

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

AUGUST 2018

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: Drew Seguin 517-333-4531 →Vice-President: Margie Clark 517-853-1418

→Treas: Al Spalding 517-881-8757 →Secr: Vickie Vandenbelt 517-589-5051 →Editor: Deanna McAlister 517-795-8171

www.EAA55.org



PRESIDENT'S MESSAGE

by Drew Seguin

(president@eaa55.org)

It flies! My project has flown. Got DAR signoff on July 21. Elliot and family came to town that evening. Perfect timing. Of course, Oshkosh was happening last week, so we were off to Wisconsin for a few days and didn't get the first flight off 'til Thursday. The flight went off without significant issues so now we work through the squawks. At this point I can't say it's completely done, but a major milestone has been achieved.

Going to Oshkosh at this point was an interesting and grounding experience. I've been going for over 40 years so they all kind of blur together but during the build project I went twice. It was a great opportunity to learn about the processes, to see what other people were doing and of course to enjoy the show. This time of course I couldn't help comparing my plane with what other folks have built. As should be expected, some were nicer and some not as nice as how I see mine. Of course, once you've built one you know where to look for problems. And of course, you don't want to point out the issues on your own plane. Just let the folks tell you how nice it is.

As I think back on the whole adventure a few things come to mind. First and foremost is the number of hours it takes to build. I think the numbers provided by kit makers are at best useful as a kit to kit comparison. I figure the whole project took about twice the 1000 hours advertised. When you get into the project you realize there's a lot of tasks that are necessary but not really part of building the airplane. I needed a wing/fuselage rotator so I decided to build

my own. That involved getting set up to weld, figuring out how to build it, figuring out how to weld, and so forth. Oh, and don't look too close at my welds. They're not pretty but they hold. Then there's the paint system and booth which were graciously loaned by John Bobcik, Doug Koons, and Bill Purosky. But I had to put a door in the hangar for exhaust. And so on as the hours, days, and months add up. Most of all you go in knowing there's a lot to building a plane but when you get there you realize there's REALLY a lot to building a plane.

I think the best part is looking back at all the tasks that were so intimidating at the onset but which I'm comfortable with now. Not an expert by any stretch but comfortable. Things like riveting, working with fabric, painting, rigging etc.

Along the way we're often asked "So, when will you be done?" I've noticed that question seldom comes from someone who's built a plane. So, am I glad I did it? You bet. Will I build another? Hmmm. First, I think I'll fly this one around a bit.

We have our last Young Eagles event of the year after this month's meeting. As usual we need great weather and all the help we can muster. Can't do much about the weather but I hope to see a lot of faces there to help. And remember Mason Aviation Day is coming up on August 18th. Again, come on out, help with the event, and I guarantee you'll have a good time.

BOARD MEETING: 7:00pm: Wed; August 8th
MEMBERSHIP MEETING: 9:30am; Sat; Aug. 11th
with Breakfast served from 8:00am to 9:00am



July Breakfast Team: Bruce Thorburn, David James, Karen & Greg Hover.

UPCOMING BREAKFAST TEAMS:

August	September
Dale Foerchler	Dillon Blair (student)
Ron Gorsline	Connie Bobcik
Chuck Hacker	Mike Franzago
Cal Hayslette (student)	Ron Goodnoe
Steve Houghton	Mike Lutz
Jim Palmer	Ronald Pearce
Pat & Karen Salow	Al Spalding (Excused-Board Member)
Jonathan Thaden (student)	Gregory Rheeder

EAA 55 Chapter 55 Board of Directors Meeting July 11, 2018 → Meeting was called to order by President Drew Seguin at 7:00pm. → Present: Drew Seguin, Margie Clark, Al Spalding, Vickie Vandenbelt, Mark Bathurst, Dave Courey, Doug Koons, Warren Miller, Bill Purosky, & Jack Voss. Absent: John Bobcik, Bob Clark, & Ken Vandenbelt. → Secretary's Report 6/13/18; Mark Bathurst made a motion to accept; Bill Purosky supported; motion carried. → Treasurers Report as of 6/30/18; Doug Koons made a motion to approve, Bill Purosky supported; motion carried. → YE Memorial Donations \$1,250; need thoughts for a memorial to Ernie Lutz; and purchase of a feather flag for the pedestrian gate; Warren Miller volunteered to get pricing. → Meeting Programs; set for rest of 2018; need ideas for 2019. → Filing for 501(c)3; paperwork submitted. → YE rally; need someone to run Cleco game and someone for Tool Box Assembly; set up the pop-up cover for these. → MAD; Bob Clark will bring in the people transport trailer. Vickie Vandenbelt suggested the banners be put up before

