

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

JUNE 2020

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: Doug Koons 517-676-5001

→Treas: Al Spalding 517-881-8757 →Secr: John Kuchar 517-203-9976 →Editor: Deanna McAlister 517-795-8171

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

→ Flight Advisor : Terry Lutz → Adult Eagles : TBD

www.EAA55.org

Eaa55.president@gmail.com



PRESIDENT'S MESSAGE

by Drew Seguin

(president@eaa55.org)

Notice:

June 13 Chapter Meeting? TBD

A decision will be made with announcement to follow at the June 10 Board Meeting

Things are still quiet at Mason Airport

But the noise level is coming up. I won't pretend to know how this plays with Executive Orders, Covid-19 guidelines, and so forth but there's definitely more activity at the airport. More training flights and just more flying in general. And how can we help it? The flying weather has been fantastic.

As it's been said, we'll get through this. Just give it time. This will be the first year I haven't made the trip to Oshkosh since 1975. It interesting to realize how much the cadence of my summers have been set by Oshkosh, Fly-ins, and other aviation related activities. I suppose it's good to shake things up a bit now and then. I suppose it remains to be seen how this affects our summer activities in the future.

Speaking of flying activities, we decided to hold off on a final decision on MAD until the July Board Meeting. I'll welcome your thoughts as we get to July. Same goes for the Chapter meeting this coming Saturday. We don't have a program since Young Eagles has been cancelled. We have a lot of older members, some with pre-existing conditions. I'd like any input you have on the meeting and MAD.

I'm still happy to have my airplane project to keep me occupied and interested. I'm well into painting now, trying to beat the summer heat.



Oh, and I saw this nice looking critter at the airport. I decided not to move in for a closer picture. 😊



Stay Safe and make good choices.

Drew Seguin



Air bike. No shoes? Really



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

WEBSITE MEMBERSHIP ROSTER AND MORE: Our updated website is really coming along thanks to the time and efforts of our Webmaster John Bobcik. We hope you are taking some time to check it out. Many thanks to everyone who has submitted profile pictures, plane and project pictures. It's always fun to be able to match the faces to the planes. And, if you have any details or comments you would like to see added – please submit to me or John.

<u>June</u>	<u>July</u>
-------------	-------------

CHAPTER SURVEY RESULTS NOW AVAILABLE: The May 2020 ChapterGram from National announced that EAA has recently completed the review and collation of the results from the 2019 Chapter Member Survey. The results are now available in two forms: a summary document that reviews the results for the entire EAA chapter network, and the results for individual chapters. Both documents are sure to help our chapter leaders create a plan, validate our current activities, and help improve the overall experience for you, our members. A big “THANK YOU” to each Chapter 55 member who took the time to participate.

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

SCHEDULED PROGRAMS:

TBA

**CONTACT DAVE COUREY or DREW SEGUIN
WITH YOUR PROGRAM SUGGESTIONS**

2019 EAA Chapter Member Survey Summary — This document reviews the survey by breaking down the results for the entire EAA membership network. Highlighted will be the themes and findings from the survey and what your chapter leaders can glean from this information. This information will help Chapter 55 leaders interpret chapter individual results and provide great info to the EAA55 board for planning purposes.



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

See you at the airport!

2019 Individual Chapter Results — This document will allow members to review the results specific to our Chapter 55 (based on surveys submitted).

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

For your convenience, attached are copies of both reports. All information can be reviewed, along with a full list of instructions for accessing, at EAA.org/ChapterSurvey

CONDOLENCES: to the family and friends of Josh Sweers. Josh was one of four people killed when his plane crashed near Missouri on May 31st. Josh was not a member of Chapter 55, but his plane was based

at Mason Jewett Field and some may have made his acquaintance.

For those of you who have raised concerns about being stuck inside a plane all breathing the same air when the lockdown finishes, I give you "CovidAir"



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. (With my sincere thanks to those who have alerted me in the past.)

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

FLY-OUTS:

Big Rapids - Soup Lunch; 11am-1:00pm; ea. Sat.
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
(waiting list)
Tom Tuttle; 734-216-7532
Gabe Blosser; 517-896-0020

OTHER:

Need Financing for a new plane?? Contact Tom Schroeder (517)282-0521 tds7534@gmail.com

EAA RECYCLES: Our chapter works to reduce our carbon footprint by recycling any materials we can. The following people have volunteered their time to take care of certain "recyclable" products. If you care assist, we would love to hear from you!

