

EAGLE'S PROPWASH

APRIL 2015 ISSUE

CHAPTER 113 *"The Backyard Eagles"*



Our Web Site:

www.113.eaachapter.org
EAA113@yahoogroups.com

Meetings: 7:30 PM

the 3rd Thursday of each month
at the **EAA 113 AVIATION
EDUCATION CENTER**
Mettetal Airport (1D2)
8550 Lilley Road, Canton, MI



Ed Rusch, Chapter 113's Annual Awards Banquet Guest Speaker

Photo Courtesy of Shunsuke Shibata

Member Services

Class I Board of Directors:

President: John Maxfield (248) 890-6767

Vice President: Shahar Golan (248) 767-6630

Secretary: Debbie Forsman (734) 397-3452

Treasurer: Grant Cook (734) 223-2688

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Bill Brown (734) 420-2733

Dave Buck (734) 453-5375

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Mike Scovel (734) 462-1176

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Dan Valle (313) 539-9818

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Scholarships:

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Jim Trick (517) 546-3944

Young Eagles/Eagle Flights:

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Dave James (734) 721-4213

Refreshments:

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webmaster@eaa113.org

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Dave Buck (734) 453-5375

Bill Brown (734) 420-2733

Jim Morency (248) 981-8127

Pat Trevas (734) 416-3955



CHAPTER MISSION STATEMENT:

"EAA Chapter 113's major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun."

Chapter members have a passion for flying and are willing to share it with others.

Chapter 113 provides the opportunity for exchange of information, as well as the interaction that leads to friendships that last a lifetime."

BOARD OF DIRECTORS:

"The Board of Directors are to provide both advice and assistance to the chapter officers on an ongoing basis."



PRESIDENT'S *PODIUM*

John Maxfield (248) 890-6767
avee8rrr@yahoo.com
April 2015

Spring is finally here in Michigan. Helped along I'm sure by the lively spring décor and spirit at our recent Awards Banquet. Blue skies, Butterflies, and Flowers prevailed in our hangar during the spring event under Debbie Forsman's creative hand. Ed Rusch entertained the crowd with pictures and experiences of flying around the world. Ed's presentation certainly demonstrated that although we got into aviation because of the airplanes, it's the people that make it rewarding. Thanks to the many Chapter volunteers that helped prepare for the banquet and also those that completed the new storage room just in time. Planning is already underway for next year's event that will coincide with the 55th anniversary of EAA Chapter 113. You won't want to miss this one!

April is also Volunteer recognition month. Let me take just a moment to personally thank everyone that has helped in some fashion over the past year, and it isn't always the things we see either. Mark Baty, a relatively new member, will be manning a table promoting EAA at an upcoming event encouraging retirees to stay active after retirement. We value everyone's participation, EAA is a totally volunteer organization and without your help we wouldn't be able to enjoy sport aviation as we know it today.

Two new members have joined us this past month. Chris Allenbaugh, has been around Mettetal for a while before discovering the EAA. Chris stopped by during construction of the new modesty wall in the corner of the hangar and lent a hand. Joel Richards also recently joined. Joel is a student pilot, flying with Solo Aviation at Mettetal and looking forward to being active in our group. Welcome to EAA Chapter 113 Chris and Joel!

Doug Sytsma has volunteered to lead a group in a Chapter Airplane Project if sufficient interest exists. EAA will build five sets of wings from different kit manufacturers at Oshkosh and give them to Chapters to complete the airframe and form a flying club. Let Doug or I know if you're interested in participating. His number is 734-674-3345 or email moedoug84@gmail.com

There is still time to support the Pilots Bill of Rights 2, including the elimination of the 3rd class medical for private pilots. We've fixed the link so you can click govt.eaa.org and follow the simple instructions to send an email your House Representative and both Senators. Give it a try and help GA get going again.

This month's meeting program features our own Dave James. Dave recently finished the restoration of a rare Bell 47-H Helicopter. We'll also see EAA's monthly EAA Chapter Video featuring EAA's B-17 "Aluminum Overcast". Stay up to date with EAA 113 at www.113.eeachapter.org and follow us on Facebook!

