/offices/aam/ame/guide/pharm/](http://www.faa.gov/about/office_org/headquarters_of_fices/avs/offices/aam/ame/guide/pharm/) And, AOPA also has some good information at <https://www.aopa.org/go-fly/medical-resources/medications-database> . We will see a lot more on changes prior to when the new regulations take effect in 2017. AOPA refers particularly to 14 CFR 61.53 and 91.17 that address the use of medications while flying.

**FAA WEIGHT & BALANCE HANDBOOK:** info from FAA representative Rick Anderson advises that the handbook has been revised. It can be found and downloaded at

[http://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aviation/media/faa-h-8083-1.pdf](http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/media/faa-h-8083-1.pdf)

**MASON VETERANS DAY PARADE:** The Veterans Day Parade will be held in Mason on Friday, November 11th. All veterans are encouraged to participate in the parade. Rides will be provided for any veterans not wishing to walk. And, everyone wishing to honor our veterans are encouraged to come cheer the parade. Parade assembly starts at 1:30pm at the Church of the Nazarene; Maple & Steele Streets. Step off will be at 3:00pm. Immediately following the parade, the public is invited to attend an open house at the VFW Post 7309; 1243 Hull Road; Mason MI.

**SOLAR ARRAY INSTALLATION IN VEVAY TOWNSHIP:**

Consumers Energy has received approval from Vevay Township for the installation of a "solar garden" which is expected to be constructed at a site on Jewett Road. The field is located west of

Mason Jewett Airport on the west side of US127. Vevay Township advises that while the energy company is moving forward with the project, nothing is expected to happen right away. As of now, there are not enough subscribers for the program to justify construction. Consumers Energy has two years to begin construction before its agreement with the township expires.

**PROGRAM SUGGESTIONS:** If you know of a person or organization we should contact to schedule a monthly meeting program, please let Margie Clark know. We are looking to fill all our meeting dates from October thru next spring.

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



**EDITORS PROLIX**  
By Deanna McAlister  
([zirconmoon@hotmail.com](mailto:zirconmoon@hotmail.com))

Summer is coming to a close, and what better way to enjoy it? Flying west to Blakesburg, Iowa to the annual Antique Aircraft Assn. flyin. We departed mid- morning Thursday September 1st in severe VFR conditions. With a light easterly tail wind pushing "Tula" along, it was approximately four hours flight time. We got the green flag and landed to the north at Antique Airfield.



Commonly referred to as "Blakesburg"

During the morning pilots briefing, I like the saying "Bernoulli flies the plane, not Marconi." It's a breath of fresh air to turn off the GPS and radio 10 miles out and swivel your head, just fly. Check out the web page for "first timers".

<http://www.antiqueairfield.com/flyins/attending.html>  
We overheard the airplane count for the weekend was 413...WOW!

Wonderful place to fly-in and campout and watch some oldies fly. Hundred times better than a stale static museum!



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

## CHAPTER 55 CLASSIFIEDS

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

**WANTED:** donation of gently used boat cushions to use as "booster seats" for kids; contact Margie Clark; [margie@eaa55.org](mailto:margie@eaa55.org)

### **FOR SALE:**

4 sheets, 1/8" 3-ply Mahogany w/Popular cross-plyes, MIL P6070, \$15 ea; 9 sheets 1/4" 5-ply Birch faces w/Popular inner plyes, MIL P6070, \$30 ea; 4 sheets .040, 2024-T3, 2'x4', \$15 ea; Grey Airtex upholstery fabric; approx. 2 yds, MO; Voltage Regulator, Cessna PN C6110010201, possibly new, \$100; Hand Mic, Telex 100TRA, in box, \$50; David Clark H10-20 headset, like new, \$150. Prices negotiable. Gary Nicola; [glnicola@att.net](mailto:glnicola@att.net) or 517-898-6387.

Small Index brand vertical mill; \$400; Jeff Shaud 517-712-6482

ASA CX2 Flight Computer; a step up from the electronic E6B; works great; \$65.00; Greg Rheeder 517-315-3247

Honey; various sizes; Gordon Hempstone 517-515-1454

Contact Deanna or Vickie to place your ad here!

### **POCKET CALENDAR:**

Sept 10 = Forest Hill FlyIn  
Sept 11 = Maple Grove FlyIn  
Sept 11 = Hillsdale FlyIn/AirShow  
Sept 16/17 = AOPA FlyIn; Battle Creek  
Sept 18 = Lowell FlyIn  
Sept 23/24/25 7N4 flyin/camp out (email Deanna)  
Oct 10 = Niles FlyIn  
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/>

## **AOPA FLY-IN | BATTLE CREEK, MI ...** **W. K. KELLOGG AIRPORT (KBTL) ...**

### **Friday, September 16**

6:30 p.m. - 9:30 p.m. Barnstormers Party Presented by Jeppesen

### **Saturday, September 17**

7:30 a.m. - 10:30 a.m. Rusty Pilots Seminar

8:00 a.m. - 9:30 a.m. Pancake Breakfast

9:00 a.m. - 4:00 p.m. Exhibits & Static Aircraft Displays Open

9:15 a.m. - 2:30 p.m. Seminars, Safety Briefings, Aviation Product Showcase, & more

11:00 a.m. - 2:00 p.m. Lunch Service Open

2:35 p.m. - 3:30 p.m. Pilot Town Hall with AOPA President Mark Baker

3:30 p.m. - 4:00 p.m. Ice Cream Social in the Exhibit Hall

4:00 p.m. AOPA Fly-In Ends



AIR & SPACE [www.airspacemag.com](http://www.airspacemag.com)

**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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