

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

MAY 2017

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: Pat Salow 517-565-3178 →Vice-President: Dave Courey 517-331-7097

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

www.EAA55.org



PRESIDENT'S MESSAGE

by Pat Salow (president@eaa55.org)

It is spring and the flying season in Michigan is about to take off. It is time to perform that close inspection to make sure birds or other critters have not found your airplane as a refuge to get away from the winter elements. Birds are persistent during nesting season. Years ago with an open T-hanger I removed the "engine" nest three consecutive days from the same spot. It didn't take long before the engine cowl closure kit was installed.

This is also the time to do the once over on the entire airplane. While checking the Rotax hanging on the 701, I came across an oil line that looked as though it had a slight kink. Depending on the angle it looked like the bend in the hose could compromise oil flow. Not being an engineer, I thought way back to physics class to ponder the problem. Bernoulli Principle, Reynolds number, and Darcy formula all vaguely came to mind but more than anything these just complicated the thinking. All I needed to do was either measure or calculate internal hose diameter, viscosity, and velocity of the oil...but then common sense prevailed. I ordered two feet of new hose from Aircraft Spruce giving me enough to mess it up the first time and still have enough hose for a second try, and all for \$14.50.

The point to this is to be safe, always be cautious, look for the smallest of defects, and fix the small ones before they become a big problem.

Education for this month is Dr. Bill Beecroft, a local physician and pilot. He is a gentleman I have had the pleasure to know for many years. Dr. Beecroft will

be speaking about the newly implemented (May 1st) Basic Med.

Be Safe.

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



Our April Breakfast was served up by Don & Deanna McAlister, John Kuchar, Mark Bathurst & Jack Voss

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

BREAKFAST TEAMS:

<u>May</u> Randy Coller Kurt Crandell Rosie Duckworth Ralph Gregus Gordon Hempstone Tim Martinson Greg Shannon	<u>June</u> Bill Bezdek David & Denise Cook Theodore Johnson Mike Marhanka Karen Meirndorf Tom Sheehan Jim & Carol Spry
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SCHEDULED PROGRAMS:

MAY 2017:

Dr. Beecroft; BasicMed

JUNE-JULY-AUGUST 2017:

Young Eagle Rallies

SEPTEMBER 2017:

Gary Knaggs; FAAst Program (topic TBD)

OCTOBER 2017:

(tent) Troy Thrash, President & CEO of the AirZoo or

PROGRAM NEEDED

NOVEMBER 2017:

Todd Cotter; Winter Flying Prep & Maintenance

DECEMBER 2017:

Randy Coller; "He's Making a List & Checking It Twice"

JANUARY 2018:

Allan Hollaway; Maker Space & 3D Printing

FEBRUARY 2018:

Rick Sutton; Flight #2501 crash in Lake Michigan 1950

MORE IDEAS WANTED

EAA 55 Chapter 55 Board of Directors Meeting April 5, 2017

→Meeting was called to order by President Pat Salow at 7:04pm in the conference room at LCC. →Present: Pat Salow, Al Spalding, Vickie Vandenberg, Mark Bathurst, John Bobcik, Bob Clark, Margie Clark, Doug Koons, Bill Purosky, Ken Vandenberg & Jack Voss. Absent: Dave Courey & Warren Miller. Guests: Michael Rosencrans. →Secretary's Report for 3/8/17; Jack Voss motioned to accept the minutes as published; Bill Purosky; all

