

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

NOVEMBER 2017

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: Pat Salow 517-565-3178 →Vice-President: Dave Courey 517-331-7097

→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 Pat Salow (president@eaa55.org)

The meeting this month will fall on Veterans Day, a day to honor military veterans. The United States armed forces consist of the Army, Marine Corps, Navy, Air Force and Coast Guard.

The Army began in 1775 and is the largest branch of the United States armed forces. West Point is the military academy of the Army, established in 1802 and is located in West Point, New York.

The Marine Corps began November 10, 1775 to conduct ship-to-ship fighting, provide shipboard security, discipline enforcement, and assist landing forces.

The Navy is typically divided into two periods the "Old Navy", a small but respected force of sailing ships credited with inventing ironclad vessels during the Civil War. The "New Navy" was the result of a modernization effort in the 1880's. The Navy claims October 13, 1775 as its date of establishment. The U.S. Naval Academy is located in Annapolis, Maryland.

The United States Air Force first began as the United States Air Army and became a separate branch of the military on September 18, 1947. The Air Force academy was established in 1954 and is located in Colorado Springs, Colorado.

The United States Coast Guard started as the Revenue Cutter Service August 4, 1790, as part of the Department of Treasury. In 1939 the United States Lighthouse Service was merged into the Coast Guard. The Coast Guard operates under the Department of Homeland Security during peacetime and can be

transferred to the Department of Navy by the President at any time or by Congress in the time of war.

Our chapter is honored to have so many veterans as members. Thank you to the veterans for your service in the United States armed forces.

Happy Veterans Day

BOARD MEETING: 7:00pm: Wed; Oct. 8th
MEMBERSHIP MEETING: 9:30am; Sat; Oct. 11th
with Breakfast served from 8:00am to 9:00am



October Breakfast: Drew Seguin & team.

THE EAA55 CHAPTER MEETING ROOM has been "**WINTERIZED**". This means the heater under the kitchen sink and the heater in the bathroom have been turned on to keep our pipes from freezing. PLEASE be certain the CABINET DOORS under the kitchen sink are firmly closed. And, PLEASE be certain both the BATHROOM DOOR and the STORAGE ROOM DOOR are closed and firmly latched. If each of us could check on the room each time visit the airport, we hope to avoid the problems of last year.

THANKS TO ALL FOR YOUR COOPERATION.

EAA 55 Chapter 55 Board of Directors Meeting October 11, 2017 → Meeting was called to order by Vice President Dave Courey at 7:06pm. → Present: Dave Courey, Al Spalding, Vickie Vandenbelt, Mark Bathurst, John Bobcik, Doug Koons, Warren Miller, Bill Purosky, Ken Vandenbelt & Jack Voss. Absent: Bob Clark, Margie Clark, Pat Salow. Guests: Connie Bobcik. → Secretary's Report of 9/6/17; Doug Koons made a motion to approve the minutes as published ; John Bobcik supported; all approved. → Treasurers Report as of 9/30/17; Jack Voss made a motion to approve; Vickie Vandenbelt supported; all approved. → Pictures from Morris Hickman still pending. → Web Host: Dave Courey reported that the eaa55.com web domain will not be renewed (we use eaa55.org) and that we will move to a new web host; A2 Hosting. → Webmaster Craig Tucker will be resigning & chapter needs a replacement. → EAA national; chapter survey results; tabled for Pat Salow. → Chapter printer seems to be working for the time being. → Nominating Committee; Jack Voss reported no candidates for President or Treasurer; a maybe for Vice President and Secretary. → Consumers Lighting Rebate; Pat Salow continues to work on. → 2018 Events info has been requested for the Michigan Airport Directory. → Hangar Lights; Doug Koons reported the cost to improve lighting over the hangar grills would be \$150-\$175. Mark Bathurst made a motion to approve expenditure up to \$200 to buy, make & install lighting; Bill Purosky supported; all approved. → YE Credits: Vickie Vandenbelt reported reimbursement submitted and pending receipt. → Christmas Party; discussed menu and resolved costs for members to be same as last year. Vickie Vandenbelt will prepare forms for Saturday meeting. → November Elections; Vickie Vandenbelt advised she cannot send proxies if we do not have a slate of candidates. → 2018 Membership Dues; same as last year & Vickie Vandenbelt will prepare forms for Saturday meeting. → Silent Auction; Vickie Vandenbelt will finish out latest Silent & start next one in January. → Member Survey; discussed possibility of doing a survey regarding chapter direction in Jan/Feb. Been about ten years since last survey. Dave Courey volunteered to compile the data received and will ask for suggestions at Saturday meeting. Tabled for further discussion at next board meeting. → 2018 Calendars; Jack Voss asked if we are doing; he will pursue if Carol Spry will handle. Also suggested we just order calendars from EAA National. → Member of the Year; suggestions to the Board. Also, YE of the Year. → Newberry Aviation

