

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

OCTOBER 2023

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: Margie Clark 517-712-2203 → Vice-President: Doug Koons 517-676-5001

→ Treas: Drew Seguin 517-333-4531 → Secr: John Kuchar 517-203-9976 → Editor: Deanna McAlister 517-795-8171

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

→ Flight Advisor: Terry Lutz → Adult Eagles: TBD

Website: chapters.eaa.org/ea55



PRESIDENT'S MESSAGE

by Margie Clark

ea55.president@gmail.com

Greetings everyone,

The fall colors are in full splendor and flying is very colorful! Hope you all are able to get in the air and enjoy the color while it is here. The leaves seem to be falling quite fast already. Unfortunately, it won't be long and we will be looking at white fields instead of green and gold.

Reminder to all that next month is election of officers for this chapter. If you are interested in running for an office, please place your name on the white board in the meeting room.

Yes, it is early, but please mark your calendars for Sunday, December 10th, if you would like to attend our annual Christmas Party at the hangar. As your doing your fall cleanup set aside something to use as a "white elephant" gift for lots of laughter. More details to come next month.

Hope to see you at our Saturday morning breakfast and meeting on the 14th!



Thank you September Breakfast Team:
Mike Lutz, Connie Bobcik, Terry Lutz

(VOLUNTEER WANTED: Photographer to get a photo of the team each month)

SCHEDULED PROGRAMS:

OCTOBER:

Goodyear Representative - Care of Tires

NOVEMBER:

Dave Trojan - Aircraft Recovery

DECEMBER:

EAA55 Membership Awards

CONTACT DAVE COUREY WITH YOUR SUGGESTIONS

CHAPTER 55

BOARD MEETING: 7:00pm: Oct. 11th

MEMBERSHIP MEETING: 9:30am; Sat. Oct. 14th
with Breakfast served from 8:00am to 9:00am

UPCOMING BREAKFAST TEAMS:

<u>OCTOBER</u>	<u>NOVEMBER</u>
Mark Bathurst	Rockwood Shepard
Terry Lutz	John Vandermolen
Chuck Moore	Steve Houghton
Brodie Stevens	Jennifer Jacobs
Jeff Stenson	Dawn Koepplinger
Shrye Lantrip	Jeffery Kemm

EAA Chapter 55 Membership Meeting Minutes for Dec. 10, 2022:

Not yet provided for publication.

EAA Chapter 55 Board Meeting Minutes for February 8, 2023:

Not yet provided for publication.

EAA Chapter 55 Membership Meeting Minutes for February 11, 2023:

Not yet provided for publication.

EAA Chapter 55 Board Meeting Minutes for April 5, 2023:

Not yet provided for publication.

EAA Chapter 55 Membership Meeting Minutes for April 8, 2023:

Not yet provided for publication

EAA Chapter 55 Membership Meeting Minutes for July 8, 2023:

Not yet provided for publication.

EAA Chapter 55 Membership Meeting Minutes for August 12, 2023

→ Meeting was called to order at 9:20am by President Margie Clark with 33 members present and one guest, Randy Holcomb. → Following the National Anthem, President Margie Clark thanked the breakfast team of Cal Hayslette, Clark Radcliffe, and Bill Bezdek. The breakfast crew for September is Connie Bobcik, Ron Goodnoe, Mike Lutz, Rick Williams, Joseph Dickson, and Kaylee Spencer. If you cannot make your scheduled time, please contact Joe Madziar so that he can fill your spot.

→ Secretary's report for July 5, 2023 was tabled.

→ Treasurer's Report of July 31, 2023 by Drew Seguin was submitted. A donation of \$1,000 was

made by Adam Fogg; Gary Nicola made a motion to accept; Jeff Shaud seconded; report was approved.