Happy Landings
John Maxfield



PAULSON AVIATION & HISTORY LIBRARY

Barb Cook (734) 277-3469

barb@armipay.com

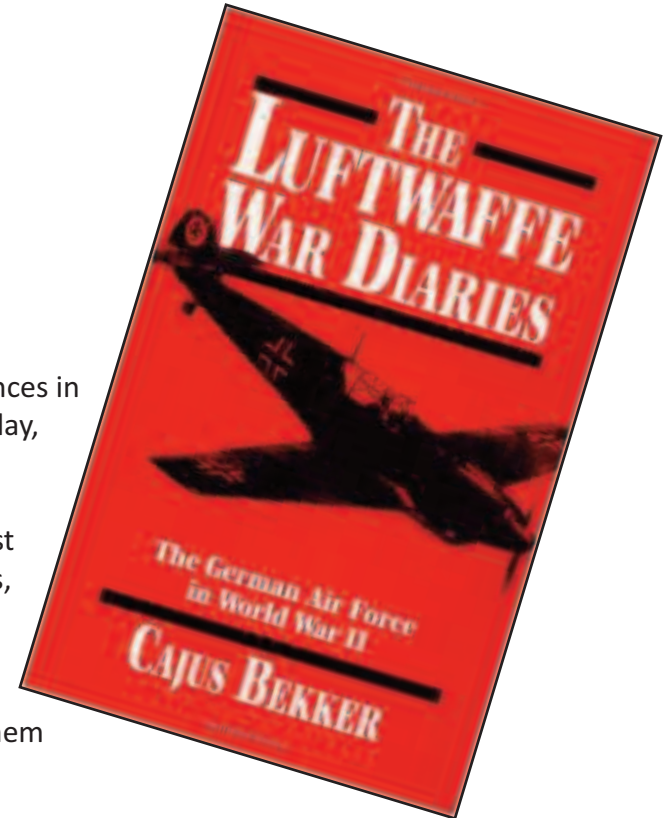
April 2015

So what was it like to be an airman for the other side? Cajus Bekker has revealed their experiences in his book, ***Luftwaffe War Diaries; The German Air Force in World War II***, DaCapo Press/Doubleday, 1964, 1994. (Translated and edited by Frank Ziegler.) shelf # 940.54 4943 BEKK

"The definitive history of the German Air Force in WWII, from the blitzkrieg on Poland to the last desperate stand over Germany...Bekker has drawn on official German archives, combat journals, and personal papers of leading officers ..as well as interviews with hundreds of former German airmen.

Heroes and villains are not described or eulogized here- only men fighting a war that most of them did not want." [back cover]

The book includes a 9 page Index, a bibliography and more appendices of flight operations. There are chapters on most phases of the war: Poland, North Sea, the Western German border with Belgium and Holland, Battle of Britain, Mediterranean, Night Defense of the Reich, Operation Barbarossa, Atlantic Ocean, and Russia. I found this to be a pretty intense book, not so easy to read with many details included. It is not light reading. But it is some rare information.