Scholarship applicants; tabled for Pat Salow to solicit. → Events discussion; Warren Miller has been involved with chapter since 1982 and questioned if we go overboard on setup. Maybe need to look for ways to make it easier on the member volunteers. → Discussed hours of events; maybe continue Mason Aviation Day with lunch items but discontinue the steaks. → Meeting adjourned at 8:33pm. Respectfully submitted, Vickie Vandenbelt, Secretary

EAA Chapter 55 Membership Meeting October 14, 2017 → Meeting was called to order by Vice President (VP) Dave Courey, with some accentuated gavel raps, at 09:22 with an undocumented number of members and guests present. → After standing for our National Anthem, VP Courey explained that some of our people were absent because they are joining a "Rosy The Riveter" gathering in Ypsilanti. → Next he thanked the breakfast team, and announced next month's team. → After recognizing guests, we approved both minutes and treasurer's report. → We presently do not have speakers for March through ~~July~~ May of 2018. If you know of someone informative and interesting, please let us know? → VP Courey reminded the chapter of our election for officers next month. → He also explained about our upcoming survey of members, seeking feedback for how we want our chapter to grow even better. → VP Courey adjourned the meeting about 09:38. → Dave Groh presented an interesting explanation about obtaining a Parts Manufacturing Authorization (PMA). It was nice to have one of our own members presenting. We learned something about how parts are designed and made for the planes we fly. → Respectfully submitted, Jack Voss, Acting Secretary & Director

UPCOMING BREAKFAST TEAMS:

<u>November</u>	<u>December</u>
John Bidle	Kyle Chmielewski
Rick Dallas	Stan Chubb
J. Morris Hickman	Cliff Hale
Steve & Michelle Potvin	Wyatt Holmes
Craig Tucker	John Karlen
John Vandermolen	Wm (Bill) Long
Bruce VanFarowe	Dan & Margaret Schiffer

SCHEDULED PROGRAMS:

NOVEMBER 2017:

Todd Cotter; Winter Flying Prep & Maintenance

DECEMBER 2017:

Randy Collier; "He's Making a List & Checking It Twice"

JANUARY 2018:

Allan Hollaway; Maker Space & 3D Printing

FEBRUARY 2018:

Rick Sutton; Flight #2501 crash in Lake Michigan 1950

MORE IDEAS WANTED



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

The year is coming to an end soon. Two months are left to add to our Young Eagle count. If you happen to fly any youngsters please let me know the count so we can add it the list.

Again, thank you to all that participated in the events this year. It takes many hands to make the work lighter.

Happy Holidays to you all.



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

See you next month.



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

Airbus and Boeing have been in the aviation news lately, and as you might expect, it's because they are fierce competitors when it comes to delivering airplanes. My friends at Airbus have recently made first flights on two airplanes, the first a highly modified A340-300 (a four-engine, long-range

airplane), and the A330 NEO (another long-range airplane).

