



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

MARCH 2019

Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar; Mason Jewett Airport; 643 Aviation Drive, PO Box 443, Mason, MI 48854

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

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

www.EAA55.org



PRESIDENT'S MESSAGE

by Drew Seguin

(president@eaa55.org)

Well, Spring is just a couple of weeks away. I heard some birds carrying on today. How bad can that be? Next thing you know we'll be having good flying days all the time. But for today it's still cold.

Not much new news at the airport but maybe that's because I've been tied up with other stuff. I see in the news that there's been a dogfight over India/Pakistan. Of course, we don't want to see that escalate but it's interesting that the fight seems to have been between some F-16's and some Mig 21's. What's interesting to me is the age of these designs and yet they're still playing an important role in military aviation.

The Mig 21 first flew in 1959. That's 60 years ago. It's the most prolific supersonic jet in history with over 11,000 produced in Russia, Czechoslovakia, and India. Go figure. Apparently, there are a few opportunities to fly one here in the states. That would be pretty cool.

The F-16 first flew in 1974 so it's no spring chicken either. If you're a fan of John Boyd and the Fighter Mafia you'll no doubt be a fan of the F-16. If you're interested look up John "forty second" Boyd. I've never been in air-to-air combat of course, but I find Boyd's OODA loop concept relevant to much more than dogfights. I've used it to understand and develop solutions to a number of unrelated situations in my career and personal life. But that's just me.

From Wikipedia:

The OODA loop is the cycle observe–orient–decide–act, developed by military strategist and United States Air Force Colonel John Boyd. Boyd applied the concept to the combat operations process, often at the operational level during military campaigns. It is now also often applied to understand commercial operations and learning processes. The approach explains how agility can overcome raw power in dealing with human opponents. It is especially applicable to cyber security and cyberwarfare

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



February Breakfast Crew: left to right: Jack Voss, Jim Spry, Tom Schroeder, Carol Spry, George Spencer. (Not pictured: Dave Groh)

UPCOMING BREAKFAST TEAMS:

March Ward Harris Kurt Immekus Rick Laub Joe Pirch Carl Zayata	April Dick Bacon Ray Fink Don Frank John Kuchar Don & Deanna McAlister George Moore Vivian Stevenson (student)
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SCHEDULED PROGRAMS:

MARCH:

Todd Trainor - Sandbar Mitchell project

APRIL:

Chapter 461 presentation on Youth Groups

MAY:

Mike Lutz; Investments-Estate Planning & Aircraft/Hangars

JUNE - JULY - AUGUST:

Young Eagle Rallys

SEPT - OCT - NOV - DEC:

Suggestions Wanted

→Scholarship recipients will be invited to our March meeting for introduction and presentation. →Website Domain; Drew Seguin has processed renewal for 2/27/19; will provide info for Operations Manual. →Website Updates; looking for a volunteer to do new pictures of members and refresh the profiles. →Newsletter Articles; looking for ideas. →Kitchen Exhaust; the filter is cleaned. Cost to do new exhaust system would be \$500 or more. Consensus we can clean up what we have and install new grate on outside; Joe Madziar & Ken Vandenbelt will make it a spring warm weather project. →2018 Member of the Year; Drew Seguin will take nominations for consideration. →2019 Event Planning Meetings will be at the start of each monthly Board Meeting. →Drew Seguin will compile chores and task assignments. →Meeting adjourned at 7:55pm. →Respectfully Submitted, Vickie Vandenbelt, Secretary

EVENT PLANNING MEETINGS:

Anyone interested in participating in the planning for our 2019 Dawn Patrol and Mason Aviation Day is invited to join the Board on Wednesday, March 6th, at 7:00pm. (The Board Meeting will then be at the conclusion of Event Planning Meeting.) All members are welcome and encouraged to come and take part.

