

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

FEBRUARY 2014

Meetings are the 2nd Saturday of each Month

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

→Pres: Steve Houghton; 290-7528 →Vice Pres: Margie Clark; 853-1418 →Treas: Al Spalding; 676-3370

→Secr: Vickie Vandenberg; 589-5051 →Editor: Warren Miller; 517-214-2656 (all Area Code 517)

www.EAA55.org



Climb and Maintain Flight Level 55

Has there ever been a month where the weather was such a topic of conversation? Listen in on any conversation and the weather is sure to be one of the first things discussed. Sure, we've had periods of scorching heat, high winds, droughts and floods as well as endless clouds and low ceilings. But has there ever been a month in your memory where the weather was just so plain lousy? Day after day? Tired of the snow, no problem we've got ice. Tired of ice, no problem, we've got freezing cold. As we finally leave January behind, we can all look back on a month of remarkable weather events.

Just to refresh your memory, we started out with "Icepopocalypse". That was followed by "Snowmageddon". Just to keep it interesting we had "Polar Vortex I and II".

**Board of Directors Meeting
February 5, 2014, 7:00 pm
Chapter Membership Meeting
February 8, 2014**

On January 28th, the low in this area was -8°. Looking up the lows for other cities on that

same day we find Fairbanks, Alaska at a toasty 11°, Anchorage at 37° and Oslo, Norway at 28°! For their lows. (In the interest of fair play, the low in Minneapolis that day was -16° but it's SUPPOSED to be that cold there).

Further research shows that we have had about 50" inches of snow so far in Lansing this winter. Lansing averages 51.1" of snow - per season. And it's only the start of February! So, hunker down and try to stay warm. Thumb your nose at your friends and neighbors who text you the temperature from Florida. Get out your winter comfort food recipes such as chili and meatloaf. Tell yourself how many calories you are burning at the end of a snow shovel. And above all, remember this January when it hits 85° this summer!

Steve Houghton, President (steve@eaa55.org)

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



January Breakfast Team: Gary Nicola, John Caron, Karen and Pat Salow

BREAKFAST TEAMS

<u>February</u>	<u>March</u>
Lynn Brown	Ray Fink
Joe Madziar	Greg Shannon
Mike Franzago	Jeff Shaud
Dave Groh	Phil Tartalone
Greg Hover	Janine Gaboury
Karen Hover	Carl Zayatz
Joe Pirch	
Tom Schroeder	

EAA 55 Chapter 55 Board of Directors Meeting January 8, 2014

→Meeting called to order at 7:10pm. →Present: Steve Houghton; Margie Clark; Al Spalding, Vickie Vandenberg, Dave James; Jim Spry. Absent: Warren Miller; Bill Purosky; Ed Search. Guests: Bob Clark; Doug Koons; Jack Voss; Ken Vandenberg. →Secretary's report 12/11/13; Jim Spry moved, James supported, all approved to accept as printed in the newsletter. →Treasurers report dated 12/31/13 (Year-end); Vickie Vandenberg moved to accept; James supported; all approved. →Activities; Movie Night scheduled for 1/17/14. →Program Coordinator; still needed; Steve Houghton working on some options. →Member recruitment; discussed some possibilities. →Ground School; still checking. →VHS conversion to DVD; pending checking what we have. →55th

Anniversary; Kick Off Party at Clara's; Saturday, 3/8/14; possible ribbon cutting at June meeting; and summer pig roast discussed. → Steve Houghton appointed Bob Clark, Doug Koons, Ken Vandenberg & Jack Voss to fill positions vacated on the Board of Directors. → 2014 Xmas Party; looking to book an Eldorado type place for this year. → Chapter calendar; Jim Spry reported \$95.00 set up fee plus about \$6.02 each to print; will check more. → EAA55 DP & MAD Events; info submitted to MDOT for airport directory publication. → Gary Long; Jim Spry will bring a card for people to sign at meeting. → Steve Houghton passed out Chapter Development Ideas for future discussion. → DP/MAD: Vickie Vandenberg made a motion to approve \$100 for advertising events in MACC Thurs Night Live concert programs; Jack Voss supported; all approved. Need to decide on postage & consider reserving planes. → Newberry Aviation Scholarship; applicants from EMC & LCC reviewed. Notify decisions? Pending. → Vickie Vandenberg made a motion to adjourn; David James supported; adjourned at 8:55pm
→ Respectfully submitted, Vickie Vandenberg, Secretary