CHAPTER 113 MEMBER NEWS

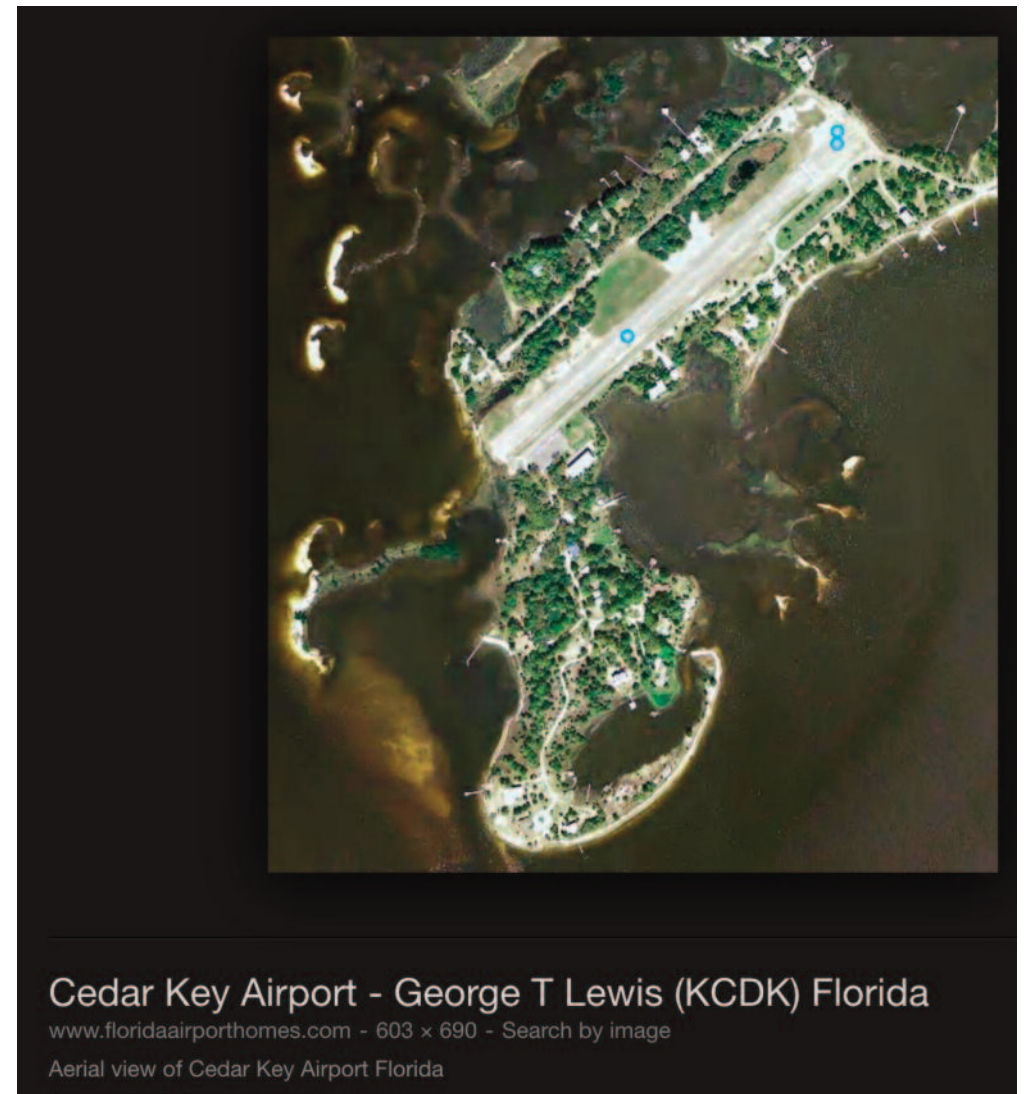
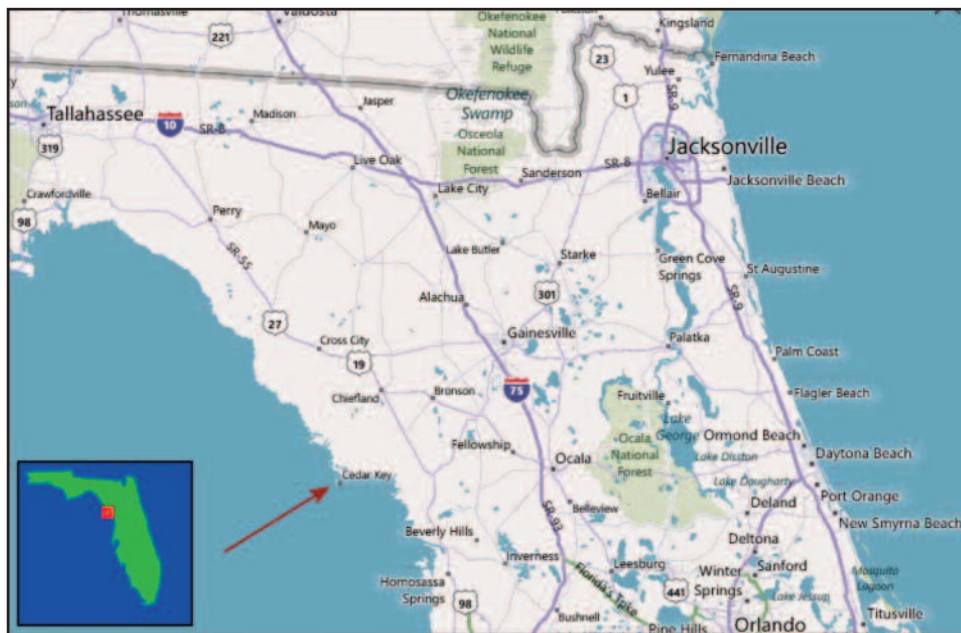


Pete Water's Jodel Project
Leak Testing the Fuel Tank
Photos Courtesy of Pete Waters





Chapter 113's Librarian Barb and Treasurer Grant Cook recently returned from Cedar Key, FL
Photos Courtesy of Barb Cook



LEONARD ELMENDORF

Written by Dave McKenzie

He had an aura about him of a man with no thoughts or consideration for anyone else, but if the observer set aside any emotional arousal to Len's aura and simply accepted the thought that the deportment and indifference to other people that he exhibited was only an act that he probably established when he was a very young man. He had retreated into that persona so often, regularly, and instinctively that it became the part of him that most people assumed was his true nature.