→ Youth Group report from Jeff Shaud was the group was hosted by Roy Blake with a three hour tour of the Capitol Region International Airport (KLAN) being guided through the different areas of operations at the airport except for Customs which wasn't operating due to not having any international flights scheduled at this time of year. Work continues on the wing project. → Ray Scholarship update from Doug Koons was Cal did his solo a couple weeks ago with the paperwork showing that accomplishment sent to EAA. He should receive his next payment coming shortly. Young Eagles report from Margie is we have kids ready to start taking their Young Eagle flight as soon as we end this meeting. The weather is currently holding out although rain is heading this way. Pilots and workers are still needed and appreciated. → There are signup sheets to help Mason Aviation Day for volunteers to work on Friday setting up and for MAD event this coming Saturday. → A request by Margie for a volunteer to chair the nomination committee for the election of chapter offices. Elections will be held at the membership meeting this November. → From the CRAA tenants meeting - the taxi way project will begin after MAD is over. Planes for the affected pilots will be able to tie down in the areas on the terminal ramp. The compass rose project was scratched by the CRAA so Chapter 55 will challenge that decision. → Wings and Wheels at Cadillac on Saturday, August 26, asking for any pilots who would like to help them fly Young Eagles to please let them know. → Terry Lutz reports that the compass rose at Clare needs repainting and he suggested that the Chapter consider volunteering to do the painting. → Terry also reported that the EAA gave an update on a proposed rule making announced at Oshkosh called MOSAIC that will affect sport pilots giving them more options. See EAA website for details. → Terry suggested at the CRAA tenants meeting that the right pattern for Runway 10 be made a part of the AWOS broadcast. He has a petition for pilots to sign asking for the change as well as a petition for transient pilots who come for MAD. → Finally Margie asked that people look at the signup sheets for MAD and volunteer to help. There are a lot blanks to fill where you can help make this a success. → There was no further business and the meeting was adjourned at 9:40am. → Respectfully Submitted, John Kuchar, Secretary

EAA Chapter 55 Board Meeting Minutes for September 6, 2023

→ Meeting was called to order by President Margie Clark at 7:04pm. → Present were Margie Clark, Doug Koons, Drew Seguin, John Kuchar, Warren Miller, Jeff Shaud, Bob Clark, Greg Hover, Michael Rosencrans, David James, and Gary Nicola. Absent were Ken Drewyor and Gabe Blosser. → Secretary's Report for August 9, 2023, was submitted; motion to approve was made by Doug Koons; seconded by Drew Seguin; motion was approved. → Treasurer's Report for August 31, 2023, was submitted by Drew Seguin. He reported a donation of \$1,000 was received from Terry Lutz for the Newberry Aviation Scholarship Fund. Dawn Patrol and MAD brought in \$3,200 net profit to the Chapter. A motion to accept the Treasurers Report was made by Gary Nicola; was seconded by Jeff Shaud; motion was approved. → Ray Scholarship report by Doug Koons was that Daniel has officially ended his flight training. Cal Hayslette, our current Ray Scholarship awardee, is working on the written exam in his training. → Youth Group report from Jeff Shaud is they worked on a project to clean the transient ramp area. They cleaned out the dirt in tie-downs and the next session they will paint around the tie downs to mark them. The group added 3 or 4 new members from the Young Eagle flights this summer. Lee Paquette and Dave Cook each donated two air drills to the Youth Group. → Hangar roof project from Doug is he is still working to find a dealer to purchase the paint we need to do the re-coating of the roof. → Margie is looking for someone to be in charge of the selection of candidates to find members who are willing to serve as Chapter officers. All officer positions are vacant. → Planning has begun for the Chapter Christmas Party. The event will be the same format as last year's party. → There was no further business and the meeting was adjourned at 8:03pm.

→ Respectfully Submitted, John Kuchar, Secretary

EAA Chapter 55 Membership Meeting Minutes for September 9, 2023

→ Meeting was called to order at 9:30am by President Margie Clark with 21 members present. → Following the National Anthem President Margie Clark thanked the breakfast team of Connie Bobcik, Mike Lutz, and Terry Lutz. The breakfast crew for October is Mark Bathurst, Terry Lutz, Chuck Moore, Brodie Stevens, Jeff Stetson, and Shrye Lantrip. If you cannot make your scheduled time, please contact Joe Madziar so that