Fair Week & Drew Seguin volunteered to do them. Need volunteers to post flyers around Mason. Need volunteer to handle field logistics for exhibits. Michigan Barnwood is including MAD & LCC in the Photo Challenge. → Discussed need for a new Flag Pole; Bill Purosky volunteered to look for one at AirVenture. → Housekeeping; floors and windows cleaned, now need volunteer to clean the cupboard fronts. Ken Vandenbelt will spray for ants again. → Vickie Vandenbelt will poll members for interest in t-shirt purchase. → Margie Clark made a motion to purchase Balsa Wood Planes from Trans Texas for YE at a cost not to exceed \$600; Bill Purosky supported. → Meeting adjourned at 7:59pm. → Respectfully submitted, Vickie Vandenbelt

EAA 55 Chapter 55 Membership Meeting July 14, 2018 → Meeting was called to order by President Drew Seguin at 9:30am with approximately 28 members and 2 guests present. → Following the National Anthem, Drew Seguin thanked the July breakfast team and announced the August team. → Guests and visitors were introduced. → Secretary's Report 6/9/18; motion to approve; supported; motion carried. → Treasurers Report 6/30/18; motion to approve; supported; motion carried. → Young Eagles; ready to go. → Adult Eagles; Greg Rheeder; send prospects his way. → MAD; member volunteers needed. → Cupboard cleaning; volunteer needed. → EAA55 T-shirts; info to be emailed. → Tom Sheehan invited members to fly in to Skyway for lunch on August 11th; 11am-3pm. → Congratulations to Doug Koons & Bill Purosky on their homebuilt completion and airworthiness certificate. Drew Seguin hopes to get his next week. → Meeting adjourned at 9:38am. → Respectfully submitted, Vickie Vandenbelt

MASON AVIATION DAY (MAD)
August 18th; 7:30am-2:00pm



YOUNG EAGLES
by Margie Clark (margie@eaa55.org)

Wow! What a great bunch of pilots and volunteers we have. We were able to fly 122 Young Eagles at the July rally! Mother Nature tried to scare us off but the pilots were relentless. They flew their best and got a little shower for

their planes as well. I can't say thank you enough to everyone who helped out. Please come for our rally this month. We not only had youth flying but they also got to try their hand at building a toolbox, racing against one another on the kleco board and made paper plate airplanes. (Oh yes, if you have some spare pennies you could donate to weight the planes, they would be appreciated.) Remember, the more hands on deck the lighter the load for everyone!

See you all on the 11th! Happy flying!

SCHEDULED PROGRAMS:

AUGUST:

Young Eagle Rally

SEPTEMBER:

Rick Sutton; 1950 Flight #2501 Crash in Lake Michigan

OCTOBER:

Todd Cotter; Prop Balancing

NOVEMBER:

Mark Bathurst; Maintenance

DECEMBER:

Chapter Volunteer Awards

CONTACT DAVE COUREY WITH YOUR SUGGESTIONS



ADULT EAGLES

by **Greg Rheeder** (greg@eaa55.org)

Good day !

I'm hoping the weather has allowed our pilots to get out and get some "stick time".

I along with many other pilots look forward to this time of the year. Good flying days and along with fly-ins at other chapters, we look forward to Chapter 55 events. This month is a good one with Young Eagles and Mason Aviation Days.

Let's get out on the field and inter-act with those people with a curiosity of flight. Answer the questions with a smile. Sometimes our contact is the first information they receive about flying so make it fun.

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



NOTES FROM CAPE JUBY

by **Terry L. Lutz**

(terry.lutz@attglobal.net)

First of all, congrats to our fearless leader for the first flight of his Carbon Cub! What a great experience to have Elliot, Jenn, and Gideon in town, and for Elliot to do the first flight! It is a very well-built airplane, and I hope to see it doing a lot of flying. Drew already has the idea to fly to the west coast, and stop only at grass airfields. I say "go for it!".