I don't believe it was his nature and style. I've seen him laugh at so many things, so many times, that I believe he displayed that image for his own amusement. I took it that way and came to accept and ignore it. I thought it was just Len, and he was not serious about it. He usually reminded a person, addressing him about something or someone, that their shortcomings were not really worthy of being taken seriously. But, the verbiage and voice tone he used on such occasions was obviously not to be taken seriously. If the listener didn't give those remarks serious credibility, he usually noticed a covered or hidden smile on Len's countenance.

That's how I appraised him and responded to his personality. I think I had a genuine friend in Leonard G. Elmendorf, and even though I often referred to him as "Elmengoof" it was done with all the seriousness that he exhibited. If a person couldn't do that, they wouldn't be seen in Len's company very long. During all the years that I associated with him, I never saw or heard him sincerely expressing any anger at anything or anyone. Sometimes I regret not being able to say the same about myself.

Yes, he was a mechanical wizard, even though he didn't have or exhibit great academic achievement; he was endowed with a natural "feel for" and ability to visualize solutions to problems with machinery of almost all types. I never observed failure in one of his creations. Yes, the little yellow biplane that he built in the late '60s had some design issues, such as CG location and the location of the wheels relative to the CG. It also had a weight issue that was probably the result of his propensity to quickly "eyeball" the engineering solution to almost any design problem. The monoplane "Maid to Go" (which I enjoyed the privilege of flying for 5 hours) would, I think been a better airplane with a larger horizontal empennage. It flew in the early '70s, and is still flying (I think) in the Dallas, Texas area.

His modification and rebuild of "Lil Flip Flop" with the installation of the Chevrolet 350 cubic inch V8 racing engine was another example of his mastery of aeronautical theory. No one else ever flew it and I wonder if anyone else would have attempted to fly it. Len did. He was still the source of astonishment to many knowledgeable people. He had the ability, audacity, skill, and nerve to accomplish many things in his career, and it's unfortunate that more isn't known about those achievements and accomplishments. Far be it for me to ever "throw rocks at him."

When I was building my Great Lakes biplane replica, and was still taking Wednesday evenings off to babysit my son and daughter while my first wife attended evening services at her church, Len would drop by and join us in our living room observing nonsense of television. Len and I would drink a beer and exchange flying stories; rehash mistakes; ask each other why'd you do it that way?; laugh at each other, and just take an evening's relaxation. My son still occasionally mentions those visits and the pleasure he derived from them even though he was only five or six years old at the time. My daughter, being three years younger, hasn't said anything about those visits. But, they were both fascinated by the wood-bodied replica '32 Ford fenders station wagon that Len had built and usually appeared in. Afterwards, I'd hustle my children off to the pleasures of Morpheus. I think about that now and wonder if anyone else ever saw that side of Len. I suspect not.

Another story is of his meeting Deborah, who was a friend of Mary and Al Wells and were partners with Doc Kovach in the Bellanca 8KCAB airplane. They were at the airport when Len made an appearance on his motorcycle. After the day's flying, they retreated to a local restaurant. Debbie, (as she became known) and Len could see something in each other that grew into an unstated attraction in two weeks. Then Debbie moved to California, and Len asked others in the group of friends what had become of her. They told him that she had moved to California. He requested her address, and after receiving it purchased a return airline ticket, and added the note, "Come Back" and mailed the package to her. She did and the rest of the story is obvious.

Yes, he was indeed one of a kind, and an example of what one would like to believe a free spirit must be. Len, you were a better friend that most people ever expected you to be. I'll miss you, and don't think I'll ever forget you. Goodbye, buddy.

**Len passed away March 7, 2015.*

A B-17 STORY

Written by Elmer Bendiner, Submitted by Joe Hillebrand

(This story is confirmed in Elmer Bendiner's book, *The Fall of Fortresses*)

Elmer Bendiner was a navigator in a B-17 during WWII. He tells this story of a WWII bombing run over Kassel, Germany, and the unexpected result of a direct hit on their gas tanks.

"Our B-17, the Tondelayo, was barraged by flak from Nazi antiaircraft guns. That was not unusual, but on this particular occasion our gas tanks were hit. Later, as I reflected on the miracle of a 20 millimeter shell piercing the fuel tank without touching off an explosion, our pilot, Bohn Fawkes, told me it was not quite that simple. On the morning following the raid, Bohn had gone down to ask our crew chief for that shell as a souvenir of unbelievable luck. The crew chief told Bohn that not just one shell, but 11 had been found in the gas tanks. Eleven unexploded shells, where only one was sufficient to blast us out of the sky. It was as if the sea had been parted for us. A near-miracle, I thought.

