



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

NOVEMBER 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: Pat Salow 517-565-3178 →Vice-President: TBD

→Treas: Al Spalding 517-881-8757 →Secr: Vickie Vandebelt 517-589-5051 →Editor: Deanna McAlister 517-795-8171

www.EAA55.org



PRESIDENT'S MESSAGE

by Pat Salow (president@eaa55.org)

Fall is my favorite time of year to fly, the 701 climbs like a homesick angel, the colors are spectacular and given my cruise speed I have plenty of time to take in the sites. Also at this time of year crops are harvested and the number of potential off airport emergency landing sites increase. However it is important to know what type of field you are contemplating.

Take it from a farm boy if you are facing a forced landing look for hayfields (without the big round bales), combined soybean fields or combined cornfields. My choice would be a combined soybean field. As the crop is taken off, the combine chops the stalks and spreads it making a relatively smooth surface. Land in the direction the combine harvested the crop. Hayfields at this time of year may have a Fall growth of 4 to 10 inches-a smooth surface but growth that may make for a short, hard to control roll out. Harvested corn fields can be "iffy". Some of the newest combines chop the stalks during the harvesting process, but this is near impossible to determine from the air. Most combines simply remove the ear of corn and bend the stalk over-leaving a field full of loops that can grab your landing gear. If forced to land in a cornfield harvested or not, always land in the direction of the crop rows.

There you go, my experience growing up on the farm together with my love of flying. This knowledge

came in handy for me once. Which I hope is the only time I will need these tidbits.

The program for Saturday will be a visit to the Sandbar Mitchell project in Brighton, headed by Patrick Mihalek. The project started with the recovery of a North American B-25J from a sandbar on the Tanana River near Fairbanks Alaska. The plane was moved to a hanger located at 2285 Ore Creek Lane Brighton Mi. 48814. Bring extra money for B-25 memorabilia (caps, t-shirts) will be available for purchase, as well as the opportunity to make donations. We will depart immediately following the meeting.

Happy Fall Flying!

BOARD MEETING: 7:00pm; Wed; Nov. 9th
MEMBERSHIP MEETING: 9:30am; Sat; Nov. 12th
with Breakfast served from 8:00am to 9:00am

BREAKFAST TEAMS:

<u>November</u>	<u>December</u>
John Bidle	Stan Chubb
John & Connie Bobcik	Grant Dowell
Dave Courey	Cliff Hale
J. Morris Hickman	Chuck Moore
Karen Meirndorf	Dick Riisberg
Craig Tucker	Dan & Margaret Schiffer
John Vandermolen	
Bruce VanFarowe	



October Breakfast Team: Two Chefs Extraordinaire:
Drew Seguin & Terry Lutz

JANUARY, FEBRUARY, MARCH, MAY 2017:
IDEAS WANTED
NOVEMBER:
 Road trip to Brighton; B-25 Sandbar Mitchell Project
DECEMBER:
 Chapter awards presentations
APRIL 2017:
 Mark Lynn; Metal Fabrication
JUNE-JULY-AUGUST 2017:
 Young Eagle Rallies

**EAA 55 Chapter 55 Board of Directors Meeting
October 5, 2016**

→ Meeting called to order at 7:01pm by Secretary Vandenberg → Present: Al Spalding, Vickie Vandenberg, Bob Clark, Margie Clark, Dave James, Doug Koons, Bill Purosky, Jim Spry, Jack Voss. Absent: Michael Rosencrans, Warren Miller, Pat Salow. Guests: Julie Bauer, Ken Vandenberg.
 → Secretary's report 9/7/16; motion by Jack Voss to accept minutes as published; supported by Doug Koons; all approved. → Treasurer's report 9/30/16; motion by Bill Purosky to accept treasurers report; supported by Dave James; all approved. → Adult Eagles; Jack Voss expressed appreciation for the warm welcome given to Bob Amman, our most recent Adult Eagle and member prospect.
 → Nominating Committee; Jack Voss advised no members have volunteered to assist on the committee; Dave James, Bob Clark, Margie Clark,