approved. →Treasurer's report of 3/31/17; Doug Koons motioned to accept; Jack Voss supported; all approved. →Silent Auction; Vickie Vandenberg presented items and starting bids. →Saturday program; guests have been invited and need hands for breakfast team. →Website uses Dreamweaver; Dave Courey to discuss with Craig Tucker. →Model "T" breakfast coupons; Vickie Vandenberg asked if we would provide one or two coupons per car; discuss at next meeting. →Margie Clark motioned to approve \$47 +/- to purchase a gallon of Bobcik's Maple Syrup; Jack Voss supported; all approved. →Event Planning; set next meeting for May 3rd. →After Meeting Shut Down; will continue to monitor in upcoming months. →Meeting Room Security; still having problems with bathroom light left on; doors not latched; etc. Discussed signs, cameras, notices; Pat Salow will bring up again at Saturday meeting. →Pat Salow advised Chapter 77 has a "late fee: if dues are "not paid by"; discussed & decision that not necessary at EAA55. →Chapter Facilities & Utilization Policy; tabled to next month. →Vickie Vandenberg made a motion to approve an Advertising Budget of \$750 for the DP and \$750 for MAD; Mark Bathurst supported; Bill Purosky asked amended that any dollars left over from DP be added to MAD budget; Vickie Vandenberg supported; all approved. →Board discussed some donations to EAA55 at breakfast were reported as Misc. Income; decided all will be reported on financials as Breakfast Donations. →MAD; still looking for suggestions on exhibitors we might invite. Doug Koons confirmed Scout Troop #141 will be at DP and MAD. →Doug Koons mad a motion to adjourn; Bill Purosky supported; meeting adjourned at 7:29pm. →Respectfully submitted, Vickie Vandenberg

EAA Chapter 55 Membership Meeting April 8, 2017

→Meeting was called to order at 9:24am by President Salow with approximately 38 members and 14 guests present. →Following the National Anthem, Pat Salow thanked the breakfast team and May team announced. →Introduction of visitors followed. →Secretary's Report 3/11/17; motion to approve; supported; all approved. →Treasurer's Report 3/18/17; motion to approve; supported; all approved. →YE; Margie Clark announced ready to go for summer events. →Event Planning; held first meeting 3/29; next meeting 5/3; sign up sheets will be emailed and available at May meeting. →Meeting Room; Pat Salow presented Shut Down & Clean Up procedures for after meeting; all members please check that it is

completed before securing the building. →Meeting Room; bathroom light and doors not latched still a problem. →Pat Salow presented newspapers with Newberry Scholarship and YE press releases. →Karen Meirndorf announced Relay for Life in Mason and 50/50 drawing for EAA55 donation. →Meeting adjourned at 9:39am. →Following the meeting was a presentation by Mark Lynn on Metal Fabrication. →Respectfully submitted, Vickie Vandenbelt



NEWS OF OUR MEMBERS

by Vickie Vandenbelt (vickie@eaa55.org)

THOUGHTS & PRAYERS - Dick & Barb Bacon: Dick Bacon has been hospitalized with bronchitis and some other issues. He is cheerful and receiving breathing treatments but is slow to respond to the antibiotic treatments. He is in McLaren Hospital; phone 703-626-7377. Barb is home and doing ok. Their daughter and son-in-law are here taking care of them.

THOUGHTS & PRAYERS - Ernie Lutz is now home and out and about. He looked great at breakfast last Friday. After ten days in bed, he is weak, and will receiving PT at home. His phone number is 676-4601, should anyone want to give him a call.



YOUNG EAGLES

by Margie Clark (margie@eaa55.org)

June is fast approaching and the start up of our Young Eagle Rallies will be the second Saturday immediately following the membership meeting. Come out for breakfast and plan on spending a bit of time volunteering with registration, stuffing bags, ground patrol or flying. We can always use an extra hand. Safe flying!!

ADULT EAGLES



by Greg Rheeder (greg@eaa55.org)

Rain rain go away. Makes me want to fly another day. Summer flying can't be too far off. Fly ins and fly outs will soon be on everyone's mind. Our up coming events from Young Eagles to Dawn Patrol and Mason Aviation Days should all

remind us to keep an eye out for that " Future Adult eagle". He (or she) might be strolling among the planes or looking a "little extra hard" at one in particular. Don't be afraid to walk up and start a conversation. Who knows, you might be talking to a new EAA55 member. Remember they are Everywhere, as long as you ask. If you do see that bit of plane interest - send them my way. I'll start them on the way to an intro flight.