Even after 35 years, so awesome an event leaves me shaken, especially after I heard the rest of the story from Bohn. He had been told that the shells had been sent to the armorers to be defused. The armorers told him that intelligence had picked them up. They could not say why at the time, but Bohn eventually sought out the answer. Apparently when the armorers opened each of those shells, they found no explosive charge. They were as clean as a whistle and just as harmless. Empty? Not all of them! One contained a carefully rolled piece of paper. On it was a scrawl in Czech. The Intelligence people scoured our base for a man who could read Czech. Eventually they found one to decipher the note. It set us marveling."

Translated, the note read: "This is all we can do for you now.... Using Jewish slave labor is never a good idea."



Retro RC LLC

vintage & retro model aeroplane kits

25th February 2015

PRESS RELEASE

Retro RC LLC is pleased to announce the acquisition of Campbell's Custom Kits and Brand X Kits, due to the retirement of their founder, Lee Campbell.

While all designs will be converted to fully laser-cut kits as stock of each is exhausted, we will be keeping Lee's legacy alive by continuing to sell them under the Campbell's Custom Kits name.



We will offer Campbell's line of full kits, short kits and plans, including Hand Launch Gliders, Catapult Launch Gliders, Tow Line Gliders, indoor and outdoor Rubber Power models and Competition Gas models (many of which are suitable for electric conversion). Some of his most well-known kits include, Jabberwock, Gollywock, Polly, BoWeevil, Sweepette, Thermal Piglet, Straight Up, Souper 30, Jesse James, 1/2A T-Bord, 1/2A Maverick, Sloworm 300, Smith Mulvihill, Lanzo Stick, and many more.

We will also carry many of the accessories and supplies that Lee offered, including rubber bands, DT fuse, props, timers, flying accessories, rubber etc..

As these kits become available for shipping, they will be added to Retro RC's website www.RetroRC.us.com, on the "Campbell's Custom Kits" page.

EAA CHAPTER 113's ADOPT-A-PLANE SPONSORSHIP

Chapter 113 is scheduled to go to Selfridge Military Air Museum to wash the Beech SNB-5 Navigator on May 2, 2015. Volunteers from the chapter are needed for this fun activity. The museum provides the wash cart and other equipment needed, and, as always, volunteers get free admission to the museum. There is paperwork to obtain security clearance that must be completed ahead of time.

Please contact Randy Hebron at 734-560-2115 if you are interested in participating.

There will be copies of the forms (that must be filled out ahead of time and sent to Selfridge by April 24th) at the end of this newsletter and also will be available at the April 16th meeting,

SAVE THE DATES

| | |
|-------------------|--|
| April: | 25th—Spring Cleaning Day 21-26th—Sun 'n Fun |
| May: | 2nd—Selfridge Airplane Wash 2nd—Young Eagles |
| June: | 21st—Father's Day Pancake Breakfast |
| July: | 20-26th—Oshkosh AirVenture |
| August: | 15th—EAA 113 Family Picnic |
| September: | 19th—Young Eagles |
| October: | 24th—Young Eagles |
| November: | 14th—Chili Fly-In |
| December: | 4-5th—Operation Good Cheer 17th—Holiday Party |

PLEASE NOTE: Several of the April and May dates have been changed. Always check the most recent calendar and Yahoo notices for most up-to-date events.



CHAPTER 113's ANNUAL AWARDS BANQUET
MARCH 21, 2015



All Banquet Photos Courtesy of Shunsuke Shibata







*Chapter 113's very own Hank, Boomhauer, Dale, and Bill.
All they need is the back-alley fence.*

A BIT OF BASEBALL TRIVIA

Submitted by Joe Hillebrand

Here is a history few ever knew

When baseball greats Babe Ruth and Lou Gehrig went on tour in baseball-crazy Japan in 1934, some fans wondered why a third-string catcher named Moe Berg was included. Although he played with 5 major league teams from 1923 to 1939, he was a very mediocre ball player. He was regarded as the brainiest ballplayer of all time. In fact, Casey Stengel once said, “That is the strangest man ever to play baseball.” When all the baseball stars went to Japan, Moe Berg went with them and many people wondered why he went with “the team” of Lou Gehrig and Babe Ruth.

Lou Gehrig and Babe Ruth

The answer was simple: Moe Berg was a United States spy working undercover with the CIA. Moe spoke 15 languages, including Japanese. Moe Berg has two loves: baseball and spying. In Tokyo, garbed in a kimono, Berg took flowers to the daughter of an American diplomat being treated in St. Luke’s Hospital – the tallest building in the Japanese capital. He never delivered the flowers. The ball player ascended to the hospital roof and filmed key features: the harbor, military installations, railway yards, etc. Eight years later, General Jimmy Doolittle studied Berg’s films in planning his spectacular raid on Tokyo.