he can fill your spot. → Secretary's report for August 9, 2023, was not published. → Treasurer's Report of August 31, 2023, by Drew Seguin was submitted. Dawn Patrol and Mason Aviation Day brought in a net sum of a little over \$3,100. Bill Purosky made a motion to accept; Mike Lutz seconded; report was approved. → Youth Group report from Jeff Shaud was not available. (see Board Minutes) → Ray Scholarship update from Doug Koons was Cal is doing well and has received his final payment of \$2,400 after completing his solo flight. He is busy with his studies and working at a job. He has also helped out with the Young Eagles and worked as a volunteer for MAD. → Young Eagles report from Margie is we have flown 191 Young Eagles so far. Rain suspended the August flights for a while with the remaining flights completed once the rain moved out. Our pilots that are flying these flights are less in number than we need to fly more kiddos.

→ Nominations for the Chapter officers are underway. We need members to step up and put their names in for the election of officers to be held on November 11th. All of the officer positions are vacant and we must have each position filled in order to continue as a chapter. You may ask Margie to tell you what the duties are for each position. Positions that are vacant are President, Vice-President, Treasurer, and Secretary. → Chapter Christmas Party will be held on December 10th here at the chapter hangar. Hors d'oeuvres will be at 3:30pm and dinner will begin at 5:00pm followed by the infamous "white elephant" gift exchange. → The Chapter received a letter from Mason Cares requesting we make a donation this year for their support of firefighters and Emergency Responders. Mark Bathurst made a motion to appropriate some of our water and soda pop to Mason Cares; motion was seconded by Drew Seguin; motion was approved. The event will be September 11th at the Mason Fire Station. → John Bobcik was given the 2022 Chapter Service Award for his work as web editor as well as Young Eagles. Connie Bobcik was given an award for her work for Young Eagles, Greg Hover for his work as ground crew for Young Eagles, Karen Hover registration work for Young Eagles, and Kirk Curtiss as a pilot for Young Eagles. → Thanks were given to Terry Lutz for his donation of \$1,000 to the Newberry Aviation Scholarship Fund. → Joe Madziar will chair the Newberry Aviation Scholarship Fund selection committee this year. → The program after the meeting will be presented by the FFAST team of Pat Ryan and Mark Bathurst.

→There was no further business and the meeting was adjourned at 9:58am. →Respectfully Submitted,
John Kuchar, Secretary



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

We are still adding to our count of youth flown this year when someone comes available. If you happen to fly any eligible youth be sure to let Doug Koons know, as he is keeping our tally sheet up to date for the program.



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

NEW MEMBERS: Chapter 55 welcomes new member Anthony (Tony) Kruckeberg. Tony is the new Program Director for LCC Aviation Technology. We also welcome the return of member Kirk Curtiss. Last I knew, Kirk was still flying his Cessna 182. And, we welcome new Student Members Zach Crombie and Samantha Nothnagel.

YEAR-END GIFTING & DONATIONS: If you are thinking of year-end charitable donations or would like to honor someone special, we hope you will consider EAA Chapter 55. Chapter 55 is a 501c3. Your donation can be designated for your choice of one of our funds. Attached is an easy to use form for your convenience.

EAA55 MEMBER OF THE YEAR: It is that time of year for the Board to consider nominations for our 2023 Member of the Year. We are looking for candidates who have contributed specifically to the chapter and to the EAA Mission to grow participation in aviation, by inspiring people to fly, build, volunteer and outreach to promote aviation. If such a member comes to mind, please submit their name to President Margie Clark.

2024 MEMBERSHIP RENEWALS: As another year draws to a close, it comes time to think about submitting your dues for the 2024 year. Dues can be paid by mail, at a meeting or left in the folder for Treasurer Drew (for everyone's protection, please do

not leave cash.) We do ask that you complete the application form when paying so that we can assure that your payment is properly documented and that the information on our website is accurate and up to date. The online Membership Roster will be updated after the February 15th dues deadline.

AIRCRAFT SPRUCE CATALOGS: Some Aircraft Spruce catalogs left over from Mason Aviation Day are available for pick up in the terminal building.

