

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

APRIL 2018

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: Drew Seguin 517-333-4531 →Vice-President: Margie Clark 517-853-1418

→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 Drew Seguin (president@eaa55.org)

Well, it looks like we've made it through another Michigan winter. It's officially Spring, Daylight Savings time is here and it's not too cold. Not a bad time to get the dust off the airplane and do some flying.

Good news on the FAA front. The privatization effort is over. At least for now. We can be sure the issue will come up again. President Trump has supported the idea. The good news is that Representative Bill Shuster R-Pa.) and it's biggest supporter has announced he will not seek re-election.

And this from Avweb:

"Researchers at the Massachusetts Institute of Technology have proposed a possible fix to relieve the increasing noise complaints from neighbors of Boston's busy Logan Airport — if airplanes on departure just slowed down by about 30 knots, it would significantly reduce the noise at the surface."

Duh.

Who paid for this study anyway?

And for the rest of the story:

"Logan is one of many airports nationwide where the concentration of flight paths, due to changes in navigation and ATC over the last few years, have increased the number of noise complaints from neighborhoods impacted by the routes. The researchers estimate that if jets would slow down, it would add about 30 seconds to the climb, and each airplane would burn about seven extra gallons of jet fuel."

A report in *futurism.com* noted that the MIT study didn't consider the environmental impact of their

options. If the 16,500 aircraft that depart from Logan every month slowed down as proposed, they would burn an extra 115,500 gallons of fuel every month. That would release an extra 1,100 tons of carbon dioxide into the atmosphere — every month, from just one airport. An FAA working group is evaluating the recommendations of the MIT study, according to futurism.com."

Or we could all just fly cubs...

Speaking of cubs, I know where there's a nice one for sale.

Drew

BOARD MEETING: 7:00pm: Wed; April 11th
MEMBERSHIP MEETING: 9:30am; Sat; April 14th
with Breakfast served from 8:00am to 9:00am



Our great March chefs were Jeff Shaud, Joe Pirch and Carl Zayatz

UPCOMING BREAKFAST TEAMS:

| <u>April</u> | <u>May:</u> |
|-------------------------|------------------|
| Dick & Barb Bacon | Kurt Crandell |
| Don Burt | Rosie Duckworth |
| Ray Fink | Brian Eakin |
| Don Frank | Ralph Gregus |
| John Kuchar | Gordon Hempstone |
| Don & Deanna | Tim Martinson |
| McAllister | Greg Shannon |
| George Moore | Jayne Snider |
| Viv Stevenson (student) | |

EAA 55 Chapter 55 Board of Directors Meeting

February 7, 2018 REVISED → Meeting was called to order by President Drew Seguin at 7:03pm.
→ Present: Drew Seguin, Margie Clark, Al Spalding, Vickie Vandenberg, Mark Bathurst, Bob Clark, Doug Koons, Bill Purosky, & Ken Vandenberg. Absent: John Bobcik, Dave Courey, Warren Miller & Jack Voss. Guests: Jeff Shaud → Secretary's Report 1/10/18; Margie Clark made a motion to approve the minutes as published; Bill Purosky supported; motion carried. → Treasurers Report as of 1/31/18; Vickie Vandenberg made a motion to approve; Bob Clark supported; motion carried. → Member Survey results; Drew Seguin will email Dave Courey's report to Board members; tabled. Webmaster; Dave Courey is coordinating trade off from Craig Tucker to Jonathan Thaden; no new info. After Meeting Shutdown assignments filled through June. → Breakfast Team Coordinator; Jeff Shaud volunteered to take over and Vickie Vandenberg will supply him with the necessary information. → Programs; Dave Courey has filled March and will work on May and fall dates. → Hangar; well pump still not working; plan for no water on Saturday. → Memberships; Vickie Vandenberg advised members must pay 2018 dues by February 15th to remain in good standing. → Vickie Vandenberg made a motion to approve up to \$50.00 to do mailing to prospective EAA55 members; Margie Clark supported; all approved. → Drew Seguin discussed possibility of EAA55 to assist with the arrival logistics and pre-event tasks necessary for the Cri Cri coming to AirVenture. Drew Seguin made a motion for EAA55 to sponsor ground support expense up to \$500.00; Doug Koons supported; all approved. → Jack Voss is working on a Zenith Kit Demo for MAD and Vickie Vandenberg provided info for AOPA exhibits and White Oak Flyers RC exhibits. → Vickie Vandenberg volunteered to send a