EAA 55 Chapter 55 Board of Directors Meeting February 6, 2019

→Meeting was called to order at 6:57pm by President Drew Seguin. →Present: Drew Seguin, Margie Clark, Vickie Vandenbelt, Mark Bathurst, John Bobcik, Bob Clark, Doug Koons, Joe Madziar, Bill Purosky, Jeff Shaud and Ken Vandenbelt. →Absent: Al Spalding, Warren Miller. →Guests: Jack Voss, Heather Lambka. →Secretary's Report January 9, 2019; Mark Bathurst made a motion to accept; Doug Koons supported; motion carried. →Treasurer's Report January 31, 2019; No report. →Corporate Status 501c3; still pending. →2019 Programs; Jeff Shaud will confirm April. →Newberry Aviation Scholarship; committee presented two applicants; Alisia Lira and Darian Balsar; who are LCC students; following discussion Bill Purosky made a motion to award \$1,500 to Alisia Lira and \$1,000 to Darian Balsar; Bob Clark supported; motion passed with 10 yes and 1 abstain. →Discussed Newberry procedure and agreed for timing change to receive applications by the end of September or so. The addition of interviews with applicants was a great change. May need to re-add some items back into the written application form.

EAA 55 Chapter 55 Membership Meeting

February 9, 2019 →Meeting called to order at 9:33am by President Drew Seguin with 49 members and 14 guests present. →Following the National Anthem, Drew Seguin thanked breakfast team and announced the March team. Guests and visitors were introduced. →Secretary's report of 1/12/19 approved. →Treasurer's report 1/31/19 provided by Margie Clark; approved. →Young Eagles; Margie Clark advised first issued Youth Protection Certs are coming up for renewal; our new rally registration hours of 10am to noon; volunteers welcome. Adult Eagles; need coordinator. Newberry Aviation Scholarship; Doug Koons reported selection of two recipients; Alisia Lira and Darian Balsar; who have been invited to our March meeting for introduction and presentation. Drew Seguin thanked the committee, Al Spalding, Doug Koons & Jack Voss, for their work. →Newsletter Articles; suggestions and submissions welcome. →Drew Seguin thanked Joe Madziar & Ken Vandenbelt for Kitchen Exhaust clean up and repair. →Doug Koons has a new handle "The Kernel" as a

result of his dead stick landing in a corn field.

→Event Planning; volunteers welcome to help with the process. →Member Profiles; volunteer(s) welcome to assist with updating and refreshing our website. →Karen Meirndorf is working the Relay For Life scheduled for June 14th and 15th at the Corrigan Oil (formerly Spartan) Speedway. She will be doing 50/50 drawings at our monthly meetings to raise money for a Chapter 55 sponsorship track sign. →Terry Lutz invited everyone over to his hangar open house after the meeting. →Drew Seguin is seeking nominations for our chapter 2018 Member of the Year. →Today's program is eligible for Wings Proficiency and be sure to sign on the sheets. →Meeting adjourned at 9:51am and Patrick Ryan, FAA, presented the program on ADS-B. →Respectfully submitted, Vickie Vandenbelt, Secretary

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



YOUNG EAGLES

by Margie Clark (margie@eaa55.org)

See you at the airport.



TIDBITS

by Vickie Vandenbelt (vickie@eaa55.org)

NEW MEMBERS: Chapter 55 welcomes returning member Dan Schiffer. EAA55 also welcomes LCC Students Alisia Lira and Darian Balsar as Honorary Members, along with EMU Students Aaron Taylor and Anthony Guthrie. We also welcome new Student Member Neila Powers. And, Chapter 55 welcomes new Member Ivan Bradley who is working on his Zenith CH650B, along with Jeff Markham who is a member of Olds Forge Flyers.

CONGRATULATIONS: to Randy Coller on his recent retirement.

EAA CHAPTER 55 T-SHIRTS: per the eNews, I will be taking orders for EAA55 T-Shirts until the

conclusion of our March meeting. Cost will be around \$10.00 each for sizes S-XL and a slight upcharge for larger sizes. These are cotton 6.0 oz. weight, light blue color.