BLADE is the name of the laminar flow project on the A340-300. It stands for Breakthrough Laminar Aircraft Demonstrator in Europe, and is part of the European Clean-Sky Initiative. The outer wing panels are 10 meters long, and represent the size and wing sweep of the wing of a short to medium range airliner, for which laminar flow technology is best suited. The reduction in fuel consumption is expected to be about 4.6%.

BLADE is supported by 21 European partners, including GKN Aerospace, who designed the right wing panel, and Saab, the designer of the left wing panel. I hope the airplane flies straight and level! Two of my friends, Carl Franz and Joe Skone, did the same thing when they built their RV-10. Carl built the right wing, and Joe built the left. From what I can tell, it flies just great!



This particular A340-300 is a special airplane for me. It's the first A340 ever produced, and has been in continuous flight test since the first flight in October 1991. The registration on this particular flying laboratory is F-WWAI. I took this aircraft from Toulouse, France to Darwin, Australia in 2010 to intentionally fly into the tops of thunderstorms searching for icing conditions that would jam the pitot tubes and send indicated airspeed to zero. We wanted to find out what may have happened to AF447, an A330 that crashed into the sea on a flight from Rio de Janeiro to Paris in June 2009.

When an earthquake caused severe damage in Haiti that same year, I flew F-WWAI into Port-au-Prince with several tons of relief supplies. We departed Toulouse at 1100 and arrived over Haiti about 1600

their time. I remember having to hold west of the airport until 3 USAF C-17s could unload, taxi, and takeoff again. There is no parallel taxiway at Port-au-Prince, so aircraft have to back taxi after landing, and before takeoff. By the time we unloaded and were ready to takeoff, it was almost dark. With a full moon rising in the east, we flew from Haiti to the French Island of Martinique, refueled, and departed once again for Toulouse. We landed pretty close to 1100 the next morning, almost exactly 24 hours after we left.

The second airplane recently flown by Airbus is the A330 NEO. NEO stands for New Engine Option. In this case, the airplane is powered by a high-tech engine from Rolls Royce called the Trent 7000. The wing is also new with aerodynamic technology adapted from the A350 (the A350 just entered service with Delta Airlines out of Detroit). The projection is that the NEO version of the A330 will use 14% less fuel per passenger than the existing A330. It will have a range of 6550 nm and carry 287 passengers. This compares to the Boeing 787-9, which carries 280 people over 7,635 nm. While the A350 is a direct competitor with the Boeing 777, the A330 NEO is more of a competitor to the B787-9.

Boeing, on the other hand, has had its fingers in the pie. Delta Airlines recently signed an order for 75 CS100 aircraft, which seat 125 passengers. These airplanes were developed and are manufactured in Canada by Bombardier. Although Boeing does not manufacture a competing airplane with that seating capacity, they felt that the Canadian government had provided an unfair subsidy to Bombardier for development of the aircraft. So Boeing went to the US Commerce Department to complain. The Commerce Department then slapped a 300% tariff on all C-Series aircraft sold to US customers. This did not sit well in Ottawa, and Prime Minister Trudeau had some words with President Trump about it during a recent visit to Washington.

Waiting in the wings was Airbus, which subsequently bought a 50.7% stake in Bombardier, giving it a controlling interest, and announced that it would begin manufacturing the C-Series in the United States at its factory in Mobile, AL in 2018. This insures that Delta's order will be complete without the tariff. Why Boeing would intervene when its product line was not threatened remains a mystery. One thing is

certain: the business of building and marketing civil airliners is anything but boring!