reminder email with the Events Planning Meeting date. → Newberry Scholarship; Vickie Vandenberg made a motion to do an additional \$750.00 scholarship; Drew Seguin expressed his thoughts on how the Newberry Scholarship should be handled in the future; ~~motion died due to lack of support~~ **Vickie Vandenberg withdrew her motion due to lack of support.** → Karen Meirndorf has expressed she would like to do 50/50 raffle at meetings to raise money for an EAA55 track sign at 2018 Relay for Life; Margie Clark made a motion to approve; Bill Purosky supported; all approved. → Bob Clark advised that EAA national now allows chapters to participate in parades (specifics and conditions are on the EAA website/chapter resources). → Bob Clark advised he has access to a trailer for our people mover at MAD. → Jeff Shaud expressed interest in developing exhibits to get kids involved especially at our YE Rallies; how to rivet; metal forming; with hopes to build interest in aviation and interest in Chapter membership. → Meeting adjourned at 8:10pm. → Respectfully submitted, Vickie Vandenberg, Secretary

SCHEDULED PROGRAMS:

APRIL:

Allan Hollaway; Kalamazoo AirZoo

MAY:

TBD

JUNE/JULY/AUGUST:

Young Eagle Rally

CONTACT DAVE COUREY WITH YOUR SUGGESTIONS

EAA 55 Chapter 55 Board of Directors Meeting March 7, 2018 → Meeting was called to order by President Drew Seguin at 7:01pm. → Present: Drew Seguin, Margie Clark, Al Spalding, Vickie Vandenberg, Mark Bathurst, John Bobcik, Bob Clark, Doug Koons, Bill Purosky, Ken Vandenberg & Jack Voss. Absent: Dave Courey & Warren Miller. Guests: Julie Bauer & Jeff Shaud → Secretary's Report 2/7/18; Drew Seguin called for a motion to approve minutes with a correction in the Newberry Scholarship discussion that "Vickie Vandenberg withdrew her motion due to lack of support"; Mark Bathurst made a motion to approve the minutes with the correction; Jack Voss supported; motion carried. → Treasurers Report as of 2/28/18; Vickie Vandenberg made a motion to approve; Jack Voss supported; Bob Clark supported; motion carried. Webmaster; Dave

Courey is coordinating our change to new webmaster and will advise. Jack Voss suggested checking in to Beta Test per info from EAA National. Consensus was to continue updating what we have. →2018 Membership Dues; Vickie Vandenberg has sent email reminders to those who have not paid. →Events Planning; Flyers; Board decided to print same quantities as last year. MAD; Jack Voss has contacted Greg Harris to bring parts showcase and for kids to do things. Drew Seguin has the contact info for possible exhibits by AOPA and White Oak Hilltop Fliers RC Club. Jeff Shaud suggested he will contact Mark Lynn about a metal fabricating exhibit. →Jeff Shaud suggested a Chapter 55 Communication Coordinator. →Vickie Vandenberg suggested an Advertising/Publicity Coordinator. →Meeting Programs; Dave Courey has somewhat taken on Program Coordinator. →Cri Cri @ Airventure; tabled for info from Terry Lutz. →Newberry Scholarship; Drew Seguin expressed his thoughts about one scholarship going forward; discussed LCC vs. EMU Foundation. Scholarship amount(s) will be decided in September. →Bill Purosky will check into 501(c)3 status for Chapter 55. →Mason Baseball Sponsorship; received an email from Don Burt about sponsoring for event advertising; Drew Seguin to follow up with Don; tabled for more info. →Wingtips; Drew Seguin advised he would like to see our monthly WingTips sent to membership sooner, at least by the Saturday, Sunday, Monday preceding our Saturday meeting. →Adjourned at 8:14pm. →Respectfully submitted, Vickie Vandenberg

offered some update for the Cri Cri at AirVenture; looks like they will ship it from France in their own trailer to Wisconsin; looking to assemble about the Monday prior to AirVenture; still looking at options for camping in Scholler and a car to launch from; details pending. →Karen Meirndorf thanked the Board for allowing her to do 50/50 Drawing to raise funds for her Relay for Life team and for EAA Chapter 55 to have a track sign at the June 15th event at the Courthouse in Mason. Relay for Life will be 18 hours starting Friday night until Saturday Noon. →Congratulation to our 50/50 winner Gary Nicola and many thanks for his donation. →Webmaster; Dave Courey is coordinating change over to Jonathan Thaden. →Meeting adjourned at 9:49am and followed with a program on Basic Med presented by Dr. William Beecroft. →Respectfully submitted, Vickie Vandenberg



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

June is 2 months away. Time to prepare for our "Young Eagle Rallies"!

