

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

APRIL 2016

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: Michael Rosencrans 517-775-1875 →Vice-President: Pat Salow 517-565-3178

→Treas: Al Spalding 517-676-3370 →Secr: Vickie Vandebelt 517-589-5051 → Editor: Deanna McAlister 517-795-8171

www.EAA55.org



PRESIDENT'S MESSAGE

by Michael Rosencrans
(president@eaa55.org)

No article this month.



March Breakfast Team shows their stuff:
Ward Harris; Carl Zayatz; Jeff Shaud

BOARD MEETING: 7:00pm: Wed; April 6th
MEMBERSHIP MEETING: 9:30am; Sat; April 9th
with Breakfast served from 8:00am to 9:00am

BREAKFAST TEAMS:

April

Dick & Barb Bacon
Don Frank
Don & Deanna McAlister
George Moore
Ken Vandebelt

May

Randy Coller
Rose Duckworth
Brian Eakin
Ralph Gregus
Gordon Hempstone
Jordan Jones
Judith Pierzynovski
Greg Shannon

APRIL PROGRAM:

Doug Koons/Bill Purosky; Road Trip to Doug's house

MAY PROGRAM:

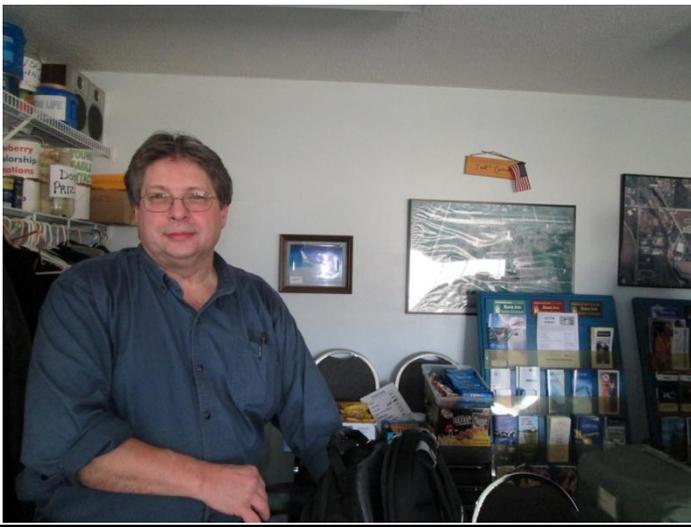
TBD

JUNE-JULY-AUGUST:

Young Eagle Rallys

SEPTEMBER PROGRAM:

Phil Tartalone; Pilot Fatigue



Terry Urban presented a great program in March about parachute purchase & packing.

EAA 55 Chapter 55 Board of Directors Meeting March 9, 2016

→ Meeting called to order at 7:03pm at the Mason terminal building by President Michael Rosencrans. Present: Michael Rosencrans, Al Spalding, Vickie Vandenberg, Bob Clark, Dave James, Doug Koons, Bill Purosky, Jack Voss. Absent: Warren Miller, Pat Salow, Jim Spry. Guests: Margie Clark.
→ Secretary's report 2/10/16; motion by Jack Voss to accept minutes as published; supported by Doug Koons; all approved. → Treasurer's report 2/29/16; motion by Bill Purosky to accept; supported by Jack Voss, all approved. → Margie Clark advised we have earned \$1,680 Young Eagle credits to be used by 12/31/16. Discussed some items which could be purchased with the credits; MACC program ads for \$100; flyer printing & postage \$140; porta-potties for June/July/August YE rallies \$340; pop-up canopies. Tabled for further discussion next month. → Vickie Vandenberg made a motion to purchase event ads in the MACC Thursday Night Live programs for \$100; Dave James supported; all approved. → Al Spalding advised that our 2015 federal tax form has been submitted and accepted by the IRS. → Dave James made a motion to continue in the Flag Program by American Legion for \$40 per year; Jack Voss supported; all approved. → Joy Rider status; tabled for future meeting. → Bill Purosky presented \$25.00 reimbursement for the bad pancake mix purchased from Plymouth Mettetal chapter. → Chapter website software; Michael Rosencrans to get with Craig Tucker regarding options. → Independent Bank signature cards; Michael Rosencrans to connect with

