



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

JANUARY 2024

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: Rick Laub 517-927-5426 → Vice-President: John Kuchar 517-920-5351

→ Treas: Drew Seguin 517-333-4531 → Secr: Gilda Tucker 517-203-1865 → Editor: Deanna McAlister 517-795-8171

→ YE Coordinator: Margie Clark → Webmaster: John Bobcik → Youth Group: Jeff Shaud → Membership: Vickie Vandenberg

→ Flight Advisor: Terry Lutz → Adult Eagles: TBD

Website: chapters.eaa.org/ea55



PRESIDENT'S MESSAGE

by Rick Laub

rick.laub@alumni.duke.edu

On the Shoulders of Giants

None of us would be what we are today without those who have gone before and blazed the trails and organized, built, cajoled, and constructed EAA Chapter 55. I have picked up the reins from Margie Clark who continues to be there to make sure I can continue her legacy. And she took over from Drew Seguin who is the first president I experienced.

Looking around the member meeting and reading the plaques on the wall is all you need to do to see how this member-based chapter has succeeded these 65 years.

Thank you and everyone who continues to serve and for your many years of service.

I am a relatively recent pilot, having started my private after my son Thomas began his tenure at Purdue in the flight program. We went to Oshkosh together and our second time there decided to build a plane. I felt that the only way I could afford a new airplane was to build one myself, and I was getting nervous flying 30-50 year old planes. I also thought it might be nice to have some technology that was newer than 1980. Being a rather large person and having a large son, I looked at 4 place planes such as the RV-10. Ultimately I decided on a Sling 4 TSi as a father-son build project. I am building in the builder's hangar and have had a lot of help, advice and encouragement along the way. Pretty fantastic the expertise we have here in little Mason, Michigan!

I look forward to helping to continue the spirit of excellence, service, and camaraderie that is EAA Chapter 55.

NOTICE!

We will be having a *barnstorming* session as part of the January 13th Membership Meeting. We want to come up with some fun and interesting programs and activities for the coming year and
We need your contributions!

Hopefully you can make it.

EAA 55 Chapter 55 Board of Directors Meeting December 6, 2023

→ The meeting was unable to be held due to lack of a quorum of directors in attendance. → Respectfully Submitted, John Kuchar, Secretary

EAA Chapter 55 Membership Meeting December 9, 2023

→ The meeting was called to order at 9:38am by President Rick Laub. → There were 29 in attendance including 4 guests. → After the National Anthem was sung, Rick thanked the breakfast team: Stan Chubb and Allen Jencks. Breakfast team for January includes John Caron, David VanderMolen, John Yurkon, Dan Schmitt, and Tony Kruckeberg. → Minutes from the Secretary for November are contained in the December WingTips Newsletter. A motion was made by Joe Madziar to accept the minutes and seconded by Bill Purosky. → The Treasurer's report was presented by Treasurer Drew Seguin. A motion to accept the report was made by Margie Clark and seconded by Doug Koons.

