

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

SEPTEMBER 2013

Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar-Mason Jewett Airport-643 Aviation Drive, PO Box 443, Mason, MI 48854

Pres: Ken Vandenbelt 589-5051 Vice Pres: Joe Madziar 676-4341 Treas: Al Spalding 676-3370

Secr: Jack Voss 708-7079 Editor: Warren Miller 214-2656 (all Area Code 517) [www.EAA55.org](http://www.EAA55.org)



## Climb and Maintain Flight Level 55

**Mason Aviation Day - and what a great day it was !!** The weather was about as perfect as we can get. We had over 80 planes fly in. People were wandering the field all day. We had a great group of volunteers for auto parking (which was a real challenge this year), field security, aircraft parking & cafeteria. The helicopter was busy doing rides and so were the folks from Solo Aviation. The Stearman had a busy day also. The CARDS, Rocketry Club, LCC and other vendors were on hand to talk to the folks. And, boy oh boy was our cafeteria hopping.

Our total breakfast count was 507 - which is almost right on our record for an event where we don't host a bomber. Lunch sales were about average. It was a great day - for our

sales and for the people to come out and enjoy a day at the airport.

And, to quote Bruce VanFarowe "there were an absolute TON of smiles, compliments and "thank you!"s as people left the gate. Makes it all worth it!"

To all our volunteers- many, many congratulations on an event well done!! Can't say enough about how great you are!!

None of the steaks went to waste, thanks to the members who purchased the left-overs. We also have some steak sauce for sale @ \$3.00 a bottle. There is also a supply of pop in the hangar for sale; mix & match; 12 pack @ \$4.00. And, BEST OF ALL - Klondike Bars for .75 cents each. And, our normal supply of chips, cookies, candy, pop and water are still available.

The best part of EAA 55 membership is stopping in for a snack each time you are at the airport !!

There is still a supply of Trade-A-Plane, aviation catalogs and other information available. The table will be set up for our September meeting.

Our program for this month will be an MDOT seminar. Tom Krashen will present "**The Top 10 Things Every VFR Pilot Should Know**". Pilots from around mid-Michigan will also be invited for breakfast & the seminar.

*We will try to get the meeting underway a little early so that we can wrap up to start the seminar about 9:30am.*

On a personal note, I have just returned from another National Stearman Fly-in in Galesburg, IL. Attendance was a little down this year but it was a great time none the less. Lots of flying and very hot weather.

Hope to see you Saturday,  
Ken Vandenbelt

**AUGUST BREAKFAST TEAM**  
**A Big "THANK YOU" to**  
**Gregg Rheeder & Bruce Thorburn**  
**(picture not available)**

### Breakfast Teams

<u>September</u>	<u>October</u>
Dick Bacon	Rosemary
Barb Bacon	Duckworth
John Bobcik	Fred Honhart
Gregg Cornell	John Karlen
Mike Franzago	Doug Koons
Ron Goodnoe	Terry Lutz
Ernie Lutz	Roger Reeve
Mike Lutz	Drew Sequin
Ronald Pearce	Connie Stewart
	Craig Tucker

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

## EAA Chapter 55 Board of Directors Meeting August 7, 2013

→Present: Ken Vandenbelt, Joe Madziar, Al Spalding, Jack Voss, Bill Purosky, Vickie Vandenbelt, Warren Miller, Jim Spry, Dave James, Steve Houghton, Ed Search. Guests: Doug Koons, Dave Cook, Bob & Margie Clark. →Called to order at 7:30pm. →Secretary's report: Madziar moved, Purosky supported, and motion passed to accept the July 10, 2013 minutes as published. →Treasurer's Report: Dave James moved, Voss supported, and motion passed to accept the July 31, 2013 report. →Young Eagles (YE) We need pilots for Saturday. →Membership: V. Vandenbelt reported that we have two new members and one new student member. →Flying Activities Coordinator: Steve Houghton reported events for 8/24 Sparta Build Off and 8/31 (Labor Day weekend) at Mackinaw Island. →55<sup>th</sup> Anniversary of Chapter 55 in 2014: Jack Voss presented several scenarios for celebrating our 55th anniversary. We decided on these two: Dinner at our Hangar catered to members plus limited guests and Dinner out at a restaurant, members plus guests, no host. Next month we will discuss further refinements of both celebration dinners. →Safety Officer: Steve Houghton reported that we will have a hand out for incoming pilots at Mason Aviation Day (MAD). →YE Credits of \$755/expenditures to date of \$256.54 / Balance of \$498.46. the board voted to use it for \$50 worth of model airplanes to hand out to kids, and the remainder for tables for the EAA Hangar. →Nominating Committee: Steve Houghton volunteered to chair the committee. Madziar moved, Houghton supported and motion passed to adjourn at 8:15pm. →Respectfully submitted, Jack Voss

