



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

APRIL 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 616-755-6255 → **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

→ **Young Eagles:** Margie Clark → **Webmaster:** John Bobcik → **Youth Group:** Jeff Shaud → **Membership:** Vickie Vandebelt

→ **Flight Advisor :** Terry Lutz → **Adult Eagles :** TBD

Website: chapters.eaa.org/ea55



PRESIDENT'S MESSAGE

by Rick Laub

(ea55.president@gmail.com)

Hopefully, many of you will find a way to see the eclipse on Monday. As I write this, the gyre centered over Lake Michigan seems determined to thwart our plans. Speaking of plans, there are lots of things to plan for in the upcoming calendar. First up is Drone Safety Day on April 27th hosted by LCC at their West Campus (not at the airport). We are planning to have a table there and it looks like a great hands-on learning opportunity for many of us. Also, a new member recruiting opportunity - so show up and wear your colors! Next up is the Young Eagles event we are hosting at Owosso Community Airport on May 18th. Please sign up to help make this a success. We have our own first Young Eagles event of the season on June 8th followed by Dawn Patrol Pancake Breakfast on June 15th. For those of you flying out to other airports, please pick up a few Dawn Patrol flyers at the hangar and post them at the airports you visit. And, the FAA will be presenting on "Helicopter Wake Turbulence" at April's meeting. Looking forward to seeing you all at the meeting.

CHAPTER 55

BOARD MEETING: 7:00pm; April 10th

MEMBERSHIP MEETING: 9:30am; Sat. April 13th
with Breakfast served from 8:00am to 9:00am

SCHEDULED PROGRAMS:

APRIL:

FAA Seminar – Helicopter Wake Turbulence;
WINGS credit

MAY:

Dave Trojan – topic TBD

JUNE-JULY-AUGUST:

Young Eagle Rallies

**CONTACT PAT SALOW WITH YOUR
SUGGESTIONS**



Thank you to our March breakfast team:
Mark Jacob and Robert Kerr

UPCOMING BREAKFAST TEAMS:

<u>APRIL</u>	<u>MAY</u>
Don McAlister	Ralph Gregus
Ken Vandenbelt	Tim Martinson
Dave Trojan	Pat Salow
Martin Pfenninger	Chloe Miner
Paul Creger	Frank Garcia

EAA Chapter 55 Board of Directors Meeting, Wednesday, March 6, 2024

→The meeting was called to order at 7:02pm, in the Chapter 55 hanger by President Rick Laub. In attendance were Rick Laub, Gilda Tucker, Drew Seguin, John Kuchar, Jeff Shaud, Gabe Blosser, Bob Clark, and Gary Nicola (who arrived at 7:12). Absent were Warren Miller, Ken Drewyor, Greg Hover, Michael Rosencrans, and Dave James. Non-board members present were Doug Koons, and Margie Clark. →There were two amendments to the Secretary's Report of February 7th. Jeff Shaud was omitted as being absent. The second amendment was that the \$1,065 received from EAA National for Young Eagles is reimbursement for funds already spent. John Kuchar made a motion to accept the report as amended; Gabe Blosser seconded; motion carried. →Treasurer's Report was noted. John Kuchar made a motion to accept the report; seconded by Jeff Shaud; motion carried. →Ray Scholarship update from Doug Koons indicated that Cal, our 2023 recipient has successfully completed his written exam. A sixth attempt at scheduling his pilots check ride flight was cancelled due to weather. Our application for a 2024 Ray Scholarship was denied. One hundred sixty-six chapters applied for ninety-one scholarships. We will apply again in 2025. →Youth Report from Jeff Shaud; one person showed up for the last youth meeting, seventeen-year-old Samantha. Samantha is applying for the \$12,000 EAA Foundation Scholarship. She aspires to becoming a flight surgeon. Jeff asked that Young Eagle pilots make note of serious-minded youths that show interest in pursuing a career in aviation. He asks that those youths be referred to him. Jeff recently met with Dave Marks, Secretary of the Capital Area Radio Drone Squadron (C.A.R.D.S.). Their organization would like to work with our youths. Jeff plans to attend their meeting on March 27th. →John Kuchar is working on lining things up to file for insurance for our EAA55 facilities. The issue of the use of our facility by the Civil Air Patrol