EAA Chapter 55 Membership Meeting January 11, 2014

→ President Houghton called the meeting to order at 9:31am. → Approximately 44 members & 6 guests in attendance. → Following the National Anthem, we thanked the breakfast team. → President Houghton announced the February breakfast team. → Secretary's Report 12/14/13; moved, supported, & accepted as printed in the newsletter. → Treasurer's report 12/31/13; moved, supported, and accepted. → YE; Phil Tartalone looking forward to summer rallies; we'll need pilots & ground crews for June, July, August. → Jim Spry announced 1/17/14 movie night. → Doug Koons announced Chili Fly in at Plymouth/Canton 2/8/14. → Al Spalding announced he's collecting 2014 dues. → Received "Thank You" from Yankee Air Museum to our \$100 chapter donation to "Save the Bomber Plant". → 55th Anniversary; looking for old photos; history; info etc. Kick Off at Clara's; 3/8/14; 6:00pm. Also plan a Chamber Ribbon Cutting & possible summer pig roast potluck. → Margie Clark announced Vickie Vandenberg to receive the Mason Area Chamber of Commerce President's Award for volunteers. → Chapter is looking for donation of a flat screen TV that's no longer wanted. Also, projector. → Considering doing a EAA55 2015 calendar with photos of member planes. → Wanted: Program Coordinator and Events Coordinator. → Wanted: Newsletter articles; write ups or pictures; projects, planes, things you have seen or done, etc. → Bill Bezdek remarked on magazine contributions and that he teaches weather. → Greg Rheeder remarked on arctic vortex and density. → Steve Houghton remarked on FAA sleep apnea on hold; and 50% congressional members support the GA caucus. → Phil Tartalone remarked on upcoming GLIAC. → Margie Clark remarked on YE activities for kids. → Meeting adjourned at 10:23am. No program this month. → Respectfully submitted, Vickie Vandenberg, Secretary



TIDBITS

By Vickie Vandenberg (vickie@eaa55.org)

THANK YOU: John & Connie Bobcik for the donation of another jug of your great Maple Syrup !! And, to Jeff Shaud for the donation of another Meijer Gift Card !!

2014 CHAPTER EVENTS: Dates & times for our EAA55 Young Eagles, Dawn Patrol & Mason Aviation Day are listed in the Pocket Calendar.

LIBRARY: A big thank you to Barb Cook, librarian at Chapter 113 Plymouth-Canton-Mettetal Airport, for donating five boxes of their duplicates books to our library. I am sure some will be duplicates for us as well. We will stock some in the mini-library in the TEW terminal for the reading pleasure of transient pilots and offer others for sale at our events. All members are welcome to use the reference material in our library. We do ask that you leave a card if you check out one of the DVDs.

"RELAY FOR LIFE" FUNDRAISING: The Mason Area Relay for life will be held June 13th & 14th at the Ingham County Courthouse lawn. As we did last year, EAA55 will do some fund-raising for a donation in memory of our cancer victims and in honor of our cancer survivors. We are considering 50/50 raffles; special breakfast donations, or a potluck, etc. Free will donations are welcome and Karen Meirndorf will be selling luminaries. More info in upcoming months.

BREAKFAST LEFT-OVERS: We often have extra pancake mix, orange juice and/or sausages left over. If you are interested in taking some home, please let the chefs know. We have left-over containers available in the storage room.

WANTED: Program Coordinator and Events Coordinator. Also, newsletter articles; write ups or pictures; projects, planes, trips and/or things you have seen or done, etc.