→ Awards of Appreciation were presented to pilots and ground crew who helped make the Young Eagles Program a success during 2023. → Margie Clark mentioned that the Owosso Airport is inviting our Chapter to conduct a Young Eagles program at their airport on May 18, 2024. Volunteer pilots and ground crew will be needed to make this endeavor a success. She mentioned that the Lansing Airport has expressed interest in hosting a Young Eagles Program at their facility, but have yet to present a date; thus the issue is still pending. → There was a request in the December newsletter for a volunteer to take responsibility for taking a picture of the breakfast team on Member Meeting days. Deanna McAlister and Gilda Tucker both stepped up to volunteer for this responsibility. → About this time our guests were welcomed. There was Nikolaos Chivikas and his 15 year old son Demetri from Pleasant Lake. Other guests were Andrew Brown and his wife McKenzie from Potterville. → Frank Garcia shared several suggestions for making the chapter more conducive to attracting new members: updated name tags for chapter officers designating their official office; including a short biography of members in the website; giving new members a short tour of Mason Jewett facilities; and making it easier for visitors to gain entrance into the gate on meeting days. In response, Gilda Tucker along with Frank's wife Kris volunteered to come up with a biographical form members can fill out to include on the website. → Jeff Stetson suggested attaching the name and number of a member to call on the box at the entrance gate on meeting days to facilitate entrance into the gate. → Rick Laub reminded members that annual chapter dues are to be paid by December 31 for the upcoming year: \$35/individual, \$50/family. Unpaid dues will result in dropping of membership privileges after January. → Joe Madziar, Chairman of the Newberry Aviation Scholarship Committee introduced this year's scholarship recipient, Andrew Brown. Andrew will use the \$2500 award to complete his studies at Lansing Community College (LCC) and obtain his Airframe and Powerplant License. → The Newberry Aviation Scholarship was started by an EAA55 member in memory of Richard (Dick) Newberry. It is currently presented to a student of LCC's Aviation Technology Program. Funds are raised through private donations and donations given at chapter events. Funds, if available, are awarded at year's end. → Ray Scholarship Committee Chairman Doug Koons gave an update on this year's scholarship

winner, Cal Hayslette. Cal has passed all his exams and is waiting for suitable weather to take his final flight with an FAA instructor. Upon successfully completing this last step, Cal will receive his pilot's license. → Doug has applied for the 2024 Ray Scholarship but won't know until February if one will be awarded for our chapter. → Rick advised members that during non-meeting times the bathroom is the only room in the member hanger that is heated full time. To prevent freezing pipes, it is essential that the bathroom door and door to the adjoining storage room be kept tightly closed at all times. → The annual Christmas Dinner Party is tomorrow, December 10th. If anyone desires to attend that hasn't yet signed up, you can do so today. Cost is \$15/person and bring a white elephant gift for the gift exchange. Social hour begins at 3:30pm and dinner is served at 5:00pm. The meeting was adjourned at 10:27am. Respectfully submitted, Gilda Tucker, Secretary

2024 MEMBERSHIP DUES:

In order to remain a member in good standing, your Chapter 55 dues for the new year must be paid by **FEBRUARY 15th**. Prompt payment assures your delivery of the EAA55 monthly newsletter, along with notification of any EAA55 and/or airport news. Dues can be paid by mail, at a meeting, or left in the folder for the Treasurer - for everyone's protection, please do not leave cash. We ask that you complete the renewal form even when paying in person so that we can assure that the information on our website is accurate and up to date. The online Membership Roster will be updated after the February 15th deadline.

CHAPTER 55

BOARD MEETING: 7:00pm: Jan. 10th
MEMBERSHIP MEETING: 9:30am; Sat. Jan. 13th
with Breakfast served from 8:00am to 9:00am

SCHEDULED PROGRAMS:

JANUARY:

Dave Trojan; Piasecki helicopter panel recovery & restoration.

FEBRUARY:

Shelley Jellema; LCC Drone director.

MARCH:

Jeff Stetson; ROTAX engine maint. etc.

CONTACT PAT SALOW WITH YOUR SUGGESTIONS



MEMBERSHIP

by Vickie Vandenberg
(EAA55.mems@gmail.com)

NEW MEMBERS: Chapter 55 welcomes new honorary member Andrew Brown.

NEWBERRY AVIATION SCHOLARSHIP

RECIPIENT: Congratulations to Andrew Brown who was named the recipient of our 2023/2024 Newberry Aviation Scholarship. He has been awarded \$2,500 towards his education at LCC-School of Aviation Technology, whose campus is right here at Mason Jewett Field. Andrew also received a free one-year Honorary membership in EAA Chapter 55 and a free six-month membership from EAA national.