It looks like our nice, warm, windless flying days are about over. With winter approaching, it's a good time to think about winter flying. Here are a few things to think about. Everything will take a little longer, so plan ahead. The cockpit gets smaller when you are wearing enough clothes to survive an arctic winter. Engines will need to be pre-heated to avoid what is called "frosting the plugs". This phenomenon occurs when a cold engine fires just enough to generator some water vapor, which freezes on the plugs. Then no matter how much cranking you do, the engine will not start. Plan on pre-heating for 30 minutes to an hour. My rule is to preheat if the temperature is 40F or below. The good news is that if you are successful, you will note that the airplane performs just great on a cold, crisp day! Finally, there will be moisture in the air, so be alert for carburetor ice. The first place to be alert is during taxi out and run-up. If the engine is not responding as it normally does, apply carb heat, wait for ice to clear, then repeat the run-up. In flight, be alert for loss of rpm or manifold pressure, and apply carb heat quickly and keep it on until the ice clears.

Finally, extra hands are much appreciated when you are bundled up and trying to move an airplane over snow and ice when going into or out of the hangar. Rather than watch the fun unfold, head on over and give your fellow airman some help. Everyone will be glad you did!

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



TIDBITS

by Vickie Vandenberg (vickie@eaa55.org)

NEW MEMBERS: Chapter 55 welcomes new student member Jonathan Thaden.

THOUGHTS & PRAYERS: continued for Ed Crouse and his family on the passing of his wife, Patricia Crouse. Visitation arrangements are pending

for a later date, tentatively December 16th. I will pass the info when it is available.

THOUGHTS & PRAYERS: for Chuck & Amy Cooper, of Beacon Aviation, on the loss of their son, Vincent, on November 1st.

NOMINATIONS FOR OFFICERS: are still being accepted for the Chapter 55 office of President, Vice President, Secretary and Treasurer. If you have a nomination or are interested in working to the benefit of your chapter, please contact Mark Bathurst, Jack Voss or any current officer. Elections will be held at the November 11 Membership Meeting.

CHAPTER CHRISTMAS PARTY: Our 2017 EAA55 Christmas Party is only a month away. Sunday, December 10th. This is by reservation and payment must be made in advance. Details per the attached invitation/payment form. Hope you plan on coming !!

FROM BILL BEZDEK: Received a phone call September 30th from an estate auction company that found a partially completed Pitts S-1 project among items in the Guilford estate. He said they were in the Mason area. The photos he sent were of a completed, uncovered wing, and a stack of plans. He described the completed parts as being in excellent condition. More info or to reach the estate auction company, contact Bill 517-351-0448

VETERANS PARADE: The Mason VFW and Mason American Legion plan the Veterans Day Parade for Saturday, November 11th. Lineup will be at 1:30pm at the Nazarene Church (415 E. Maple Street). Parade will start at 3:00pm. If you are interested in being in the parade, call Keith Douglas 517-676-5087 or Gary Underwood 517-507-1270. There will be an open house at the Mason VFW Post 7309 on Hull Road following the parade. All veterans are welcome and public encouraged to participate.

NEW PHOTO ID CARDS WILL HELP

VETERANS: from an article by David Frank, [AARP](#), 10/11/17

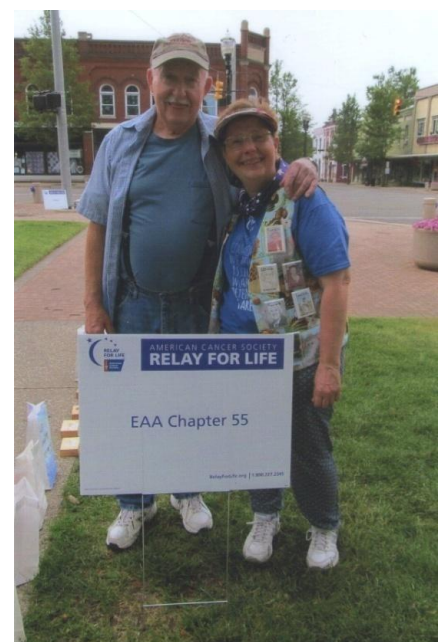
[Veterans](#) will soon find it easier to get discounts at stores, restaurants, hotels, amusement parks and many other places. Starting in November, the Veterans Affairs department will issue a photo ID card to any veteran who has been honorably

discharged and applies for the card, a VA spokesperson said. The cards will allow veterans to prove they have served in the military without the hassle of carrying around their discharge papers and the risk of divulging sensitive personal information to merchants.

