

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

JANUARY 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

Welcome to 2023! Hope everyone had a Happy New Year and are starting out the New Year healthy and ready to fly again. The winds have finally died down and the temps have gone up...have you been up in the air? Come out to our Saturday breakfast and share some of your ventures with the other folks in attendance. The door is always open to members and guests. The heat will be on and food abundant. Remember, breakfast runs from 8:00am to 9:00am with a short break for kitchen cleanup and a short general meeting at 9:30am. Following our meeting will be a presentation by Dave Trojan entitled "Pearl Harbor".

Reminder to check the kitchen duty roster in the newsletter to see if you are assigned to help. If you aren't able to work your assigned time, please let Joe Madziar know so he can try to find a replacement. Workers need to arrive by 7:30am so they can be briefed on the simple operations of the grill and such, as well as get something to eat prior to working. We always post the current month as well as the following month in the newsletter. "Teamwork at its finest". A big thanks to Bill Purosky and Joe Madziar for coming in EARLY on those days to get everything set up for the morning. Joe will be heading south for a few months. So, if anyone is so inclined to lend a helping hand and assist Bill with the EARLY chores, please let him know. I'm sure he will be greatly appreciative.

Just a reminder if you need to use the facilities in the hangar room please be sure that both the bathroom door and the storage room door are closed TIGHTLY. We need to contain the heat in those two areas so the pipes don't freeze.

The board will be working on plans for upcoming events for 2023. If there is something different that you would like to see us try - please pass on your ideas or suggestions to an officer or board member. OR you are welcome to bring your ideas to a board meeting at 7:00pm on the Wednesday evening prior to our second Saturday membership meeting and present it to the group.

If you have an interesting article, a good book to share or anything else of interest you can submit it to Deanna for the newsletter. Just have it typed out and submitted by the first of the next month.

Hope to see you on Saturday,
Margie 😊

EAA CHAPTER 55

BOARD MEETING: 7:00pm: Wed: Jan. 11th

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

EAA Chapter 55 Board Meeting December 7, 2022:

Minutes not provided by time of publication.

UPCOMING BREAKFAST TEAMS:

<u>January</u>	<u>February</u>
Lloyd Brown	Gregg Harris
John Caron	Dave Groh
John Yurkon	Tom Schroeder
Brian Brown	Carol Spry
Derrick Knox II	Jim Spry
	Scott Basel

EAA Chapter 55 Membership Meeting December 10, 2022:

Minutes not provided by time of publication.

SCHEDULED PROGRAMS:

JANUARY

Dave Trojan
"Pearl Harbor"

FEBRUARY

Yankee Air Museum
"Rosie the Riveter"

MARCH

Mark Bathurst/Todd Cotter-LCC
"Topic TBD"

CONTACT DAVE COUREY WITH YOUR SUGGESTIONS



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

"Aviation seeds must be transplanted to future generations if we are to see our rich heritage passed on for others to see, to feel, to touch, to fly." ~ Paul Poberezny

It takes volunteers to make this happen at our 3 Young Eagle Rallies in June, July and August. Please consider volunteering as a pilot or as ground crew this summer so that more youth may be exposed to the experience of flight!

Young Eagles 30th Anniversary Special - All flights given from January 1, 2023 to July 31, 2023 will qualify for double (\$10 per Young Eagle) Young Eagles credits!

The EAA Young Eagles credit program awards a \$5 (\$10 from January 1 - July 31, 2023) credit to pilots

and chapters for each Young Eagle flown in a calendar year. Many chapters use the credits to send a young person to the EAA Air Academy or to support and enhance their local Young Eagles outreach efforts.

If you are considering helping out this year please complete EAA's Youth Protection Policy and Program. It sets basic requirements for EAA staff and volunteers who work with children under age 18. It includes online best-practices training and, for certain categories of volunteers, a basic background check (covered by EAA).



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

NEW MEMBERS: Chapter 55 welcomes new member Dan Schmitt. Dan does not own a plane but he loves them. And, we also welcome our honorary members, Kaylee Spencer and Chara Walters. Kaylee and Chara are our Newberry Aviation Scholarship recipients this year and are also awarded a one-year complimentary chapter membership.