Thanks to December breakfast team:
Allen Jencks and Stan Chubb



Newberry Scholarship committee with Winner Andrew Brown. Pictured (L-R): Joe Madziar, Andrew Brown, Drew Seguin, Kenzie Brown and John Kuchar.

UPCOMING BREAKFAST TEAMS:

JANUARY

John Caron
Doug Koons
David VanderMolen
Dan Schmitt
Tony Kruckeberg

FEBRUARY

Gregg Harris
Dave Groh
Tom Schroeder
Carol Spry
Jim Spry
Scott Basel

FREE MAGAZINES & OTHER MATERIAL:

Please feel free to take whatever is of interest to you. What remains after the January meeting will be recycled in support of Mason Middle School.

FROM CRAA; BLAKE ROY; OPERATIONS

MANAGER: Capital Region Airport Authority will be hosting Quarterly Tenant Meetings at Mason-

Jewett Field on the first Wednesday of the second month of each quarter. The 2024 meetings will be held on February 7th; May 1st; August 7th; and November 6th at 5:30pm in a classroom at the LCC Aviation Technology facility. Meeting agendas will be sent one week prior to each meeting. Meetings will last approximately one hour. All are welcome to attend. Please bring any questions or concerns or suggestions you feel may benefit the airport. And, if you are not on the CRAA email contact list and would like to be added, contact Blake Roy at 517-321-0428 or broy@craa.com

APPLICATIONS NOW OPEN FOR 2024 EAA AVIATION SCHOLARSHIPS: The application process is now open for the 2024 EAA Aviation Scholarships. Flight training and post-secondary scholarships are available to everyone over the age of sixteen (16). The window to apply will close on March 1, 2024. Flight training scholarships help cover the costs at any flight school in the United States or Canada that is not a university program. Post-secondary scholarships help pay for collegiate level programs in the United States including but not limited to aerospace or aeronautical engineering, aviation business administration, air traffic control, aviation maintenance, professional flight, or any aviation-related STEM field. “The costs of training and education can be one of the biggest challenges students face when trying to achieve their goals,” said Becca Greskoviak, EAA scholarship and fund steward coordinator. “EAA is able to help break down that barrier through our scholarship program.”

More information about individual scholarships and online application procedures is available at EAA’s scholarship website at EAA.org/Scholarships. Scholarships are administered through the EAA Aviation Foundation.

Congratulations to Chloe!!!! CFI is next.



Chloe Miner

1h · 2

I'm a commercial pilot now! Exactly 3 months from when I became an instrument-rated pilot!



YOUNG EAGLES COORDINATOR
by Margie Clark
(margieclark172@gmail.com)



Young Eagle pilots (L-R): Pat Salow, John Bobcik, Terry Lutz, Bob Clark, Bill Purosky, and Doug Koons (front)



Young Eagles ground crew L-R): Margie Clark, Mark Bathurst, Karen Merindorf, Gilda Tucker, Gary Nicola, John Kuchar, Drew Seguin, and Connie Bobcik,



EDITORS PROLIX

By Deanna McAlister

(zirconmoons@gmail.com)

A fun time was had by all who attended the Christmas Party. Great food and cheer and the usual laughs during the white elephant gift exchange.



YOUTH GROUP

By Jeff Shaud

(jlshaud@wowway.com)

See you at the hangar!



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



identify radium gauges. Testing is FREE of charge using my portable Geiger counter testing device. I can also safely dispose of any Radium gauges that you may have. For more information on this subject: <https://theaviationist.com/special-reports/radioactive-materials-in-flight-instruments/>

If interested in testing and or training on this issue, please contact Dave Trojan at dtrojan60@gmail.com or cell 808-386-0609