arose. It is unclear whether they are meeting in our hanger for meetings and also whether their squad commander is an EAA55 member. (Any use of our hanger is restricted to members only.) Rick Laub will look into resolving this issue. →The check signing issue is resolved. →The Meeting Close Out list for the next several months is as follows: March-Jeff Shaud; April-Drew Seguin; May-Gabe Blosser; June-Gary Nicola & July to December TBD. →Margie Clark reminded the board that a supply of water should be kept in the bottom two drawers of the refrigerator. Any member can replenish the supply of bottled water from the stock in the storage room. →Gilda Tucker volunteered to take empty water bottles home to recycle. →Gilda Tucker made a motion that proceeds from the deposit of returned pop cans be put into the Youth Group Fund; Gabe Blosser seconded; motion carried. →Rick was contacted by the Navy Recruiting Organization requesting permission to set up a table at Mason Aviation Day. Rick wanted board approval before granting the request. The board overwhelmingly approved by a show of hands. EAA 55 policy regarding tables set up at Mason Aviation Day is that aviation related organizations may set up for no charge. Non-aviation organizations pay a \$25 fee. Jeff Shaud made a motion that fees collected go toward the Newberry Scholarship; Gilda Tucker seconded; motion carried. →The policy for visitor access through the entrance gate has been changed by Capital Regional Airport Authority. They request that guests park outside the gate across the road and use the pedestrian entrance. Discussion regarding how best to alert guests to these new changes ensued. It was decided that the Youth Group would make signs for the purpose of directing guests as to the proper procedure. →Margie Clark has a sign-up sheet that needs to be filled for those willing to work at the Owosso Airport on May 18th. That is when our chapter puts on a Young Eagle flying event there. Our chapter is taking full responsibility for pilots, ground crew, set up, etc. The sign-up sheet will be available at the Member Meeting this Saturday. →The meeting was adjourned at 8:15pm. →Respectfully submitted, Gilda Tucker, Secretary

EAA Chapter 55 Membership Meeting, Saturday, March 9, 2024.

→The meeting was called to order at 9:30am by President Rick Laub. →After the National Anthem, Rick thanked the breakfast team - Mark Jacob and Robert Kerr. →The breakfast team for next month

consists of: Don McAlister, Ken Vandenbelt, Dave Trojan, Martin Pfenninger, and Paul Creger. → There were thirty-seven people present today including seven guests. → New member Jon Iversen was welcomed into the Chapter. → Secretary's Report for February, was noted; Margie Clark made a motion to accept; seconded by Bill Bezdek; motion carried. → Treasurer's Report was briefly reviewed by Drew Seguin; Mark Bathurst made a motion to accept the report; seconded by Allen Jencks; motion carried. → Doug Koons announced that our chapter's application for a 2024 Ray Scholarship was denied. Reasons include lack of exposure in print highlighting our recipients, and that previous recipient(s) failed to pursue a pilot's license or anything aviation related. Our most recent recipient having yet to receive his pilot's license also played a role. (Bad weather, not negligence on the recipient's part is responsible.) On a brighter note, Cal Hayslette, our 2023 recipient, has successfully completed his written and oral exams. The last hurdle in the way of his pilot's license is the hitherto elusive pilots check ride flight. Rick Laub thanked Doug and the Ray Scholarship Committee for their diligence. → Jeff Shaud, our Youth Director, praised Cal Hayslette and Chloe Miner who both began their pilot training in the Young Aviators Youth Group, and as Young Eagles. Chloe has completed her instrument rating and is just about to complete her CFI certification. → There will be a Youth Group Meeting Sunday, March 10th from 2-5pm in the "Youth Hanger". Capital Area Radio Drone Squadron (C.A.R.D.S.) desires to work with our youth group to build a RC aircraft, conduct simulator training, and have the youths solo an RC aircraft. → Young Eagles sign-up sheets for EAA55 events, and for the Owosso event, are out on the table. The Owosso event comes up first, on May 18th. Volunteers are needed for every aspect of the event as a large turnout is expected. The event takes place from 10am-1pm, but workers are needed by 9am to help register participants. Set up people need to be there at 8:30am. EAA55 YE events take place in June, July, and August. Pilots are required to have an updated Child Protection Policy form. All volunteers are also encouraged to have completed forms. Anyone working with the Youth Group is also required to have completed the form. The form is found on a link on the chapter website. Forms must be updated every three years. → Young Eagle Award Certificates were presented to more of the volunteers who worked with YE last year: Cal

