

## EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

SEPTEMBER 2017

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: Dave Courey 517-331-7097

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

[www.EAA55.org](http://www.EAA55.org)



### PRESIDENT'S MESSAGE

by Pat Salow ([president@eaa55.org](mailto:president@eaa55.org))

Each year the summer flying season starts in June with the first Young Eagles rally quickly followed by the Dawn Patrol. The morning air warms quickly and we are off to great flying. As a bonus the June events are only a few days from the summer solstice (June 21) making for even more daylight for flight. The summer moves quickly through the July anniversary party and Young Eagles.

August was a great month. The three Young Eagles events completed 298 missions. MAD was blessed with great weather (Thank you Jack), the Chapter members came out in force to create a great event and welcome the Jamboree of "T". Jamboree President Ted O'dell sent an email after the event thanking the Chapter, he wrote: "Everyone involved with the aviation day from Chapter 55 was incredibly gracious and accommodating. Thank you for allowing us to be part of your annual event."

MAD could not have been the success it was without our members:

- Vickie for countless hours of planning (especially for the T's)
- Ken for repairing and hanging banners (among other behind the scenes activities)
- Terry Lutz in the tower announcing, just one word describes his narration throughout the day "Fantastic!"
- Bill and Joe in the kitchen. Smooth, well organized and they moved a lot of grub

- Margie took care of the dining area. Again smooth comes to mind and always with the big Margie smile.
- Doug for logistics. Who other than Doug could get 75+ airplanes, 80+ model Ts, helicopter and plane rides all to fit in the west end of the field.
- Drew's airport tug was a hit and my son had a great time driving it for the shuttle. Also a thank you to Drew for manning the drive-in gate.
- Chapter 55 has its own Rosie the Riveter, Deanna looked like she stepped out of the WWII poster.

I know I did not do the "thank you"s justice. Many other members worked on the grill, parked planes, collected money, and directed guests to activities.

Thank you to all for a great summer.

BOARD MEETING: 7:00pm: Wed; Sept. 6th  
MEMBERSHIP MEETING: 9:00am; Sat; Sept. 9th  
with Breakfast served from 8:00am to 9:00am

### BREAKFAST TEAMS:

<u>September</u>	<u>October</u>
Dillon Blair	Kyle Bradford
Connie Bobcik	Lynn Brown
Mike Franzago	Fred Honhart
Muna Gabayre	John Karlen
Ron Goodnoe	Terry Lutz
Ernie Lutz	Chuck Moore
Mike Lutz	Theresa Reilly
Ronald Pearce	John Schwartz
Gregory Rheeder	Drew Sequin



August Breakfast team: Reyshell Rozell, Michael Rosencrans, and \_\_\_\_\_  
(Editor dropped the ball, no pic)

**EAA 55 Chapter 55 Board of Directors Meeting August 9, 2017** → Meeting was called to order by President Pat Salow at 7:04pm. → Present: Pat Salow, Dave Courey, Al Spalding, Vickie Vandenbelt, John Bobcik, Bob Clark, Margie Clark,; Doug Koons, Warren Miller, Bill Purosky, Ken Vandenbelt & Jack Voss. Absent: Mark Bathurst. Guest: Drew Seguin. → Secretary's Report of 7/5/17; Jack Voss motioned to accept the minutes as published; Doug Koons supported; all approved. → Treasurer's report of 7/31/17; Margie Clark motioned to accept; Jack Voss supported; all approved. → Margie Clark reported 117 YE flown in July & ready for August. → Dave Courey reported advertising placed for MAD. → Pat Salow reported Doug Koons has provided him with the Consumers rebate info on lights and Pat will address submitting. → Jack Voss suggested several revisions to the Newberry Aviation Scholarship application to make it easier for students to understand; he will provide written suggestions for discussion at next meeting. → Jack Voss had donated a POW flag to the chapter & requests that we put it on display. → Vickie Vandenbelt reported that the next Silent Auction will be start in September. → Vickie Vandenbelt reported that our ad has been approved for the new Mason map; publisher just waiting to sell the rest of the ads. → Jack Voss suggested a Solar Eclipse party; no action taken. → YE debrief items discussed; new YE biz cards received & stored in supplies. → Doug Koons reported the need for a new winch on the Builders Hangar Door; Bill Purosky made a motion to authorize expenditure of up to \$160; Jack Voss supported; all approved. → Meeting adjourned at 7:39pm. Respectfully submitted, Vickie Vandenbelt, Secretary

**EAA 55 Chapter 55 Board of Directors Meeting August 12, 2017** Not available at time of publication. Minutes will be included in October.