Thanks to you we might get a new friend.



NOTES FROM CAPE JUBY

by Terry L. Lutz
(terry.lutz@attglobal.net)

The airlines have been in the news quite a bit lately, and most of it is bad press, including the pants of the Doctor who has been dragged off the airplane at least 35 times on TV in the past few weeks. Maybe somebody is keeping track of the actual number. We can all do our jobs better, and perhaps this is an opportunity for the airlines take their customer service to a higher level. In reality, it's the safety record of the airlines that really counts. They've done a marvelous job and flight crews deserve much of the credit.

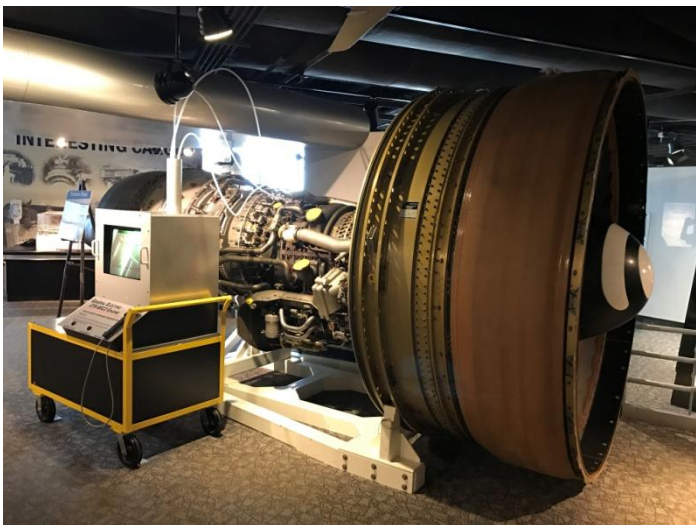
A few weeks back, I had the opportunity to give some flight instruction in the A350 simulator at the American Airlines training facility in Dallas, Texas. I had been there some years before while working with the FAA to update the Master Minimum Equipment Lists for various commercial aircraft, and the visit brought back some good memories. American has ordered the A350, but the orders have been delayed, so the simulator is not currently being utilized to train airline crews. It was available during daylight hours and I was asked to set up a demonstration of the vertical navigation capabilities of the A350 for some non-airline contractors.

After our sim period was complete, I spent some time visiting the American Airlines C.R. Smith museum near the entrance to the training center. Inside, I found a nicely displayed history of the airline, including its contribution during WWII.

In the atrium facing the highway nearby sits a beautifully restored DC-3, and by comparison, just



inside on the museum floor sits a CF-6 turbofan engine, like one would find on the B767 and some models of the Airbus A330. While it looks very large, if you saw the same engine sitting next to a GE 90-115 from a B777, or a Trent XWB from the A350, you would think the CF-6 and the DC-3 were rather small.



While I was in Dallas, I had the opportunity to visit my friends Dave Perry and Bill James. Dave is still my hero, having taken nearly 20 years to build his Long Eze, which gave me the inspiration to build my RV-8. Bill is one of those amazing guys I've written about in the past. His Long Eze has been converted from updraft cooling to downdraft cooling, and the intake system to and from the carburetor has been highly modified. It is always a treat to talk to him at Oshkosh. Now Bill has something new to talk about. About 12 years ago, someone from Iran decided to ship an

airplane called a Berkut from the US to Iran. The airplane has a canard configuration to the Long Eze, but with individual canopies, retractable gear, and a higher horsepower engine. The wings were removed and everything was carefully packed in foam so it would just fit in the container. The ship set sail and while enroute, the US Treasury Department placed a hold on all Iranian assets in protest of their nuclear weapons program.



The story goes that the ship was seized in Warsaw, Poland. While most millennials wouldn't notice, Warsaw is not on the direct route to Tehran! The ship returned to the US, and both the ship and its contents have been held in New Jersey until recently, when the Iranian assets were released as a part of the Iran Nuclear Deal of 2015.