AIRPORT OPERATIONS: CRAA personnel are available 24/7. If you encounter anything amiss at our airport - please call 517-321-8525

EMERGENCY CONTACT INFORMATION: CRAA produced some stickers with EMERGENCY CONTACT INFORMATION for the airport. If you have not gotten one to post in your hangar, there are some extras available for pick up in the terminal building.

A FEW MORE PICTURES FROM MAD:





Notice the airplane on his back. That is what made him the pick of the litter.



ROSIE THE RIVETER: If you missed the February presentation at EAA Chapter 55 (or would like to see it again), Rosie will be doing a program at the Mason Area Historical Society on November 15th.

HAPPY ANNIVERSARY, CHAPTER 55

Chapter 55 was formed in 1959 and 2023 marks our 64th Anniversary

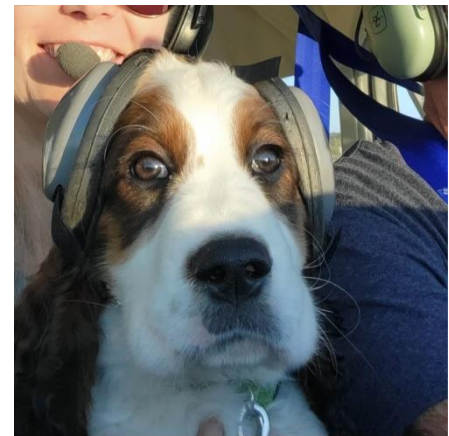


YOUTH GROUP

By Jeff Shaud

(jlshaud@wowway.com)

See you at the hangar!



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



EDITORS PROLIX

By Deanna McAlister

(zirconmoons@gmail.com)

Introducing Wilbur Wright Zeke McAlister. 12 weeks old. Back on October 1st he had his first flight. He looked out, got drowsy and went to sleep.



From Mallory Stiles
Editor in Chief
LCC Lookout newspaper

When someone feels like they are doing something they love, the best results usually follow.

LCC's new Aviation Technology Director Anthony Kruckeberg not only loves every facet of his job, but he understands all the responsibility that comes with working on planes.

"Fixing an airplane is a lot like surgery," he said. "You make a mistake and people die."

He has two aviation-related licenses from the Federal Aviation Administration, two history-related bachelor's degrees from Michigan State University and a military career that he said is the real reason he is in his current job.

"I spent 25 years in the Army so I was taking classes on all my deployments, just anything I could get," Kruckeberg said. "I had no real direction because when you are on deployment, you just take whatever is available from whatever college is there."

Kruckeberg enlisted at 17 on a "whim." He said he remembers turning 18 in Korea, but it was just the beginning of his travels. He said each new adventure changed him for the better.

"I've been to 58 countries," Kruckeberg said. "I thought maybe I could be a history teacher so I could share the places I have seen, cultures I have lived in, and talk to kids about relevant stuff that's not out of a book."

Teaching history didn't exactly work out as he planned, but his degrees got him his current position.

"I used to run all the aviation maintenance for the State of Michigan in the Army," Kruckeberg said. "All of my experience just worked together to get me here. I really had my heart set on teaching full-time this year, but as long as I can interact with the students here, I will be OK."

Though Kruckeberg is willing to be thankful for what his military career gave him, there is still much

to be said about how much he went through defending his country.

"The scariest day of my life was May 4, 2011," Kruckeberg said. "Two days after (Osama) bin Laden got killed, we were over in Iraq and our living area got mortared by over 110 mortars at 4:30 in the morning. Over 100 insurgents jumped over the walls and we were in a fire-fight for about five and half hours. I had my boxer shorts and my weapons, that was all.

"I am lucky to be here; very lucky."

LCC Laboratory Assistant David Argo said his co-worker is an exceptional person all around, and said this isn't the first job they have worked together.

"We don't just teach together," Argo said. "We were in the Army together; we deployed together."

Argo said they are like brothers, and he knows without a doubt that Kruckeberg is the right man for his new job.

"He is a good teacher because he is a people person," Argo said. "He is passionate about what he does and he knows this stuff. He was a maintainer for 10 years before he became a pilot, so he knows this side of it, intimately."