## EAA Chapter 55 Membership Meeting August 10, 2013

→President Ken Vandenbelt called meeting to order at 09:15am. →Following the National Anthem, we thanked the breakfast team for the great breakfast this morning! and announced the September team. →(Secretary forgot to do a head count, and his pay was docked accordingly.) →Secretary's report for 8/10/13 was accepted as published in the newsletter. →Treasurer's report as of 7/31/13 was accepted as read. →Mason Aviation Day (MAD) event planning meeting info announced. Pre-meeting dinner at Los Tres Amigos. →MAD hangar set-up Friday 8/16/13 starting about 10:00am (after pilot's breakfast at Mason A&W.) →MAD parking will be limited along Aviation Drive due to construction. Various areas & ramps will be put to use. →Nominating committee for Board Officers, to be elected in November; Steve Houghton, Chair. Please contact him with your name to volunteer to serve. →President Ken adjourned us at 09:45am. →Respectfully submitted, Jack Voss



## TIDBITS

By Vickie Vandenbelt

NEW MEMBERS: Chapter 55 welcomes new student member, Hannah Kahle.

NOMINATING COMMITTEE: Steve Houghton has stepped up to be our Nominating Committee. Chapter 55 is seeking nominations for the office of President, Vice President, Secretary and Treasurer for the next two-year term. The Board meets at 7:00pm on the Wednesday immediately preceding the second Saturday of each month to conduct the business of the chapter. Meetings generally last one to two hours. Have you ever thought about serving your chapter as an officer, or as a director? Is there a member you feel would be a good candidate for a position? Contact Steve.

SEPTEMBER PROGRAM: Our program for this month will be an MDOT seminar. Tom Krashen will present "**The Top 10 Things Every VFR Pilot Should Know**". Pilots from around mid-Michigan will also be invited for breakfast & the seminar.

EVENTS PLANNING COORDINATOR: EAA55 is looking for a 2014 Events Planner. I have really enjoyed coordinating the Dawn Patrol and Mason Aviation Day for the past ten years. But, it is time to pass the baton to someone new. I plan to remain involved - just not to the extent of the past years. If you have an interest in doing this for your chapter, let Ken know.

ELLIOT SEGUIN: in the news

[http://www.eaa.org/news/2013/2013-08-20\\_wasabi-special-emerges-from-mojave-group-effort.asp](http://www.eaa.org/news/2013/2013-08-20_wasabi-special-emerges-from-mojave-group-effort.asp) In addition, the October issue of Kitplanes Magazine featured an article about the Mojave fly-in.

WANTED: EAA55 has some VHS tapes of events and programs that we don't want to lose. Can anyone volunteer to transfer these to DVDs for the chapter??


THINGS TO DO FOR YOUR CHAPTER: Little things; big things. Some currently handled by folks who might someday wish to retire from them. Others just need someone to take them on. This month I'm listing...  
→Tech Advisor - see EAA national requirements  
→Flight Advisor - see EAA national requirements  
→Work the Breakfast Team one meeting per year  
→Sweep & Mop meeting room floors  
→Take Garbage to the dumpster after meetings

# RIP - Paul Howard Poberezny

(September 14, 1921 – August 22, 2013)

Paul Poberezny was an [American](#) aviator and aircraft designer. He founded the [Experimental Aircraft Association](#) (EAA) in [1953](#), and spent the greater part of his life promoting [homebuilt aircraft](#).