LINK: Lynn Towns sent the following link: This article may be of interest to pilots, because it non-specifically talks about magnetic variation. Lynn says, "I always knew the isogonic lines on a chart change, but I never knew why. I guess no one really does".

<https://www.nationalgeographic.com/science/2019/02/magnetic-north-update-navigation-maps/>

CONGRATULATIONS: To student member Chloe Miner on the achievement of her first solo flight on Saturday, February 9th. Chloe is a Student Member of EAA Chapter 55 and one of our past Young Eagle of the Year recipients. We all applaud and support her ambition for an aviation career. (See also her interview with Deanna McAlister.)

FAA CONTACT: Patrick Ryan did our February program about ADS-B. I don't know who all got his contact info for questions - but here is his email:

Patrick.M.Ryan@faa.gov



JIM PALMER:

Jim was very active in Chapter 55 before moving up north. It was before my time, but Jim was responsible for some, if not all, of our Chapter hangar construction and the growth of our membership after some lagging years. I recently reached out to see how he is doing and ...

To: Vickie and all the EAAers at Chapter 55
Thank you, Vickie for your inquiry as to my whereabouts. I apologize for not responding sooner,

as my adventures with the P.B.A. (Professional Bowling Association) have kept me busy in my spare time.

In my real life, I preside at my hangar at the Thompsonville Airport (TYZ), working mostly on Glasairs with an RV or lookalike thrown in. My wife and I have lived up here in the Traverse City area for the last thirteen years and are reminded constantly of the beauty of northern Michigan. So much to do, with so little time.



My real day starts early in the morning at the hangar till about 5 or 6, then off to the bowling alleys. I have a couple of projects currently building (see pictures) and a few that come and go.



I was president of the Chapter up here for a few years, but not much activity, so I have confined my time to building and bowling, with a little golf thrown in. I am just across the street from Crystal Mountain with two great golf courses, skiing and hiking. My Glasair was completed about three years ago and did taxi testing, then was grounded by FAA because the guy from the office that signed it off showed some pictures of it. I got a call and a letter informing me to change the striping. Who would have even thought? I did repaint, but the carpenter never finishes his own house.



I did get my Sonerai back after I had sold it to a friend some thirty years ago. He moved up here not far from my hangar where we ran into each other at a fly-in here on the airport. He said he hadn't touched it in all those years, so I bought it back for the same price he paid for it (see picture). I hope to have it flying this summer, but those are the words from a builder.



I would like to make a proposal to the Chapter that as many as could fly or drive up, to have a breakfast and/or Chapter meeting at my hangar. I would gladly host such an event. Talk to them and see if there is any interest.

Thank you again for contacting me. I always look forward to the newsletter as it brings back very happy memories of the fly-ins and Chapter meetings and all the friends that had a common interest.

Best Wishes, Jim Palmer



WYATT HOLMES:

Wyatt was a recipient of our Newberry Aviation Scholarship in January 2015 while a student in the Aviation Technology Program at LCC. I recently contacted Wyatt and asked if he would provide us with a brief update on his career. Here it is....

Hi Vickie. It's good to hear from you. I was able to make it back home for Christmas and was able to stop by to say "Hi" to Dave & Debbie Groh and the folks at Yesteryear Aviation. Heading over to Mason kind of felt like I was going back to my roots. Lots of good aviation memories have happened for me there.

Since I last saw you and Ken, lots of things have happened. After getting my A&P and finishing up at LCC, I started working in Charlotte for Todd Cotter. I was disappointed to leave Yesteryear Aviation, but Charlotte was a lot closer to my home (Hastings) and it worked out really well as I was still a full-time student in Lansing working on completing my Bachelor's degree. After working for Todd for about seven months, I was hired by Signature TechnicAir of Grand Rapids in January 2016. I made the decision to work there to expand my horizons and start getting some turbine experience. A few months later, I completed my Bachelor's of Applied Science degree at Siena Heights University.

