In aviation now...

One of the top issues that is all over aviation news is what's going to happen to Avgas. It seems no matter what aviation site you go to or publication you read, you can be sure to find an article on this issue. And it is one that is not going to go away, 100LL is on the way out. The February issue of Flying Magazine had a good article on the issue, and I would recommend reading it to anyone.

Product Spotlight

Well, it took some time but airbags have made it from the automotive industry into the aviation industry. A company called AmSafe is offering a seatbelt harness that contains the airbag. And unlike the automotive brother it uses compressed air instead of gun powder. It also inflates the bag away from the person instead of into them. Check it out at their website: www.amsafe.com

FIFI ~ The last of the B-29's

In September of 2010, the only known airworthy B-29 called FIFI took to the skies again after a 4 year engine replacement restoration.

In 1938, before the United States was officially involved of WWII, the United States Army Air Corp had a request in for a long range pressurized bomber. Boeing submitted their prototype Model 345 in 1940. That was the start of the most famous bombers in WWII, the B-29 Superfortress and the story of FIFI. Well actually the story of FIFI begins in early 1945 when serial number 44-62070 was delivered to the USAAF in Salinas, Kansas. From there the bomber jumped 3 air units in 1945, first the 247th, then the 232nd base, then to the 242nd. In 1946 the Continental air Force changed its name to the Strategic Air Command based in Grand Island Field, Nebraska. After being modified to a TB-29A, 44-62070 was sent to the 414th base unit in Texas and used as an administrative aircraft. In 1947. A few months later the plane was assigned to desert storage. In 1952 44-62070 returned to active duty and assigned to the 310th Bombardment Wing in Kansas. In mid 1953 44-62070 was yet again assigned to another wing, this time to the 3510th Flying Training Wing and then modified to a TB-29A. Then in 1956 44-62070 was transferred to the Navy and then sent to the Naval Weapons Center in Muraco Dry Lake, California. There 44-62070 stayed until being purchased by the Confederate Air Force and moved to Harlingen, Texas in 1971. For more then three years 44-62070 began an extensive project and fundraising to bring the B-29 back to CAF standards of airworthiness. In 1974, 44-62070 was
Other places to fly to...

Just incase you need a reason to fly. Below are some area fly-ins that would make a great little family trip for a small bite to eat. You can also visit the chapter calendar site for more dates and places (http://www.eaa585.org/calendar.aspx)

June  5, 2011 ~ Coldwater, MI
June  25, 2011 ~ Sturgis, MI
July 10, 2011 ~ Hastings, MI
Aug 14, 2011 ~ South Haven, MI

EAA Chapter 585 Meeting Minutes  (January 12, 2011, Submitted by Dovie Downey)

The meeting was called to order by President Louie Nordell at 7:10 pm with 11 members present.

Sharon Carney presented the finance report.

Old Business:

- The wording for the commemorative brick is ready to submit to Oshkosh. Sharon will send check to pay for it.

- The Taylor Craft work is progressing. One of the wings is almost together, Rich Freed made the wing bolts. The engine has a bad cylinder, crank and a bad cam. Tom Huizinga has a 65 engine. The work is continuing at Louie’s every Tuesday evening at 6 pm. All are welcome to come and work.

New Business:

- The Lest We Forget Organization is doing The Korean Conflict in May 2011 at BEH. The 585 has been approached to provide meals again. Discussion on doing breakfast only. More info at the next meeting. Don said we will need volunteers and would appreciate if all would sign up for a slotted time spot so the work load can be distributed equally.

- Several members thought the Christmas Dinner was too costly for the club to cover again. By the time the drinks and desert was added the bill for the club was over $1200.00. The final cost to the club was about $20 per person out of the club treasury.

- Louie is going to work at Andrews University part time as an AP. Andrews has a Cub they would like to sell for what they have invested in materials. It has a Cub front with a Super Cub tail. Buyer would need to buy a Cub tail or modify the

Q & A

Q: What is due at the first of the year?

A: Yup, it is the first of the year once again and chapter dues are due. Please contact Sharron Carney for making your payment. The chapter thanks you for your continued support and volunteering to keep 585 running.

A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the airplane again. ~ Author Unknown.
current tail. It is a Canadian plane and has no US records. Problems getting conformity to US specks. After discussing the problems members decided to pass on plane.

- Louie has registration information for all planes and they must be registered by 2013. The registration date depends on your purchase date and the planes vin number. Info can be found at www.faa.gov. Cost of registration is $5.00 per plane.

- Louie presented service Awards to John Salnoske, Al Todd, Don Carney and Sharon Carney.

- The 585 needs a new Vice-President as John has retired from the position. If you are interested please call Louie.

- There was some discussion of how we can get more young people involved in the club.

- The WW-2 Re-inactors would like to come back on the 4th of July Celebration. They would like to bring a tank but members are afraid it would do too much damage to the airport grounds. Decision to table the discussion to a later meeting.

- Work ongoing for the lighting of the airport. More at future meetings.

- Motion to adjourn by Dovie and seconded by Al T. Meeting adjourned 8 pm.

FIFI Continue...

christened “FIFI”. Since then the B-29 known as FIFI has been an important part of the CAF inventory and helping the CAF preserve the memory and stories of WWII. In 2004 the CAF was forced to ground the B-29 due to the original four R-3350-57 engines being wore out and constantly overheated. Newer more advanced versions of the R-3550 were installed. Custom fabricated exhaust and improved baffling enable the engines to run cooler as well. After 4 years of hard work from the CAF volunteers and a generous donation from Jim Cavannaugh FIFI has returned back to the air and once again is the only flying B-29 known in existence. You find more information about the CAF and FIFI by visiting their website at http://www.cafb29b24.org. Information for the article was from the EAA website, CAF website and Aviation Week.

- Justin Pallas
Upcoming Events

• **Chapter 585 Meeting.**
  Our chapter meetings are the second Wednesday of every month out at the Watervliet airport.
  Next meeting is ~ February 9th 2011

• **Work Sessions ~ Watervliet Airport.**
  Works session happen Monday’s through Saturday’s from 9 a.m to noon.

• **Newsletter submissions**
  If you would like to submit an article or suggestion they can be sent to
  jpallas@pallasdesignstudio.com

**Chapter Officials**

- **President**
  - Louie Nordel

- **Vice President**
  - Open

- **Treasurer**
  - Sharon Carney

- **Secretary**
  - Ron Schebel