CHAPTER 55 DIRECTORS: A big thank you to our retiring Directors – Mark Bathurst, Rick Laub & Joe Madziar for their years of service to our Chapter. And a hearty welcome to Greg Hover, Gary Nicola and Michael Rosencrans, who will serve for the next two years.

2022 YOUNG EAGLE OF THE YEAR:

Congratulations to YE of the Year - Kaya Kowalewsky. Kaya took a flight this past summer and has also joined the Chapter as a Student Member and a member of the Youth Group.



2022 MEMBER OF THE YEAR: Congratulations to our Member of the Year – Deanna McAlister. Deanna can be seen working at many of our events and has been our Newsletter Editor for many years. She is a CFII, AGI, A&P tech. who works with her husband in their auto repair shop and is the owner of Plane Food Market in Stockbridge.



FROM CRAA; BLAKE ROY; OPERATIONS MANAGER: Capital Region Airport Authority will be hosting Quarterly Tenant Meetings at Mason-Jewett Field on the first Wednesday of the second month of each quarter. The 2023 meetings will be held on February 1st, May 3rd, August 2nd, and November 1st at 5:30pm in a classroom at the LCC Aviation Technology facility. Meeting agendas will be sent one week prior to each meeting. Meetings will last approximately one hour and CRAA hopes that everyone can attend. Please bring any questions or concerns you feel may benefit the airport. If you are not on the contact list and would like to be added, Blake can be reached at 517-321-0428 or broy@craa.com

FROM MDOT/OFFICE OF AERONAUTICS: Back by popular demand - the 2023 Michigan Aeronautical Chart. Look for more information on new distribution initiatives and a release date coming soon. (On the flip side, MDOT has decided not to issue the annual plane decals.)

NEWBERRY AVIATION SCHOLARSHIP RECIPIENTS: Chapter 55 has named two students as recipients of our Newberry Aviation Scholarship for 2022. Chara Walters was awarded a scholarship in the amount of \$1,500 and Kaylee Spencer was awarded a scholarship in the amount of \$1,000. Both Chara and Kaylee are second-year students at

Lansing Community College School of Aviation Technology located at Mason Jewett Field. Our chapter has a longstanding commitment to support educational opportunities for students seeking aviation careers. These students were chosen based on a combination of academic achievement, community engagement, and defined goals for a future in aviation.



Pictured (L-R): Kaylee Spencer; Joe Madziar (Scholarship Committee Chair); Chara Walters

EATON RESA LAUNCHES NEW AVIATION CAREER INTRODUCTION PROGRAM: In a recent article from Fox47 News, the Eaton County Regional Education Services Agency announced they have teamed up with the Capital Region International Airport and others to provide their new aviation career introduction program. Their new Aviation Career Institute gives high school juniors and seniors the opportunity to learn more about the aviation field through hands on experience taking place at the Capital Region International Airport. Crosswinds Aviation and MSU Federal Credit Union are also partners in this program. Crosswinds Aviation will conduct the instruction of the classes and MSUFCU will be providing loans and scholarship opportunities for students to get in the air. The program is set to begin in the fall of 2023 and is open to students in Eaton, Clinton, and Ingham counties. For more information about the program, visit the eatonresa.org website.

2023 MEMBERSHIP DUES:

In order to remain a member in good standing, your Chapter 55 dues for the new year must be paid by **FEBRUARY 15th**. Prompt payment assures your delivery of the EAA55 monthly newsletter, along with notification of any EAA55 and/or airport news. Dues can be paid by mail, at a meeting or left in the folder for the Treasurer (for everyone's protection, please do not leave cash.) We ask that you complete the renewal form even when paying in person so that we can assure that the information on our website is accurate and up to date. The online Membership Roster will be updated after the February 15th deadline.



YOUTH GROUP

By Jeff Shaud

(jlshaud@wowway.com)

January Meeting Schedule: Our next Young Aviators youth group meeting will take place on Sunday January 8, 2023 from 2:00 PM until 5:00 PM at the EAA Chapter 55 hangar.