Hayslette, Mike Franzago ground crew; Chloe Miner a pilot. → Gilda Tucker reminded members to fill out the questionnaire for a Member Spotlight. Forms can be filled out online and emailed to Gilda, or printed out and brought to the meeting. Two to three members per month will be in the "Member Spotlight" featured in the newsletter. → Margie Clark: members are encouraged to keep the supply of bottled water stocked in the bottom two drawers of the refrigerator. → Capital Regional Airport Authority has changed the policy for visitor access at the entrance gate. Visitors are asked to park outside the gate across the road and enter through the pedestrian entrance. (For reasons behind this decision, please contact Gilda Tucker or Rick Laub. The letter from CRAA is too lengthy to include here.) Jeff Shaud and the Youth Group will create signs for the purpose of directing guests to the proper procedure. → Terry Lutz mentioned a documentary that has come out entitled "Masters of the Air" depicting WWII events. One of our former members was a part of that documentary. → Karen Meirndorf sold 50/50 raffle tickets at \$5/each. Fifty percent of the proceeds go toward the American Cancer Society; other 50% goes to the drawing winner; today's winner was Jack Martin. → Jeff Stetson present will present our program on Rotax engines. → Meeting adjourned at 10:07am. → Respectfully submitted, Gilda Tucker, Secretary.



MEMBERSHIP

by Vickie Vandenbelt

(EAA55.mems@gmail.com)

NEW MEMBERS: Chapter 55 welcomes new student members Christopher Montgomery and Lorelai Whiteson.

CHAPTER EVENTS: The best advertising is FREE advertising. And, it is time to start thinking about getting the word out about our 2024 Young Eagles, Dawn Patrol Pancake Breakfast & Mason Aviation Day. Events are posted on our FaceBook page (please share to your page). We do have some "Save the Date" bookmark flyers available. And, handbill flyers are now ready. Please help the chapter by posting a flyer at your work, bank, corner store, church, post office, and any public bulletin boards etc. about 3 weeks prior to each event. Getting the Dawn Patrol word out is extremely important with our change from our normal Sunday

to following Saturday. Copies of our flyers will be attached with each newsletter in hopes you will email to your family and friends. Thank you, in advance, for your assistance with this important task.

SNACK SALES: We all know about the effects of inflation – now my beloved chocolate is being hit hard. Unfortunately, we need to increase the cost of Candy Bars from \$1.00 to \$1.25. I think all other snacks can continue as is for the time being.

2023 GA SURVEY IS LIVE: Are you an aircraft owner who received an email and/or postcard to participate in the 46th annual General Aviation and Part 135 Activity Survey?? It is now up and running. Anyone asked to participate is encouraged to do so. The purpose of the Survey is to provide the Federal Aviation Administration (FAA) with information on general aviation and on-demand Part 135 aircraft activity. The information obtained from the survey enables FAA to monitor the general aviation fleet so that it can anticipate and meet demand for National Airspace System facilities and services, evaluate the impact of safety initiatives and regulatory changes, and build more accurate measures of the safety of the general aviation community. The data collected is also used by other government agencies, the general aviation industry, trade associations, and private businesses to pinpoint safety problems and to form the basis for critical research and analysis of general aviation issues. Plus, anyone can review previous years' data at the FAA's website.

EAA55 WEBSITE MEMBERSHIP ROSTER:

I'm still in need of profile pictures from a large number of our members. If you haven't done so, please think about submitting your pic to me for attachment to your member profile. Or, look and see if yours should be updated ?? Maybe include when you do your Member Spotlight form for Gilda ??

CONTRIBUTIONS TO WINGTIPS: Our newsletter is information from members to members. Without submissions from our members, we couldn't fill page one. Do you have news to share? Have you done work on your project or plane? Photos to share are always welcome. Did you find a new airport restaurant? Have you visited an interesting airport?? Museum ?? Perhaps you found an interesting Internet link to website or video? Did you read a great aviation book you could recommend with a

brief review? Have a unique aviation experience?? How about a great joke or cartoon to share? We are always looking for Chapter historical info and photo memorabilia. Anything and everything that may be of interest to others in the chapter.