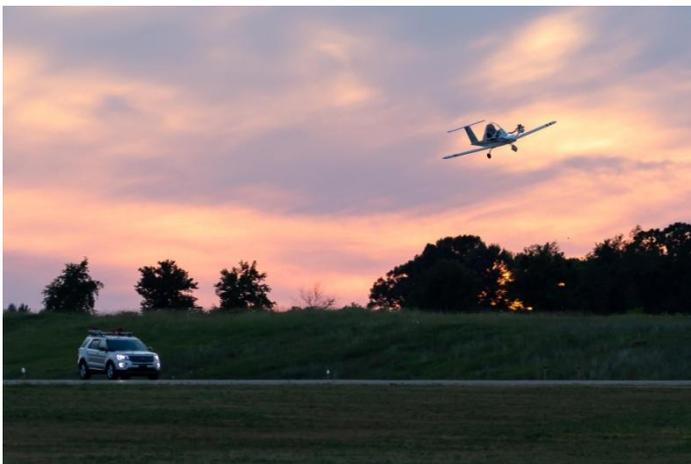
From year to year, spending time at Oshkosh can never be considered normal. Sure, you can do some of the things you normally do, like walking among the warbirds, trying to count the number of Van's airplanes in attendance, having a root beer float at the A&W stand, or volunteering to help someone learn how to use a rivet gun. This year was anything but normal, although I did everything mentioned above.

For me, Oshkosh began back in January when I noticed an email from Lucie Chapirot-Sarda, a flight test engineer that I flew with when I was at Airbus in Toulouse. The CriCri Team, which she is an essential part of, wanted to perform at Oshkosh. EAA was interested, and so was the Ford Motor Company. I told her "absolutely yes, you should come to Oshkosh, and I'll be your US advisor!" Which began an odyssey where many parts had to come together like a giant jigsaw puzzle to make it all work.

Once the decision was made, the CriCri Team had a lot of work to do, some of it in France, and some of it here in the US, which I became involved in. In France, the CriCri is secured to the top of a BMW X3, and the demonstration begins with the airplane taking off from the top of the car as it speeds down the runway. They actually have a demonstration with 2 cars and 2 airplanes. The car and insurance are provided by the PELRAS Auto Group in Toulouse. We would find a much different situation here in the US.



While the CriCri Team was building a trailer to securely hold the airplane and all the necessary gear, I was working on this side of the Atlantic to identify the best car to use, and the attaching mechanism they would need for the side rails. The first thought was to use a Ford Escape, because the Escape is produced in Europe as the Ford Kuga. But Ford proposed the Explorer instead. Then we had to determine how much weight the roof of the Explorer could hold and convince Ford engineering that the airplane could be supported. We learned that a Thule system was available for the Explorer, which turned out to match precisely the crossbars they were using on the BMW X3. Problem solved!



I purchased the Thule system from etrailer.com, and sent one of 6 attach brackets to France for a fit check, keeping the rest to take to Oshkosh. The next step was to set up a meeting with the FAA FSDO in Milwaukee so that the pilot could have a US license and be able to fly civil aircraft in the US. It turns out that all 3 of my French friends are pilots, and you should see the picture of the three of them proudly displaying their temporary US Airman Certificates!

The trailer containing the CriCri was shipped in May, and arrived in the US in late June. The story of unloading the trailer was the subject of last month's article, so I will not go into detail other than to say that Chapter 55 had a strong hand in getting the trailer safely into a hangar on the north side of Wittman Field.



The CriCri Team arrived in the US on Monday, July 16th, consisting of Lionel Adroit, pilot, Daniel Pratviel, driver, and Lucie Chapirot-Sarda, director. They spent the night in Milwaukee and the next morning went to the FSDO to obtain their Airman Certificates. In advance of their arrival, I learned a few new things from Dennis Dunbar, who is the EAA guy in charge of the airshows at Oshkosh. Dennis said that I should contact the International Council of Airshows to obtain approval to perform the demonstration. I also learned that the FAA would need to see the demonstration. I anticipated the latter, but was surprised by the need for ICAS approval. And in the middle of all this, we still had not secured the insurance required by Ford. In spite of pursuing numerous contacts in France and here in the US, we were coming up with a big zero for the insurance.