RETURNABLE BOTTLE/CANS - Al Spalding
PLASTIC - Vickie Vandenberg
METAL - Vickie Vandenberg
GLASS - Al Spalding & VickieV
CARDBOARD - Al Spalding
STYROFOAM - Jeff Shaud
EGG SHELLS - Vickie Vandenberg



YOUTH GROUP

By Jeff Shaud
(jlshaud@wowway.com)

Temporary suspended meetings.



LCC - MASON JEWETT CAMPUS

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

There's not a lot to report for this month's article. We have been out of the building since March 18, and have been teaching online-only since then. Online teaching is not the preferred method for a program like ours which is predominantly hands-on, but our instructors and students have risen to the task and have completed as much as they can for the spring semester, which ended May 11. Our summer semester starts June 5, and, while we are planning to start online again, we are hoping to be back in the building in short order. Obviously, safety is paramount, and we have spent a great deal of time working on a plan for the resumption of in-person teaching with new constraints to ensure everyone

complies with all PPE, distancing and personal safety requirements.



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

See you at the airport!

Thanks to Kurt Immekus for the following submission...

This story has circulated around the internet for several years. I do not have information as to the original source or original publication date – but it is a great read regardless...

This 1967 true story is of an experience by a young 12-year-old lad in Kingston, Ontario, Canada. It is about the vivid memory of a privately rebuilt P-51 from WWII and its famous owner/pilot. Here is his story:

In the morning sun, I could not believe my eyes. There, in our little airport, sat a majestic P-51. They said it had flown in during the night from some U.S. Airport, on its way to an air show.

The pilot had been tired, so he just happened to choose Kingston for his stop over. It was to take to the air very soon. I marveled at the size of the plane, dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies.

She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the pilot's lounge. He was an older man; his wavy hair was gray and tossed. It looked like it might have been combed, say, around the turn of the century.

His flight jacket was checked, creased and worn – it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a

quick flight plan to Montreal (“Expo-67 Air Show”) then walked across the tarmac.

After taking several minutes to perform his walk-around check, the tall, lanky man returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he “flashed the old bird up, just to be safe.”

Though only twelve at the time, I was allowed to stand by with an extinguisher after brief instruction on its use — “If you see a fire, point, then pull this lever!”, he said. (I later became a firefighter, but that's another story.)

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked — I stepped back with the others.

In moments the Packard-built Merlin engine came to life with a thunderous roar. Blue flames knifed from her manifolds with an arrogant snarl. I looked at the others' faces; there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did.

Several minutes later we could hear the pilot doing his pre-flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds. We ran to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway.

We could not. There we stood, eyes fixed to a spot half way down 19. Then a roar ripped across the field, much louder than before. Like a furious hell spawn set loose — something mighty this way was coming. “Listen to that thing!” said the controller.

In seconds the Mustang burst into our line of sight. Its tail was already off the runway and it was moving faster than anything I'd ever seen by that point on 19. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic.

We clasped our ears as the Mustang climbed hellishly fast into the circuit to be eaten up by the dog-day haze. We stood for a few moments, in stunned silence, trying to digest what we'd just seen.

The radio controller rushed by me to the radio. “Kingston tower calling Mustang?” He looked back to us as he waited for an acknowledgment.

The radio crackled, “Go ahead, Kingston.”

“Roger, Mustang. Kingston tower would like to advise the circuit is clear for a low-level pass.” I stood in shock because the controller had just, more or less, asked the pilot to return for an impromptu air show!

The controller looked at us. “Well, What?” He asked. “I can’t let that guy go without asking. I couldn’t forgive myself!”

The radio crackled once again, “Kingston, do I have permission for a low-level pass, east to west, across the field?”

“Roger, Mustang, the circuit is clear for an east to west pass.”

“Roger, Kingston, I’m coming out of 3,000 feet, stand by.”

We rushed back onto the second-story deck, eyes fixed toward the eastern haze. The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze.

Her airframe straining against positive G’s and gravity. Her wing tips spilling contrails of condensed air, prop-tips again supersonic. The burnished bird blasted across the eastern margin of the field shredding and tearing the air.