In 2015, Congress passed the Veterans Identification Card Act, which directed the VA to issue ID cards with names, photos and an identification number other than the Social Security number. The law noted that “goods, services and promotional activities are often offered by public and private institutions to veterans who demonstrate proof of service in the military, but it is impractical for a veteran to always carry Department of Defense form DD-214 discharge papers to demonstrate such proof.” Because the military-discharge form contains personal information such as an individual's Social Security number and birth date, carrying it around can pose a risk of ID theft and fraud.

The law allowed the VA to charge veterans a fee for the card, but a VA spokesperson said the cards will be available for free. When the program is launched nationally in November, veterans will be able to apply for the card through the [VA's website](#).

RELAY FOR LIFE: Karen Meirndorf sent EAA55 a letter of thanks (attached separately) for our donation to the 2017 Relay for Life. And thanks to all who participated in our 50/50 drawings to raise funds to donate.



Tom Botsford & Karen Meirndorf.

FLY-OUTS:

- Big Rapids - Soup Lunch; 11am-2:00pm; each Saturday
- Brighton - Breakfast; 9am; each Saturday
- Hillsdale - Breakfast; 8am-11am; 3rd Saturday each 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/>
- IFLYPLANZ; Kyle Chmielewski;
<http://iflyplanez.com/>

HANGARS FOR RENT AT TEW:

Lloyd Brown; 517-589-8619

KBS Trust; Deanna McAlister; 517-851-7047

Tom Tuttle; 734-216-7532

Dave Carlson; 517-881-6174

HISTORY OF "ROSIE THE RIVETER"

from Vickie Vandenbelt

All women who worked in wartime occupations during WWII are considered to be "original" Rosies.

Rose Will Monroe is considered to be the original "Rosie the Riveter". Born in 1920 and widowed with two children at a young age of 22, Rose traveled north from her home in Pulaski County, Kentucky, moving to Michigan to help the war effort. Rose worked as a riveter at the Willow Run Aircraft Factory run by Ford Motor Company in Ypsilanti, where B24 Liberator bombers were being produced every 55 minutes for the U.S. military during World War II.

The fame of the factory drew actor and filmmaker Walter Pidgeon to Willow Run to shoot propaganda videos encouraging more women to take factory jobs. With her name and technical training, Rose perfectly embodied the character made famous in the song "Rosie the Riveter" performed by The Four Vagabonds.

"Rosie the Riveter" became a symbol of women moving into the workforce and filling factory jobs traditionally held by the men who were away at war.

Geraldine Hoff Doyle claims to have been the "Rosie" pictured in the famous poster. At age seventeen, she took a factory job at American Broach Company in Ann Arbor, MI, using machinery which stamped out metal objects for the war effort. Soon after she started, a photographer toured the factory taking photos. Geraldine was dressed in men's coveralls and wore a bandanna on her head to keep her long hair out of the machinery. Because she was a [cellist](#), Doyle feared a hand injury from the metal pressing machines and so she left the factory after having worked for only a couple weeks.

Because the "[We Can Do It!](#)" poster was created for an internal Westinghouse project, it did not become widely known until the 1980s, when it was rediscovered and used by advocates of women's equality in the workplace. In 1984, Doyle came across an article in [Modern Maturity](#) magazine which showed a photo of an unidentified young war worker at a [turret lathe](#). In 1994, Doyle saw the "We Can Do It!" poster on the cover of the *Smithsonian* magazine. Doyle felt she recognized herself in both the photo and the poster and in the 1990s communicated with historian and author Penny Colman of her connection to the photo and therefore to the poster. Doyle assumed that the photograph had inspired the poster. Upon Doyle's death, news media outlets memorialized her as the model for the famous poster, without citing evidence beyond Doyle's assertions.