Sensing a potential train wreck, I decided to go out on a limb and rent a Ford Explorer. How long we would need it, I didn't know, but need it we did! The French were very surprised when I showed up in Milwaukee the next day with the exact car we needed for the demonstration in just two short days. We traveled from Milwaukee to Oshkosh and arrived at our campsite about 15 minutes before our travel trailer arrived. Once our gear was stowed, we drove around to the north side of the airport so they could inspect the trailer and the airplane inside. What is

really interesting to see is how Oshkosh site morphs in a carefully orchestrated way to allow camping to smoothly begin, then changes to the traffic flow necessary for a lot of cars to arrive and depart.

The next morning, we borrowed a truck from Carl Franz and hooked the trailer up for the trip to the Waupaca Airport, and got busy setting everything up to prepare for the demonstration the next day. The airport manager at Waupaca provided terrific support, including a drill and some drill bits to enlarge a couple of holes in the roof equipment for a perfect fit. The Thule system was attached to the side rails of the rented Explorer, and the roof equipment installed.

The engines on the CriCri are 2-cycle Solo engines, designed in Germany and used for outdoor power equipment. They are normally operated on 96 octane unleaded fuel, with oil added. At Waupaca, we had trouble starting the right engine because it was the first time 100LL was used for fuel. A change to the starting procedure was necessary, and the engines started flawlessly after that.

While preparing for a practice flight prior to the demonstration on Thursday, I was busy off line trying to obtain the insurance that Ford required, trying to get an ICAS representative to Waupaca, and coordinating with the FAA observer. By the end of the day Wednesday, I had an agreement with Dave Dacey, an airshow performer and designated ICAS examiner to join us on Thursday. Right at dusk, we were able to perform a practice flight, which was the first time the airplane had been flown from the roof of the Explorer. At the about the same time, I received a call from an insurance specialist, indicating that insurance was available – for a price.

Insurance came from an unexpected source. A week earlier, I had been lamenting to Dennis Dunbar that all of our attempts to find insurance had gone cold. Dennis said, well, here's the name of a lady who can usually find insurance in difficult situations. Sure enough, she found it for the CriCri Team. Given that the price was pretty high, I called Ford the morning of our demonstration and asked if they could provide assistance with the cost of insurance. The Ford legal department agreed to the details of the coverage, and together we found a way to pay for it. I guess you should say my credit card found a way to pay for it (and I was quickly reimbursed!).

With the insurance secured, we conducted the demonstration to ICAS and the FAA. At the same time, Ford drove the Explorer we would use from Oshkosh to Waupaca. I should say that first impressions go a long way. We began the demonstration with a terrific briefing by Lucie Chapiro-Sarda. When the FAA guy got back to Oshkosh, he couldn't say enough about the quality of the briefing, and how the demonstration was exactly as briefed. With Ford's Explorer in place, we shifted the roof structure to Ford's Explorer, and I breathed a little easier knowing that the rental car would not be needed for an actual airshow. Lionel flew the CriCri to Oshkosh that afternoon, and we rattled back with the trailer in tow.

The following days would be completely amazing for three people who have never been to the world's greatest aviation event. After getting credentials for everyone, I took Lionel to Homebuilt registration so that the CriCri could be properly registered and displayed. They asked if he wanted the airplane judged and we both thought that was a great idea. The judges get together each day at the "blue barn", and we arrived just as they were heading out to look at airplanes. We made sure they knew where the airplane was, and the judges came by for a look, more than once.

The airplane was displayed on the flight line and on top of the Explorer for nearly the entire time at AirVenture. It was a good thing it was on top of the car, because had it been on the ground, nobody would have been able to see it! The French made a lot of friends, and Lucie was able to snag some formation rides in a Yak and Chipmunk. The people at Daher invited them to "The Gathering", which is held on Thursday night in the EAA Museum. It is a \$2,000 a plate dinner and auction, which raises over a million dollars each year for charity. The Ford Mustang painted in the colors of a British Spitfire was auctioned off that evening. On Saturday, there was a note on the airplane that it had won an award that that they should attend the award ceremony that afternoon. It turned out that the CriCri, which Lionel had built, won a Silver Lindy as the Reserve Grand Champion Plans Built Aircraft.