EAA55 RECYCLES: Pop cans & bottles go to Meijer for cash - Styrofoam cups go to Dart Container recycling - cardboard, plastic & cans go to various recycling centers - egg cartons go to a local food pantry - egg shells go to my garden - - and, aviation magazines go to our "FREE INFO" table for Young Eagles and fly-in events.

EAA NATIONAL FREE TRIAL MEMBERSHIP: If you know of anyone who is interested in aviation but not a member of EAA national, we have six-month trial memberships available. Applications are in the brochure rack or see me. Also, we encourage parents of youngsters interested in aviation to sign up for a membership to gain knowledge to share with their kids.

EAA55 – CHAPTER APPAREL: Our chapter logo is on file with Sports Stop Sportswear; 124 W. Ash Street; Mason (just north of the post office) as the place to purchase your EAA Chapter 55 apparel. Buy clothing there or bring in

your own hat, shirt, jacket etc. The logo can be embroidered for as little as \$7.00.

KLONDIKE BARS & SNACKS: We're getting down to the last - Klondike bars on sale for 50 cents while the old supply lasts !!

MERCY FLIGHTS: William Beecroft is based here at TEW and does a fair amount of Mercy Flights. He is always on the lookout for a second. If you are interested in this program check out www.volunteermecypilots.org Or, I am sure Bill would be happy to talk with you about it.

AVIATION SAFETY - EDUCATION SEMINAR: Thurs, March 27, 2014 at 7:00 P.M.; "The Results of Pilot Deviations"; Mettetal Airport (1D2); EAA Aviation Center; 8550 N Lilley Road; Canton, MI 48187; Sponsored by EAA Chapter 113; Admission is free. Attendance counts toward credit for the FAA Wings Program. Register for this and other programs at www.faasafety.gov and for more information visit www.michigan.gov/aero or call Tera Fricke at 517-335-9792.

KEY CHAPTER EMAILS:

Vice Pres & Adult Eagles: margie@eaa55.org
Secr & Membership Coordinator: vickie@eaa55.org
Treasurer: al_spalding@eaa55.org
Newsletter: warren@eaa55.org
Webmaster: craig@eaa55.org
Young Eagles: phil@eaa55.org
Complete Members List available on the chapter website.

ARTICLE SUBMISSION BY GREG RHEEDER FROM OUR JANUARY MEETING:

Greg asked if anyone had checked AWOS during our arctic Vortex. He reported he had ... and the air density was "minus 4668 feet" ... to which Dan Schiffer commented: "That's why my planes were stuck to the rafters of my hangar". Note: on 1/25/14 Greg reported the density altitude had come down a bit (or is it up a bit?) and was reading -2948 feet.



YOUNG EAGLES

By Phil Tartalone (phil@eaa55.org)

It is hard to believe, but the weather will get warm again . . . well, eventually . . . maybe. I am writing this on Groundhog day, and Punxsutawney Phil saw his shadow this morning, signifying six more weeks of winter—humph!! (Punxsutawney, by the way, is about 30 minutes north of where I grew up in western Pennsylvania, but that, of course, is irrelevant to this article.)

It is time to start thinking about a new Young Eagles season. Our rally dates for 2014 are June 14, July 12, and August 9. We need as much help as we can possibly muster for our rallies. Whether you can fly kids, or assist as ground crew, your help makes a difference.

Ernie recently received a card from a young man that he flew last summer. This card shows that what we do really does have an impact. I would like to share this young man's comments with you.

Ernie:

I hope you are doing well. I am attending Western Michigan University College of Aviation. I am majoring in Aviation Flight Science. I will begin flight training during the spring of 2014 so that I can begin to work towards earning my commercial license. I would like to thank you again for the Young Eagles flight. It was a memorable moment and it was a pleasure to meet you.
Sincerely,
Kelton



NOTES FROM CAPE JUBY

By Terry L. Lutz
Chapter 55 Flight Advisor

Back in the previous century, I was sent to Castle AFB near Merced, CA to check out in the KC-135. It was my first real exposure to the Strategic Air Command, and believe me they ran a tight ship. When you walked around on base, you had to have your right arm cocked and ready to salute the Base Commander's staff car, and there were rumors that Curtis Lemay was still around.