Articles should be submitted in an unformatted Microsoft Word Document, left justified. Please avoid formatting that includes tabbing, indenting, use of bullets or multilevel lists, or other print layout features. Material is due the Wednesday preceding the first Saturday of each month and can be emailed to Deanna (zirconmoon@hotmail.com).

SOLAR ECLIPSE APRIL 8, 2024: A couple of great informational flyers ...



Air Traffic Bulletin

Solar Eclipse

April 8, 2024

Please be aware of the possibility for multiple Temporary Flight Restrictions (TFR).
Be vigilant for Notice to Air Missions (NOTAMS) and delays/disruptions in the National Airspace System (NAS)
that could affect your flight.

FAA TFR Site: https://tfrr.faa.gov/tfr2/list.html	FAA PILOTWEB NOTAMS: https://pilotweb.nas.faa.gov/PilotWeb/	FAA NAS Status: https://nasstatus.faa.gov/
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We need your help in getting the word out:
Please pass this information along to as many pilots and aviation professionals as possible.

Check the **published NOTAMS** for any changes or unique procedures. Several types of operations may be prohibited or restricted during this event.

VFR AIRCRAFT

CLASS B and C SERVICE IS MANDATORY

Expect delays outside Class B, C, D airspace during peak traffic periods. VFR advisory service with approach controls will be on a workload permitting basis. Approach facilities will not provide ATC Services for Practice Approaches during peak traffic periods.

Set transponder to 1200 and squawk altitude prior to reaching any Class B or C airspace.

Extremely high volumes of traffic are anticipated in this area.
VFR flight following, airborne IFR pickups and other VFR services to aircraft may not be available in certain areas.

Check airport availability and plan your trip early.

Solo flights and student training are encouraged to be completed prior to the eclipse.

Total Solar Eclipse 2024

- The area inside of the **Blue Lines** is the path of totality in which the sun will be completely covered.
- Areas near the central **Red Line** will be in darkness the longest.
- Other areas of the Cleveland area that do not see a total eclipse will see at least 80% of the sun obscured.



MEMBER SPOTLIGHT:

Doug Koons

I have been a member of Chapter 55 since 1999. I am a pilot with a current rating of SEL. I co-own a Glastar Experimental Airplane with Bill Purosky. I enjoy flying, building, and airplanes in general. I especially enjoy flying Young Eagles. I have flown over 800. Bill Purosky and I built our Glastar in my garage. I try to fly as often as the weather will allow. Before retiring, I was Construction Supervisor for Ingham County Parks. I did that for thirty-one years. I also assisted in designing the parks. My non-aviation hobby is boating. If there were no limitations, I would own a yacht large enough for my amphibious plane to be carried on the deck.



MEMBER SPOTLIGHT:

Randy Coller

I have been a member of Chapter 55 so long I don't recall when I first joined. I am a pilot current in Pvt SEL, Inst SEL, Coml LTA. I don't own my own plane. I enjoy flying, building, airplanes in general, aviation history, and just hanging around pilots and airplanes. For fifty-one years, I was an Airport Manager and State Airport Inspector. I currently

hold contracts to inspect airports in Alaska, Connecticut, New York, Utah, Texas, West Virginia, and Puerto Rico. My non-aviation interest is playing the Saxophone. If I had no limitations, I wouldn't change a thing! I would continue to inspect airports. I love my work!



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

Greetings fellow members of EAA 55 - I am reaching out to you all to ask you to be part of a very important event this summer. We are anticipating the continued growth of our Young Eagle Rallies and can use all hands-on deck that are willing to participate. Our program has helped to inspire future pilots, such as Chloe and Cal, and we hope to continue to do that here at "55".

I would like to ask our members to complete the Child Protection Policy on line so that you are covered to help with this program as ambassadors of aviation. It only takes about 15 minutes to do on line and you will receive a certificate back from National. Have your EAA member number available to start. To find the policy go to YoungEagleFlights.com, click on Chapter and Volunteer Pilot Resources, go to Youth Protection Policy and continue to follow their directions. Once you have completed the program, please print a copy of your certificate and place it in the file folder on the directors table labeled Young Eagles.

I have placed the sign-up sheets for our YE Rallies on table in the meeting room. Please consider signing up to help at the rallies. As always, our EAA55 three main rallies are on the 2nd Saturday of June, July and August.