Altogether, the CriCri was flown 3 times at AirVenture, on Monday, Thursday, and Saturday night. Each demonstration went as planned, but the winds on Thursday precluded a takeoff from the top

of the Explorer, so the CriCri took off from the runway with the Explorer as a pace car. It was great thrill for me when my friends invited me to ride along as the CriCri Team sat in the back of a Mustang convertible and waved as we drove along the show line.

Lionel, Daniel, and Lucie returned home to France on Sunday, and I stayed one more day to make sure that the trailer with the airplane was loaded carefully on a flatbed truck for the return journey across the ocean. Although it required a lot of planning and many, many phone calls, it was a trip of a lifetime for three people from across the sea, and the opportunity of a lifetime for me to return the many kindnesses my French colleagues provided to my wife and I when we lived in France. Or viewed another way, when you see an opportunity to help your fellow pilots, lend a hand if you can.



again use dark blue print on a light blue t-shirt, and looking for a good weight cotton. Cost would be dependent on quantity but I think we should be able to get for around \$15.00. If you would like to order, send me your request with sizes and quantities.



SILENT AUCTION: We have a few items coming up for Silent Auction - Weather Station; Microwave; Coffee Maker; Old Tables. Pictures and details will be sent in a separate email.

SNACK SALES: Visiting the airport for any reason?? Don't forget to stop by the EAA for your pop, water, munchies and the ever popular Klondike Bar !! All available at reasonable prices.

CITRONELLA CANDLES: We have a bunch of them. Free will donations accepted....

NEW BREAKFAST TEAM COORDINATOR: Jeff Shaud has graciously agreed to take on the task of coordinating the teams for doing our monthly breakfast. Thank you, Jeff.

PROGRAM COORDINATOR: Dave Courey has defaulted into the position of our INTERIM Program Coordinator. If you have ideas for our monthly programs, drop Dave a line. And, if you think you would like to assume this valuable chapter role, or even assist Dave - please let him or Drew Seguin know.

AVIATION ACADEMY: Someone told me a rumor that the Aviation Academy was not going to be offered at the Wilson Talent Center (formerly Capital Area Career Center) for the 2018-2019 school year. I can't remember who told me this but, I have checked and it was just that - a rumor.

FLY-OUTS: Mark Bathurst has volunteered to print off the flyers that we receive from other chapters and airports hosting fly-in events. He has been posting



TIDBITS
by Vickie Vandebelt
(vickie@eaa55.org)

CONGRATUATIONS: to Drew Seguin on completion of his Carbon Cub EX-2; the receipt of his FAA Airworthiness Certificate and success of the First Flight completed by Elliot Seguin on July 22, 2018. Now we are expecting a report from both Doug Koons/Bill Purosky, along with Drew Seguin, giving us First Flight details.

T-SHIRTS: Chapter 55 is considering placing an order for t-shirts. Attached are photos of the front & back designs that we ordered last time. We would

them on the bulletin board in the TEW terminal.
Thank you so much, Mark.

FLY-OUTS:

Big Rapids - Soup Lunch; 11am-1pm; each Saturday
Brighton - Breakfast; 9am; each Saturday
Hillsdale - Breakfast; 8am-11am; 3rd Sat. ea. month

FLIGHT TRAINING AT TEW:

Great Lakes Air Ventures; Dale Foerschler;
<http://greatlakesairventures.com/>
Cloud 9 Flight Training; Tracy Tillman;
<http://cloud9flighttraining.com/2017/09/20/web-site-up/>
Spartan Wings Flying Club;
<http://www.spartanwings.com/>
Deanna McAlister; zirconmoons@gmail.com

HANGARS FOR RENT AT TEW:

Lloyd Brown; 517-589-8619
KBS Trust; Deanna McAlister; 517-795-8171
Tom Tuttle; 734-216-7532
Jacque Carlson; 517-881-6174

DO YOU HAVE ANY NEWS OR INFO TO
SHARE?? Contact Vickie.