Steve Houghton to visit bank to get this done.
→ Vickie Vandenberg reported we still have about 30 calendars to sell. → Jack Voss is planning a dinner party April 9th at Clara's-Lansing. → Events Planning meeting; discussed dates and settled on March 30th. Vickie Vandenberg will work up some preliminary info and advise membership. Also advised Mid-Michigan Model A Club is considering coming to the Dawn Patrol. → New Chapter door code; lock will be changed after Saturday meeting. → Gate to AOA; Michael Rosencrans will do sign with his number as contact for guest who arrive. → Vickie Vandenberg advised that someone needs to be sure tables are cleaned, garbage is taken out, and door locked after each monthly meeting. → Michael Rosencrans nominated Margie Clark to the Chapter Board of Directors; Bill Purosky supported; all approved. → Margie Clark has confirmed with Terry Urban for the Saturday program. → Motion by Doug Koons to adjourn; supported by Bill Purosky; meeting adjourned at 7:59pm. → Respectfully submitted, Vickie Vandenberg, Secretary

EAA Chapter 55 Membership Meeting March 12, 2016

→ Meeting was called to order at 9:35am by President Rosencrans with approximately 42 members and 2 guests present. → Following the National Anthem, thanks were given to the breakfast crew and April team was announced. → Special "Thanks" to John & Connie Bobcik for the freshly made Maple Syrup!! → Guests were introduced. → Secretary's report 2/13/16; motion to accept; supported; approved. → Treasurers report 2/29/16; motion to accept; supported; approved. → Young Eagles; Margie Clark needs to know who plans to fly & please provide her with a copy of your Youth Protection Program certificate from EAA National. → Pat Salow volunteered to check to see if we can visit the B-25 Sandbar Mitchell project. → Chapter still needs a Program Coordinator and Events Coordinator. → Event Planning meetings are starting March 30th. → Jack Voss is planning a dinner party at Clara's on April 9th. → Meeting adjourned at 9:57am. → Meeting adjourned at 10:01am. Terry Urban will be our program speaker; Packing Parachutes. → Respectfully submitted, Vickie Vandenberg, Secretary.



NEWS OF OUR MEMBERS

by Vickie Vandenbelt (vickie@eaa55.org)

FROM GARY NICOLA: For WWII aviation buffs, this is something to see if you weren't able to make it to England at The Imperial War Museum in Cambridgeshire.

<http://player.vimeo.com/video/93587997> ... Also from Gary ... A short video about two American P-40 pilots who were able to get Off the ground at Pearl Harbor on December 7, 1941. There have been many movies and docudramas depicting the Pearl Harbor attack December 7, 1941..."A Day That Will Live In Infamy"...Most of the films, particularly the ones supposedly based on fact, showed short quips of a couple of P-40 pilots getting airborne and shooting down Jap planes. This YouTube site contains a superb video of their story.

<https://www.youtube.com/embed/zS8HWFwAqa4>

FROM AN AVIATION FRIEND: Spitfire from scratch! There are craftsmen and then there's this guy!
<https://www.youtube.com/watch?v=pzkoTulqA1U&feature=youtu.be>

AND ANOTHER: Jet Formation Landing - Very dangerous! EXTREMELY rare!
<http://www.chonday.com/Videos/laformajet3>

FROM DAN SCHIFFER:
A meeting of MSU College of Business MBA post graduate students was held at the Schiffer Hangar at Mason Jewett Airport KTEW on April 1st, 2016.

Event speakers were Chris Holman Lansing Entrepreneur and owner of businesses in China, spoke about doing business in foreign countries. Terry Lutz Test Pilot Fellow and Airbus A380 test pilot, discussed working in foreign countries alongside and in a team effort with team members from varied countries and languages....the importance and benefit of being bilingual and better if multi lingual. Matt Dahline owner of Crosswinds Aviation & Flight School flew to the meeting in a newer Diamond aircraft. He discussed his business module for a more successful flight school. Also he discussed the positive aspects of the Diamond aircraft and the areas he felt the manufacturer could improve their customer service and parts supply chain. Dan

discussed general business practices and offered anecdotal business rules of thumb. All of the speakers emphasized the importance of keeping your business and products current.

Professor Richard Simonds will be taking these students on a instructional trip to Europe soon where they will visit many companies, including Airbus Aircraft Company in Germany and Diamond Aircraft Company in Austria.

This was the third annual meeting with Professor Simonds MBA Graduate students and is always educational and enjoyable. These classes are made up of terrific, young, attentive and respectful adults from many countries and cultures.