Kruckeberg is also president of five different organizations, coaches teams and mentors fellow veterans on the side. He said he hates down time, but said there is a good reason for that.

"I don't relax; I stay busy," Kruckeberg said. "The more I do, the less I think. I had a lot of childhood trauma and assaults so that's partially what drives me. If I had to do it over again, I wouldn't skip that part. It propelled me into who I am today."

He said the other driving forces are his loved ones, including his wife, Carrie. Their love story is the stuff of legends and began in Iraq when they were best friends just flying planes. He describes her as his everything.

Kruckeberg also has four daughters whom he said he could never live without who have taught him things he would never have learned otherwise. His oldest is

29 and his youngest is 5, so there is simply never a dull moment.

“My wife and I run a tight ship at the house but we fun, we like to travel a lot,” he said. “Our 7-year-old has been to nine countries so far and my 5-year-old has been to seven. We just got back from Italy a few weeks ago.”

He said he sees himself most in the young people who have completely given up, and will stop at nothing to change as many lives as he can before his is over.

“The only reason we are here is because of these kids,” Kruckeberg said. “That’s it. We are not here for the paycheck; we are here for the kids and we need to do everything we can to help them.

“For some of them, teachers are the only parents they will ever have.”

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

Tax ID#90-0423493



FREE RADIUM INSTRUMENT TESTING AND TRAINING

By Dave Trojan (dtrojan60@gmail.com)

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

of containing radium free of charge. I have been trained by the U.S. Air Force to identify and test for radium. I can also provide training to you on how to identify radium gauges. Testing is FREE of charge using my portable Geiger counter testing device. I can also safely dispose of any Radium gauges that you may have. For more information on this subject: <https://theaviationist.com/special-reports/radioactive-materials-in-flight-instruments/>

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



EXPENSIVE HAMBURGERS

By Bill Purosky/Doug Koons

On the 2nd of September, Doug and I made our monthly trip to Big Rapids (RQB). This airport group has a lunch get together every Saturday. Doug had put out the word that we would be going and John and Connie Bobcik also showed up with their award winning Kit Fox. Tom Botsford and Karen Merindorf were also in attendance. About ten other airplanes also showed up to include a Cub on amphibian floats, a Searay, a Stearman and a couple of RVs. It is always a good crowd, and we all sit around having lunch and telling lies to each other. Doug flew up from Mason and really greased the landing on 27. He had a head wind all the way that was about 12 to 15 knots. I was expecting a tail wind on the way back but the winds had shifted and were more out of the west. At least there was no direct head wind on our way back to Mason. John and Connie headed over to visit Deanna and Don at their grass strip but both Doug and I had commitments for the afternoon that required us to high tail it home. A good time was had and we will continue to visit in the future.

On September 16th, Doug and I took the yellow bird to a fly-in at Mt. Pleasant Municipal Airport (MOP) sponsored by EAA Chapter 907. The fly-in was called Wings and Wheels depicting there would be cars as well as airplanes. When we landed, we met John and Connie Bobcik, who had come in before us. After looking at the wings and wheels, we bought lunch. The price was \$10.00 each and you could get a hamburger (or cheeseburger) or two hot dogs, a small bag of chips and a dessert. A can of

pop or coffee was also included. The hamburgers were good size and I would guess north of a third of a pound of beef. Kicked some tires of cars and airplanes and flew back to Mason.

On September 23rd, Doug and I flew to a fly-in at Alma (AMN) that was advertised as chili and corn bread for lunch. We left Mason at about 10:00am and got there too early for lunch so we walked around, kicking some tires. An automobile display was also part of the event and we looked at a lot of cars. Bruce and Mike also came for the fly-in in Bruce's Cessna 172 and arrived a few minutes after we got there. Also, Jim Spry was there. He flew up in his old airplane with the guy who bought it from him. There were some neat airplanes as well as cars so it was easy to keep busy. The event was put on by the local EAA Chapter 134. They arranged to get the lunch catered. Sometimes the advertising does not represent the lunch offering and this was one of those occasions. The price was \$10.00 per person for the lunch. We paid our fee and approached the lunch line and were pleasantly surprised. It started out with a huge platter of fresh fruits like strawberries, grapes, musk melon, cantaloupe, and water melon. This was followed up with a dish of macaroni and cheese made from scratch (not from a box) and the advertised chili with a square of cornbread. Following that was grilled cheese with or without ham that was done to perfection. For dessert, there was a large selection of cookies. Worth \$10.00, you bet! The four of us waddled away from the table! What a deal! We will be back next year for certain.