CARDS & MEMORIALS:

Do you know of a member who is ill? Or, who has had a death in the family? Please contact me at 517-589-5051 or vickie7463@gmail.com so that the Chapter can send a card. (and my sincere thanks to those who have alerted me in the past.)



LCC - MASON JEWETT CAMPUS

By Mark Bathurst
(bathursm@star.lcc.edu)

Every year the Boeing Corporation publishes its Outlook for pilot, aircraft maintenance technician (AMT) and cabin crew (flight attendants) demand for the next 20 years. This is considered the seminal industry study and is widely used and quoted by government, industry and educators alike. Based on previous years' studies, it should come as no surprise that the just-published 2018 version forecasts a significant shortage in all three categories.

Quoting from the Boeing study:

“As new generation airplanes become more prominent in the global fleet, advances in airplane technology will drive an increased need for technicians skilled in avionics, composites, and digital troubleshooting.

“Mobile and distance learning solutions are becoming increasingly popular as a flexible alternative to traditional classroom instruction, and new technologies such as augmented reality are being tested as a way to improve engagement and knowledge retention. As airlines continually invest to improve the quality and efficiency of their operations, new training curriculums and methodologies will need to be adopted to keep pace with innovation.

“The need for maintenance personnel is largest in the Asia Pacific region, which will require 257,000 new technicians. Airlines in North America will require 189,000, Europe 132,000, the Middle East 66,000, Latin America 55,000, Africa 28,000, and Russia / Central Asia 27,000.”

Doing the math, that's a total of 754,000 new AMTs required worldwide to meet forecast demand. In the U.S., all AMT schools like LCC's graduate between 4,500 and 5,000 students per year. Assuming no change in graduation rates, that's 100,000 new AMTs in the next 20 years versus a demand for 189,000. Clearly something has to change to meet the demand. As the article states, innovations in subject material taught, training methodologies and industry support for programs will have to occur. Schools will have to expand significantly to meet increased enrollment demand as the word spreads that the AMT career field needs new employees, that the jobs pay exceptionally well and that one can work anywhere in the world with an FAA A&P license. Our program this fall will be at capacity with new students, and based what we're seeing now, we expect to be full for the foreseeable future.

The demand for pilots is just as challenging as it is for AMTs. Boeing forecast states:

“As the pilot labor supply has continued to tighten around the world, regional markets that have relied heavily on recruiting pilots from outside their home locations are increasingly seeking to recruit, train, and develop locally sourced pilots. Cadet programs that train aspiring pilots from zero flight hours to being an operationally ready first officer have increased in popularity as airlines look to provide

career pathway programs and fill future pilot pipelines.

“Over the next 20 years, the Asia Pacific region will lead the worldwide growth in demand for pilots, with a requirement for 261,000 new pilots. North America will require 206,000, Europe 146,000, the Middle East 64,000, Latin America 57,000, Africa 29,000 and Russia/ Central Asia 27,000.” In total, that’s 635,000 new pilot positions.

Clearly the aviation industry shortage is real, it’s here now and there are tremendous opportunities for individuals interested in a career in this exciting field.



EDITORS PROLIX
By Deanna McAlister
(zirconmoons@gmail.com)

See you at the airport!

Contributions to "WingTips" are welcome and can be made by contacting Deanna McAlister (zirconmoons@gmail.com)
Deadline: 1st of each month.
Jeff Shaud "Breakfast Teams" (jlshaud@wowway.com) and Dave Courey "Monthly Programs" (dcmi@reagan.com)

CHAPTER 55 CLASSIFIEDS

FOR SALE:

Pietenpol Sky Scout; single seat; Lycoming O-145; 65HP; good compression check; all new plugs; runs good and lots of fun ! \$5,500.00. Kyle Bradford; 517-663-3083

EAA55 Coffee Mugs; if someone would please buy these last three mugs (\$6.00 ea), we will be able to get rid of the box.

EAA 55 Books; Library Overstock Sale; box on the table; \$1 hardbacks & 50 cent soft back.