**SCHEDULED PROGRAMS:**

**SEPTEMBER 2017:**

Gary Knaggs; FAAsT Program = FAA's Compliance Philosophy plus some Airworthiness items

**OCTOBER 2017:**

**PROGRAM NEEDED**

**NOVEMBER 2017:**

Todd Cotter; Winter Flying Prep & Maintenance

**DECEMBER 2017:**

Randy Coller; "He's Making a List & Checking It Twice"

**JANUARY 2018:**

Allan Hollaway; Maker Space & 3D Printing

**FEBRUARY 2018:**

Rick Sutton; Flight #2501 crash in Lake Michigan 1950

Troy Thrash, President & CEO of the Air Zoo,  
[troy@airzoo.org](mailto:troy@airzoo.org) (269) 350-2821 to speak in March of 2018.  
He will speak on the Air Zoo, airplanes, and kids

**MORE IDEAS WANTED**



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

Many thanks go out to the pilots and volunteers that helped at our Young Eagle rallies! With your participation we were able to fly 279 youth this year. June was a small count due to the weather but July and August made up for it.

There is still time to add to that count. If you happen to take any youth flying before the end of the year please let me know so we can include them in the yearly count.

Again, a great big thank you !!! We couldn't do this without everyone's help.



## **ADULT EAGLES**

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

Wow! What a great summer we had. Young eagles, Dawn Patrol, cook outs and fly-ins. What one event is most memorable to you? To me, I think it was this year's Mason Aviation Day with the large number of guests and airplanes. We actually had to park planes all the way down to Great Lakes Aviation. That goes to show there is a good amount of people interested in both our chapter and its activities.

I personally was able to talk to three possible Adult Eagle candidates from the community in and around Lansing. These may turn out to be future pilots and members. I also spoke with others who were just out to enjoy the planes and food. One woman I met with was from Germany. What a good time she had. She also told me she said she would be back next year and that she would bring more of her family. That's a good sign that people make our events part of their summer calendar.

Thank you to all the members who have sent Adult Eagles to me this year. I know we have planted some seeds for future pilots. When you think about it.....that's what we do every time we open our home field to guests.



## **NOTES FROM CAPE JUBY**

by **Terry L. Lutz**

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

The world of light sport aircraft is quite interesting, as I learned recently while flying with Greg Rheeder in his Ercoupe 415C. Greg needed a Proficiency Check in the Ercoupe to add Airplane Single Engine Land to his Sport Pilot license. He already has a blue plastic Sport Pilot license with Orville and Wilbur's picture on it, as a Powered Parachute pilot. The possibilities for Light Sport Pilot are Airplane, Gyroplane, Balloon, Airship, Glider, Powered Parachute, and Weight Shift Control. Sign me up for the Light Sport Airship course!

The difficult thing about flying together was matching up our schedules. Greg works long hours, and it's difficult for him to leave work before 6pm. He works in the Lansing area, and lives in Jackson, which makes his days quite long. But we did find

some time late one evening to fly together, and the flight went very well. If we had been delayed a few more weeks, there wouldn't have been enough daylight until 2018.

A Proficiency Check to add another category to a Light Sport Pilot certificate requires that the pilot be recommended for the check by his primary instructor. The recommendation needs to be written in the pilot's logbook, and on the Form 8710-11 that must be forwarded to the FAA. The Proficiency Check itself is as much about evaluating proficiency, as it is an instructional flight. The CFI doing the check has the opportunity to bring different perspectives on subjects that have already been taught, or make suggestions on how to do a particular maneuver more accurately.