Catcher Moe Berg

Berg’s father, Bernard Berg, a pharmacist in Newark, NJ, taught his son Hebrew and Yiddish. Moe, against his wishes, began playing baseball on the street at age four. His father disapproved and never once watched his son play. In Barringer High School, Moe learned Latin, Greek, and French. Moe read at least 10 newspapers every day. He graduated Magna Cum Laude from Princeton – having added Spanish, Italian, German, and Sanskrit to his linguistic quiver. During further studies at the Sorbonne, in Paris, and Columbia Law School, he picked up Japanese, Chinese, Korean, Indian, Arabic, Portuguese, and Hungarian – 15 languages in all, plus some regional dialects. While playing baseball for Princeton University, Moe Berg would describe plays in Latin or Sanskrit.

Tito’s partisans

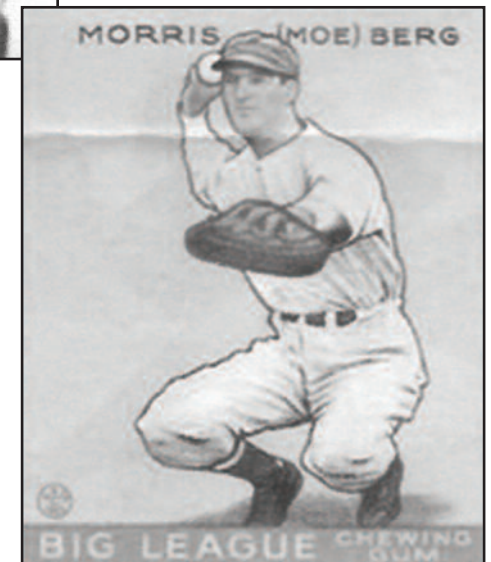
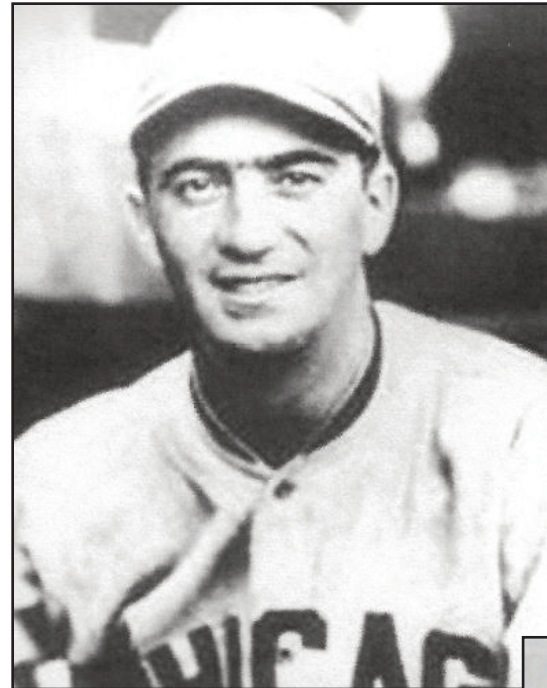
During WWII, he was parachuted into Yugoslavia to access the value to the war effort of the two groups of partisans there. He reported back that Marshall Tito’s forces were widely supported by the people, so Winston Churchill ordered all-out support for the Yugoslav underground fighter, rather than Mihajlovic’s Serbians. The parachute jump at age 41 undoubtedly was a challenge. But there was more to come in that same year. Berg penetrated German-held Norway, met with members of the underground, and located a secret heavy water plant – part of the Nazi effort to build an atomic bomb. His information guided the Royal Air Force in a bombing raid to destroy the plant.

The RAF destroyed the Norwegian heavy water plant targeted by Moe Berg

There still remained the question of how far had the Nazis progressed in the race to build the first atomic bomb. If the Nazis were successful, they would win the war. Berg (under the cold name “Remus”) was sent to Switzerland to hear leading German physicist Werner Heisenberg, (a Nobel Laureate), lecture and determine if the Nazis were close to building an A-bomb. Moe managed to slip past the SS guards at the auditorium, posing as a Swiss graduate student. The spy carried, in his pocket, a pistol and a cyanide pill. If Heisenberg indicated the Nazis were close to building a weapon, Berg was to shoot him, then swallow the cyanide pill. Moe, sitting in the front row, determined that the Germans were nowhere near their goal, so he complimented Heisenberg on his speech and walked him back to his hotel.