Aircraft tire bead breaker; \$5.00; George Moore; 517-536-1034

Garmin 696 \$650.00 includes ext. ant.; AC wall charger; DC charger; panel/yoke mount; battery; Dave Courey; 517-331-7097; dcmi@reagan.com

Nine pieces- 1/8" 3-ply, Mahogany faces w/Popular inner plies, MIL P6070, \$15 ea; One piece-1/4" 5-ply Birch faces w/Popular inner plies, MIL P6070, \$30 ea; .040, 2024-T3, 2'x4', \$15 ea; upholstery fabric; abt 2 yds; Voltage Regulator, Cessna PN C6110010201, \$100; Telex 100TRA Hand Mic \$50; David Clark H10-20 headset, as-new, \$150; Graco Series 700, HVLP paint sprayer with several nozzles & accessories; plus 3M respirator; make offer. Prices negotiable. Gary Nicola; glnicola@att.net or 517-898-6387.

Maple Syrup; Pints, Quarts, and Half Gallons; John & Connie Bobcik 517-543-8238; jbobcik@gmail.com

Contact Deanna or Vickie to place your ad here!

EAA55 = CHAPTER BUILDERS

Who is working on or completed homebuilts or restorations ... your input for changes or corrections would be appreciated...

Eric Baker; Mini-Max project

Kyle Bradford; several Pietenpol

John & Connie Bobcik; Kitfox

Dave Cook/Greg Hover; RV-6A

Kurt Crandell; Tierra II

Ed Crouse; Rans

Ken Drewyor; Kitfox

Mike Franzago; Starduster project

Ron Gorsline; Zenith 650

Ralph Gregus; Zenith 750

Dave Groh; Stearman/AT-6 restoration

Chuck Hacker; Zenith 701

Greg Harris; Zenith 750 project

Gordon Hempstone; Avid Magnum project

Steve Houghton; RV-7A

Doug Koons/Bill Purosky; Glastar

Wm. (Bill) Long; Kolb Firefly Ultralight

Terry Lutz; RV-8

Tim Martinson; RV-6A & RV-12 project

Chuck Moore; REVO Lt Sport Evolution Aircr

George Moore; KIS Pulsar 150

Gary Nicola; Grumman Tiger restoration

Jim Palmer; Glasair III

Steve Potvin; RV-7 project

Pat Salow; Zenith 701

Drew Seguin; Carbon Cub EX2

Jeff Shaud; RV-7 project

Jim Spry; RV-8
Tracy Tillman/Lisa Colletti; (2) E-LSA Bailey-
Moyes 914 Dragonflies; (1) E-LSA Alatus-AL12
sailplane
Ken Vandenbelt; Stearman project
John VanderMolen; Zenith 750 project

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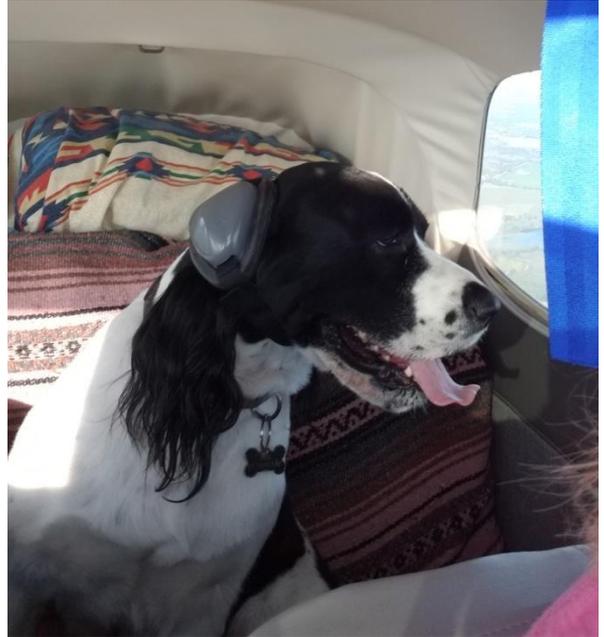
POCKET CALENDAR:

Aug 11 = EAA55 Young Eagles
Aug 18 = EAA55 Mason Aviation Day; 7:30-2pm
Aug 25-26 = Thunder Over MI
Dec 9 = EAA55 Christmas Party

**FLYERS FROM OTHER AIRPORTS
POSTED IN TEW TERMINAL**

WEB EVENT CALENDARS:

<http://www.eaa.org/en/ea/events>
<http://www.fly-ins.com/>
<http://www.michigan.gov/aero/>



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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