A change is being made in the time schedule, we are still starting at 10:00 but the end time for registration is 1:00 (not 2:00). If you currently have any brochures or business cards please change the time to reflect 1:00.

If you are a pilot and interested in flying Young Eagles you do need to complete the Youth Protection programs background check. It only takes about 15 minutes and is necessary to fly Young Eagles.

Looking forward to a fair weather event schedule this year!



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

Good Day All

Here's to hoping spring has sprung ! That's pretty optimistic considering it's still (currently) March and it's still cold. April brings spring flying weather but it also means annual on my airplane. I know after this

2018 CHAPTER EVENTS:

Dawn Patrol (DP);
June 10th; 7am-11am

Mason Aviation Day (MAD);
August 18th; 7:30am-2pm

EAA Chapter 55 Membership Meeting March 10, 2018 →Meeting was called to order by President Drew Seguin at 9:32am with approximately 34 members and 8 guests present. →Following the National Anthem, Drew Seguin thanked the breakfast team and announced the April team. →Guests and visitors were introduced. →Secretary's Report 2/10/18; motion to approve; supported; motion carried. →Treasurers Report 2/28/18; motion to approve; supported; motion carried. →Terry Lutz

bit of maintenance is completed, I'm pretty much good for the year except for insurance, fuel and oil. If you think about what it costs to fly a plane now days you realize the price is not as much as one would think.

Let's look at some "off the cuff" comparisons. Now, I know yours might be different. but let's just see.

- It costs less to insure my plane then to insure my truck and car.
- Most planes, except for the ones (Dan Schiffer fly's) are affordable to the average person. Sorry Dan....
- I do an "owner assisted" annual on my airplane which in itself saves some cash.
- Fuel is a bit high, but it's necessary.
- Hangar rent is cheaper than a mortgage.
- The cost of training is less then it cost to send your kid to college for four years.
- The food at most airport restaurants is fair priced also.

So, when someone thinks airplanes are too expensive, ask them what they paid for that new truck.

Armed with this levity, you can break the ice and perhaps get that person's interest in flying to the next level.

Have then contact me and I'll steer them to the right people or an intro flight and offer options for training.

Thanks again to all my volunteer pilots.

One more thing, I need to send out a special thank you to Jack Voss. Thank you Sir.



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

There are a lot of "big" things in aviation these days. Big airplanes, like the A380, big airlines, like Delta and American, and big distances, such as Mexico City to Tokyo with a full load in a B787 (taking off at a field elevation of 7,343' and flying for 7,026nm). I've seen the Vehicle Assembly Building at Cape Canaveral, and the Lagardere assembly building for the A380, but the Boeing facility at Paine Field in Everett, Washington is HUGE.

I attended a meeting in Seattle a few weeks ago, which was hosted by Boeing. They are great hosts and gave us a private tour of the largest building in the world by volume. It contains 472,370,319 cu ft of space and covers an area of just under 100 acres. It is amazing. The ceiling is so high, you can't make out much of the detail of the overhead crane system, which by itself is very complex. Built originally as the assembly building for the B747, it is now the final assembly building for the B747, B767, B777, B787, and the KC-46. While I was there, I counted 7 KC-46 aircraft on the ramp, which is good news for today's Air Force.



Our meetings included a discussion of crosswind flight testing. Along with those big distances comes large variations in weather. It would not be unusual to depart Mexico City with clear skies and calm winds and arrive 14 hours later near Tokyo and on the edge of a Pacific Typhoon. While the crosswind limits in light aircraft are typically in the 10-15kt range, a wide-body aircraft will have a crosswind limit of around 35kt. That makes sense, considering that the same airplane will have a final approach speeds around 135kt. Manufacturers must demonstrate that the airplane is capable of safely operating in that much wind. Demonstrating capability is one thing, but finding a wind strong enough is another.