 The [Acro Sport II](#) home-built [biplane](#), designed by Paul Poberezny

## Experimental Aircraft Association



Paul driving "Red One" at Airventure 2010

Poberezny started the EAA out of his [Hales Corners, Wisconsin](#) home in 1953. He retired as EAA President in 1989, remaining as Chairman of the organization until 2009. As of 2013, the organization had approximately 170,000 members in more than 100 countries.<sup>[1]</sup> EAA's annual convention and fly-in, known as [EAA AirVenture Oshkosh](#) in Oshkosh, Wisconsin, attracts a total attendance in excess of 500,000 people annually.

Paul's son [Tom Poberezny](#) was the Chairman of the annual [Experimental Aircraft Association](#) annual Fly-In Convention since 1977, and was president of EAA from 1989 to September 7, 2010. In March 2009, Paul Poberezny stepped down as Chairman of EAA and his son took on these duties as well.

## Military career

Poberezny served for 30 years in the [United States Air Force](#), including active duty during [World War II](#) and the [Korean War](#). He retired with the rank of lieutenant colonel. He attained all seven aviation wings offered by the military: [glider pilot](#), [service pilot](#), rated pilot, [liaison pilot](#), senior pilot, [Army aviator](#) and [command pilot](#).

## Aircraft experience

Poberezny flew over 500 aircraft types, including over 170 home-built planes.<sup>[2][3]</sup> He started flying at the age of 16 with the gift of a [WACO Primary Glider](#) that he rebuilt and taught himself to fly in.<sup>[4]</sup> He designed, modified, and built several home-built aircraft and had more than 30,000 hours of flight time in his career. Aircraft that he designed and built include:

- ["Little Audrey"](#)
- [Poberezny P-5 Pober Sport](#)
- [Pober Jr Ace](#)
- [Pober Pixie](#)

## Awards

In 1986 Poberezny was inducted into the Wisconsin Aviation Hall of Fame,<sup>[5]</sup> and in 1999 he was inducted to the [National Aviation Hall of Fame](#) in [Dayton, Ohio](#). He received the [National Business Aviation Association's](#) 2001 Award for Meritorious Service to Aviation, and the 2002 Wright Memorial Award Trophy. In 2008 the Wisconsin Historical Society named him as a "Wisconsin History Maker," recognizing his unique contributions to the state's history.<sup>[6]</sup>

## Personal

In 1996 Poberezny teamed with his daughter Bonnie, her husband Chuck Parnall, and Bill Blake to write *Poberezny: The Story Begins*, a recounting of the early years of Paul and Audrey, including the founding of EAA.<sup>[7]</sup>

Poberezny died of cancer on August 22, 2013 in Oshkosh, Wisconsin.<sup>[8][9]</sup> He was survived by his wife and two children.



## YOUNG EAGLES By Phil Tartalone

No report for September.



## NOTES FROM CAPE JUBY

By Terry L. Lutz

Chapter 55 Flight Advisor

In 1908, the London Daily Mail offered a prize of 500 GBP (about \$750 in 1908, and nearly \$19,000 in today's dollars) for the first successful flight across the English Channel. When the prize went unclaimed in 1908, it was doubled to 1000 GBP in 1909. On 25 July 1909, Louis Bleriot took off from a farm field at Les Barraques in a Bleriot XI monoplane powered by a 25 hp 3-cylinder Anzani engine to claim the prize.

Hubert Latham had attempted the crossing in an Antoinette IV monoplane on 19 July, but engine failure caused him to ditch in the Channel. Latham received a replacement aircraft from Antoinette, but high winds kept him from taking off. The wind forecast for 25 July was favorable, and both Bleriot and Latham went to sleep hoping the wind would subside. Alfred Leblanc, one of Bleriot's assistants, didn't sleep well and was awake at 2 am. The winds had died down, so Leblanc awakened Bleriot. After a short flight to check the airplane, Bleriot took off at 0441 to attempt the crossing.

Bleriot eventually overtook the ship that was to guide him, then flew into some rain and lost sight of the English coastline. There are some who credit the rain with cooling the Anzani enough that it kept running, but Bleriot was more concerned that the rain would make it quit. Blown to the east of his intended course, Bleriot flew along the coast until sighting Charles Fontaine, a correspondent for Le Matin, waving the French flag. Fontaine had located a suitable landing spot, and Bleriot landed there 36 minutes after leaving France. Latham that awoke that morning, only to discover that Bleriot had already claimed the prize.