I enjoyed flying the KC-135 and really appreciate how well it was designed, including the flight controls. Control tabs, which are cable controlled from the cockpit, move the ailerons and elevators. A lot of airplane gets moved just by the motion of those tabs!

Each training sortie was 8 hours long – EIGHT HOURS long! After 6 hours of navigation and refueling track operations, we would spend 2 hours doing instrument approaches, and then a series of traffic patterns that included no-flap and engine-out landings. We were beat at the end of those flights. Night training was even worse. We took off at 10pm and were doing all that approach work and touch and goes between 4am and 6am. We were really beat after those flights!

For a return to normalcy and to make some new friends, I went tire kicking at the local airports and met Ray Esau, an almond grower near Merced. Ray and his wife built their almond grove from bare land. He had been in the earth moving business, and was very good with bulldozer. He created broad troughs of earth with an ever so slight down slope. Almond trees were planted along the edges those wide troughs, and a flooding system was created where water was introduced at the top of the trough and ran uniformly down the slope until all the trees were irrigated.

Water came from a well, and the pump was powered by a diesel engine from an old US Army tank. I remember watching that engine run one night, and in the black of the almond grove what I remember the most was the red glow of the exhaust manifold.

Ray was lucky enough to have won the first Luscombe in the well known “Win Me” Luscombe raffle. Each year, the Luscombe Foundation rebuilds a Luscombe and raffles it off. When Ray entered the raffle, tickets were \$40, and only 3500 were sold. In 2012, tickets were \$100, and only 1500 were sold. So your odds of winning a Luscombe are much better than winning any lottery.

The interesting thing was, Ray already owned a Luscombe. He couldn't fly two airplanes at the same time, and in exchange for doing a little maintenance, I was happy to put some flying time on his airplanes. Ray and I became good friends, and we flew the airplanes together to the Gathering of Luscombes in Columbia, California. Much of this flying was over gold rush country in the western foothills of the Sierras, just to the west of Yosemite National park.

Ray kept one of the airplanes in a hangar called a Port-A-Port. Used mostly in dry areas of the southwest, Port-A-Ports are expandable steel shelters, designed to be road portable. Once in place, you pull the sides and the back outward to form a T-hangar. They are no-frills hangars, but they do the job.

In the heat of central California, the shade inside those hangars is a delightful habitat for black widow spiders. I would open the doors and find 10 or 20 of those jet-black spiders building webs in all the corners of the hangar. It was not unusual to find one in the cockpit, and believe me, I checked every time. The spider preflight was as extensive as the airplane preflight!

In addition to growing almonds, Ray ran an air conditioning business from a workshop near his house. He could make almost anything out of metal, and made a tow bar for moving Luscombes around. As a gift before I left, he made me a tow bar that I used for several years to move the Luscombe Silvaire Bullet in and out of my hangar. As luck would have it, the same tow bar works great for moving my RV-8!

Speaking of RV aircraft, there was a great disturbance in the force over the past weekend, when Van's Aircraft released Service Bulletins affecting a lot of airplanes. As of this week, just over 8500 RV aircraft of all models have flown. What they really represent are over 8500 completely different aircraft. They were not built on a factory production line with production jigs and tooling. And their spectrum of use varies widely. Most are used for cross-country flying, while some are used for aerobatics and formation. Operations can be conducted from hard surfaces or from grass runways.

When I worked on the F-16 development program, we put an airframe in a dynamic test rig, and flexed it for the equivalent of 20,000 flight hours (2.5 times the projected airframe life of 8,000 hours). Based on how current fighters were being used, we developed 10 example flight profiles (instrument sorties, air-to-air sorties, bombing sorties, etc). During testing of that highly instrumented airframe, we discovered cracks, and made changes before the airplane

ever went into production. And guess what – during operational flying, the loads spectrum was much different than we had predicted. Additional cracks appeared in service, and we had to fix those as well.