EAA 55 Youth Group Receives Donations for Builders' Hangar Rent: Because of the recent donation of a Piper Tri-Pacer wing to the youth group, it was necessary to acquire additional space in which to work on a project of this size. The logical answer was to move into the unrented portion of the Builders' Hangar. This presented a problem because the Builders' Hangar is a potential source of revenue for the chapter. Allowing the youth group to use the space would mean the possibility of lost revenue if a prospective tenant should be interested in renting the space. In order to assure continuity of progress on the Tri-Pacer wing by the youth group, it would be necessary to enter into a rental agreement with the chapter. The problem is the youth group account did not have the funds necessary to cover the monthly rental fee.

At regularly scheduled December general membership meeting, Youth Group director Jeff Shaud made an appeal to those in attendance for donations to the youth group account to cover the monthly rental charge for the Builders' Hangar. With unwavering concern, many in attendance graciously

donated to this worthy cause. We were able to collect in excess of \$200 towards the rent for this facility. For this, I would like to thank every one of you who has donated to the youth group account to cover this expense. We now have a space where we can further the aerospace education of our youth. If you are interested in donating to the youth group account, please see Treasurer Drew Seguin.

EAA 55 Young Aviator Youth Group Member Receives Young Eagle of the Year Award:

Congratulation to Young Aviator youth group member Kaya K. for being awarded the 2022 EAA Chapter 55 Young Eagle of the Year.

EAA 55 Young Aviators Recognized by Jackson County Airport Authority:

On Wednesday December 21, 2022, the EAA55 Young Aviators youth group was recognized by the Jackson County Airport Authority at their monthly advisory board meeting for our efforts to refurbish the static display T-33 jet trainer. Present to receive the award were youth group members Jesus and Isabella A., youth group director Jeff Shaud, and project manager Dave Trojan. As a token of appreciation, each of the youth volunteers who worked on the project received a Jackson County Airport insulated logo mug.

Progress Made on Tri-Pacer Wing: EAA55 Young Aviators made significant progress on the donated Piper Tri-Pacer wing at our last youth group meeting on Sunday December 18, 2023. The group learned how to center punch and drill out formed head rivets. Our goal is to drill out all of the rivets retaining the wing skin panels to the rib structure. This sounds like an easy enough task, however; a certain amount of acquired skill is necessary to achieve satisfactory results without damaging the wing skin or underlying structure. Fortunately, we did not have to be too concerned about damaging the wing since it is not, and will never be an airworthy structure.



The youth are learning valuable skills while taking on this project. Before we began working, we discussed the importance of safely using hand and power tools. Of utmost importance is protecting our eyes by always wearing safety glasses when using hand and power tools.



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

One skill we worked on is how to accurately center punch and drill on location. The kids learned how to “steer” the center punch and drill to assure accurate marking and drilling of holes on location. The kids learned the technique surprisingly fast. Within about a half-hour, all were accurately drilling out the many rivets retaining the Tri-Pacer wing skin panels. We will continue drilling out rivets at our next meeting to reveal the underlying wing structure. EAA 55 members are welcome to visit the Builders’ Hangar during our youth group meeting on Sunday January 8, 2023 from 2:00 PM until 5:00 PM.

Youth Group in Need of Tool Donation:

The youth group is in need of one or two lightweight (1/4” drill chuck size) air drills. We are also in need of #30, #40, 7/64” & 1/8” jobber length drill bits. If you have any these items and are willing to donate them to the youth group, please see either Jeff Shaud or Bruce Boardman.



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

The Aviation Technician Education Council (ATEC) is the industry trade organization representing all 188 Part 147 maintenance schools in the United States. Each year ATEC publishes a report on the state of the aircraft maintenance industry and efforts by schools and other sources to meet the needs of the industry’s employers in filling vacant positions. This report is widely cited in aviation-related publications, and serves as the reference document for anyone interested in aviation maintenance in the United States. The report’s narrative has a great deal of information.

In the past year, a total of 6,929 individuals obtained their FAA A&P mechanic certificate, a 33 percent increase from the previous year. Although the jump was the biggest realized in recent history—and largely expected given the pandemic-induced backlog—the increase fell short of 2019 levels and did not make up for the previous year’s 30 percent

drop in certifications. ◀ When considering the loss of momentum going into 2019, ATEC estimates that the pandemic cost industry 5,000 new mechanics. That loss will continue to mount until certification rates surpass pre-pandemic levels.