I very much appreciate our local professional speakers, past and present, passing on their knowledge to these students...thank you. I am honored to be their host in Mason, Michigan.
Dan Schiffer; schifferdan@gmail.com

FROM KAREN MEIRNDORF:
Relay For Life of Mason will be held June 17 &18 this year for a twenty four hour period starting at 5:00pm Friday. Our chapter is fund raising for a combined donation of \$100.00 to have our chapter name placed as a sponsor on a track sign. Please help support a great cause and community event with your 50/50 ticket purchase.
Thank you, Karen Meirndorf



FROM GREG HARRIS:

TAKING THE LONG ROAD

1999 was a big year for me. I graduated college, started my career and got on with my adult life. For as long as I could remember, I wanted to be a pilot. I'd been an EAA member since 1997, and voraciously read Sport Aviation from cover to cover each month. I learned to fly ultralights while in college, and thought an ultralight would be an economical way to fly. I've always enjoyed building things, and building an ultralight kit seemed to be the most economical way to get a new plane. While still in college, I ordered a TEAM Aircraft Mini-Max rudder kit. However, graduating college, moving to a new city and learning a new job caused me to put the Mini-max on hold. Fast forward another year, and I found myself wanting a "real" pilot's license and looking at kitplanes with more capabilities than the Mini-Max. The plane that caught my eye was the Zenith CH601. The idea of working with aluminum seemed simple enough, and an all-metal plane seemed rugged and low-maintenance. I had a few setbacks that first year, though. I unexpectedly lost my new job, had to quit taking flying lessons and the idea of a kitplane became some distant, probably unattainable goal. After I found a new job and relocated again, things started looking up. I waited to take lessons until I was more financially secure and comfortable in the new job. Around 2004, I decided that I'd finish my license, build a Zenith Zodiac (then

revised into the updated Zodiac XL, and currently named the CH650) with a Chevrolet Corvair engine. Around that time, I joined EAA Chapter 55 and Spartan Wings.

I started my project in 2004 by working on the engine conversion first...a path I would not recommend. I ran into all sorts of supply problems for the custom engine components. One vendor knew that my airframe was not completed (indeed, not even started yet), and my prepaid orders were prioritized to the bottom of the fulfillment list. This led to a 7-year period of only receiving a few parts here and there. At one point, I waited 13 months for one part and 3 years for another set of parts. After lots of discouragement and supplier problems, I had all but shelved the engine project. With a lot of money tied up into the engine, plus the flying lessons and plane rental, I had little left over for the airframe. But my aviation interests never died. I went to my first AirVenture in 2005, finished my private certificate and attended Zenith's rudder workshop in 2006, got married in 2007 and was content to fly the club plane for a while. My kit plane dream, however, never went away...the Zenith was always gnawing away at me. I ordered the blueprints for the Zodiac XL in 2008. Being able to save \$3,000-\$4,000 to buy the first sub-kit from Zenith was always just a little out of reach for me...my own fault for sure.

In 2011, I decided I'd had enough of waiting to build my plane. I also decided that the Zodiac XL was no longer the plane I wished to build. Zenith's STOL CH 750 was more to my liking due to my other hobbies of backcountry hiking and camping. Fortunately, the Corvair engine I had previously selected would work just fine for the STOL CH 750. Zenith Aircraft Company graciously allowed me to exchange my Zodiac XL blueprints for the STOL CH 750 (for a modest fee, of course). Since I didn't have the money to order the full kit or even sub-kits, I decided scratch-building was the way to go. I figured that if I'd just started scratch-building in 2004, I'd have been flying my plane for the last 5-6 years at least. While I wouldn't save a ton of money by scratch-

building, I could fund the project for a few hundred dollars at a time. That seemed much more realistic than waiting until I had several thousand saved up at strategic points along the way. I ordered my first set of materials from Zenith and started working on form blocks and some parts for the new rudder. The satisfaction of forming just one rib for the rudder was nearly overwhelming. I had finally built, from scratch, a real piece of a real airplane. My timing was terrible, however, and my wife and I decided we needed to move. Our home was in a not-so-nice neighborhood, and with the real estate market performance at the time, we decided to rent out our old house and build a new one. Much to our surprise, the old house failed rental inspection and cost many thousands to update. On top of that, the money and time we were pumping into building our new house meant there was nothing left for my plane.