EXPENSIVE HAMBURGERS

By Bill Purosky/Doug Koons

On the 8th of November, we decided to fly to Holland, Western Michigan Regional Airport (BIV). It was a reasonably clear day to the west of Mason but cloudy over Mason. The surface winds were from 260 degrees at 13 knots gusting to 22 knots. Doug put out the regular phone message about the trip but Bruce was the only one who showed up to go. The reported winds at BIV were about the same but at 290 degrees producing a slight cross wind for the 26 runway. We took off with me as the PIC and climbed to 2500 MSL. The cloud bottoms were 3300 to 3500 MSL and overcast. As we looked west, we could see that the clouds thinned out and eventually would be non-existent. It was a little rough but not as bad as we expected it to be. We stayed at the altitude and bounced our way to Holland. We were indicating 120 knots but only covering the ground at 95 knots. It took us about an hour to get there! When we arrived, the awos was still reporting a crosswind but we found it to be right down the runway, 26. We parked and chocked and locked the plane. We entered the terminal, which is very nice and modern. We signed out one of the courtesy cars, a Honda civic. We then mentioned to the young lady at the desk that we were waiting for another plane that was probably 10 to 15 minutes behind us. She looked at her screen and asked if it was a 172 with N888H identity and was the pilot's name Bruce? We answered in the affirmative and she said he would be about 10 minutes out. Talk about big brother watching! We also mentioned that the awos was reporting winds about 30 degrees from what they really are. They were not surprised and

EAA Chapter 55 is a 501(c)3 non-profit. Donation gifts to Chapter 55 are tax deductible to the extent provided by law. If desired, donation gifts can be designated specifically for the Youth Group, for Young Eagles, or for the Newberry Aviation Scholarship. An acknowledgment receipt of your donation gift for tax purposes can be provided on request.
Tax ID#90-0423493



FREE RADIUM INSTRUMENT TESTING AND TRAINING

By Dave Trojan (dtrojan60@gmail.com)

Many instruments made up until 1960s had the luminous paint, needed to read them at night, based on Radium. Radium is one of the most radioactive chemical elements and is 1000 times more radioactive than Uranium. It has a half-life of 1602 years and decays into radon gas. This means 70 years old instruments are still active and will be for the next thousands years. Are you worried or just want to be extra safe around gauges that may contain radium? I can check any and all your gauges, instruments and anything else that you may suspect of containing radium free of charge. I have been trained by the U.S. Air Force to identify and test for radium. I can also provide training to you on how to

mentioned that it had been some time ago that the system was calibrated.

When Bruce arrived, we headed out to the restaurant. Doug located a restaurant called Russ's only about 5 miles or so toward town. The meals were quite good and the prices reasonable. The best thing though was they had a good assortment of home made pies. We all ended up with their apple pie with caramel sauce on it as well as having them heat it. Truly delightful!

We then headed back to the airport. Bruce mentioned that he flew at 4500 feet MSL and that it was smooth coming west. Doug was now flying as PIC and we took off turning east and climbing to 5500 feet MSL. The air was truly smooth as we left the area. At our indicated airspeed of 120 knots, we were reading the ground speed at 166 knots. It was going to be a short ride home. But all good things come to an end. As we got near Gunn Lake, all hell broke loose. We got hit with an abrupt slam from air turbulence that had us both tightening our belts and holding on to prevent our heads from hitting the ceiling. Doug immediately cut power and slowed to maneuvering speed of 100 knots to ride out the turbulence. At this speed, we were still doing about 145 knots on the ground but we got hammered all the way back to Mason. Passing the Charlotte airport, we started a slow decent to 2500 feet MSL and were surprised that the turbulence was lighter at that altitude. I was finally able to let go of the 4130 steel tubing overhead without fearing that my head would suffer. In spite of cutting back on the power, we still made it back in 36 minutes. What a ride!