Last year, major airlines hired a quarter of all A&P graduates, up from 15 percent in 2020. This will put more pressure on sources that traditionally feed skilled technicians to large carriers, such as repair stations and regional carriers. It will also sharpen calls to ensure A&P schools' curriculum is as closely aligned with real-world needs as possible to avoid costly re-training that often accompanies new hire indoctrination at air carriers and other employers. The mechanic pipeline will need to increase production by at least 20 percent to meet projected workforce demand. In comparison, aviation technician maintenance schools' enrollment is growing only about 2 percent a year. Given that A&P schools are not full—the national student enrollment average is 56%—and that program awareness is continually cited as one of the top barriers to program growth, the industry would stand to benefit from a focused, national effort to drive enrollment into A&P schools.

By all estimates, in the U.S. at least, air travel is nearly back to pre-pandemic levels. Indeed, the primary factor preventing U.S. airlines from being busier than they were in 2019 is a lack of qualified, skilled labor—including maintenance personnel. Of concern is that the aviation mechanic population continues to grow older. The average FAA mechanic age is 53, which is 11 years older than the usual U.S. worker as reported by the Bureau of Labor Statistics. Females comprise a much younger demographic; the average female mechanic is 45. Thirty-eight percent of the mechanic population is age 60 or older—up two basis points from last year. The workforce is clearly aging.

By 2031, two out of every five current mechanics—more than 90,000 mechanics in total—will reach retirement-eligible age. The stream of new mechanics will replace some of those exiting mechanics, but not all. Based on historical output, 79,000 mechanics will enter the field in the next 10 years, which is 11,000 short of what is needed to replace just those reaching retirement age. School enrollment trends are concerning. Since 2015, AMTS student enrollment has increased an average of only

2.2 percent a year, well short of the 20 percent annual increase necessary to meet projected workforce needs for the commercial airline market alone.

When you factor in new sources of pressure, such as urban air mobility and drone fleets, the need for skilled maintenance technicians increases even more. As an example, one electric air taxi startup plans to have its first aircraft certified in 2024. It then plans to build 250 of them in 2025 and quickly scale up production rates based on demand. This is a new arena for aircraft mechanics.

LCC is doing our part to meet the demand. Our classes are full, and our students have multiple job offers prior to graduation. We expect that pattern to continue into the foreseeable future.

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, 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



EDITORS PROLIX
By Deanna McAlister
zirconmoons@gmail.com

Happy New Year! Are you setting any goals to fly more? Plane spot more? Hang out at the hangar more? How about attend an airshow, or visit an aeronautical museum? Maybe go on an expedition with our very own Dave Trojan, and explore an aviation archeology site in Michigan. Those are some of my goals.

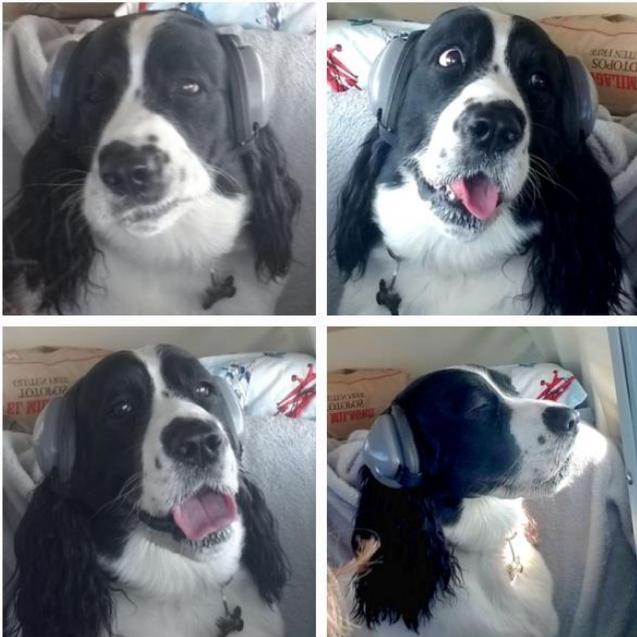
We had a great turn out at the Chapter 55 Christmas party. Great food, live music, many laughs during the white elephant gift exchange and hangar flying.