In addition, we have been asked to hold a rally at the Owosso airport on May 18th. They do not have an EAA chapter there, so some of us have committed to showing them what EAA55 is all about. If you are able to volunteer for this event, there is a separate sign-up sheet on a clipboard next to the other three. There is a great restaurant next door to the terminal that will be open until noon. They will be supplying lunch for our volunteers. Please consider coming to Owosso to help.



YOUTH GROUP

By Jeff Shaud

(jlshaud@wowway.com)



EDITORS PROLIX

By Deanna McAlister

(zirconmoons@gmail.com)

See you at the airport!!!



RELAY FOR LIFE

team Heartwood Glad Rags

by Karen Meirndorf

(krmdorf@yahoo.com)

Relay is coming to a community near you. Please join us for an evening of great importance and fact-finding experience, plus fun things to see and do, on June 14th, starting at 5:00 pm until 10:00am Saturday. Chapter 55 is fundraising to support the American Cancer Society's patient programs and research grants with our name on top of a track fact sign. A great way to help us with our goal is to purchase 50/50 tickets during this month's pancake breakfast. The winning ticket will be drawn at the end of the meeting.

I also have sheets for anyone who wishes to purchase a luminary at the event.

Your donation will enable us to continue our life saving work. We're thankful for your support.



Congratulations to Chloe Miner for getting her CFI!!



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

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



A few more 2023 YE Awards



Upper Stearman wing is done and ready for customer pickup. The wings are a work of art - sorta sad to see the art covered by fabric. But then, a restored Stearman is a work of art also. (Photo courtesy of Yesteryear Aviation/Dave Groh)



SNJ elevators are about ready to be sprayed with silver. (Photo courtesy of Yesteryear Aviation/Dave Groh)

THE STARR FAMILY

By Robert Peck

I located some more info and pictures. So I am sharing with the Chapter.

A few pictures of Harley's plane shop, or at least the portion upstairs. He apparently never took any pictures of the fuselage, which was partially assembled in his basement.

I have also included a picture of Harley's prior airplane, which my aunt had said was a P-51. Clearly, from the picture that she confirmed was his airplane - it was not a P-51, but rather a PT-19.



Interesting, in the photo, Robert is the second person from the right. Harley is not in the photo, but being an avid photographer, I'm sure he was the guy behind the lens. I suspect that photo was taken when Harley and Robert flew down to Danville, IL, to visit their mother's family. Their mother, Fannie Starr (Hackman) is the third from the left.



Other pictures are Harly playing with some of his other toys, like a small-scale working steam tractor. He also built a scale, belt-driven combine to go with the tractor. And, he built a small working cannon and caisson he always loved to demonstrate for the grand-nieces and nephews.



I've included a photo of a small model plane from EAA77 for kids to play on, and a photo of an old plane, that I'm pretty sure is from Mason. I'm also pretty sure that's the old hanger in the background. The plane shows as current in the FAA N# Registry, as a "Cheney" built in the 60's.



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 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 Puroskey & Doug Koons

On the 14th of March, Doug and I flew to Coldwater, Branch County Memorial Airport (OEB) for lunch. In the past, we ate at the restaurant on the field and were less than positive about the quality of the food and the service. The quality was poor and the service non-existent. We decided to give it another shot since the last time was more than three months ago. We are pleased to note that the restaurant has again changed hands and the food was very good. We both had their club sandwich, and it was very good indeed. The place is operated by one person who takes your order, cooks it, then delivers it to your table. In spite of that, the service was relatively quick. As many of you may know, there is also a courtesy car available at the other end of the airport for those who would like to go into town for a meal. It is, however, a convenience to eat at the airport and we will do that next time as well.

Coldwater is a nice flight for us in the Glstar since it is only about a half hour to get to and is usually not very busy. It has two long paved runways, 07/25 and 04/22, 5300 feet long and 3500 feet long respectively. It also has a 2400 feet long grass runway, 34/16, for those of you who want to save the tire wear. We will certainly be back in a future time.