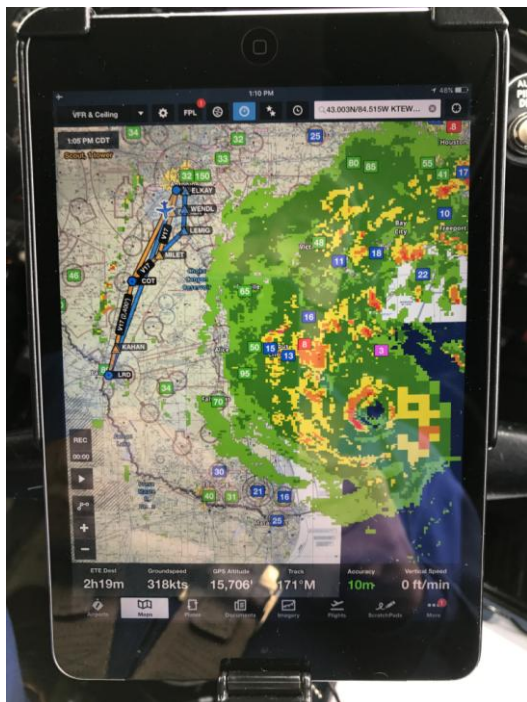
I asked Greg to plan a short cross-country flight from Mason to Owosso. Then we covered both the obstacles and emergency airfields along the route. As many of you are aware, there are two 1028 foot towers southeast of Lansing, that reach to 1878 and 1923 feet MSL respectively. These towers were along the route to Owosso. I was able to point out that for every .10 change in altimeter setting (for example, if the setting changes from 30.10 to 30.00), there is a 100-foot difference in altitude. So if you are cruising at 2000 feet on the way to Owosso, and didn't have the correct altimeter setting, you could be below the tops of those towers! Cold or Low, look out below.

The best emergency airfield along the route was Maidens, which even in the lowering light at the end of the day Greg was able to spot. Overall, he handled both the airplane and the responsibility of Pilot in Command very well, despite the fact that his GPS, no matter how many times he pushed the button, wouldn't work! Greg thoroughly knows his Ercoupe, and on his next trip to Mason to fly the airplane, he did his normally excellent preflight, discovered a hole in the exhaust system, and grounded the airplane. Good catch!

I returned to San Antonio, Texas on August 22nd, to make the first flight of a new engine configuration of the Silvercrest engine we have been testing for the past 2 years. First flight was on Friday, August 25<sup>th</sup>, and Hurricane Harvey came ashore south of Houston that evening. The attached picture shows what it looked like on ForeFlight. Our airplane is in the



upper left hand corner. San Antonio was spared the brunt of the storm and the rain that followed.



There were heavy showers on Saturday, and I took the opportunity to drive my friend Dan Martinez to Georgetown, about 15 miles north of Austin, to visit his friend John Summerfeld. John's health is failing, and it likely that this was the last time Dan and John would have a chance to visit. These are airplane guys, so we sat around a table in John's hangar and talked about airplanes. At times, the rain was so heavy that we couldn't hear each other.

John was accompanied by his friend Tyler, who is a retired loadmaster from the California Air National Guard. The two of them worked together in the nuclear power industry for a company called General Atomics. It was fascinating to hear their stories about an industry that few people know a lot about. Their friendship is so strong that when Tyler heard that John was in poor health, he drove from California to support John and attend to his day to day needs.

John has owned several airplanes, including a 1946 Luscombe 8A, a Fleet 16B biplane, and a Mooney Mk21 that he used for traveling. The Luscombe is apart right now, as John had begun a complete restoration before he became ill. The work that he has accomplished is amazing. He's done a lot of research on how the airplane was built, when it's all back together, it will be much better than new. Sadly, his task today is to find someone with the same level

of passion, and a good understanding of how aluminum airplanes go together to finish his excellent work.



The sky brightened on Sunday, and while we had sun and a strong north wind, Houston was taking on water in historic proportions. I took the opportunity to have a look at a Mustang II homebuilt that was recently purchased by two of the French engineers working on our engine test program. The airplane was built by a man from the Seattle area. He started the project in 1995, and the airplane flew for the first time in 2015. It has a Lycoming O-360 with a constant speed propeller, and has retractable landing gear.



But there are a few things it doesn't have. I looked the airplane over quite carefully, and finally got into the cockpit to have a look at how the instrument panel was laid out. A copy of the engine performance data was taped to the center of the instrument panel. I figured that's where the radios were, but when I lifted the sheet, there were no radios. No transponder either! While it is perfectly possible to fly from Seattle to San Antonio without a radio or transponder,

there is a lot of desert and there are lot of mountains in between! The risk level was a bit high, considering they were both new to the airplane, and had never flown that route before. A radio and transponder would have been nice to have!

This story gets a little cloudier, almost as cloudy as the heavy rains in Houston. The airplane is not insured, so in the event of any sort of incident, their investment was in jeopardy! But wait, maybe not. While they did have a transfer of ownership form signed by the seller, the form has a few blocks to fill out if you are a foreign national with a green card. Neither of them has a green card (they are on work visas), so effectively they can't own the airplane. In the FAA's view, the previous owner still is the owner. While they are good pilots and have the passion for aviation that we all have, they have a few hoops to jump through before doing any more flying.