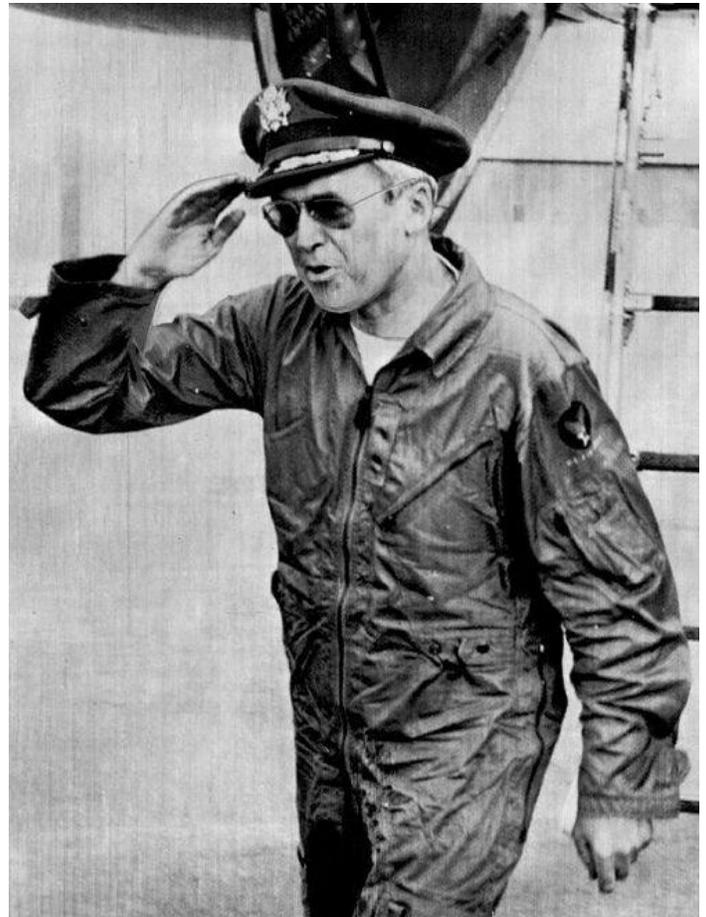
At about 500 mph and 150 yards from where we stood, she passed with the old American pilot saluting. Imagine. A salute! I felt like laughing; I felt like crying; she glistened; she screamed; the building shook; my heart pounded.

Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelible into my memory.

I’ve never wanted to be an American more than on that day! It was a time when many nations in the world looked to America as their big brother. A

steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the old American pilot who’d just flown into my memory. He was proud, not arrogant, humble, not a braggart, old and honest, projecting an aura of America at its best.

That America will return one day! I know he will! Until that time, I’ll just send off this story. Call it a loving reciprocal salute to a Country, and especially to that old American pilot: the late-JIMMY STEWART (1908-1997), Actor, real WWII Hero (Commander of a US Army Air Force Bomber Wing stationed in England), and a USAF Reserves Brigadier General, who wove a wonderfully fantastic memory for a young Canadian boy that’s lasted a lifetime.



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:

One David Clark model H10-40 noise attenuating headset. 24 db attenuation with m-4 electret microphone, 5 foot straight cord with one M643/5 and one M642/4 plug. In excellent condition with ear cushions in like new shape and little sign of wear. In the original box with all papers. It's former home was in a Saratoga. Asking \$150.00 firm. Contact John Kuchar at 517-325-3059 or see me at the members meeting.

Chapter 55 T-Shirts; size L or XL; only \$15.00 each for chapter members.

Vintage Chapter 55 Sweatshirts; size L or XL; only \$15.00 each.

Bluebird/Songbird Houses; \$20.00 each; proceeds benefit the Mason Sycamore Creek Youth Garden Club; Vickie Vandebelt; vickie@eaa55.org

Used American optical aviation sunglasses; non-polarized, two (2) pairs, one gold and one silver frame color, original packaging with care case. Paid \$67; asking \$48 obo. Clarke Borgeson 734-516-4363

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

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

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; Graco Series 700, HVLP paint sprayer w/several nozzles & accessories & 3M respirator; make offer. Prices negotiable. Gary Nicola; glnicola@att.net or 517-898-6387.

Pure Michigan Maple Syrup John & Connie Bobcik 517-543-8238; jbobcik@gmail.com We can deliver to EAA hangar for pick-up.

FREE STUFF: There is a tub of magazines on the table, free to whoever might want them.

FOR SALE: Library overstock copies of hardbacks and softbacks; prices from \$.50 to \$3.00. In box.