TechnicAir has been a great place to work. Things are always busy there, and can be stressful at times; however, working at an MRO has allowed me to participate in just about every aspect of aircraft maintenance. We also work on a WIDE variety of different aircraft there as well. Occasionally, we work on some piston aircraft, but mostly specialize in King Airs, Pilatus PC-12's, Cessna Citations and Learjets. TechnicAir is also the only company at Grand Rapids to provide maintenance to the Airlines operating out

of there, which has given me the opportunity to work on CRJ, Embraer, Boeing and Airbus airliners.

Back while I was going to LCC and working at Yesteryear, I knew that I also wanted to start flying. The problem for me was the same problem shared by almost all aviation enthusiasts - the COST!!! Thus, I began looking into military flight school. Since I wanted to keep my job at TechnicAir, and also wanted to work close to home, the Michigan Army National Guard seemed to be the perfect answer. Besides, I've always loved the concept of the National Guard after having seen many people within my family have long, productive careers in the Guard. In January of 2017, the Michigan Army National Guard accepted me to into the Warrant Officer flight school program and at the end of 2017 I finally shipped out for Basic Training. After ten weeks of Basic Training at Fort Benning, I moved on to Fort Rucker where I have since had seven weeks of Warrant Officer Candidate School, three weeks of the Warrant Officer Basic Course, a week of Dunker school, and three weeks of SERE school. Towards the end of July 2018, I finally started flight training in the TH-67 (military designation for the Bell 206 JetRanger). The initial part of flight school is designed to take aviation novices, and make them pilots. Thus, I spent eight weeks learning basic airport operations, learning to fly traffic patterns, and handle emergencies (auto-rotations, run-on landings, etc.) The next eight weeks were spent learning to fly instruments, followed by four weeks of Basic Warfighter Skills training (flying low and fast, terminating in fields and clearings).

The second phase of flight school, which I began a couple of weeks ago, is spent learning to fly an advanced aircraft. For me, it's the UH-60M Blackhawk and I will be in this course for the next sixteen weeks. Since at this point we already possess basic helicopter pilot skills, most of the course is spent on having us become proficient at all of those skills in the Blackhawk. If all goes according to plan, I should be completed here at Fort Rucker sometime this summer and will be stationed back home as a part-time pilot at the Grand Ledge Armory. Since I still love doing A&P work, I will continue to work full-time at Signature TechnicAir.

Feels like it's been a long time since I was at the Mason Airport. Hopefully when I get back home I'll be able to join up again with EAA Chapter 55.

There's a good bunch of people there. Till then, take care and tell everyone I send my best! Wyatt Holmes
Jacque Carlson; 517-881-6174

KAREN MEIRNDORF:

Our EAA Chapter is participating in a fund raiser to support the American Cancer Society's Relay For Life. Please help us by purchasing a 50/50 ticket. The money raised will allow us to have our Chapter's logo on a track "fact" sign placed along the walkers pathway.

The Relay this year will be held at the Corrigan Oil (formerly Spartan) Speedway on June 14 at 6pm for 18 hours. Come out and join us for a walk around our track or stop in at our campsite for pop and cookies.

(NOTE: Karen will also be selling luminaries in support of this fundraiser.)



Thank you for supporting our Relay's event and making it possible for many to celebrate more birthdays. Karen Meirndorf, Team Heartwood Glad Rags



LCC - MASON JEWETT CAMPUS
By Mark Bathurst
(bathursm@star.lcc.edu)

Along with a number of our instructors, I recently attended the annual FAA Inspection Authorization (IA) renewal course in Ypsilanti sponsored by the Eastern Michigan Flight Standards District Office. Well over 100 IA and A&P maintenance technicians were in attendance. As you may recall, the first step in an aircraft maintenance technician's career is attainment of the A&P (Airframe and Powerplant)

certificate. LCC provides the necessary training and certification to allow our graduates to test for the A&P license. After three years' experience as an A&P, certificated maintenance technicians can test for the Inspection Authorization from the FAA. The Inspection Authorization allows A&P mechanics to (1) Inspect and approve for return to service any aircraft or related part after a major repair or major alteration to it in accordance with Part 43 of the Federal Air Regulations, if the work was done in accordance with approved technical data; (2) Perform an annual, or perform or supervise a progressive inspection according to Part 43.