We have some nice Fall weather ahead, although it seems like Fall is arriving early this year. Enjoy the colors and fair winds while you can, and even after all the Young Eagle flying, the Dawn Patrol, and Mason Aviation Day, there are still ways to help Chapter 55 and your fellow aviator. And take time to remember those who are suffering from the effects of Hurricane Harvey.



### TIDBITS

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

**NEW MEMBERS:** Chapter 55 welcomes returning member Rick Dallas.

**THOUGHTS & PRAYERS:** to Lloyd Brown and his family on the loss of his wife, Joyce.

**THOUGHTS & PRAYERS:** to Brian Eakin and his family on the loss of his wife, Linda.

**THOUGHTS & PRAYERS:** to the family of John Kennedy, who passed away July 21st. John was a member a number of years ago but had to sell his plane for health reasons.

**SILENT AUCTION:** Resuming our silent auction - we have a few new items this month. Hopefully, we will have room to put them out at the meeting this Saturday. Bidding will close at the end of our

October meeting. We have: 1) several boxes of assorted Christmas decorations; 2) an EAA sport shirt & McFarlane tshirt size large; 3) an assortment of picnic food covers; 4) \$25 gift certificate for McFarlane Aviation Products; 5) Eldorado golf for two w/cart. Starting bids will be listed on the sheets.



**MASON AVIATION DAY THANKS:** I would like to extend special thanks to John & Connie Bobcik for traveling to over 15 airports and posting our event flyers. And, also thanks to Dave Cook for spraying RoundUp to enhance the appearance of our hangar for the event.

**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: Laux Construction; Mason Insurance Agency; Airparts, Inc; Aircraft Tool Supply Co; QoE Consulting and John Harris, Aerial Photographer. We also thank the following businesses for items donated for the pilot bags and/or pilot door prizes: Aircraft Spruce & Specialty Co; Aircraft Tool Supply Co; Avemco Insurance; Dart Container Corp; Eldorado Golf Course; Commercial Bank; McCredie Insurance; Michigan Packaging Corp; MSU Federal Credit Union; Trade-A-Plane; Wolverine Engineers & Surveyors; Wicks Aircraft Supply; Independent Bank; LAFUCU; McFarlane Aviation; Wag-Aero Group; and McLaren Health 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.

**BREAKING THE DAY:** A new series is coming from Red Bull Racing but not sure what channel or air time. Season 1; Episode 1 is Mojave Test Pilot Elliot Seguin. The video is 46 minutes long and available at <https://www.redbull.tv/video/AP-1MRD4KSDW1W11/mojave-test-pilot>. NOTE: If anyone has a way to record this episode to DVD, I would love to have a copy of it for our EAA55 library.

**NOMINATIONS FOR OFFICERS:** are still being accepted for the Chapter 55 office of President, Vice President, Secretary and Treasurer. If you have a nomination or are interested in working to the benefit of your chapter, please contact Mark Bathurst, Jack Voss or any current officer.

**MASON PUBLIC SCHOOLS BOND PROPOSAL:** Will be on the November 7th ballot. MPS seek to increase their millage from the current 2.95 mills to a proposed 5.68 mills. The proposed millage increase would affect residences in the MPS district. It would also affect hangar owners and, indirectly, hangar tenants a Mason Jewett Airport. Informational brochures will be available at our meeting.

**CAPITAL AREA DISTRICT LIBRARY:** I was talking with a couple of members about CADL Library of Things but now can't remember who. So, for all interested, CADL has a growing number of "Things" that can be checked out. Example: Go Pro; sewing machine; metal detector; digital microscope; telescope; mobile hotspot; graphing calculator and a growing list of other items. Brochures in our rack.

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



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

[www.savethebomberplant.org](http://www.savethebomberplant.org) On October 14th the bomber plant needs **Rosies!!!** Check out the above

web site. Takes place at the EMU Convocation Center. Go shopping ladies : get your....

1. DARK blue work clothes (jumpsuit or pants with shirt tucked in and sleeves rolled up)
2. Red socks
3. Dark "work" shoes (no sneakers, flip flops, sandals, or high heels)
4. A red bandana with white polkadots (not paisley)

Willow Run needs to get the record back where it belongs.