U.P. COLOR TOUR

By Gilda Tucker

gildamusic@comcast.net

Upper Peninsula Color Tour (with some exercise thrown in for good measure). On Tuesday, October 3rd, Doug Koons and Gilda Tucker left Mason Jewett Airport around 9am. Flying in Doug's single engine Glastar airplane, they headed for Michigan's Upper Peninsula. Shortly after takeoff Gilda took the controls and flew the two hours to Luce Airport near Newberry, in east central upper Michigan. It was the perfect day for an inexperienced pilot. There were no clouds, minimal haze, and no turbulence. Only small adjustments were required, not even enough to change the trim until after the first hour of flight. Outside air temperature at 2500'

was 74 degrees. Ground temperature at Luce County was about 76.

After refueling we had a picnic lunch Gilda had prepared. We ate out on a blanket in a grassy spot near the terminal. Glen, the airport manager, brought a bag of plums out that he had picked off the tree just outside the terminal building and invited us to pick a few apples off the apple tree near where we were seated. We enjoyed fresh apples that tasted much like Honey Crisp.

The color was at peak there and the leaves were just beginning to fall. We didn't see much color south of Gaylord. Color was spotty until we crossed the straits and entered the U.P.



After lunch we packed up and headed northwest to the Pictured Rocks. We flew to South Bay just north of Munising, then flew just off the shoreline over Lake Superior up the coast past the sand dunes to Grand Marais. We had a good view of the lighthouse at Au Sable Point. At Grand Marais, we came inland and flew southeast across the Upper Peninsula to Mackinaw Island.



We taxied up to join the dozen or so other airplanes parked there. The colors on the Island were perfect, full color and still on the trees. We walked two miles from the airport to the shoreline, then continued up along the coast in full view of the Mackinaw Bridge. Everyone was smiling and happy. There was a young family with a 7 month old toddler playing in the water along the



shore. Music from a nearby restaurant filled the air. Get the picture? It was perfect. We finally walked inland, climbing the 102 stairs of the Pontiac Landing area, enroute back to the airport for a late afternoon departure.



We stopped at Gaylord expecting to refuel. Since they were closed, we instead had a picnic dinner before packing up and heading for Gladwin to refuel. After refueling at Gladwin, we headed back to Mason after a very full and very satisfying tour.



NOTES FROM CAPE JUBY

By Terry Lutz

(terry.lutz@attglobal.net)

Many of the stories I write could begin with those iconic words from Star Wars: “A long time ago in a land far, far away”. I think it was 1993 when I attended my first Airworthiness, Design, and Operations meeting of the International Federation of Air Line Pilots Associations (not the Federation the rebels were fighting!). It was held in Prague, Czechoslovakia. I met a Czech Airlines pilot named Karel Mundel and we have remained friends in the years between that meeting and today. Karel was a young boy when the Soviets invaded Czechoslovakia in August 1968. His family was at their summer home in České Budějovice, located in Bohemia. He remembered the terror on the faces of his parents when they returned to Prague and saw Soviet tanks in the center of the city. I remembered that as a USAF F-4 pilot stationed in Germany, the airfield at České Budějovice was one of my pre-planned targets.

The meeting was held in a hotel that was little changed since the German occupation during WWII. I could see the influence of the Soviets, who had released control of the country when the Berlin Wall fell. Old (and tiny) Skoda cars could be seen in the parking spaces across from the hotel. There were 2 Russians in attendance, although in retrospect they were likely Ukrainian. One of them, Oleksandr Halunenko, gave me his business card. He had been the first pilot to fly the 6-engine Antonov 225, designed to carry the Buran space shuttle on its back. The reverse side of his business card read “Hero of the Soviet Union”. Sadly, the An-225 was one of the first things destroyed by the Russians when they started the war in Ukraine.