Jack Voss have advised willing to continue; Ken Vandenberg new nomination. → 2017 Calendars; Jim & Carol Spry will have photos to review after the meeting. → Programs; none for this month but Dave James has a DVD about Bob Hoover to show. Plans for field trip to Sandbar Mitchell ?? → Spray Foam Hanger; now have foam & Bob Clark to tackle. → YE Credits; Al Spalding will purchase 2-10x10 pop ups; Vickie Vandenberg will order 500 Pilot-wing pins; will look at Oriental Trading for goodies. → Silent Auction; tabled for info from Vickie Vandenberg. → Jack Voss made a motion to accept the resignation received from President Michael Rosencrans; Bill Purosky supported; all approved. → Jack Voss made a motion to select Pat Salow as successor for President to hold office for the remainder of the normal term; Margie Clark supported; all approved. → Appointment of a successor Vice-President tabled until November meeting. → Christmas Party; board discussed options and changes; consensus to have the same menu as last year; consensus to leave costs the same; decision on entertainment tabled. → Bill Purosky advised our event steak grill is falling apart and might be more costly and time consuming to repair vs. replace. Bill & Doug Koons will investigate options for further discussion. → Vickie Vandenberg advised will need to discuss 2016/2017 Newberry Aviation Scholarship applications and 2016 Member of the Year selection. → Correspondence; received a "Thank You" for our donation of bottled water and snacks to the Mason Cares 9/11 event. → Jack Voss made a motion to adjourn; Doug Koons supported; meeting adjourned at 7:46pm. → Respectfully submitted, Vickie Vandenberg, Secretary.

EAA Chapter 55 Membership Meeting October 8, 2016

→ Meeting was called to order at 9:30am by President Salow with approximately 28 members and 1 guest present. → Following the National Anthem, the breakfast team was thanked and November team announced. → Secretary's Report 9/10/16; motion to approve; supported; all approved. → Treasurer's Report 9/30/16; motion to approve; supported; all approved. → Christmas Party; December 11th; details provided. → 2017 Dues now being accepted. → November program will be a road trip to Brighton to see the B-25 Sandbar Mitchell project. → Election of Directors will be held at the November meeting; Nominations will be accepted up until the time of the

election. →President Salow solicited information for a chapter that is considering construction of a project plane. →President Salow announced Michael Rosencran's resignation; Michael graciously asked to be relieved due to family commitments. Pat Salow was approved by the Board of Directors to assume the seat of President. The Board will discuss the appointment of a Vice-President at the next Board meeting. →Bill Bezdek advised that his plans to arrange a trip to the USAF Museum-Dayton, OH are tabled. →David James announced he has a DVD about the life of Bob Hoover for our program. →Meeting adjourned at approximately 9:55am. →Respectfully submitted, Vickie Vandenberg, Secretary.



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

THOUGHTS & PRAYERS: for Pat & Karen Salow and Chris & Heidi Salow and families. Pat & Chris' mother passed away October 11th.

FROM RON PEARCE: If you love Airplanes: Here's some eye candy! Fabulous Pictures from AirVenture 2016
<http://talk.newagtalk.com/forums/thread-view.asp?tid=656700&mid=5523936#M552>



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

My but it is getting blustery out. Old man winter is around the corner but we still have some great days for flying before we have dig out that hangar.

If you happen to take any youth flying, be sure to have a form signed and turn it in at the Chapter room.

Happy fall days and safe flying!



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

EAA55 is a special place with many special people. It's all about aviation and aviation is what we do in one way or another.

One of the things I do as adult eagle coordinator is couple people with pilots to see if flying is in their future.

Often I do this on my own, sometimes I get help. Sometimes I get a lot of help. One person I have come to rely on is Jack Voss. Jack has sent me plenty of people who we've processed to intro-flights. Recently he had some success bringing some new members to our group.

Here, with his permission is a note he shared with me and I'd like to pass it on to you:

Last year, Julie and I helped introduce two ladies to the Experimental Aircraft Association's (EAA) Adult Eagle program. Reychell, and her mother, Susan joined our ranks. Today, we met for coffee and lunch. Over 4 hours later, we were done palavering. Reychell is already an auto mechanic. Now, she is learning to become a mechanic for airframes and engines. That is a 2 year program. Next, is a 4 year college program to become an aeronautical engineer. Here is a promising young woman. What a joy to be even a small part of this young lady's life, to be helpers along her way. We've introduced her to aviation, some key players, and some growing possibilities. She reconnoitered, analyzed, selected, and planned her path. She has an exciting future ahead of her. A handsome young woman, she will be cutting a wide swath as she moves along. And, as a pleasant young woman, she will continue making valuable friends. We're very proud for her, very proud. Thank you. Jack and Julie.



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

Bob Hoover has flown west, and I can imagine that when he arrives at the pearly gates, he'll do his famous Tennessee Waltz. Then when the huge 4-bladed propeller on the front of his Mustang comes to

a stop, he'll be parked perfectly in front of St. Peter. The angels will be whispering "How did he do that?" We have lost a legend, an icon, and a true gentleman. A man who inspired us all to reach higher and to park our foolish enthusiasm at the airport entrance.