Our new home was completed in 2012, and generated lots of expenses that weren't part of the original build price (finished basement, irrigation system, planting grass in the back yard, patio, privacy fence, landscaping, etc.). Eventually, though, in early 2015 I'd completed all the major projects. It was finally time; time to get cracking on my plane! After deciding to build a plane when I was 24 years old, I lamented how I'd gotten to age 40, still plane-less. A quick trip down the road to Alro Steel yielded another haul of aluminum and other materials and I got cracking on the STOL CH 750 in early July 2015. As of this writing, I'm about 300 hours into the project (275 of them since July), with about one-third of them spent on tooling (DIY bending brake, form blocks, fixtures, etc.). But I now have well over two-thirds of the parts completed!

For me, flying and/or building a plane has always been more about money than time. But both are a dream that I'm just not willing to give up. A rough estimate of tooling and materials costs show that I'll save around \$10,000 on the project by scratch-building, while adding 12-18 months to the build time. But scratch-building has given me the opportunity to work toward that goal when saving up

\$4,000-\$5,000 at a time for a partial kit has always been just slightly out of reach. The more important factor in achieving my goal, however, has been persistence. Sure, it's been frustrating at times, and scrapping parts that don't turn out correctly can be costly or just discouraging, but the journey has been well worth the time and money spent thus far.

Despite originally not wanting to build from scratch, I can say that it has been a most rewarding and enjoyable experience. I'm much further along with the project in just 8-9 months than I had been in the previous 15 years. My only regrets are that I didn't start much, much sooner, and that I started the engine before the airframe. If I had known I would have had so many supply problems for my Corvair conversion, I would have just started the airframe first. At least then I would have been able to select a different engine if supply issues arose once the airframe was completed. As it turns out, the Corvair conversion is now a much more mature design, and supply problems are largely a thing of the past.

If you're getting stalled over and over in your projects before it even starts, consider scratch-building. Although you need more tools and a bit more space, you can certainly start working on your project for a few hundred, rather than several thousand, dollars. You also get to learn a whole lot



more...nothing wrong with that! If you never considered building before, I can honestly say that the

last 9 months have been extremely rewarding, fun and fulfilling. Though I look forward to the day when my project is ready for its first flight, I already have my 2nd project in mind. I still have a long way to go, but the journey has been wonderful.



To all my fellow aviation enthusiasts, aircraft builders and EAA members, my advice is this: If you want to build an aircraft, there's no time like the present to get started. With a few dollars (okay, maybe a few hundred dollars), you can take a step toward achieving your goal. It's all about enjoying the journey and learning new skills along the way. The whole journey is a series of steps, so why not take that first step now? Before you know it, you'll be building your plane and realizing your dream.



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

Wow! April is here already and the weather is getting better.

Yes, we have started preparations for our Young Eagle Rallies for June, July and August. If you are planning on participating we will have the sign up sheets available at our next chapter meeting. It would be great to have them fill up early so I can check that task off. If you aren't sure of what you could do to help, just ask. We can always find something that needs an extra pair hands or feet or both. We need workers inside and out and it's always nice to have floaters for relief. Be it for an hour or the whole day I encourage you to join us.

If you have completed the youth policy and background check please be sure to email me so I may add you to the list. You do not have to complete the background check to work behind the scenes.



ADULT EAGLES
by Greg Rheeder (greg@eaa55.org)

Good spring day to all at EAA55. I've been actively seeking new applicants for the adult eagles program. Looks like I have enough pilots, and had success at gaining members to our group. Still I'd like to see more people be sent my way. Jack Voss has been a good ambassador in this task. I'd like all of you to follow his lead. I also think we could bring on some "home builders of planes" in our ranks. I know they are out there working away in barns and garages. They could use our help and experience. Volunteers are needed to mentor this group. Since I have no home building expertise in this area I would call on some of you to step up and help. Email me or see me at the meetings. Blue skies to all.



NOTES FROM CAPE JUBY
by Terry L. Lutz
(terry.lutz@attglobal.net)

Back in the 1990s, I had the chance to visit the San Diego Air & Space Museum. It is located in the Ford Building in Balboa Park, not far from the original city center. Balboa Park houses a number of museums and the famed San Diego Zoo. Even though it is located in Southern California, the park was not named after the Hollywood character Rocky Balboa.

It was originally named the San Diego Aerospace museum, and in addition to housing many artifacts from Charles Lindberg, including a replica of the Spirit of St. Louis built by some of the same Ryan Aircraft employees who built the original. It also contained artifacts from the United States space program, including rocks collected from the Moon by Apollo Astronauts.

There were a number of airplanes from WWI, and a significant collection of historic aviation engines. Tragically, on February 24th, 1978, the museum burned to the ground. Everything was lost and it was devastating to both the community of San Diego, but to the aviation world in general.