On 25th of November, we decided to fly to Coldwater (OEB) Branch County. Bruce joined us flying his Cessna 172. We arrived and decided to take the Courtesy car. We have had poor luck at the restaurant on the field since it changed hands recently. There is a new manager for the airport and he has instituted a new procedure for getting the car. When you access the terminal building by entering their unicom frequency on a touch pad next to the door, you find a note on the wall in front of you that has a telephone number on it. You call the number and the manager answers it and tells you to take a picture of your drivers license and forward the picture to the same number that you just called. Once he has received the picture, he texts back a code number. On the desk, there is a lock

box that you enter the code into and open the box to find the key to the courtesy car. Remember the code for when you return to again open the box to return the key. He asks that you put in some gas instead of leaving money since then he doesn't have to handle money. If it is too full to add gas, then you get a freebee.

We drove downtown, about 5 minutes away, and found Jennies Café. You go past three lights and turn left at the 3rd light and parking is in the back of the restaurant. Good food at a reasonable cost plus they have home made pie and ice cream. What a deal.

The flight down and back was fairly routine and takes about 35 minutes with 120 knots indicated in our plane. Since the wind was light and from the west, little tail or head wind was experienced

On the 6th of December, we chose Holland, Western Michigan Regional airport (BIV) again to visit for lunch. Bruce joined us in his Cessna 172 and Drew in his Carbon Cub with the fat tires. Unfortunately, we had about a 15 knot headwind to get there giving us about 100 to 105 knot ground speed at 2500 MSL. Doug flew back at ground speed of about 135knots. I paid for more gas that day. There is a landing fee at Holland if you are above 3000 pounds which did not apply to our planes that day. We took their courtesy car and went toward town where we found Russ's Restaurant. Food was good and reasonable in cost but the most important feature is they have pie and ice cream. Can you see a trend to the restaurants that Doug and I pick? I think as I get older my sweet tooth gets bigger! (So does my waistline.) Other than the wind effect, the flight down and back were uneventful.



NOTES FROM CAPE JUBY

By Terry Lutz

(terry.lutz@attglobal.net)

See you at the airport!!

Thanks to Terry for a very interesting presentation after the December members meeting.



FREEBIE: Top quality, nearly supersonic 55 gallon drum, used once, very gently. May have enough residual airshow smoke oil inside to keep your aerobatic R/C airplane smoking for a long time! Will help you haul it, no problem!!



WANTED: Your old Gauges, Instruments, cockpit parts. Looking for non-airworthy gauges, the older the better, for use in static display instrument panels. I collect and restore old aircraft instrument panels for collectors and museums. I'm a member of the international Aircraft Cockpit & Instrument Panel Collectors Group. I also work with many Aviation Museums to restore their aircraft such as the Selfridge AFB Museum, Wurtsmith Air Museum, and the Yankee Air Museum. I recently restored FG-1D Corsair panel for the Selfridge AFB Museum using old gauges and parts. Old instruments can be used to fill holes in panels and can be used for parts to restore other instruments. While not all damage can be fixed, broken parts from two or more identical indicators can often be salvaged to create a single, functional whole.



CHAPTER 55 CLASSIFIEDS

FOR SALE: RV-6 tail kit; miscellaneous 2 x construction lumber 8 to 16ft. Contact: Greg Hover; 517-862-8966.

WANTED: Looking for an experienced builder (or someone who knows someone) who has built a Velocity. Contact Richard Floyd; 517-420-6385 or floydrei@me.com

I'm especially looking for Clocks, Altimeters, Gyros, Fuel gauges, and Airspeed indicators. I'm also looking for toggle switches, warning lights, and old control boxes. I don't mind getting my hands' dirty

digging through hangars looking for stuff. One pilot's junk is another's treasure! If you have old gauges, instruments, and cockpit parts please contact Dave Trojan at dtrojan60@gmail.com or cell 808-386-0609

Do you have anything you want to buy, sell, or trade?? Contact Deanna McAlister
zirconmoons@gmail.com

HANGARS FOR RENT AT TEW:

Lloyd Brown; 517-589-8619
Tom Tuttle; 734-216-7532
Gabe Blosser; 517-896-0020
EAA55; Common Storage or Building hangar space;
Margie Clark; 517-853-1418 (waiting list)

SENDING EMAIL BLASTS:

The best way to do a broadcast email to our Chapter 55 membership is to "reply all" to your latest newsletter email. Update the "Subject" enter your message and delete the old subject matter content. This will insure you get the most up-to-date membership roster.