It took some time, but the ship's cargo was put up for sale. You could even buy the ship! Serious bidding began among those who knew about the airplane, including Bill. He was careful to watch the numbers, each time bidding \$500 above the current amount, and won the bidding. Then he had to figure out how to get it from New Jersey back to Bourland Field (50F), the airpark he lives on south of Ft. Worth. The first problem was to find a truck that he could rent that was large enough for the airplane encased in foam.

Bill checked the Internet, but all the trucks from U-Haul, Penske, and Ryder were too small. Finally, he called a Penske rental agency in New Jersey and the guy there said he had one big enough, but it wasn't shown on the Internet site. So Bill flew to New Jersey and rented the truck. Then he discovered that

the foam crate was an inch and half too large to fit! So he found a saw and literally trimmed an inch and half off one side and the end, and it fit in the truck – barely!

Except for minor cosmetic damage, the airplane is in excellent shape, and the overall workmanship is outstanding. Compared to today's all-sing, all dance, whiz-bang TV screen cockpits, the panel appears well laid out, but from the 1990s. Bill may not have it on the flight line at Oshkosh this year, as he is trying to decide if he should do an engine teardown inspection for corrosion, after traveling the open sea, then sitting for 12 years.

Some of you may recall the July 17th, 1996 accident involving TWA 800, the B747-100 that went down after takeoff from Kennedy Airport, bound for Paris. I had the opportunity to receive a briefing and view the reconstructed fuselage of the airplane at the NTSB Training Center in Ashburn, VA, just north of the Washington Dulles Airport. The NTSB determined that an explosion in the center fuel tank caused the accident.

The NTSB theory begins with the fuel quantity in the center fuel tank, which was estimated to be about 55 gallons of Jet A. This small quantity of fuel was warmed with heat coming from the air conditioning packs located just below the tank, creating a warm fuel/air mixture that could easily be ignited. The NTSB concluded that there was a short in the wiring of the fuel quantity measuring system, caused by a break in the wiring that allowed high voltage to flow to a low voltage wire, initiating a spark.

The conclusion came from inspecting the wiring of another B747 that was about the same age and had the same number of flight cycles on the airframe. The result of the investigation led to much improved wiring in modern commercial aircraft, and fuel tank inerting systems that replace the air (containing oxygen) in the fuel tanks with nitrogen.

Over 500 witnesses claimed to have observed a missile racing skyward that struck TWA 800 and brought it down. Several of the witnesses were ex-military people who served in Viet Nam and saw a lot of missiles and rockets headed skyward during the war. While the results of the NTSB investigation have resulted in significant improvements in design and airline safety, their conclusions are based on a

combination of comparison studies, and actual evidence. It is true that there was an event involving the center fuel tank, which led to the loss of TWA 800. But was it a fuel tank explosion caused by faulty wiring, or by some other intrusion?

My theory is that we should keep wires out of fuel tanks and avoid missiles at all costs. It's not hard to do when you build your own airplane and fly it around Michigan. Enjoy the great weather and remember to help your friends around the airport, particularly during the upcoming events the chapter will host.



TIDBITS

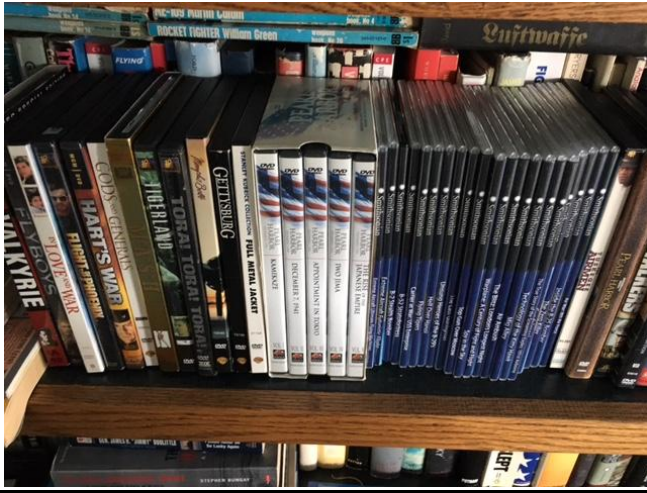
by Vickie Vandebelt (vickie@eaa55.org)

NEW MEMBERS: Chapter 55 welcomes returning member Jadranka (Jay) Komenic. Jay is a past recipient of our Newberry Aviation Scholarship (2008/09 EMU Flight Training).