The location of choice for crosswind testing is Keflavik, Iceland. Most modern transport aircraft have been tested there to determine crosswind limits. Between November and March, the wind at Keflavik can be very steady in the range of 35-50kt. In fact, if you do a search of meteorological data, Keflavik has the third highest recorded winds in the world. Nobody lives where the top two are located!

The runways cross at 90 degrees, so the airlines that operate into Keflavik will always have a suitable runway. Which leaves the other runway for crosswind testing. Testing for crosswinds includes much more than landings. There are important takeoff considerations as well, and then there is the determination of how much crosswind the autopilot will tolerate during autolands. The following link will take you to a video of crosswind testing of the A380 at Keflavik:

<https://www.youtube.com/watch?v=Rdi-hnFrmag>

In July 2013, the Russians were at Keflavik for crosswind testing of the Sukhoi Superjet 100. It is a twin-engine, fly-by-wire, 100 seat airplane similar in size to the Embraer 190. Unfortunately, they had an accident, and since then the authorities in Iceland have prohibited flight testing. The accident occurred because the crew was fatigued. They briefed between 0830 and 1000, and were not transported to the airport until 1830. The accident occurred at 0525 early the next morning. It was their 4th flight of the night, and the 9th approach on that particular flight.

The test scenario was for an autopilot flown approach, and an engine fuel cut at 25 feet followed by a go-around. At the designated altitude, the test flight engineer cut the **right** fuel master lever. The pilot flying initiated a go-around by advancing the **right** thrust lever and called for gear up (the **left** engine was operating at 50% N1). The airplane initially began to climb, but without enough thrust, it started settling toward the runway. The pilot flying quickly realized the problem and advanced the **left** thrust lever to full thrust, but it was too late and the airplane settled to the runway with the gear up and slid to a stop.



At the conclusion of our meetings, Boeing gave us a tour of their Eco-Demonstrator, which is a B767 freighter destined for FedEx. One of the interesting things they are testing is a laser system which looks 10-12nm ahead of the airplane to detect turbulence. Although 10-12nm may not be enough range to detect, then avoid turbulence (flying at 7nm per minute gives less than 2 minutes to react), it is a step in the right direction to reduce turbulence-related incidents.



Well, Spring is here (meaning *winter* is still here), and I will repeat my challenge of 10 bucks to the first person to smack a bug (not to be confused with a snow flake) and properly record it with a date tag on the picture. No fair using last year's entries (actually, there were none.....). And take a picture of the next guy you manage to help along the way, because there's always someone who needs it.

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 BREAKFAST TEAM COORDINATOR:

Jeff Shaud has gratuitously agreed to take on the task of coordinating the teams for doing our monthly breakfast. Thank you, Jeff.

PROGRAM COORDINATOR: Dave Courey has defaulted into the position of our INTERIM Program Coordinator. If you think you would like to assume this role, or even assist Dave, please let him or Drew Seguin know.

FROM BILL BEZDEK: The May issue of *Aviation History* magazine has an article on Reno air racing in which Elliot Seguin is featured. (Hope he will bring the copy to our April meeting to show.)

FLY-OUTS:

Big Rapids - Soup Lunch; 11am-1:00pm; each Saturday

Brighton - Breakfast; 9am; each Saturday

Hillsdale - Breakfast; 8am-11am; 3rd Saturday each month

FLIGHT TRAINING AT TEW:

Great Lakes Air Ventures; Dale Foerschler;

<http://greatlakesairventures.com/>

Cloud 9 Flight Training; Tracy Tillman;

<http://cloud9flighttraining.com/2017/09/20/web-site-up/>

Spartan Wings Flying Club;

<http://www.spartanwings.com/>

IFLYPLANZ; Kyle Chmielewski;

<http://iflyplanez.com/>

Deanna McAlister; zirconmoons@gmail.com

HANGARS FOR RENT AT TEW:

Lloyd Brown; 517-589-8619

KBS Trust; Deanna McAlister; 517-795-8171

Tom Tuttle; 734-216-7532

Dave Carlson; 517-881-6174

DO YOU HAVE ANY NEWS OR INFO TO SHARE?? Contact Vickie.