The next time I was in Prague was in 2019. The country is now called Czechia. After my scheduled meetings, Nancy and I met up with Karel, and he gave us a tour of the countryside around Prague. We stopped for lunch in Pisek, and Karel showed us a memorial to the Czech citizens who had joined the British and died while fighting during WWII. The first photo is Karel and I standing next to that memorial. Karel is a consummate historian and knew many of the details of WWII as it played out in his country.



About a year later, Karel contacted me and told me that he had recently learned of a P-51 that had been shot down during the war, near the town of Ohrobec, located south of Prague. Karel had done some research and learned quite a bit about the pilot, Captain Carl Alfred, shown sitting in his P-51 in the second picture. Capt. Alfred had been assigned to the 336th Fighter Squadron of the 4th Fighter Wing



during the war. On April 16th, 1944, he was on a ground attack mission strafing targets near Prague when his airplane was hit by ground fire. Here is the account from his wingman, Lt Harold Frederick, as recorded on the Missing Air Crew Report filed after the mission:

“Pulling up off the Praha Kbley A/D on my third pass I observed an A/C going south of the drome losing a little coolant. Previously I had heard Capt.

Alfred say he was hit. I called him and asked if that was he and received no answer. I flew down under him and identified the A/C as his (VF-Q), calling him again, I asked him how bad he was hit, he answered and asked: ‘Is that you at 9:00 to me Freddie’, I answered yes and told him I would make a port turn and come in on his wing. I lost sight of him in the turn for about 15 seconds, it was possible for him to have bailed then, but I saw no chute. He said something while I was in the turn which was garbled. I called and told him to repeat his message and received no answer. I pulled up behind him and his ship started streaming coolant. I called him and told him and received no answer. All this took place at 2000 ft about 20 miles north of Praha Kbely A/D. His ship started down in a shallow glide as if to crash land. As it neared the ground, it rolled sharply to starboard and went in almost vertical, bursting into flame on impact. By Capt. Alfred’s R/T talk, I have reason to believe he was personally hit.” (As an ironic side note, Lt Frederick was killed about a month later while ferrying a P-51 to the airfield where the Czech squadron was based in England.)

There are many small memorials scattered across Europe, because people remember the sacrifices made by so many to ensure freedom there. Karel had the idea to erect a memorial close to the spot where Capt. Alfred lost his life. He even made a sketch of what it would look like. Then two things happened. The Covid-19 pandemic affected the entire world, and the Major of Ohrobec decided to take the memorial on as a community project.



I didn’t hear much from Karel until May of this year. He told me that the memorial was a go. It had been designed and built, the location identified, and it would be dedicated on September 16th. However, he had been unsuccessful in contacting the US Embassy

in Prague. Karel was hoping that the Air Attaché from the US Air Force would be able to attend the dedication. Then I did some research of my own and discovered that the 336th Fighter Squadron of the 4th Fighter Wing still existed. It is located at Seymour Johnson AFB in North Carolina. They are currently flying the F-15E Strike Eagle.

After an internet search, I called the operator at Seymour Johnson AFB hoping to speak with someone from the 336th Fighter Squadron. Surely, they would jump at the chance to send a representative to a memorial for one of their own. Instead, I was shuttled off to the Public Relations office. I forwarded all the background information about Capt. Alfred and the plans for the memorial. They assured me that it would be forwarded to the Wing Commander's office. But nothing happened. It was August and the date was rapidly approaching.

It was time to take more radical action. I called my old ANG Wing Commander from Niagara Falls, Col (ret'd) Doug Routt. He was at his cabin in northern Minnesota with limited cell and internet service, but he got the message and all the background material. I asked him to see if his son, Col Derek Routt, Wing Commander at Atlantic City, NJ (flying F-16s), could contact the Wing Commander of the 4th Fighter Wing at Seymour Johnson AFB, Commander to Commander. It worked! Derek connected with Colonel Lucas Teel at the 4th Fighter Wing. The Wing, and in particular the 336th Fighter Squadron had been in deployed status most of the summer. Col Teel identified a pilot who had recently returned from deployment and had the time available in September to travel to Prague to attend the dedication of Capt. Alfred's memorial.