Werner Heisenberg blocked the Nazis from acquiring an atomic bomb

Moe Berg's report was distributed to Britain's Prime Minister, Winston Churchill, President Franklin D. Roosevelt, and key figures in the team developing the atomic bomb. Roosevelt responded, "Give my regards to the catcher." Most of Germany's leading physicists had been Jewish and had fled the Nazis, mainly to Britain and the United States. After the war, Moe Berg was awarded the Medal of Freedom – America's highest honor for a civilian in wartime. But Berg refused to accept, as he couldn't tell people about his exploits. After his death, his sister accepted the medal and it hangs in the Baseball Hall of Fame in Cooperstown. Moe Berg's baseball card is the only card on display at the CIA Headquarters in Washington, DC.



FROM THE FLIGHT SURGEON

The recent Germanwings tragedy points out the weaknesses of the self-reporting requirement inherent to the FAA medical application and also the need to self-ground when a medical issue arises that you are unsure of its severity or consequences. It is very hard to “introspect” your own medical problems and make good judgments. You all know the one about the “doctor who treats himself has a fool for a patient”.

Although few of us are flying airliners we all are bound by CFR 61.53 which essentially states we self-certify as fit to fly whether we hold a FAA medical or no. But sometimes you need help in that decision. This is what we in aeromedical practice are there for. It is part of our duty and we have to be there when you need.

If you ever have questions regarding diagnosis, treatment or general fit to fly issues please call. We have 4 flight surgeons in our group and one is on call 24/7. There are no dumb questions. Fly Safe!

Gregory Pinnell, MD
Senior AME/ Senior Flight Surgeon USAFR
www.AIRDOCS.net
989-245-4494

MAY'S BUILDERS' CORNER MEETING

May's Builders' Corner meeting will be held at the Village Work Shop in Northville. They now have it up and running and wanting to show it off. It should be very interesting to see all they have to offer. As soon as I get the address and directions I will forward it to the group. Time will be the same as usual, starting there at 7: 30 PM.
Questions? See Mike Scovel.





April 2015












| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|---|--|---|---|---|--|
| |  | <i>"Don't forget to check the weather before flying!!"</i> | 1 | 2 EAA 113 Home Builders 7:30 pm | 3 | 4 Breakfast @ 3 Brothers 8:30 am |
| 5 <i>Happy Easter</i>  | 6 | 7 | 8 | 9 EAA 113 Board Meeting 7:30 pm | 10 | 11 Breakfast @ 3 Brothers 8:30 am |
| 12 | 13 | 14 | 15 | 16 EAA 113 General Meeting 7:30 pm | 17 | 18 Breakfast @ 3 Brothers 8:30 am |
| 19  | 20 | 21 <i>Sun 'n Fun thru 26th</i> | 22 Earth Day  | 23 EAA 113 Fly Safely Meeting 7:30 pm | 24  | 25 Breakfast @ 3 Brothers 8:30 am Spring Cleaning Day 9:00 a.m.  |
| 26 | 27 | 28 | 29 | 30 | | |



May 2015



| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|--|---|--|-----|---|--|---|
|  | | | |  | 1 <i>Selfridge Plane Wash is TOMORROW at Noon!!</i> | 2 Breakfast @ 3 Brothers 8:30 am <i>Young Eagles</i> <i>9:00 a.m.</i>  |
| 3 | 4 | 5 | 6 | 7 EAA 113 Home Builders 7:30 pm | 8 | 9 Breakfast @ 3 Brothers 8:30 am |
| 10 <i>Mothers Day</i>  | 11 | 12 | 13 | 14 EAA 113 Board Meeting 7:30 pm | 15  <i>Armed Forces Day</i> | 16 Breakfast @ 3 Brothers 8:30 am |
| 17 | 18 | 19 | 20 | 21 EAA 113 General Meeting 7:30 pm | 22 | 23 Breakfast @ 3 Brothers 8:30 am |
| 24 | 25  | 26 | 27 | 28 EAA 113 Fly Safely Meeting 7:30 pm | 29 | 30 Breakfast @ 3 Brothers 8:30 am |
| 31 | |  | | |  |  |

BASE ACCESS REQUIREMENTS FOR NON-ID CARD HOLDERS VISITING THE SELFRIDGE AIR MUSEUM

A current and valid driver’s license, vehicle registration, and proof of vehicular insurance are required to register vehicles.