Celebrities Bill & Doug as caught in a cameo photo posted on facebook page of Prop Blast Café - Coldwater

On 20th of March, Doug and I flew to Tiffin, Ohio to the Seneca County Airport (16G). It is about an hour

flight for us (about 110 miles) and we wanted to check out the airport and the facilities since it is located in the area where the upcoming solar eclipse is total. The eclipse is happening on the 8th of April. The airport has a single paved runway 4000 feet long (04/22). Both the runway and the taxiway have recently been paved using blacktop that has no seams or cracks. Really nice! There is ample parking available, and they are not charging any fees for those who want to visit to see the eclipse. The price of 100LL was \$4.50 per gallon, much lower than Mason Jewett at \$5.70 per gallon. Since Doug flew down, he took the opportunity to fill his tank. Not only is the price cheaper but they pump the fuel as well. In our case, they towed our plane to the pumps, filled the right tank with 100LL and had it ready for us when we returned from lunch. Can't beat that with a stick! The courtesy car was a near new Ford Fusion well equipped. They didn't request any remuneration for its use, but we put about \$5.00 of gas in it as a "thank you" for having a car available. The young lady at the reception desk suggested a local restaurant called Paulette's for lunch. It is a family-owned restaurant that is not very fancy but quite pleasant with good home cooked food and reasonable prices. Both of us walked away quite full and enjoyed it. Now, we just need a clear sky on the 8th of April to revisit and enjoy the eclipse.

(NOTE: if you are interested in fly-out destinations with Doug & Bill – text Doug 517-676-5001)



NOTES FROM CAPE JUBY

By Terry Lutz

(terry.lutz@attglobal.net)

Like the vast majority of people returning from combat in WWII, whether they had been in the Pacific or in Europe, they did not consider themselves to be heroes. They were trained to do a job, to work together, and protect one another to ensure the success of their mission. John, better known as "Jack" Sheehan is one of those people. He was a B-26 Martin Marauder bomber pilot but because he entered the war in early 1945, his assignment in Europe lasted until June 1946. As you can imagine, his experiences after the war ended makes his story much different. At age 102, Jack

remains active and remembers the war in incredible detail. Here is his story.



... Then



... and now

When Jack tried to enlist, he was told that he needed two years of college to be accepted. He attended the University of Detroit to get those two years. When he was accepted into the Army, he went to Miami for boot camp in January of 1943. After boot camp, cadets were sent to universities around the country to improve their knowledge of physics, math, European history, and geography. Jack went to Duquesne University in Pittsburg, and while he was there he took his first airplane ride in a J-3 Cub. From there he went to Primary training near Lake Okeechobee in Florida, then to Bainbridge, GA for Basic training, then to Valdosta, GA for Advanced training. Altogether it took 17 months for him to get his wings. Then he went to Dodge City, KS for training in the B-26. He was trained as the aircraft

commander and formed his crew there, consisting of a copilot, navigator, bombardier, radio operator, and tail gunner. They went through extensive training in navigation, formation flying, and bombing, then flew to Savannah, GA to prepare for flying their airplane over the ocean via the southern route.

Flying to South America required them to take a series of immunization shots, including one for Yellow Fever. That one made Jack extremely ill, and he spent 28 days in the hospital in Savannah. The rest of the crew was sent home on leave. Instead of flying an airplane to Europe, they left New York harbor on a ship in the middle of a convoy of 70 ships bound for Southampton, England. It took eleven days to get there, arriving in January 1945. From there they went to Oxford and were told they were just replacements and never again flew as a crew. He was flown on a C-47 to Paris, then joined the 320th Bomb Gp (M), 442nd Sq of 12th Air Force and flew combat missions out of Dole, SE of Dijon in France.

Before the war ended, Jack flew 19 combat missions, mostly against bridges, rail yards, and ammo dumps in southern Germany. From their location at Dole, they had to fly north until about Basel, then turn east to avoid flying over Switzerland. By that time, the Luftwaffe was rarely seen, and fighters were never a threat during their missions. There was good fighter cover with Mustangs and P-47s. Flak, however, was a constant threat. As the German Army retreated eastward, they took their flak guns with them. Jack recalls that bursts would occur every five seconds, which was the time it took to reload the gun. He saw one B-26 explode in flames, and airplanes did return from missions with holes here and there from flak.

When the war was officially over, Jack had not flown enough sorties to return home. He continued to fly the B-26 and was transferred to the 397th Bomb Gp (M) of the 9th AF because units of the 12th AF had been relieved and had returned to the States. It is interesting to note that the 397th Bomb Gp is the same unit that my Dad, Ernie Lutz, was assigned to during the war. They would meet purely by coincidence many years later.