Later evidence, however, reveals that the press photo actually shows California war worker Naomi Parker. The photo was taken at [Naval Air Station Alameda](#) in March 1942, at a time when Doyle was attending high school. Doyle did not claim to have met or sit for poster artist J. Howard Miller, but only to have been the woman depicted in this particular press photo which many believe inspired the poster. The [ACME Newspictures](#) wire service image of Naomi Parker was used as the cover image for the Time-Life book *The Patriotic Tide: 1940-1950* published in 1986.

Mary Doyle Keefe was the model for Norman Rockwell's *Saturday Evening Post* May 29, 1943 cover, "Rosie." Mary (who was Mary Doyle at the time) was a nineteen-year-old, six-foot tall, red-haired telephone operator in Arlington, Vermont. During conversations with author Penny Coleman, Keefe told her that neither she nor Norman Rockwell had ever met a riveter, man or woman (which is why, she

explained, he made the mistake of portraying her with both goggles and an isinglass protective shield). Rockwell painted "Rosie" on her lunchbox because it went with "riveter".

Keefe was also a special guest at Sotheby's when they auctioned Rockwell's *Rosie the Riveter* on May 23, 2002. The painting sold for \$4.9 million to the Elliot Yeary Gallery in Colorado, and has since been sold to the [Crystal Bridges Museum of American Art](#) in Arkansas.

The "We Can Do It!" image remains an icon and appeared on a 1999 postage stamp as part of a World War II series produced by the U.S. Postal Service.

GUINNESS WORLD RECORD for "Largest Gathering of Rosie the Riveters Since WWII":

- March 2014 Willow Run set the record with 776 "Rosies"
- August 2015 Richmond CA set the record with 1,081 "Rosies"
- October 2015 - Willow Run set the record with 2,096 "Rosies"
- August 2016 Richmond CA set the record with 2,229 "Rosies"
- October 2017 Willow Run brought the world record back home to Michigan with 3,755 "Rosies" ranging in age from 6 weeks to 110 years at the EMU Convocation Center, Ypsilanti, MI.



"Rosies" Debbie Groh, Deanna McAlister, Vickie Vandebelt, Connie Stewart

And, a record may have been set with more than 55 original "Rosies" at the 2017 event.

NOTE: Guinness confirmation process of the results could take about two months.



Drew Seguin and Don McAlister are holding signs among the "Rosies".

(information obtained from Yankee Air Museum, Wikipedia, author Penny Coleman and various internet articles) (see more pictures on page 9)

MY NEXT ADVENTURE from Kurt Crandell

Vickie had a post about us members telling about our planes.

I am Kurt Crandell and I'm one of the new members that joined this year.

I've always wanted to build my own everything, so an airplane should be no exception. I've looked around quite a bit and having a very limited budget, I settled on a project plane for my new adventure. It's a kit, home-built that was completed in 1990 and got its airworthiness certificate in July, 1991.

The craft is a Tierra II on amphibious gear. As best as I can tell, she hasn't flown since 1994/95. Log book shows last annual in 1994.

I'm writing now because I have no idea who to talk to about where to go from here. I've sent the paperwork off to Oklahoma and I'm waiting to hear back from them. I don't really want to do any more until I know

I'll be able to get an n-number in my name. I've talked to Rick Anderson of FAA and he said he knows of this aircraft and I should have no problems getting her registered. But, I will wait just to be sure.



Now I know she needs new sails and I've talked to a man about getting them made. He said he only needs six weeks to make a full set.

Here is where I'm questioning... At what point in this endeavor do I bring in the A&P to inspect and where do I find one? Are there members in the club that do that sort of thing? I've heard a few stories that it can be hard to get someone to sign off on the annuals. Is that true? I also have questions about the power plant but I'll save that for the A&P that I hopefully find.