Plans were already in the works to move the museum to the Ford Building in Balboa Park, which is a circular building with a large rotunda in the center. The Ford Building was built to showcase Ford products and the history of transportation during the California International Exposition in 1938. From 1941 to 1945 it was used to train technicians for aircraft repair and welding. After the war, it sat unused, except for storage, and was saved from the wrecking ball after being named to the National Register of Historic Places in 1973. The building was renovated between 1978 and 1980 and became the San Diego Air & Space Museum.

During my original visit in the 1990s, I somehow managed a tour of the restoration shop, which is located in the basement of the Ford Building. The basement is so sturdy and populated by huge concrete columns that it was designated as a bomb shelter during the Cold War. Two things caught my interest during that visit. The first was that they were building a working replica of the engine designed by Charles Taylor that powered the Wright Flyer of 1903. At that time, I learned that the engine had no carburetor. Instead, fuel was dripped onto a sloping plate. As it ran toward the intake hole at the opposite end of the plate, it evaporated into a fuel-rich mixture with air. Simple, no moving parts. They hoped to have the running soon after my visit.



The second project that was a bit hard to avoid was a Ford Tri-Motor. Yes, there was a Ford Trimotor crammed into the basement, and it was being restored by museum employees and an army of volunteers. The quality of the restoration was amazing, but the obvious question was “how are you going to get it out

of the basement and into the museum?” More about that later.



I am always curious to go through museum gift shops, as they always have something surprising that goes beyond children’s toys, books, and model airplanes. They had wing ribs from the Spirit of St. Louis. OK, here’s the story: they were wing ribs made on a jig, and the jig was made by the Ryan employee that made the original jig and ribs for Lindbergh’s airplane. I bought one of those ribs, and I can tell you that it fits nicely in the overhead bin of the A320.

In March, I was in San Diego for a test pilot meeting, and decided to re-visit the museum. My friend Slow-Talking Roger drove down from Fullerton and off we went. The first impression you have of the museum is the view of two very rare airplanes that grace the entrance. On the left is a Convair XF2Y-1 Sea Dart, which is a twin-engine, delta-wing turbojet designed to operate off water, using just a skid for buoyancy. You can see footage of the Sea Dart at this web link:<https://www.youtube.com/watch?v=gOOhjsJe71Y>

The other airplane appears to be an SR-71, but it’s actually an earlier version of the blackbird, designated A-12. Because the U-2 was vulnerable to surface-to-air missiles, the CIA needed a reconnaissance airplane that could fly much higher and much faster. A total of 12 A-12 aircraft were produced, and the one in front of the museum is number 10.



When you walk in the door, the first thing you see is a full-scale replica of the Spirit of St. Louis. Colonel Lindbergh himself is there to shake your hand! Here is my favorite story about Lindbergh. During his first few flights with the airplane, he was recording rpm, airspeed, temperature, and fuel consumption when the paper he was writing on flew out one of the windows. He watched it flutter down and land on a brush covered hillside. So Lindbergh decided to land close by and retrieve the papers (Note: I confirm from looking at the terrain surrounding San Diego that there are numerous grass covered plateaus and brush covered hillsides).

Most of us would not consider an off-airport landing in a prototype airplane that somebody else paid for, but Lindbergh had the experience and instincts to do it. So he landed and fought the brush to get down the hillside. But couldn't find his notes. Lindbergh was a bright guy, so he took his flight jacket off, spread it across the brush and made his way back to the Spirit. He took off, circled the area and noted the direction he would need to go from his jacket to the notes. Landing a second time, he went down and recovered both his jacket and the notes.

The rotunda in the middle of the museum now contains the Ford Tri-Motor that was once in the basement. This particular airplane, a 5-AT-11, is the 11th 5-AT built, and was originally delivered to Pan American Airways in 1928. The museum is located on a hill, and has a "walk-out" basement. But to actually get the Tri-Motor into the rotunda, it had to be lowered through the roof by a giant crane. The rotunda itself is used for weddings, receptions, and

meetings and is an excellent setting for any of these events.



Just like during my previous visit, Slow-Talking Roger and I were lucky enough to get a tour of the restoration shop in the basement. And once again there were two things that caught my interest. The first was the same as before – the replica of the Charles Taylor's engine that powered the Wright Flyer at Kitty Hawk. Only now the engine is finished and running. Each year, on December 17th (the anniversary of the Wright Brother's first flight), they place the engine in front of the museum and run it for all to see and hear.