The memorial is located at residential intersection that comes to a point. On the day of the dedication, the US Embassy sent an envoy, and there were two representatives from the 336th Fighter Squadron who were able to speak and render a salute to one of their own, lost in a war before they were even born. Karel Mundel hosted the two USAF officers and translated their speech. The Mayor of Ohrobec spoke, and there were people dressed in WWII uniforms to act as color guards. A Czech-registered P-51 did a low pass in salute in a perfectly clear and blue sky.



There are more aspects to this story, but there is one postscript worthy of note. Capt. Alfred is buried in the Lorraine American Cemetery at St. Avold, France. His gravestone is a simple white cross with his name, rank, dates of birth and death. However, his unit is shown on the gravestone as the 366th Fighter Squadron. There was no 366th FS in the 4th Fighter Wing. Dave Trojan did some research to determine that Capt. Alfred was in fact in the 336th Fighter Squadron. He found several confirming references, including a photo of pilots in the 336th in front of one of their P-51s during the war. Capt. Alfred is easily visible in the photo. More work will be needed to correct Capt. Alfred's gravestone.

Entering the Twilight Zone now. Also buried in the Lorraine American Cemetery at St. Avold, France is Capt. George Preddy, the highest scoring P-51 ace in WWII. His brother, 1Lt. William Preddy, is buried next to George. William Preddy was hit by ground fire and killed on April 17th, 1944, one day after Capt. Alfred died. 1Lt. William Preddy was killed while strafing the airfield at Ceské Budějovice.



Contributions, corrections and additions to "WingTips" are welcome and can be made by contacting Deanna McAlister (zirconmoons@gmail.com)
Deadline: 1st of each month.
Joe Madziar "Breakfast Teams" (madziars@msn.com) and Dave Courey "Monthly Programs" (dcmi@reagan.com)

CHAPTER 55 CLASSIFIEDS

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

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:

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

SENDING EMAIL BLASTS:

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

EAA55 = PILOTS, PLANES & BUILDERS:

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

Mark Bathurst; Cessna 172
Gabe Blosser; Bushmaster SuperCub Amphib
John & Connie Bobcik; Kitfox 7SS
Ivan Bradley; Zenith CH650B
John Caron; Cessna 172
Stan Chubb; Beechcraft Bonanza
Lewis (Bob) Clark; Cessna 172
Randy Coller; Cessna 182 & Hot Air Balloon
Dave Cook; RV-6A (w/Greg Hover); Taylorcraft Ultralight
Ken Drewyor; Kitfox (sold); Mooney M20C
Richard Floyd; Cessna 310
Adam Fogg; Piper Warrior II
Donald Frank; BE35P
Mike Franzago; Stearman; Starduster project
Ralph Gregus; Zenith CH750
Dave Groh; Stearman; Citabria; Beechcraft Bonanza; and Travelaire; PT-17; AT-6 restorations

Greg Harris; Zenith 750 project
 Ward Harris; Cessna 177B
 Steve Houghton; RV-7A
 Greg Hover; RV-6A (w/Dave Cook)
 Mark & Jennifer Jacob; C-120; Beech 18, C-34 project
 Doug Koons; Glastar (w/Bill Purosky)
 Rick Laub; Sling 4 project
 Terry Lutz; Luscombe & RV-8
 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
 Jeff Stetson; Aeromot Ximango
 Bruce Thorburn; Cessna
 Ken Vandenbelt; C-172; C-170; Stearman project
 John & David VanderMolen; Zenith 750
 John Yurkon; J3C-65; PA28-181; C-172P

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/eea/events

www.funplacestofly.com/aviation-events.asp

www.michigan.gov/aero/

2023 CRAA BOARD MEETING
 4th Monday of the Month
 4:30p.m.
 Marion "Babe" Ruth Community Room
 Terminal Building, Capital Region Int. Airport

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

POCKET CALENDAR:

December 10th – Chapter Christmas Party



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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