Zeke C-172



You've seen him at the airport after geese, and ready to fly. In loving Memory ...
 Zeke / Zekeroid has departed and flown west....
 2014 - 2023



Expensive Hamburgers

By Bill Purosky/Doug Koons

Haven't flown to lunch since November 22nd due to weather. Low clouds, rain, snow at or around the freezing temperatures have kept us out of the air. Finally, on December 20, we got a break in the weather and decided to fly to Coldwater (Branch Co Memorial)(OEB) for lunch. There is a restaurant on the field and it has recently come under new management. It is more reliably open than the previous management. If, however, it is closed when you fly in, proceed to the new terminal where a courtesy car is available. The terminal is locked but the radio frequency of the Unicom will open the door. Look around the room since no one will be there and you will find a set of keys for the car. You sign in leaving a contact phone number. Out in the lot, you will see a white Ford van that the keys will fit. Town is about a 5 minute run from the airport with a good choice of restaurants available. Since the onsite restaurant (Prop Blast Café) was open this time, we parked in the grass and went in. The menu is new and carries the normal fare with a few different items. Doug ordered a cheeseburger and I ordered one of the new items available. It was a rather large piece of flat bread covered with barbecue sauce and chunks of white meat chicken and the whole thing grilled. Different and delicious. With a 20% tip, we got out of there for under \$30.00. It was Doug's turn to fly home. We got back to Mason in about half an hour due to a tail wind of about 15 knots. Just after we lifted off and turned north, our

GPS went belly up. The magenta line was still represented on a map but the designation for our airplane was absent. Therefore you could not see where on the map that we were. So back to the old days of aviation where you looked outside to find landmarks that told you where you are. We successfully found Mason Jewett Airport without violating any controlled airport airspace. Doug reported 5 miles southwest of the airport and our altitude and intentions to land on 28 and the GPS came back on. At that point, big whoop! We will watch on the next flight to determine if the problem was the system or our equipment.

Got to fly again on December 28th. Days leading up to that were generally low overcast, snow, and/or strong winds and sometimes all of the above. Finally got a break with high clouds (clear to 12000 feet) with moderate winds (10 to 20 knots). The winds were almost a direct crosswind to the Mason runway at 200 degrees at 9 knots. Doug and I decided a short flight to Owosso Community (RNP) for lunch would be appropriate. It was his turn to fly first so he got the tail wind. We were indicating 125 knots with GPS groundspeed of 166 Knots at 2700 MSL. Needless to say, we got to Owosso in 18 minutes counting our approach and landing. The winds at Owosso were also from 200 degrees but 11 knots gusting to 15 knots. At 2700 feet MSL, the ride was smooth as glass. At 1800 feet, the traffic pattern altitude, it was more like riding a bucking bronco. I think that there were more gusts than steady wind. Doug was surprisingly good at using his hands and feet simultaneously to keep the plane in line with runway 29 even with the high angle of crosswind. The on-the-field restaurant, Joe-Lee's Crosswinds, was open and relatively full of customers when we arrived. Two guys offered room for us to sit at their table since there were no open tables. Friendly group of diners! Doug had the fried chicken sandwich and I had the olive burger. Both were very good and satisfied our hunger. It was his turn to buy lunch and he got away with less than \$25.00 including the tip. It was my job to fly us back to Mason. I took off on runway 29 with almost full deflection of left aileron to counter for the crosswind. I held the plane on the ground for a full 5 knots above normal takeoff and after lifting off we were immediately riding the bucking bronco again until we reached 2700 feet MSL. Again, smooth as glass! After leveling off and reaching 125 knots indicated, the GPS showed 77 knots on the ground

speed. I was afraid of going higher because the winds might be stronger and we could possibly be going backwards! Slight exaggeration. The winds for landing at Mason were still from 200 degrees at 9 knots. I had to keep stirring the stick and dancing on the pedals to keep on the centerline for runway 28. Approach was held at slightly higher airspeed due to the gusts and crosswinds and touched down at about 60 knots. When we topped off our fuel, Doug paid only about \$19.00 for his tank flown with the tailwind and I paid about \$25.00 for the headwind tank both for the same distance flown on the ground. You win some and lose some! Happy New Year!