EVENT SIGN-UP SHEETS: Volunteer sign-up sheets will be available at our May meeting. Hope you can share a few hours of your time to support our events - Young Eagle Rallies, Dawn Patrol Pancake Breakfast and Mason Aviation Day. We have need of a **Volunteer Wrangler** (contacts members to sign up for open slots & coordinates volunteers as they arrive for event); **Auto Parking Captain** (coordinates volunteers at the AOA Gate; Pedestrian Gate; Handicap Parking and Aviation Drive) and **Cafeteria Team Captain** (coordinates volunteers at cafeteria stations). And, lots of volunteers on the teams for all shifts. No special training needed!!

2017 EVENT FLYERS: Young Eagle, Dawn Patrol, & Mason Aviation Day flyers are printed and available in the chapter meeting room and airport terminal. Hope you will help promote by posting copies at your place of employment, place of worship, civic group meetings, local stores or other bulletin boards - and any other place you can think of. Drop me a note if you would like an email copy to send to friends and relatives.

THANK YOU: To whoever donated their DVD movie collection to our Library. Many military movies and documentaries. Items in our library are available to all members for use. Enjoy.



AOPA RUSTY PILOTS: Spartan Wings, Inc. is hosting this seminar on Saturday, May 20th from 1:00pm until 4:00pm. This will be held in the meeting room of EAA Chapter 55. The seminar is FREE to AOPA members and all pilots are welcome. The fee for non-members to attend is \$69 which includes the seminar and all course materials. You can pre-register for this seminar at <https://www.aopa.org/training-and-safety/lapsed-pilots/rusty-pilots/rusty-pilot-seminars> Please have your AOPA username and password available so your membership status can be confirmed during the registration process.

RUNWAY INCURSIONS

At our March meeting, Phil Tartalone did a great presentation about Runway Incursions. Here are a few of his informational slides.

Runway Incursion Categories
FYI

- Accident
 - A runway incursion that results in a collision

Runway Incursion Categories

- Category A
 - A serious incident—A collision is narrowly avoided
 - Pilots shout the appropriate 4-letter words
 - Pilots may have to change their pants
 - Pilots get religion
- Category B
 - Separation decreases—There is a significant potential for collision
 - Pilots exclaim a single appropriate 4-letter word
 - Afterwards, there is significant embellishment over a few beers (unless, of course, you caused the incursion, then you are crying in your beer)

Runway Incursion Categories

- Category C
 - There is ample time or distance to avoid a collision
 - Pilots are inconvenienced and exchange a few 4-letter words
- Category D
 - Meets the definition of a runway incursion, but . . .
 - There are no immediate safety consequences
 - Pilots utter a few 4-letter words under their breath because they probably are instructed to “call the tower.”

METAL FABRICATING: Our April program presentation on Metal Fabrication was done by Mark Lynn. A number of visitors attended and a great deal of information was shared. If anyone has any additional questions, Mark can be reached via email mlynn@emiliaair.com.





RELAY FOR LIFE of Mason will be for 18 hours starting at 6:00pm on Friday, June 16th on the court house lawn. Our chapter is fund raising to have our chapter name placed on top a sponsor track sign.

Please help a great cause and community event with your 50/50 ticket purchase or see me for a Luminaria form to fill out for a \$10.00 donation.

Thank you for your support..
Karen Meirndorf



Tom Botsford & Karen Meirndorf



EDITORS PROLIX
By Deanna McAlister
(zirconmoon@hotmail.com)

You are going to give an airplane ride on a beautiful sunny, breezy, choppy, bumpy day. Don't forget the yack sac for your passenger, right?