They are also building a replica of the Hughes H-1 racer (the original is in the Air And Space Museum in Washington). If you recall, Jim Wright built a stunning replica of the H-1, and flew it to Oshkosh a few years ago. The sheet metal work was simply unbelievable. I could never install even one rivet as perfectly as the rivets in that replica. Regrettably, Jim Wright and the airplane were lost on the way home to Oregon, due to the loss of one of the propeller counterweights. The replica in Diego will have the same, very rare P&W R-1535-11 engine that powered the original.

The most interesting part of the San Diego Air & Space Museum is the International Aviation Hall of Fame. There are plaques throughout the museum with beautiful oil paintings of those in the Hall of Fame. Not only is the tour of these plaques inspiring, it is a worldwide lesson in aviation history and definitely worth the visit.

We took a quick trip through the museum gift shop on the way out, and there were no wings ribs to be found. However, the jig used to make them is on display near the replica of the Spirit of St. Louis.

As many of you know, the Luscombe Silvaire Bullet has been undergoing a mini-restoration in the Chapter 55 builder's workshop. The theory was to get as much work done as possible during the winter months, then when it was warmer, move the airplane back to my hanger to finish things up. So on a warm day at the end of March, we moved the airplane out of the builder hangar, and sure enough, winter returned a few days later.

I should say thanks to the Chapter for that great facility. It is a quite an asset, and I hope there are more projects that can be finished up there in the future. I should also thanks to Kurt Gubert and Mike Franzago for the expertise and extra hands, both to work on, and to move the airplane. They're a great example of lending a hand when it's really needed!

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



TIDBITS

by Vickie Vandebelt (vickie@eaa55.org)

EVENT SIGN UP SHEETS: Will be available at Saturdays meeting. We need volunteers for each event and each category to make our chapter fund raising successful.

EVENTS PLANNING MEETING: Next meeting tentatively scheduled for 7:00pm on Wednesday, May 4th. Everyone is welcome and encouraged to take part in the planning and pre-event task force.

SPRING DINNER PARTY: Jack Voss is arranging a dinner party at Clara's Restaurant, Lansing, for Saturday, April 9th at 6:00pm. Contact Jack 517-708-7079 or realkayackjack@me.com to put have him save you a seat or seats. (spouses welcome)



FROM THE FLIGHT SURGEON

By Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon

USAFR www.AIRDOCS.net

No article this month.

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

CHAPTER 55 CLASSIFIEDS

HANGER FOR RENT: one space in Builders Hanger; \$115 plus gas; Michael 517-775-1875

WANTED: donation of gently used boat cushions for use as "booster seats" for smaller kids; contact Margie Clark.

Serviceable ELT, model AK450, 121.5 megahertz w/accessories; Kyle Bradford 517-663-3083

FOR SALE:

EAA55 2016 Calendars; \$8.00 each; see Michael Rosencrans or Al Spalding.

1976 C-172M; 160hp; 975 SMOH; **\$25,000 OBO**; Gary Nesbitt 517-230-5585 Deanna 517 851-7047

Two McCreary Air Trac AA1E4 6.00-6 6 ply aircraft tires & tubes; new, never mounted \$175.00; John Bobcik; 517-231-0506; jbobcik@gmail.com

ASA CX2 Flight Computer; a step up from the electronic E6B; works great; \$65.00; Gregory 517-315-3247

Air compressor; 3hp motor; 21 gallon tank; wheels & long cord; Harbor Freight offers at 21 gallon compressor for \$179, but 2.5 hp motor. \$89.50; Terry Lutz; 517-655-6577

Starduster II; Mike Franzago; 517-910-6091; mlfranzago@me.com

Smith Mini project; one seat biplane; some parts; Michael 517-775-1875

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

Garmin GPS 96 w/Col Bracket \$95; Ernie Lutz 517-676-4601

Lathes & other equipment; Jeff Shaud 517-712-6482

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

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

Contact Deanna or Vickie to place your ad here!

POCKET CALENDAR:

- Jun 11 = EAA55 Young Eagles
- Jun 12 = EAA55 Dawn Patrol
- Jul 9 = EAA55 Young Eagles
- Jul 10 = EAA55-57th Anniv Potluck
- Jul 25-31 = AirVenture
- Aug 13 = EAA55 Young Eagles
- Aug 20 = Mason Aviation Day
- Aug 20-21 = Thunder Over Michigan
- Sept 17 = AOPA Fly-In; Battle Creek
- Dec 11 = EAA55 Christmas Party

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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