Feel free to contact me; Kurt Crandell 517-719-1677 or kjlcrandell@sbcglobal.net



LCC - MASON JEWETT CAMPUS

By Mark Bathurst

bathursm@star.lcc.edu

If one does a Google search for Aviation Maintenance positions, thousands of openings appear, both in the U.S. and overseas. Employers other than the typical three (airlines, manufacturers and major repair facilities) are appearing in increasing numbers. These include flight schools, corporate operators, colleges like LCC who need instructors and overseas operations requiring FAA-licensed A&P maintenance technicians or their equivalent.

What is remarkable about the opportunities is not just the sheer number of openings, but the starting salary and benefits package offered to entice applicants. In the past, \$40,000 plus benefits was considered a good starting package. \$50,000 and up plus benefits is the new starting norm, and overseas positions are paying at least twice that amount to attract qualified technicians.

Boeing's annual industry forecasts all point to an increasing demand that is progressively going to be harder to meet. All FAA-certified Part 147 schools like LCC's (177 schools in the U.S.) produce about 4,500-5,000 graduates per year. Over the next 20 years, it is estimated that there will be over 115,000 new positions in the U.S., and about 650,000 worldwide. If you do the math, there is a definite shortage that is only going to accelerate.

Parenthetically, the pilot shortage about which we all have read is equally noteworthy. Over the next 20 years, there will be a worldwide demand for over 625,000 pilots. The U.S.'s share is 117,000. Based on publicity concerning the demand, and recent local and national media exposure about our program, we have experienced significantly more inquiries from prospective students than ever in the past. Our students start the program every fall, and we already have a sizeable number who have indicated they want to enroll in the class starting in August 2018. That's nine months from now, and is a strong indicator of the increasing acceptance of what NBC News called the "New Collar Jobs" featured in last month's article. Highly skilled, technically competent workers can earn a substantial starting salary without a four year college degree and have significant advancement opportunities over the course of their career. Aviation maintenance is clearly at the forefront of that trend.



DITORS PROLIX

By Deanna McAlister

zirconmoon@hotmail.com

Happy Thanksgiving! Watch that weight and balance.

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

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

CHAPTER 55 CLASSIFIEDS

HANGAR FOR RENT: EAA55 Builders Hangar; \$115 month plus gas; Pat Salow; 517-565-3178

FOR SALE:

Pietenpol Aircraft; have two; make offer; for complete info contact Kyle Bradford; 517-663-3083

David Clark Headsets (3); \$300.00 each. David Clark Headset; \$125.00. Bendix King Nav/Com Aviation Radio & accessories; \$200.00. SkyOx Oxygen System & accessories; \$250.00. Ken-Lab (Kenyon) Gyro Stabilizer; \$800.00. Eastern Avionics Portable Intercom; \$25.00. Garmin GPS 195; free. Phil Tartalone ptartalone@mac.com

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

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; Hand Mic, \$50; David Clark headset, \$150. Prices negotiable. Gary Nicola; glnicola@att.net or 517-898-6387.

Small Index brand vertical mill; \$400; **Jeff Shaud** 517-712-6482

ASA CX2 Flight Computer; works great; \$65.00; Greg Rheeder 517-315-3247

Maple Syrup; 2017 New Crop Available in Pints, Quarts, and Half Gallons; John & Connie Bobcik 517-543-8238 or jbobcik@gmail.com

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

Contact Deanna or Vickie to place your ad here!

POCKET CALENDAR:

Nov 11 = Chapter 113 Chili-Fly In;
Canton Mettetal (1D2); 11am-2pm
Dec 10 = Christmas Party
Jun 10 = EAA55 Dawn Patrol
Aug 18 = EAA55 Mason Aviation Day

FLYERS FROM OTHER AIRPORTS POSTED IN TEW TERMINAL

WEB EVENT CALENDARS:

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

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





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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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