CARDS & MEMORIALS: Do you know of a member who is ill? Or, who has had a death in the family? Please contact me at 517-589-5051 or vickie7463@gmail.com so that the Chapter can send a card. (and my sincere thanks to those who have alerted me in the past.)



LCC - MASON JEWETT CAMPUS

By Mark Bathurst

bathursm@star.lcc.edu

One of the frequent questions prospective students ask is where are the jobs? What are the various avenues a graduate from our program can pursue? And, most importantly, what are the starting and eventual median salaries in the workplace?

I recently attended a conference in Washington, D.C. for all FAA-approved aviation maintenance technology schools in the country. Our trade association is the Aviation Technician Education Council (ATEC), and is very active in advocacy for aviation maintenance education, both with the FAA and in congress. One of the guest speakers was from the U.S. Department of Labor's Bureau of Labor Standards (BLS). They track employment in over 300 categories in all types of jobs, and the statistics presented were highly informative. The BLS estimates there are approximately 132,000 aviation maintenance technician jobs in the United States. 30% of all maintenance technicians work in support activities for air transportation. 22% work in scheduled air transportation (airlines). 15% work in aerospace product and parts manufacturing. 13% work for the federal government (e.g., FAA, other agencies with aircraft, etc.). Nonscheduled air transportation equals 5% of the U.S. workforce. There are 17,500 avionics technician jobs in the U.S. Aerospace product and parts manufacturing totals about 30% of the avionics jobs. Support activities for air transportation has 30% of the jobs. 11% of all avionics jobs are with the U.S. government. 9% of the jobs are in the airlines, and professional, scientific and technical services combine for about 5% of all avionics jobs.

The BLS speaker reported that the median salary of all aircraft maintenance technicians in the U.S. in 2016 was \$60,270. Avionics technicians' median income was \$60,760. As previously discussed in these articles, the job outlook for maintenance technicians is extremely positive. Boeing forecasts the demand for new technicians will exceed availability for the 2017-2036 time frame, which means that salaries will increase commensurately to entice more individuals to enter the maintenance workforce.

Our enrollment is at a record level as the technician shortage, along with the concomitant pilot shortage, has clearly motivated individuals interested in an aviation career to begin their education. Our partnership with Delta Air Lines has generated a great deal of interest in our program as well. There are truly exciting times for the aviation industry.



EDITORS PROLIX
By Deanna McAlister
 (zirconmoons@gmail.com)

See you at the airport.

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

CHAPTER 55 CLASSIFIEDS

HANGAR FOR RENT: EAA55 Builders Hangar; \$115 month plus gas; and EAA55 Storage Hangar; \$70 per month; Drew Seguin 517-333-4531

LOST & FOUND: Someone left a trailer light tester and 8mm socket in the meeting room ??

FOR SALE:
 Books; Library Overstock Sale; box on the table; \$1 hardbacks & 50 cent softback.

Maple Syrup; Pints, Quarts, and Half Gallons; John & Connie Bobcik 517-543-8238; jbobcik@gmail.com

Contact Deanna or Vickie to place your ad here!

POCKET CALENDAR:

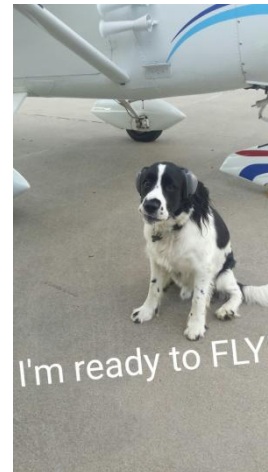
- Apr 10-15 = Sun-N-Fun
- Jun 9 = EAA55 Young Eagles
- Jun 10 = EAA55 Dawn Patrol; 7-11am
- Jul 14 = EAA55 Young Eagles
- Jul 23-29 = AirVenture
- Aug 11 = EAA55 Young Eagles
- Aug 18 = EAA55 Mason Aviation Day; 7:30-2pm
- Aug 25-26 = Thunder Over MI
- Dec 9 = EAA55 Christmas Party

FLYERS FROM OTHER AIRPORTS POSTED IN TEW TERMINAL

WEB EVENT CALENDARS:

- <http://www.eaa.org/en/ea/events>
- <http://www.fly-ins.com/>
- <http://www.michigan.gov/aero/>

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



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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