Obviously a maintenance technician who has the Inspection Authorization has the greatest marketability to employers. Many of our instructors have the Inspection Authorization, and use that knowledge and expertise in teaching our students.

During the IA renewal course in Ypsilanti, the FAA honored one of our instructors with the Charles Taylor award. The Charles Taylor Award is the most prestigious award presented by the FAA to an aviation maintenance technician. The award, named in honor of Charles Taylor, the first aviation mechanic in powered flight, recognizes the lifetime accomplishments of aircraft mechanics. Charles Taylor served as the Wright brothers' mechanic and is credited with designing and building the engine for the 1903 Wright Flyer, the first aircraft to achieve heavier-than-air flight. The purpose of the award is to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years in the aircraft maintenance profession as "master mechanics."

Eugene Comer, our instructor honored with the Charles Taylor award, has over 56 years of experience in the aviation maintenance industry. Gene began his aviation maintenance career in 1963 by attending the Spartan School of Aeronautics and Technology in Tulsa, OK. After graduation, he was awarded the FAA Airframe and Powerplant certificate and subsequently the FAA Inspection Authorization rating. He has owned his own business on two different occasions and has maintained a variety of aircraft ranging from small single engine airplanes to modern, large jet aircraft. Gene also worked in aviation management over 30 years as a Director of

Maintenance for a large air freight operation, and as a manager for a large piston engine overhaul company. Gene also has over 3,000 flight hours in a variety of aircraft. Gene joined Lansing Community College in 2015 and currently serves as an instructor teaching in all areas of the program.

Gene typifies the highly skilled, technically proficient instructors we have teaching in our program. Our instructors average over 35 years' experience in the aircraft maintenance industry, both civilian and military. Employers who visit our students commend us for the excellence in instructional leadership we provide. We welcome you to visit our facility any time and see the high quality of our program.



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

Below is my interview with 2017 Young Eagle of the Year and EAA55 Student Member, Chloe Miner. Congratulations on her first solo. February 9th 2019 a day she will never forget.



What was going through your mind when the weight shifted from wheels to wings?

My solo experience was a little frightening. It felt a little weird not having my instructor there, but I wasn't scared until my first takeoff. I wasn't even 1,000 feet in the air when four birds were less than

five feet away from me. That was when I began to get nervous because they could have stopped my engine, possibly broke through the canopy, and I would've had to make an emergency landing. After that I became very nervous. My first landing was not the best. The second takeoff was great. No birds or any other wildlife in my way this time luckily. On downwind wanting to turn base, there was a



helicopter coming my way and their radio call was so quiet, I didn't know their intentions. So, I extended my downwind for about one mile, until I thought it was ok to turn base. Though I was nervous about that, my landing was great. My third takeoff and landing had nothing wrong with it. It was super busy that day.

When was your first time in a small plane? When was your first young eagle flight?

My first time in a small plane was with Deanna McAlister in August of 2016. I was in 10th grade and I knew I wanted to be a pilot, so my parents and I knew that if I wanted to do that, I had to be able to handle a small plane. I've been on many jets, but small planes would act a little different, so my mom

made sure I would get a ride in a small plane and see if I wanted to peruse it. Of course I loved it! My first Young Eagle flight was July 8, 2017 with Tom Schroeder. It was really cool. One of the requirements for my Aviation Academy class was to take a Young Eagles flight to see if aviation seems like a path for you before taking the class. Ever since that flight I've seen that EAA Chapter 55 provides for aviation enthusiasts, I was hooked on joining the chapter and volunteering for those events and more. Everyone was so kind and supportive that the chapter felt like a second family to me. I remember telling my mom after volunteering at my first chapter meeting and Young Eagle Rally that they were like another family to me that could relate with how I felt about aviation.

And how old were you when the aviation bug bite you?