Bleriot became instantly famous, and the result was that his company built more than 900 Bleriot XI aircraft. After purchasing the French aircraft company Deperdussin, he formed the Societe Pour l'Aviation et ses Derives, or SPAD, which went on to build the famous SPAD fighter flown by WWI American ace Captain Eddie Rickenbacker. Incidentally, the Bleriot XI was largely designed by Raymond Saulnier, who was later associated with the company Morane-Saulnier. If you recall an earlier set of notes regarding the "acorn days" of the US aircraft industry, you will see similarities in how people worked and moved across company lines in France.

On 22 September 1913, pilot Roland Garros took off from Saint Raphael, France (near Cannes) and flew non-stop to Bizerte, Tunisia on the north coast of Africa. This was the first crossing of the Mediterranean Sea, and the flight took 7 hours 53 minutes. The aircraft he flew was a Morane-Saulnier G, powered by an 80 hp Gnome rotary engine.

A few years ago, a small group was formed in France called Replic' Air. One of the members of this group is an engineer named Jeremy Caussade, who did intern work in my Airbus office 4 years ago. After graduating, Jeremy

spent a few years at Eurocopter before returning to Airbus as an engineer in our A350 simulation facility.

Replic' Air (website:

[https://www.google.com/search?q=replicair&ie=utf-8&oe=utf-8&aq=t&rls=org.mozilla:en-](https://www.google.com/search?q=replicair&ie=utf-8&oe=utf-8&aq=t&rls=org.mozilla:en-US:official&client=firefox-a)

[US:official&client=firefox-a](https://www.google.com/search?q=replicair&ie=utf-8&oe=utf-8&aq=t&rls=org.mozilla:en-US:official&client=firefox-a)) has constructed a replica of the Morane-Saulnier Model G flown by Roland Garros on his flight across the Mediterranean. The airplane recently had its first flight and is being prepared to commemorate the Mediterranean crossing this month, on the 100<sup>th</sup> anniversary.

The replica Morane-Saulnier Model G is very close to the original airplane, except that it has a modern engine and some modern instrumentation. But it is still a very basic airframe and with a very basic control system. Like most of the early aircraft, it uses wing warping for lateral control, and it has a very small rudder. The engine in the replica is a Rotec R2800, a 110 hp, 7-cylinder radial built in Australia. First flight was piloted by Christophe Marchande, a test pilot from Bombardier in Canada, who was previously an Airbus test pilot on the A400M in Sevilla, Spain. He has a lot of experience with the older airplanes, including the blue Caudron racer that some of you may have seen at AirVenture in 2011.



Airplanes with wing warping can be a real challenge for the pilot. In smooth air, a significant amount of adverse yaw is produced from a roll input, which must be contained with rudder control from a rudder that is already pretty small. In addition, as bank angle increases, the airplane becomes more unstable in roll and bank angle begins to increase without pilot input. For that reason, turns tend to be fairly flat, and a lot of rudder is used. Here is a video link of the replica Bleriot XI that re-created the flight of Louis Bleriot in 2009: <http://www.youtube.com/watch?v=ATbV2i9cfOE>. It is a clear enough video that wing warping can easily be seen.

The original Model G had a cowl covering the upper portion of the engine. This was installed to protect the pilot from all the grease, oil, and smoke flung from the spinning rotary engine. The Rotec radial does not spin, and on the first few flights of the aircraft, the upper cylinders were observed on the modern instrumentation to be running a bit hot. While

the airplane itself has proven to be well rigged and nicely flyable, the immediate challenge is to modify the airflow to those upper cylinders to keep temperatures in normal limits.

The next challenge is to fit the airplane with the fuel tanks necessary for a flight of almost 8 hours. For the first flight, the airplane was fitted with a forward fuselage tank, but aft tanks will be required to bring the fuel capacity up to about 200 liters (52 US gallons) to insure the flight can be completed with a fuel consumption of about 22 liters/hour.



The route of flight to commemorate the first crossing of the Mediterranean will be flown completely over the sea. The airplane will depart Saint Rafael and fly over open sea for about 100 miles, then follow the coast of the islands Corsica (French) and Sardinia (Italian) before once again flying over the open sea for about 150 miles before reaching Tunisia. While this flight may not receive publicity here in the US, it is a significant undertaking for the French team and will be a tremendous achievement. After observing this group in action, I am thoroughly impressed with their preparations, and await the news later this month.