What about ginger? Is it a placebo or real? Ginger is a underground rhizome which has many uses, one of

which should be a pilots best friend. Ginger releases the compounds gingerol and protease only a small amount is effective to ease motion sickness. Grab a bag of ginger snaps and your tea service and head to the airport.



LCC - MASON JEWETT CAMPUS
By Mark Bathurst

The end of LCC's 16 week Spring semester is here. Our students finish on May 8 and resume June 5. The summer semester is only 8 weeks, and classes run longer during the day to make up for the reduced weeks. Our second year students will graduate at the end of the Summer semester on August 1, and are actively focusing on employment opportunities. There are a significant number of jobs for newly FAA-licensed maintenance technicians today. As previously discussed in this column, industry surveys are forecasting record number of both pilot and maintenance technician vacancies in the next 10-20 years. Aircraft maintenance employers have been calling with increased frequency asking three questions: When do your students graduate? How many are graduating? When can we talk to your students?

Not only are there vacancies in the United States for maintenance technicians, there are even more in other parts of the world. In the next 20 years, 268,000 new maintenance positions will exist in the Asia/Pacific region. Europe will require 127,000 new technicians, North America will require 118,000, the Middle East will have 66,000 vacancies, Latin America 50,000, CIS/Russia 26,000 and 24,000 positions will be open in Africa.

Our graduates have opportunities to work in any part of the world. The FAA A&P license is recognized and accepted throughout the world since employers know what subject material our students study, the level of proficiency our students must demonstrate on all of the required course outcomes, and the hours spent on the various subjects covered during the two years they are in school. The A&P license truly is the international gold standard for maintenance technicians.

Given increased enrollment numbers, increased employer inquiries, and increasing industry salaries, aviation maintenance is a great career to consider.

BE SURE TO LIKE "EAA CHAPTER 55" ON
FACEBOOK !!

CHAPTER 55 CLASSIFIEDS

HANGAR FOR RENT: EAA55 Builders Hangar; \$115 month plus gas. Storage Hanger; \$70 month; Pat Salow; 517-565-3178

FOR SALE:

Bose Aviation Headset X; Active Noise Reduction Headset; headset uses Bose Acoustic Noise Cancelling technology to actively reduce aircraft noise; lightweight; & operates on two AA batteries. Features include a flexible microphone boom, an adjustable fleece headband that provides less clamping force, and independent volume controls on the battery pack. Like new condition. New Value \$1,000.00; Asking \$500.00. Phil Tartalone ptartalone@mac.com.

David Clark 10-13X Active Noise Reduction Headsets (3); Lightweight; comfortable, active noise reduction, stereo headsets with soft head pad and gel-filled ear seals. Operate on six AA batteries. New Value \$579.00; Asking \$300.00 each. Phil Tartalone ptartalone@mac.com

David Clark 10-13.4 Passive Noise Reduction Headset; Lightweight & comfortable aviation headset with Soft head pad & gel-filled ear seals. This is the most comfortable headset that I have ever used. New Value \$260.00; Asking \$125.00. Phil Tartalone ptartalone@mac.com

Bendix King KX 99 Portable Nav/Com Aviation Radio; includes a headset adapter, Ni-cad battery, & charger. The KX 99 is a 760 channel, hand-held VHF aircraft communications transceiver. The set is capable of receiving VOR channels, and NOAA Weather Radio Broadcast channels. A great backup radio for IMC operations. (I met Mary for the first time over this radio.) New Value \$700.00; Asking \$200.00. Phil Tartalone ptartalone@mac.com

Sky Ox SK 12-15 Fifteen Cubic Foot Oxygen System; four Outlet Regulator; Padded Carrying Case; Assorted adult masks and cannulas; The tank is due for an inspection; I also have assorted pediatric

masks and cannulas if you want them. Check out this system on skyox.com New Value \$655.00; Asking \$250.00. Phil Tartalone ptartalone@mac.com