The time I knew I wanted to be a pilot was in 5th grade when two pilots (one male and one female) from American Airlines came to my school for a job fair. The fact that one of the pilots were female blew my mind and made me think, "If she can do it, than I can do it too." I thought the whole idea of flying a plane was the best thing ever.



Who else have you flown with in the chapter?

I have flown with multiple pilots in Chapter 55 which includes: Deanna McAlister, Tom Schroeder, Pat Salow, and Dave Groh. They are all phenomenal pilots and great people to get to know.

What advice would you give to peers who are or may be interested in aviation?

My advice to young people who are interested in aviation would be to remember your goal and your "why". The process is going to have rough spots, but if you can remember your "why" for your goal, then you will definitely achieve it. Also, if you want to be a pilot, you may have to miss out on a few meals a week. JK

CHAPTER 55 CLASSIFIEDS FOR SALE:

EAA55 Books; Library Overstock Sale; box on the table; \$1 hardbacks & 50 cent soft back.

EAA55; 2019 Calendars for sale; \$8.00 each.

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

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

Nine pieces- 1/8" 3-ply, Mahogany faces w/Popular inner plies, MIL P6070, \$15 ea; One piece-1/4" 5-ply Birch faces w/Popular inner plies, MIL P6070, \$30 ea; .040, 2024-T3, 2'x4', \$15 ea; upholstery fabric; abt 2 yds; Voltage Regulator, Cessna PN C6110010201, \$100; Telex 100TRA Hand Mic \$50; 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.

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

Cloud 9 West (46MI) private airport, house, hangar, ranch/farm for sale just east of TEW. On the charts and in Jeppesen/Garmin databases. Info at <https://trophyclassrealestate.com/property/11088-w-coon-lake-road-webberville-mi-48892-72-acres/>

Need Financing for a new plane?? Contact Tom Schroeder of Eaton Federal Savings Bank; tschroeder@eatonfed.com

Do you have anything you want to sell?? Contact Deanna or Vickie to place your ad here!

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
Tom Tuttle; 734-216-7532
Jacque Carlson; 517-881-6174

POCKET CALENDAR:

Apr 2-7 = Sun-N-Fun
Jun 9 = EAA55 Dawn Patrol
Jul 22-28 = AirVenture
Aug 3-4 = Thunder O Michigan
Aug 17 = Mason Aviation Day
Dec 8 = Christmas Party

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

WEB EVENT CALENDARS:

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

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

EAA55 = CHAPTER BUILDERS:

Who is working on or completed homebuilts or restorations ... your input for changes or corrections would be appreciated...
Erric Baker; Mini-Max project
Gabe Blosser; Bushmaster Super Cub Amphib
John & Connie Bobcik; Kitfox
Dave Cook/Greg Hover; RV-6A
Kurt Crandell; Tierra II
Ed Crouse; Rans
Ken Drewyor; Kitfox
Mike Franzago; Starduster project
Ron Gorsline; Zenith 650
Ralph Gregus; Zenith 750
Dave Groh; Stearman/AT-6 restoration
Chuck Hacker; Zenith 701
Greg Harris; Zenith 750 project
Gordon Hempstone; Avid Magnum project
Steve Houghton; RV-7A
Doug Koons/Bill Purosky; Glastar
Wm. (Bill) Long; Kolb Firefly Ultralight
Terry Lutz; RV-8
Tim Martinson; RV-6A & RV-12 project
Chuck Moore; REVO Lt Sport Evolution Aircr
George Moore; KIS Pulsar 150
Gary Nicola; Grumman Tiger restoration
Jim Palmer; Glasair III
Steve Potvin; RV-7 project
Pat Salow; Zenith 701
Drew Seguin; Carbon Cub EX2
Jeff Shaud; RV-7 project
Jim Spry; RV-8
Tracy Tillman/Lisa Colletti; (2) E-LSA Bailey-Moyes 914 Dragonflies; (1) E-LSA Alatus-AL12 sailplane
Ken Vandenbelt; Stearman project
John VanderMolen; Zenith 750 project

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.

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