On some RV aircraft, mainly the RV-6/6A, 7/7A, and 8/8A, cracks have begun appearing on the front spar of the horizontal stabilizer, and near the attach points at the front spar of the elevators. The Service Bulletins published by Van's Aircraft outline where to inspect, and if cracks are found they provide repair advice. Kits are available that will strengthen the affected areas.

The Service Bulletins by themselves are straightforward, and without a lot of background information, the steps taken by Van's Aircraft are good ones. But in a broader perspective, they point out vulnerabilities in the maintenance, inspection, and operation of airplanes in the Experimental – Amateur Built segment of aviation.

In the example of the F-16, the cracks discovered after the airplane entered service were picked up by trained technicians with state-of-the art inspection equipment. The information was transmitted to the depot level maintenance organization, which worked with the F-16 Program Office and the manufacturer to develop a long-term fix. Repairs were either made at the depot level, or with trained maintenance teams at the squadron level.

Van's Aircraft has done something similar, but they don't have the benefit of information from the inspection of every single airplane affected. How many cracks were found? How many hours did the airplane have? What was the spectrum of operations? Complying with the Service Bulletin will likely be done by individual homebuilders, based on the skills they developed while building the airplane. Just as each airplane is built slightly differently, the repairs themselves will be accomplished slightly differently. There is no modification line at the depot level to insure quality.

In reality, these Service Bulletins were developed based on the best information Van's Aircraft has. There is no mass grounding. Airplane with cracks will be repaired and quickly back in the air. It is not a “wake-up call” for future problems. But it does represent an *opportunity* for the homebuilt community to create the infrastructure necessary to manage the information flow, and more effectively target both problems and long-term solutions.

I hope everyone noticed that I did not write about how cold it is, or how much snow we have. I used to tell everyone “It's gonna melt”. We should start a raffle to pick the date when the last snow disappears from front of the chapter hangar, and throw a party to celebrate. Until then, a lot of people need a lot of help dealing with the white stuff, so lend a hand to your fellow pilot if you can – a lot of you are already doing just that, so here's a BIG THANKS in advance.

And finally, don't forget the Great Lakes Aviation Conference at the Lansing Center, February 14-15. It's close, it's going to be great, and you gotta be there!



FROM THE FLIGHT SURGEON By Gregory Pinnell, MD

The recent brutal cold snap was the worst since 1994 and sure can take the fun out of GA flying! Those of us that utilize our aircraft in the cold climates contend with many challenges such as the potential for low body temperature or "hypothermia". Just as many aircraft engines don't start well when cold, pilots don't perform as well either when we are chilled. For example, exposed body surfaces such as hands are prone to frostbite when doing a good preflight in cold conditions. Cooling the body even a few degrees can lead to severe shivering making manipulation of controls difficult. With even mild hypothermia other body processes degrade which can lead to confusion, apathy, inability to think clearly and stiffness in the muscles. The bottom line? Dress warmly in layers, do pre-flights inside whenever possible in cold weather and consider hand warmers to keep your fingers safe and supple. Fly warm and safe!

Gregory Pinnell, MD
Senior AME/ Senior Flight Surgeon USAFR
www.airdocs.net

EAA NEEDS YOU---YOU NEED EAA

December 20, 2013

While visiting EAA Headquarters recently, Charlie Becker, Director of Communities, asked me to enlist the help of AKIA member companies to remind their clients of the importance of EAA membership. EAA is a member organization; the greater the membership, the stronger the organization. Ideally, EAA needs other forms of non-monetary support such as advocacy petitions, from its members. But first, it needs more members.

Membership growth is important to EAA because member dues are a vital revenue component. While member dues alone don't cover all of the costs of publishing their magazines and providing other member services, they definitely help. Charlie informed me that every year at AirVenture, EAA membership increases by around 20,000 as people take advantage of lower registration fees. Then membership slowly declines over the following year. The shrinking pilot base probably accounts for some of these losses. The bottom line is that they need more solid, long term members. This means you.

In a very real way, *You* are the EAA. Sure, there are 60 or 70 employees at EAA's Oshkosh Headquarters, but they are there working for you and tens of thousands of others like you. The EAA could not exist without you. You may feel that you can exist just as well without them, but read on.