Ken-Lab (Kenyon) KS-4 Handheld Gyro Stabilizer; "The invisible tripod" used to stabilize cameras, binoculars, or any handheld device weighing up to four pounds. Ideal tool for aerial photography or making movies. Uses a two-axis gyro that screws directly into the tripod socket or quick release clamp on your camera. Plugs into a 12-volt cigarette lighter receptacle (12-volt inverter is included). A 12-volt battery pack is available from Kenyon Laboratories. More information at <http://www.ken-lab.com/stabilizer-guide.html> New Value \$2,072.00; Asking \$800.00. Phil Tartalone ptartalone@mac.com

Eastern Avionics Portable Intercom; Four-place; Push to talk switch and Tamrac carrying case included. Asking \$25.00. Phil Tartalone ptartalone@mac.com

Garmin GPS 195; One of the early hand-held GPS units on the market; three inch moving map display, electronic CDI and "glideslope" indicator. The unit functions well as a backup GPS, but the aviation database is outdated and it is too old to download anything new. It will get you home in an emergency. Free to a good home. Phil Tartalone ptartalone@mac.com

1/8" 3-ply Mahogany w/Popular cross-ply, MIL P6070, \$15 ea; 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; Hand Mic, \$50; David Clark headset, \$150. Prices negotiable. Gary Nicola; glnicola@att.net or 517-898-6387.

Small Index brand vertical mill; \$400; Jeff Shaud 517-712-6482

ASA CX2 Flight Computer; works great; \$65.00; Greg Rheeder 517-315-3247

EAA Chapter 55 Calendars; reduced to \$5.00 each; see Al Spalding or Pat Salow at meeting.

Maple Syrup; 2017 New Crop Available in Pints, Quarts, and Half Gallons; John & Connie Bobcik 517-543-8238 or jbobcik@gmail.com

Honey; various sizes; Gordon Hempstone 517-515-1454



EAA55 = Pilots & Builders
By Vickie Vandenberg

FREE TO GOOD HOME: EAA55 received a donation of a collection of wood working magazines. Also a collection of VHS movies and documentaries. These will be available at Saturday meeting.

Contact Deanna or Vickie to place your ad here!

Mason Jewett Field FBO:
Great Lakes Air Repair
517-525-3673
Maintenance - Painting - Upholstery - Engines

POCKET CALENDAR:

May 20 = AOPA Rusty Pilots; 1-4pm
Jun 10 = EAA55 YE; 10am-2pm
Jun 11 = EAA55 Dawn Patrol; 7-11am
Jul 8 = EAA55 YE; 10am-2pm
Jul 9 = EAA55 Anniv Potluck
Jul 24-30 = AirVenture
Aug 12 = EAA55 YE; 10am-2pm
Aug 19 = EAA55 MAD; 7:30-2:00pm
Sept 2-4 = Thunder Over Michigan
Dec 10 = Christmas Party

WEB EVENT CALENDARS:

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

Contributions to "WingTips" are welcome and can be made by contacting Deanna McAlister (zirconmoon@hotmail.com) Deadline: 1st of each month.

This is a reference list for members about members who are working on homebuilts or restorations and/or have completed homebuilts or restorations. I will try to keep it as up to date as possible and your input for changes or corrections would be appreciated. Should I also do a list of pilots who fly certified aircraft??

Erric Baker; Mini-Max project
Kyle Bradford; several Pietenpol
John & Connie Bobcik; Kitfox
Dave Cook/Greg Hover; RV-6A
Ed Crouse; Rans
Grant Dowell; Citabria Restoration
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 project
Terry Lutz; RV-8
Tim Martinson; RV-6A/ RV project
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 project
Jeff Shaud; RV-7 project
Jim Spry; RV-8
Craig Tucker; Gyrobee Gyroplane project
Ken Vandenberg; Stearman project
John VanderMolen; Zenith 750 project

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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