WWII BOMBER CRASH SITE IN MICHIGAN **By Dave Trojan –**

Back in October, a group of EAA Chapter 55 and Chapter 304 (Jackson) members explored the crash site of a rare Martin Marauder B-26 bomber that crashed November 3rd, 1944, near the small town of Glennie, Michigan, in the Huron National Forest. The group was led by EAA55 member and Aviation Archaeologist Dave Trojan, who guided the group to the site.



The crash site was searched for artifacts in an effort to identify the equipment installed and the paint color of the aircraft. Many artifacts were discovered at the site. It was a very interesting and educational trip for all involved. Future expeditions to military crash sites in Michigan are planned for next year. If you are interested in going on an expedition, please contact Dave Trojan (dtrojan60@gmail.com)

Link for more information about the B-26 accident here: <https://ww2aircraft.net/forum/threads/red-tailed-hawk-guides-explorers-to-a-world-war-two-bomber-crash-site.25760/>



Email Notice:

The best way to do a broadcast email to Chapter 55 membership is to “reply all” to your latest newsletter email. Just change/delete the subject and content. This will insure you get the most up-to-date membership roster

CHAPTER 55 CLASSIFIEDS

FOR SALE:

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

HANGARS FOR RENT AT TEW:

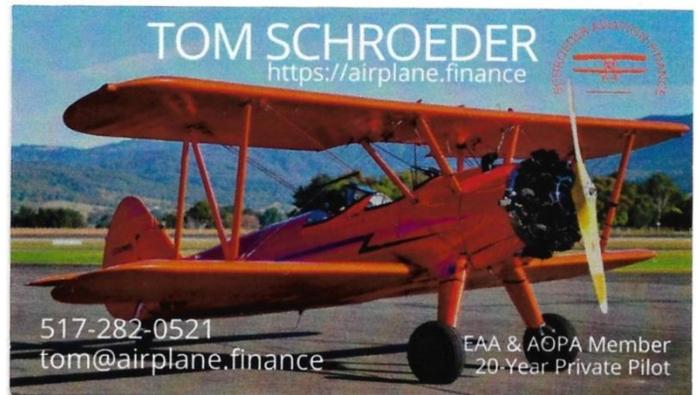
Lloyd Brown; 517-589-8619

Tom Tuttle; 734-216-7532

Gabe Blosser; 517-896-0020

EAA55; Common Storage or Building hangar space;

Margie Clark; 517-853-1418 (waiting list)



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)

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 Debonaire
Lewis (Bob) Clark; Cessna 172
Randy Coller; Cessna 182 & Hot Air Balloon
Dave Cook; RV-6A (w/Greg Hover); Taylorcraft Ultralight
Kirk Curtis; Cessna 182
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
Dawn Koeplinger; Cessna 172; Aeronca Sedan
Doug Koons; Glastar (w/Bill Purosky)
Rick Laub; Sling 4 project
Terry Lutz; Luscombe & RV-8
Edward Manturuk; Lancair ES
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 project
Jeff Shaud; RV-7 project
Tom Sheehan; C-170 & Aerosport & Funk B85C; Lincoln-Page 1928
Rockwood Shepard; RV-9A
Jim Spry; RV-8
Jeff Stetson; Aeromot Ximango
Bruce Thorburn; Cessna

Ken Vandenbelt; C-172; C-170; Stearman project
John VanderMolen; Zenith 750
John Yurkon; J3C-65; PA28-181; C-172P

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

Nobody claim 2023 as "your year." We're all gonna walk in real slow. Be good. Be quiet. Be cautious & respectful. Don't touch anything.

POCKET CALENDAR:

Mar 28-Apr 2 = Sun-N-Fun
Jun 11 = EAA55 Dawn Patrol (tent)
Jun 24 = Jackson Aviation Day
Jun 29-Jul 4 = Battle Cr Balloon & Air
Jul 1 & 2 = TC Cherry Fest; Thunderbirds
Jul 24-Jul 30 = AirVenture
Aug 12 & 13 = Thunder Over Michigan
Aug 19 = Mason Aviation Day (tent)

FLYERS FROM OTHER AIRPORTS POSTED IN TEW TERMINAL

w/special thanks to Mark Bathurst. Be sure to check these flyers out if you are looking for a weekend place to fly !!

WEB EVENT CALENDARS:

www.eaa.org/ea/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

When it's starting to set in that
you're not getting a plane for
Christmas



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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