From day to day, it's easy to forget the importance of EAA. We enjoy a reasonably stable and permissive FAA regulatory environment. As things stand today you don't

direct support from the EAA to bring your aircraft to completion. But had it not been for them, you may not have even been able to license and fly it. The EAA's perpetual role in government advocacy has helped assure this.

Yes, every now and then there is a threat of added restriction or loss of freedoms, but to the casual observer, nothing really bad ever seems to come of these threats. It would be easy to assume that someone is just using the "cry wolf" tactic to retain credibility as a watchdog. The reality is that the threats have been real, and that the EAA staff and committee volunteers, throughout their long existence, have labored effectively to protect our freedom of flight.

While this may seem a distant intangible to you, trust me, it is a real benefit. Over the past 20 years or so I have been involved in numerous meetings with EAA, FAA, and NTSB. From this experience, I can assure you that the EAA's work on your behalf has resulted in continuing freedoms to build and fly that wouldn't be the case without their existence and organizational strength. As an example, several years ago I was asked to join an EAA/FAA committee known as ARC (Amateur-Built Rulemaking Committee). This was an arduous process involving numerous meetings and travel over a couple of years time. At issue was a re-write of the 51% rule. Without elaborating on details, I can absolutely assure you that as builders of EAB aircraft, you benefited significantly. While I can't pinpoint windfall gains, we didn't lose ground either, and that's really the big issue. About 50 years ago I came to the stark realization that retaining our freedom of flight was going to be a continual struggle. That unfortunately was not just a negative epiphany, but has proven to be true. Oh yes, if you are one of those who thinks that flying homebuilt airplanes is a right (rather than a privilege) that "they" can't take away, you'd better do some constitutional research. What we are doing is not an entitlement, and could be lost or severely restricted if not for constant vigilance.

However, your annual dues are not the only way that your membership can strengthen EAA, and in turn strengthen aviation. EAA's chapter structure is and has always been a unique strength it possesses. Chapters offer assistance to their members in many ways from building assistance, Young Eagles events, and fly-ins and other outreach events. As strong or as weak an EAA Chapter may be, your positive participation can make it better.

Often I have heard rationalizations for non-participation in EAA Chapters. "They aren't doing anything that interests me". "All that *they* do is talk". "What can *they* do for me that Vansairforce.net can't?"

"*They*", the chapter, are a group of EAA members, many volunteering as officers and committee members. As such, *they* owe you nothing! Similarly, you owe them nothing! But, that not a very progressive position to take, is it? Are you a Giver or a Taker? If you approach situations as a Giver, chances are that you will be able to take more away than if you hadn't. Thank God that there are enough Givers to keep the EAA Chapter structure intact and vibrant. You can help.

Many of you are aware that EAA leadership had faltered after Tom Poberezny left office. Mismanagement resulted in a number of upper level HQ staff members either quitting or having been discharged, leaving a shortfall in the service that EAA was able to offer. Fortunately, EAA is now well on the road to recovery. Several key people have returned, and the working atmosphere has greatly improved. Jack Pelton appears to be an effective leader. I get the feeling that EAA is becoming a more representative organization that it has ever been. But, you can't just sit back with a wait-and-see attitude. After all "they" are us.

Thank you for enduring the above tome. Chances are that you are already a member of the "choir" and don't really need to be preached to. However, I think that it is good to occasionally reflect on the status quo, assess strengths and weaknesses, and reaffirm our commitments.

If you are not a current EAA member, for whatever reason, please join or renew. Also, please encourage all of your aviation friends, whether builders or not, to join and offer their support in at least this small way. We're all in this together. Our future depends on it. Thanks,

Dick VanGrunsvan, C.E.O Van's Aircraft
EAA B.O.D. Member



CHAPTER 55 CLASSIFIEDS

EAA55 Builders Hangar: one space; Steve 517-290-7528

FREE: Hanging folders for file cabinets.

WANTED:

Serviceable ELT, model AK 450, 121.5 megahertz, with accessories. Kyle Bradford 517-663-3083

Your unwanted AVIATION MAGAZINES of all types and years (for our FREE INFO table at events).