The pilot that General Jimmy Doolittle called "the greatest stick and rudder man who ever lived" taught himself the fine points of stick and rudder, eventually being able to do rolls and other aerobatic maneuvers in the typical light airplanes of the early 1940s. So good that he taught aerobatics to his Army Air Force instructors, the same skills kept him from joining a combat unit right after getting his wings. Instead, he was sent to Europe to test fly airplanes that had arrived on ships and been assembled by GIs and the few foreign workers who were available. Bob flew 15 to 20 airplanes each day, and had to deal with problem after problem. It was an environment where his flying just got better and better.

I recall one story where a Martin B-26 was shot up and had to belly land on a 1000-foot stretch of beach along the Mediterranean. The airplane had been repaired, but nobody wanted to try and fly it out. So they called Bob. Even though he had *never flown* the B-26, he figured a way to get it off the beach. He asked that hundreds of pounds of unneeded gear be removed, and asked for some portable steel planking to allow good acceleration during takeoff. With only 4 feet of planking outside of each main wheel, and just enough fuel to make it to Palermo, Italy, he flew it off the sand just like he was taking off from an aircraft carrier. For that recovery, he received the Distinguished Flying Cross.

The first time I saw Bob Hoover fly was at an airshow down in Jackson. With his yellow Mustang, N2251D, he flew very low over I-94 and was actually below the level of the airfield. Every few seconds you could see a flash of yellow before he popped up again. The next time was at the Cleveland Air Races in 1968, and finally I got to meet him at Willow Run in 1969. That meeting began a long friendship. He introduced me to Dave Lindsay, who owned the Cavalier Mustang Company in Sarasota, FL, and arranged a tour. I remember walking through a warehouse with row after row of P-51 wings, fuselages, and other parts. Scattered among them were a few parts painted yellow. Bob wasn't always easy on airplanes. When doing the Tennessee Waltz, he would frequently scrape the wingtips. Enough so

that Dave eventually made him a set out of steel so they'd last longer.

Bob's aerobatic routines are legend, particularly the ones in the Shrike Commander, where he would feather both engines and do a loop, a roll, and a 180 degree turn, followed by a landing and rollout to his exact parking spot, without restarting the engines. He did that routinely during WWII, only back then it was with the P-38, A-20, B-25, and probably a few others. But it was the rolls he did in the Mustang, often right after takeoff with gear and flaps still down, that remain the most amazing rolls I have ever seen. Just what he was doing with the stick and rudder during the roll is still a mystery to me. And he could do the same thing with *any* airplane.

Bob was an accomplished test pilot, and at one time was President of the Society of Experimental Test Pilots. The Symposium and Banquet that we hold each year is a time to honor the test pilots who have accomplished difficult testing during the previous year. The year that Bob was President, he decided to invite Charles Lindberg to the Banquet, and honor him for testing the Spirit of St. Louis and for his fuel saving development work during WWII. And an astronaut named Neil Armstrong had just returned to earth after walking on the moon a few days earlier. Bob had both Charles Lindberg and Neil Armstrong at the Banquet in 1969. Can any of us even imagine what that must have been like?



The last time I saw Bob was at the SETP Symposium and Banquet just last year. I was asked to host him as he introduced the movie about his life, "Flying The Feathered Edge". It was produced by Kim Furst, and

as you see in the picture, we are together in black tie, waiting for Bob to take the stage. By that time, Bob was spending most of his time in a wheel chair. For those of us who were privileged enough to know Bob and to see him fly, knowing that he flew west simply because of time had taken a toll on his frail body, is almost a blessing. It was a constant fear that this man of incredible talent would be taken from us in an airshow accident. It was an unbearable thought.

There will a celebration of the life of Bob Hoover on Friday, November 18th at the Van Nuys Airport. It will be held in Clay Lacy's main hangar. If memories can flood an airport, we should all be wearing our floatation gear.

A funny thing happened to me on the way to San Antonio last month. I was standing in line to board my flight and a woman in a pilot uniform roll past, towing her suitcase and flight bag. On the back of her flight bag was a white, oval-shaped sticker with the letters "CZI" on it. I had to laugh, then I walked up and asked who pasted the sticker on her flight bag. She smiled and said "One of our dispatchers. It always creates a smile, and I get a lot of comments about it." CZI is the identifier for one of the VORs in the western United States. I'll let you look that one up. It'll put a smile on your face, too.

Although it was flying quite nicely, the Luscombe Silvaire Bullet had a pesky oil leak. Pesky enough that oil was leaking into the cockpit through the tachometer cable housing and dripping on my pants! I tried 3 different oil seals with no luck, and discovered that there was a worn spot on the tachometer drive shaft, allowing oil to leak into the tachometer shaft housing. The repair was not easy. The engine had to come off the nose, after only 5 hours of flying time. The tachometer driver shaft is part of the main oil pump gear, which had to be replaced. With some good help this week, I was able to put the engine back on the airplane. And good help is what we need sometimes to keep aviation alive and airplanes flying. Always be looking for those opportunities to help your fellow pilot!