The Fall flying season means some new weather challenges, but it also brings some spectacular flying. Remember to be prepared, keep one eye on the weather, and to help out your fellow pilot when they really need the assistance.



### **FROM THE FLIGHT SURGEON** By Gregory Pinnell, MD

Still by far the most common chronic medical problem that pilots have is high blood pressure or “hypertension”. Sometimes it can be treated with diet modification and exercise. In other cases the treatment by your doctor may require medications and they must be taken regularly to keep your blood pressure down.

Under the new Certificates AME’s Can Issue or “CACI” the FAA allows virtually all of the common blood pressure medications (with a few exceptions) and most of the documentation that was required including lab work and ECG is gone.

A simple statement that your blood pressure is under control, no more than three medications used and a value of under 155/95 and you are good to go.

Questions? Please call or write. Fly safe!

Gregory Pinnell, MD  
Senior AME, Senior Flight Surgeon USAFR  
Airdocs

### **The First Annual Great Lakes Aviators Build Off and Fly-In**

By Warren Miller

What a beautiful morning it was on Aug 25, 2013. Clear sky, no wind, sunshine. The First Annual Great Lakes Aviators Build Off and Fly In was being held this day at Sparta airport in Sparta, Mi.

Steve Houghton invited me to ride along with him and get some “stick time”. Of course I jumped at the chance to get airborne again. We met at the Mason/Jewett airport and were joined by Terry Lutz, his friend Carl Franz also Jim and Carol Spry. We were all flying in home built RV’s.

Terry and Carl took off first as they wanted to fly formation and they were soon out of sight. Jim and Carol went next, Steve and I were last. We were able to see Jim for a short time and although we were flying at 140 knots, Jim just disappeared.

Sparta is only 65 miles from Mason and it seemed like we were there in no time. I got a chance to grab the stick for about 10 minutes and kept her straight and level in the very smooth air we had. Steve has done a wonderful job in building his first and maybe, last airplane. It has a powerful take off, the acceleration plants you back in the seat and it is not a land lover. The plane fly’s great and is light on the controls. Steve likes to say it’s a little twitchy, but I liked it.

We soon landed and parked the plane. Steve filled out a “judge my plane” card, put it on the prop and we went to breakfast. Chapter 704 sponsored the event and they have a very nice set up for the breakfast line. One of the Chapter members had built a pan cake dropper that held about a gallon or two of batter and was mounted on four rollers on tracks on both sides of the grill, suspended above a stainless steel cook plate that was about 2 feet wide and 6 feet long, which he also built. The cook simply rolled the dropper along the tracks and placed batter for six perfect pancakes each time along the cooking surface. They cooked in minutes and when done, the cook said, stand back about six feet, hold out your plate and prepare to catch your flying pan cakes. He then flipped them six feet in the air and landed them on our plates. What a great pilot, I mean flipper. First time I ever saw this trick. Breakfast was good.

We then strolled amongst the planes. There were a lot of RV's parked and all were very nicely built and painted. There were a lot of other home built aircraft also, not to mention some old restored planes. One of these was old forties something Cub that had three seats, two could sit in the back with one up front, it was called a Cruiser. There was another old one that I had never seen before, a Cub which was a two place side by side called a Coup. There were a good number of planes and people attending this First event.

We later gathered at the FBO and the Chapter President announced that the Judges had looked at the planes that were entered in the contest and selected three winners. Steve Houghton was called for third place. Boy, was he excited, his first homebuilt plane, the first time he had taken it to a builders show and



of course the first time he received an award. Steve was given a Grand Lakes poster and a third place ribbon. Second went to a beautiful white pearl and blue Lancair. And First prize went to Terry Lutz. Terry received a traveling trophy which will be returned to the next Sparta show. It was a nice wood pedestal type with a First Builders plaque on it along with a wooden model prop attached, a very nice show piece.

We all got in our planes and headed home. I got some more "time" and we were soon home. It was a wonderful morning to be flying. The country side was green and the lakes were blue, what a great sport FLYING is. Thanx for the ride, Steve I had a great time.