HANGAR FOR RENT:

Heated, running water, insulated, compressed air available. Door 40'x10' high, electric bi-fold; floor fiber-pour 18". Located on Skyway Estates; 60G; Eaton Rapids. Pete Chestnut 517-663-3118; pandp@wowway.com

FOR SALE:

Pietenpol Air Camper Light Sport, 248 Hours - \$6,000 Kyle Bradford, 517-663-3083

Chevrolet Corvaire 100-HP flight motor conversion; nearly complete, unassembled. \$5,000/negotiable. Greg Harris 517-775-4563 or gkharris1974@gmail.com

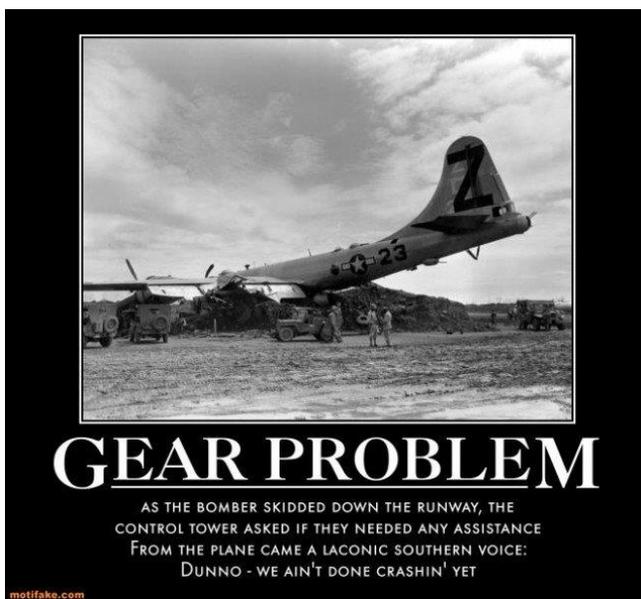
Zenith Zodiac XL/650 Corvaire motor mount; Greg Harris 517-775-4563 or gkharris1974@gmail.com

Honey; Gordon Hempstone 517-515-1454

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

Contact Warren or Vickie to place your ad here!

AVIATION HUMOR



FROM FAA-RICK ANDERSON:

GLIAC, February 14 & 15 at the Lansing Center:

During the General Aviation Awards Ceremony on Saturday we will be recognizing those that have been involved in aviation for at least 50 years with the Charles Taylor Master Mechanic Award and/or the Wright Brothers Master Mechanic Award.

Those recipients are:

Mr. Henry Haigh

Mr. Ernie Lutz

Mr. Dave McKenzie

Major General (Ret) John Miller

Mr. Dale Osstyn

We will also be recognizing the Michigan Maintenance and Avionics Technicians of the year, along with the CFI and FAAST Rep of the year.

<http://www.greatlakesaviationconference.com/>

MOVIE NIGHT AT THE HANGAR



We had a nice evening at the Chapter's clubhouse -- good food, good company, good pop corn and a good John Wayne movie.

Thought you might like to see a few pictures. Have a great day

Karen Meirndorf



POCKET CALENDAR

POCKET CALENDAR:

Feb 8 = Plymouth/Mettetal Chili; 11am-2pm

Feb 14-15 = Great Lakes Aviation Conf

Mar 8 = 55th KickOff; Clara's; 6pm

Apr 1-6 = Sun n Fun

Jun 6 = 70th anniv/D-Day invasion Normandy

Jun 14 = YE Rally; 10am-2pm

Jun 15 = Dawn Patrol; 7am-11am

Jul 12 = YE Rally; 10am-2pm

Jul 28-Aug 3 = EAA AirVenture

Aug 9 = YE Rally; 10am-2pm

Aug 9-10 = Thunder Over MI w/USAF Thunderbirds

Aug 16 = MAD; 7:30am-2:00pm

Aug 27-Sep 1 = AAA-Blakesburg

Aug 15-16, 2015 = 70th anniv/end of WWII

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: Warren Miller, 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.