| | |
|--------------------------------|--|
| Museum Volunteer/Spouse/Driver | DBIDS card after confirmation by the Executive Director and a background check by Security |
| General Public Tours | Sat, Sun, Memorial Day, & Independence Day, 12:00 noon to 4:30 pm. Apr - Oct |

Upon arrival at the Selfridge Visitor’s Center or Main Gate: Complete a Foreign Visitor Contact Sheet for each foreign national regardless of age if necessary, register the vehicle, and have a background check performed by Security for everyone over the age of 16 with a driver’s license. **Passports must be carried by foreign nationals at all times.**

By-Appointment Tours Tours Other Than Dates/Times Above

Before your arrival: Provide a completed Foreign Visitor Information Sheet for each foreign national regardless of age if necessary, have a background check performed by Security for everyone over the age of 16 that has a driver’s license, and provide a complete list of guests without a driver’s license. Vehicle registration and a more comprehensive Foreign Visitor Contact Sheet (if necessary) will be completed at the Selfridge Visitor’s Center or Main Gate upon your arrival. **Passports must be carried by foreign nationals at all times.**

Contractors Before your arrival: Provide a completed Foreign Visitor Information Sheet for each foreign national regardless of age if necessary, have a background check performed by Security for everyone over the age of 16 that has a driver’s license, and provide a complete list of guests without a driver’s license. Vehicle registration and a more comprehensive Foreign Visitor Contact Sheet (if necessary) will be completed at the Selfridge Visitor’s Center or Main Gate upon your arrival. **Passports must be carried by foreign nationals at all times.**

Foreign Nationals Before your arrival: Provide a completed Foreign Visitor Information Sheet for each foreign national regardless of age if necessary, have a background check performed by Security for everyone over the age of 16 that has a driver’s license, and provide a complete list of guests without a driver’s license. Vehicle registration and a more comprehensive Foreign Visitor Contact Sheet (if necessary) will be completed at the Selfridge Visitor’s Center or Main Gate upon your arrival. **Passports must be carried by foreign nationals at all times.**

| | |
|------------------------|------------------------------------|
| Adopt-A-Plane Sponsors | Activity Scheduled by Museum staff |
|------------------------|------------------------------------|

Before your arrival: Provide a completed Foreign Visitor Information Sheet for each foreign national regardless of age if necessary, have a background check performed by Security for everyone over the age of 16 that has a driver’s license, and provide a complete list of guests without a driver’s license. Vehicle registration and a more comprehensive Foreign Visitor Contact Sheet (if necessary) will be completed at the Selfridge Visitor’s Center or Main Gate upon your arrival. **Passports must be carried by foreign nationals at all times.**

NOTE: THE FORMS NECESSARY FOR THESE PROCESSES (BACKGROUND CHECK, COMPLETE GUEST LIST, AND FOREIGN VISITOR INFORMATION SHEET (IF NECESSARY)) WILL BE FORWARDED BY EMAIL ONCE THE VISIT IS CONFIRMED. IF THESE FORMS ARE NOT COMPLETED AND PROCESSED IN ADVANCE, EVERYTHING WILL BE DONE UPON ARRIVAL AT THE SELFRIDGE VISITOR’S CENTER OR MAIN GATE WHICH WILL SIGNIFICANTLY INCREASE THE AMOUNT OF TIME REQUIRED TO GAIN ACCESS TO THE BASE!

FOREIGN VISITOR INFORMATION

REASON FOR VISIT

SELFDRIDGE MILITARY AIR MUSEUM/AIR PARK TOUR

ITINERARY

SANGB MAIN GATE TO MUSEUM/AIR PARK & RETURN WITH NO OTHER STOPS

ARRIVAL DATE: Saturday, 5/2/2015, 12:00 noon

DEPARTURE DATE: Saturday, 5/2/2015

GROUP NAME: EAA Chapter 113

POINT OF CONTACT: Mr Randy Hebron

TELEPHONE NUMBER: 734-560-2115

EMAIL ADDRESS: rchebron@wowway.com

SPONSOR'S NAME: Lt Col Lou Nigro, Executive Director

SPONSOR'S PHONE NUMBER: 586-239-6768

SPONSOR'S EMAIL ADDRESS: louis.nigro@selfridgeairmuseum.org

FIRST AND LAST NAME

DATE OF BIRTH

RACE

GENDER

COUNTRY OF CITIZENSHIP

PASSPORT/VISA #

PASSPORT/VISA EXPIRATION DATE

DRIVER'S LICENSE OR OTHER ID #

FIRST AND LAST NAME

DATE OF BIRTH

RACE

GENDER

COUNTRY OF CITIZENSHIP

PASSPORT/VISA #

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