Since there wasn't much flying after the war ended, he was asked to be the "officer in charge" where and when they needed one. That included being in charge of the fire department. Another job was

getting GIs to the “cigarette camps” (Lucky Strike, Pall Mall, and Old Gold) near Le Harve on the coast where they would be processed to return home. Most of the infrastructure east of the Rhine was in shambles, including train travel. On one memorable trip, the train came to a stop with no explanation. Since Jack was the “officer in charge” and had wings on his chest, he was told by the other officers “Hey fly boy, go find out why this train isn’t moving”. So, he got off the train, and went into the badly damaged train station. He found some German train men warming themselves by a pot belly stove in a room with an overhead view to the stars. When they saw Jack and his wings, they pointed to the hole in the roof and in broken English said, “You did this!!” Jack returned to the train, and it eventually started moving again, but not before everyone started calling him “Fly Boy”. That time the joke was on him!

He spent some time at Passau, near Munich, and viewed the concentration camp at Dachau from outside the fence. He recalls the US Army Commanding General ordering the local civilian population to walk through the camp, single file, so they could see the horrors that had occurred there.

He was eventually posted to Furth, near Nuremberg. He would still be flying the B-26, but with modifications to include basic seating in the bomb bay. There his role changed from being an officer in charge to being a “courier”. Jack remembers that the Army had no such designation. One day a man approached him and said that Jack would be working for him and that this was the last time he would see him in person. All communications regarding assignment would be made by message, usually via teletype. It became Jack’s main job to provide transportation for officials who were involved in the Nuremberg trials of the Nazi war criminals. It was usually travel from Nuremberg to other cities in western Europe during the weekends. As a result, he got see a lot of Europe while waiting for his passengers to request their flight back to Nuremberg.

On one occasion he was assigned to fly to England to pick up a CBS war correspondent named Charles Collingwood. Collingwood was reporting on the war crimes tribunal at Nuremberg and provided Jack with a press pass so he could attend the hearings from the press area. Jack remembers looking down from the press gallery and seeing Hermann Goering,

Rudolf Hess, and other notable German authorities, many of whom were hanged for their crimes. He knew at the time that he was witnessing history in progress right before his eyes.

His courier assignment having ended, Jack returned to the United States by ship in June 1946. He was released from the Army Air Corps in September of that year at Ft. McCoy, WI. He wanted to find his 10th grade girlfriend and finish his education. Jack graduated from the University of Detroit with a degree in International Marketing, got married, had three children, and worked for many years for the Swiss Pharmaceutical company. He continued to work until age 72.

In 2014, Jack joined a number of other WWII veterans and boarded an Honor Flight bound for Washington, DC, at the Kalamazoo Airport. As he boarded the airplane, my brother, Mike Lutz, spotted Jack’s B-26 hat and told him there was another B-26 pilot on board, which was my Dad, Ernie. They had a lot to talk about and were friends until my Dad flew west in 2018. They were part of the greatest generation who answered the call to combat, and did their job exactly as they were trained to ensure the success of the mission and to eventually end the horror of war.

Contributions, corrections and additions to "WingTips" are welcome and can be made by contacting Deanna McAlister

(zirconmoons@gmail.com)

Deadline: Wednesday preceding the 1st Saturday of each month.

Joe Madziar "Breakfast Teams" (madziars@msn.com) and Pat Salow "Monthly Programs" (salow@icloud.com)

CHAPTER 55 CLASSIFIEDS

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

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.

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:

Brown Family; 517-589-8619

Tom Tuttle; 734-216-7532

Gabe Blosser; 517-896-0020

EAA55; Common Storage or Building hangar space;

Rick Laub; 616-755-6255 (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 Collier; 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;
 w/Travellaire; 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 proj
 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

POCKET CALENDAR:

June 15th EAA55 Dawn Patrol Pancake Breakfast
 August 17th 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/eeaa/events

www.funplacestofly.com/aviation-events.asp

www.michigan.gov/aero/

CRAA BOARD MEETINGS:

4th Monday of the Month @ 4:30pm
 Marion "Babe" Ruth Community Room
 Terminal Building, Capital Region Int. Airport

MASON JEWETT TENANTS & USER MEETINGS:

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.

Mason Jewett Field FBO:
 Great Lakes Air Repair
 517-525-3673

Maintenance - Painting - Upholstery - Engines



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 Wednesday preceding the first Saturday of each 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.