### **FROM KEN TO THE EDITOR:**

Our EAA mission is to grow participation in aviation, by inspiring people to fly, build, volunteer and outreach to promote aviation. Do you think our EAA55 events do this? Judging by the comments of folks on the field, I think we do. Here's a message received from one of our MAD attendees:

"One of my goals always was to fly in a Stearman Bi-wing Aircraft on my 70th birthday. A little belated, but yesterday I made that flight at the Mason Airport on Mason Aviation



Day. There are no words to describe the flight. It was just so awesome, and I loved every minute of it. I have been a licensed

private pilot since the late 60's, but have not been active in flying since the late 80's. What a gift from God this was. Thank you Lord. God Bless, Bob Rozelle"

### **INVITATION TO ALL CHAPTER MEMBERS**

*I would like to invite everyone from the chapter to Tom's 80th birthday party on October 13 from 1 to 4 pm at the EAA chapter club house. No gifts please. RSVP to krmdorf@yahoo.com by September 30th. Thank you, Karen Meirndorf*

**What's the purpose of the propeller? To keep the pilot cool. If you don't think so, just stop it and watch him sweat!!**

"When a crash is inevitable, aim for the softest, least expensive thing in your vicinity, at the slowest speed possible." - Pilot Wisdom

### **CHAPTER 55 CLASSIFIEDS**

EAA55 Builders Hanger: one space; Ken 517-589-5051

#### WANTED:

**Someone to transfer chapter VHS tapes to DVDs.**

**Serviceable ELT, model AK 450, 121.5 megahertz, with accessories. Kyle Bradford 517-663-3083**

#### FOR SALE:

Pop; just \$4 for a 12 pack (includes deposit); pay EAA snack can.

Steak Sauce; just \$3 a bottle; pay EAA snack can.

New Gasolator; \$60; Kyle Bradford 517-663-3083

Vans RV-6A; pristine condition; many extras; flyer posted in terminal; \$58,000 firm. Dick Haigh 269-695-2057 or Ralph Ballard 269-684-0972

Vans RV-12 project; wings, empennage, fuselage kits; 95-98% complete; pics posted at terminal. Albert Mickalich 517-246-9872; Holly MI

Chevrolet Corvair 100-HP flight motor conversion; nearly complete, unassembled. \$5,000/negotiable. Greg Harris 517-775-4563 or [gkharris1974@gmail.com](mailto:gkharris1974@gmail.com)

Zenith Zodiac XL/650 Corvair motor mount; Greg Harris 517-775-4563 or [gkharris1974@gmail.com](mailto:gkharris1974@gmail.com)

Honey; Gordon Hempstone 517-515-1454

DTV analog or digital antenna; \$25.00 George Moore 517-536-1034

New surplus hardware available & Stearman rides; Yesteryear Aviation 517-676-4416

Contact Warren or Vickie to place your ad here!

### MAD PICTURES – AUGUST 10, 2013



The sun appears for some fun at Mason Aviation Days



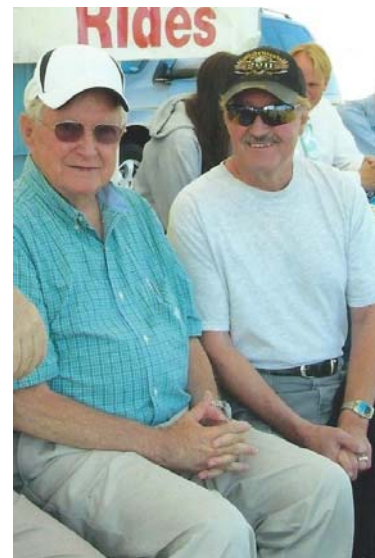
The Fogs & their Cessna



A large crowd came for a great breakfast.



Pres. Ken Vandebelt with Joe Pirch, registered pilots while providing them with goodie bags.



A former Chapter member Ted Lakin and Warren Miller



**Joe Madzair and Bill Purosky, the best pancake batter beaters in the business.**



**Chuck Hacker's yellow Zenith**



**Dan Schiffer in the announcer tower, overlooking his T6**



**Dave James and Doug Koons were all smiles after eating their great breakfast!**



**Drew Seguin flying his new cub**



**Visiting Tiger Moth**



## **POCKET CALENDAR**

Sep 14 = Jackson DP

Dec 14 = Christmas Party; Trippers; 1800

**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: Warren Miller, Newsletter Editor.

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