TIDBITS
by Vickie Vandenberg (vickie@eaa55.org)

SATURDAY PROGRAM: Road trip to Brighton to see the B-25 Sandbar Mitchell Project. We will leave from the Chapter meeting room at the conclusion of our Membership Meeting on Saturday, November 12th. Anyone interested in car pooling as a driver or a passenger, please let Pat Salow know. After Brighton - some may want to venture to Chapter 113 Plymouth Mettetal for their Chili Fly/Drive In from 11am to 2pm.

ELECTION OF DIRECTORS: The nominations will be presented to the membership at the October meeting and posted on the board. Elections of the Directors will take place at the November meeting. If necessary, our chapter Secretary will develop and implement a process that will offer absent eligible voting membership opportunity to vote by proxy.

ANNUAL EAA55 CHRISTMAS PARTY SUNDAY, DECEMBER 11th: Hope you are making plans to attend. This is always a great time. Menu and cost information is included on the reservation form attached. Forms are also available at the meeting room. Treasurer Al must have your form and payment by Monday, December 5th to secure our reservation at Eldorado.

2017 MEMBERSHIP RENEWAL DUES: Renewal application is attached and dues for 2017 are now being accepted.

CRAA GATE ACCESS CODE CHANGE AND USER REGISTRATIONS: In a letter to TEW hanger owners dated October 27th, 2016, CRAA advises that the TEW gate access code will be changed on Friday, January 6th, 2017. CRAA has requested all hanger owners provide a list of their tenants. Once info is received from the hanger owners, a separate letter of notification will be sent to each tenant with a User Registration Form and procedures. EAA Chapter 55 will be providing CRAA with a list of our sub-tenants and a list of our members in good standing as of January 1st, 2017.

MASON VETERANS DAY; FRIDAY, NOVEMBER 11th: Big Boy will be serving free breakfast to veterans from 7:00am-10:30am (eat there, then come to A&W for coffee). There will be a service at the Memorial on the Courthouse lawn at

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

11:11am. The Veterans Day Parade assembly starts at 1:30pm at the Church of the Nazarene; Maple & Steele Streets. Step off will be at 3:00pm. 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. Immediately following the parade, the public is invited to attend an open house at the VFW Post 7309; 1243 Hull Road; Mason MI. On Saturday (in competition with our meeting breakfast), St. James Catholic Church has a free breakfast for veterans from 8:00am to 1:00pm.

"WHAT IS GA? AVIATION CAREERS": The latest FAA Safety Briefing had some great articles about What is GA and Aviation Careers:
[http://\[2600:1007:b122:7edf:bbc2:32e0:ee4b:e1ed\]:8181/http://www.faa.gov/news/safety_briefing/2016/media/SepOct2016.pdf](http://[2600:1007:b122:7edf:bbc2:32e0:ee4b:e1ed]:8181/http://www.faa.gov/news/safety_briefing/2016/media/SepOct2016.pdf)

SOLAR ARRAY INSTALLATION IN VEVAY TOWNSHIP: Consumers Energy has cancelled 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. The company was unable to justify the expensive construction.

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



EDITORS PROLIX
By Deanna McAlister
(zirconmoon@hotmail.com)

Ever wonder what to get a pilot for Christmas or their birthday?

Here is a list I have come up with;

- 1) Velcro- to be used on pens, lip balm, cell phone.
- 2) Wet wipes- to remove that black smudge from hands that always appears after preflight. (must be from the tow-bar.)
- 3) Go-Pro- video the beautiful aerial views to share on social media.
- 4) Decorative Barf Bags- for those young eagles.

5) Pre-Paid Visa Card- perfect for topping the tanks with 100LL.

LCC - MASON JEWETT CAMPUS

By Mark Bathurst

No article this month.

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

To my fellow pilots :

Beware of Canadian Geese migrating south these days . Below is a picture of a near mid air I almost had today with one of these birds



CHAPTER 55 CLASSIFIEDS

HANGER FOR RENT: EAA55 Builders Hanger; \$115 month plus gas. EAA55 Storage Hanger; \$70 month; Pat Salow; 517-565-3178

WANTED: gently used boat cushions for "booster seats" for Young Eagles; Margie Clark; 517-853-1418

FOR SALE:

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

Voltage Regulator, Cessna PN C6110010201, \$100;
Hand Mic, Telex 100TRA, \$50; David Clark H10-20
headset, \$150. Prices negotiable. Gary Nicola;
glnicola@att.net or 517-898-6387.

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

ASA CX2 Flight Computer; 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:

Nov 12 = Canton/Plym/Mett Chili Fly In

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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