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.



**LCC - MASON JEWETT CAMPUS**  
By Mark Bathurst  
([bathursm@star.lcc.edu](mailto:bathursm@star.lcc.edu))

Lansing Community College's fall 2017 semester began the end of August. The Aviation Technology program follows the same schedule as the college wherein our students are in class 16 weeks in the fall semester, 16 weeks in the spring semester and 10 weeks in the summer semester. The program is two years, thus requiring 6 semesters to complete. Everything they study is mandated by the FAA to include subject material covered, hours spent on each subject and end-level proficiency requirements. Students spend over 2,000 hours in both the classroom and laboratory.

This fall again saw enrollment numbers exceeding those previously experienced. Interviewing prospective students reveals a high level of understanding not only regarding the demands of the profession but the tremendous employment opportunities that exist after graduation and FAA licensure. Multiple job offers before graduation are the new norm, and starting salaries range from mid \$40,000 to the mid \$50,000 range.

Employers place a high degree of emphasis not only on technical knowledge but on other skills as well. Troubleshooting, the ability to work in a team environment and normative behavioral traits including safety awareness, punctuality, initiative,



attention to detail and following procedures are taught and reinforced throughout the program. One of the reasons Delta Air Lines selected LCC as a partnered school was our continued attention to reinforcing all the requisite attributes successful employees must demonstrate.

Over the summer a number of employers from the airlines, manufacturers and repair facilities visited our campus. The recurring theme was consistent: there are a multitude of jobs immediately available in the career field, the jobs pay well, advancement opportunities abound and the employers absolutely wanted our students to apply. Given where the aviation industry has been in the past, this is quite a turnaround and a continued high demand is the new norm for the foreseeable future.

As previously noted, this is a great time to be in the aviation maintenance technology career field.

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

## CHAPTER 55 CLASSIFIEDS

**HANGAR FOR RENT:** EAA55 Builders Hangar; \$115 month plus gas; Pat Salow; 517-565-3178

### **FOR SALE:**

Pietenpol Aircraft; have two; make offer; for complete info contact Kyle Bradford; 517-663-3083

David Clark 10-13X Active Noise Reduction Headsets (3); asking \$300.00 each. David Clark 10-13.4 Passive Noise Reduction Headset; asking \$125.00. Bendix King KX 99 Portable Nav/Com Aviation Radio; incl headset adapter, Ni-cad battery, & charger; asking \$200.00. SkyOx SK 12-15 Fifteen Cubic Foot Oxygen System; four Outlet Regulator; w/accessories; asking \$250.00. Ken-Lab (Kenyon) KS-4 Handheld Gyro Stabilizer; info <http://www.ken-lab.com/stabilizer-guide.html> ; asking \$800.00. Eastern Avionics Portable Intercom; \$25.00. Garmin GPS 195; outdated & too old to update; free. Phil Tartalone [ptartalone@mac.com](mailto:ptartalone@mac.com)

Graco Series 700, HVLP paint sprayer, Model 7N73109; with several nozzles and accessories; plus 3M respirator; make offer Gary Nicola; [glnicola@att.net](mailto:glnicola@att.net) or 517-898-6387.

1/4" 5-ply Birch faces w/Popular inner plies, MIL P6070, \$30 ea; .040, 2024-T3, 2'x4', \$15 ea; upholstery fabric; abt 2 yds; Voltage Regulator, Cessna PN C6110010201, \$100; Hand Mic, \$50; David Clark headset, \$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; works great; \$65.00; Greg Rheeder 517-315-3247

Maple Syrup; 2017 New Crop Available in Pints, Quarts, and Half Gallons; John & Connie Bobcik 517-543-8238 or [jbobcik@gmail.com](mailto:jbobcik@gmail.com)

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

**IN SEARCH OF:** Empty copy paper boxes; just drop off at EAA. Vickie@eaa55.org

**TEW HANGARS:** Contact info for hangar owners at TEW is posted on the bulletin board at the terminal building.

Contact Deanna or Vickie to place your ad here!

Mason Jewett Field FBO:  
Great Lakes Air Repair  
517-525-3673  
Maintenance - Painting - Upholstery - Engines

### **POCKET CALENDAR:**

Dec 10 = Christmas Party

### **FLYERS FROM OTHER AIRPORTS POSTED IN TEW TERMINAL**

### **WEB EVENT CALENDARS:**

<http://www.eaa.org/en/eaa/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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