FOR RENT:

Space for rent in common hangar; best for low wing but might accommodate high wing aircraft. Tim Martinson; 517-803-0462; tmartins1575@yahoo.com

Do you have anything you want to sell?? Additions and corrections, contact Deanna McAlister zirconmoons@gmail.com

EAA55 = CHAPTER BUILDERS

Members who are working on or completed homebuilts or restorations ... (Have I missed anyone? Additions, deletions & corrections appreciated):

David Alexander; Aventura II

Gabe Blosser; Bushmaster SuperCub Amphib

John & Connie Bobcik; Kitfox

Ivan Bradley; Zenith CH650B

Dave Cook/Greg Hover; RV-6A

Ed Crouse; Rans

Ken Drewyor; Kitfox

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 w/BPurosky; Glastar

Rick Laub; Sling 4

Wm. (Bill) Long; Kolb Firefly Ultralight

Terry Lutz; RV-8

Doug MacKenzie; Zenith 701

Tim Martinson; RV-6A & RV-12; RV14A project

Warren Miller; Fisher 303 ultralight

Chuck Moore; REVO Lt Sport Evolution

George Moore; KIS Pulsar 150

Gary Nicola; Grumman Traveler restoration

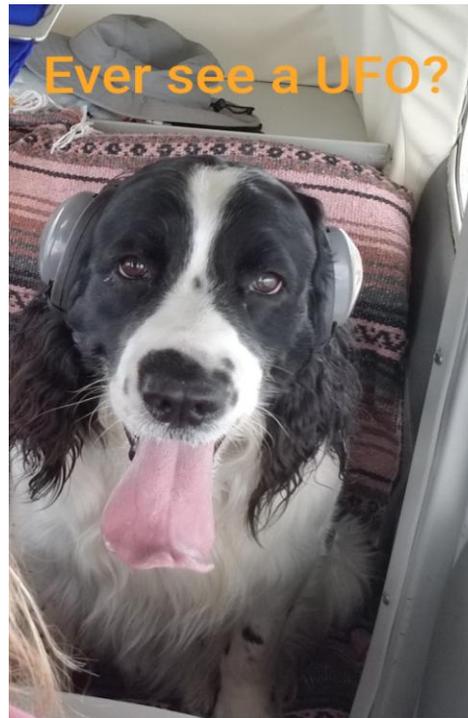
Jim Palmer; Glasair III

Bill Purosky w/DKoons; Glastar

Pat Salow; Zenith 701

Drew Seguin; Carbon Cub EX2 ; EX3 project

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
David VanderMolen; Zenith 750 project
John VanderMolen; Zenith 750 project



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

POCKET CALENDAR:

Aug 15 = Mason Aviation Day

**FLYERS FROM OTHER AIRPORTS
POSTED IN TEW TERMINAL (with
thanks to Mark Bathurst)**

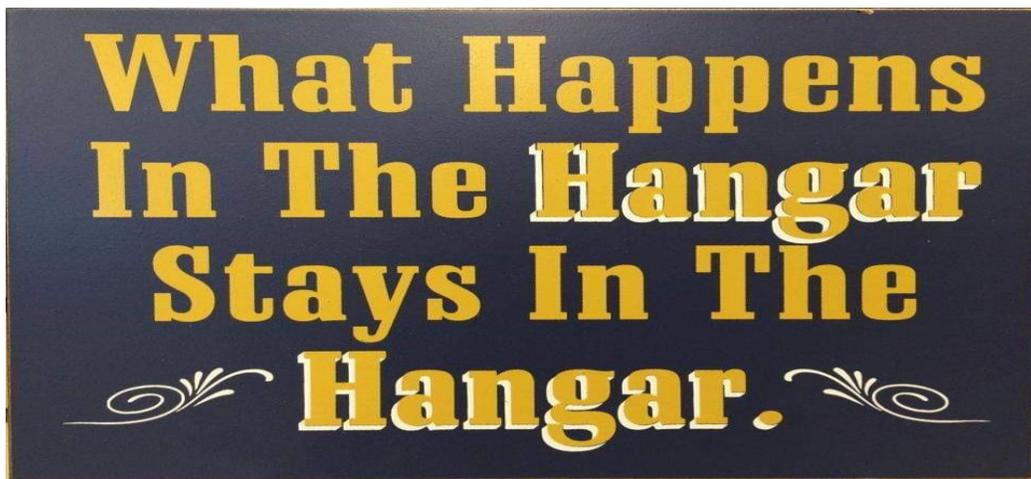
WEB EVENT CALENDARS:

<http://www.eaa.org/en/aaa/events>

<http://www.fly-ins.com/>

<http://www.michigan.gov/aero/>

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



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.

PERMISSION TO USE original content from **WINGTIPS** is granted to other EAA Chapters provided proper credit is given to the source. Unless so noted, photos and other content are the Editor's.