EAA55 = PILOTS, PLANES & BUILDERS:

Here is a list of those who are working on homebuilts and/or restorations, as well as pilots and their planes ... Additions, deletions & corrections appreciated:

Mark Bathurst; Cessna 172
Gabe Blosser; Bushmaster SuperCub Amphib
John & Connie Bobcik; Kitfox 7SS
Ivan Bradley; Zenith CH650B
John Caron; Cessna 172
Stan Chubb; Beechcraft Bonanza
Lewis (Bob) Clark; Cessna 172
Randy Coller; Cessna 182 & Hot Air Balloon
Dave Cook; RV-6A (w/Greg Hover); Taylorcraft Ultralight
Ken Drewyor; Kitfox (sold); Mooney M20C
Richard Floyd; Cessna 310
Adam Fogg; Piper Warrior II

Donald Frank; BE35P
Mike Franzago; RV-8
Ralph Gregus; Zenith CH750
Dave Groh; Stearman; Citabria; Beechcraft Bonanza; and Travelaire; PT-17; AT-6 restorations
Greg Harris; Zenith 750 project
Ward Harris; Cessna 177B
Steve Houghton; RV-7A
Greg Hover; RV-6A (w/Dave Cook)
Mark & Jennifer Jacob; C-120; Beech 18, C-34 project
Doug Koons; Glastar (w/Bill Purosky)
Rick Laub; Sling 4 project
Terry Lutz; Luscombe & RV-8
Edward Manturuk; Lancair ES
Doug MacKenzie; Zenith 701
Tim Martinson; RV-6A & RV-14A; RV-9A project
Don & Deanna McAlister; Cessna 172
Chuck Moore; RV-12
Gary Nicola; Beechcraft Bonanza & Grumman Traveler restoration
Jim Palmer; Glasair III
Bill Purosky; Glastar (w/Doug Koons)
Pat Salow; Zenith 701
Drew Seguin; Carbon Cub EX2 & Carbon Cub EX3
Jeff Shaud; RV-7 project
Tom Sheehan; C-170 & Aerosport & Funk B85C; Lincoln-Page 1928
Rockwood Shepard; RV-9A
Jim Spry; RV-8
Jeff Stetson; Aeromot Ximango
Bruce Thorburn; Cessna
Ken Vandenbelt; C-172; C-170; Stearman project
John VanderMolen; Zenith 750
John Yurkon; J3C-65; PA28-181; C-172P

Mason Jewett Field FBO:

Great Lakes Air Repair

517-525-3673

Maintenance - Painting - Upholstery - Engines

POCKET CALENDAR:

June 15 - EAA55 Dawn Patrol Pancake Breakfast

August 17 - EAA55 Mason Aviation Day

FLYERS FROM OTHER AIRPORTS POSTED IN TEW TERMINAL w/special thanks to Tony Kruckeberg of LCC. Be sure to check these flyers out if you are looking for a weekend place to fly !!

WEB EVENT CALENDARS:

www.eaa.org/ea/events

www.funplacestofly.com/aviation-events.asp

www.michigan.gov/aero/

"The total number of gallons the [general aviation] fleet burns in a year amounts to what American cars burn in four hours on an average day."

~ Jim Coon, AOPA VP of Government Affairs

"99% of lead emissions have been eliminated since 1980, when the industry began phasing out leaded automotive gasoline."

~EPA

CRAA BOARD MEETINGS:

4th Monday of the Month @ 4:30pm

Marion "Babe" Ruth Community Room

Terminal Building, Capital Region Int. Airport



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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