



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

JUNE 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)

June marks the beginning of the summer event and fund raising activities for Chapter 55. Saturday, June 10th is Young Eagles with the Dawn Patrol the next day-Sunday, June 11th.

Young Eagles was created as the result of a national EAA member survey conducted in 1991. Nearly 92% of the respondents believed the primary objective of EAA should be to involve more young people in aviation. The Young Eagles program was unveiled May 13, 1992 in Washington DC. The first flights occurred at the 1992 Oshkosh Convention with rides piloted by EAA President Tom Poberezny and actor Cliff Robertson. The program has had such notables as Chuck Yeager, Harrison Ford, and Chesley "Sully" Sullenberger as Chairpersons. As of May 30, 2017-2,031,302 Young Eagles flights have been flown.

Chapter 55 has added over 4,000 missions to the national total. Ernie Lutz, Doug Koons, Tom Schroeder, Bob Clark, David James, Steve Houghton, Bill Purosky, and Kirk Curtiss are all "Century Club" members with over 100 happy passengers. I would be remiss if I did not mention Ernie leads the group.

The Dawn Patrol is Sunday, June 11th, the first big fund raising event of the year. A great deal of planning goes into creating a successful day. Many thanks to the Event Planning Committee for all the behind the scenes work. It is the volunteers the day of the event that makes for a smooth operation. Please sign up! The Chapter can use the help; using a

quote I have used before: "Many hands make for light work".

Happy Flying!

**NOTE: SATURDAY MEMBERSHIP MEETING
WILL START AT 9AM or as soon as possible
after breakfast.**

**BOARD MEETING: 7:00pm: Wed; June 7th
MEMBERSHIP MEETING: 9:00am; Sat; June 10th
with Breakfast served from 8:00am to 9:00am**



Our May breakfast chefs were Greg Shannon, Tim Martinson, Ralph Gregus and Kurt Crandell.
Service with a smile!!

BREAKFAST TEAMS:

<u>June</u>	<u>July</u>
Bill Bezdek	Benjamin Crandall
David & Denise Cook	Ed Crouse
Theodore Johnson	Mary Gowans
Mike Marhanka	Greg Harris
Karen Meirndorf	Greg & Karen Hover
Tom Sheehan	Dave James
Jim & Carol Spry	Jadranka Komnencic
	Bruce Thorburn

SCHEDULED PROGRAMS:

JUNE-JULY-AUGUST 2017:

Young Eagle Rallies

SEPTEMBER 2017:

Gary Knaggs; FAAst Program (topic TBD)

OCTOBER 2017:

PROGRAM NEEDED

NOVEMBER 2017:

Todd Cotter; Winter Flying Prep & Maintenance

DECEMBER 2017:

Randy Coller; "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

**EAA 55 Chapter 55 Board of Directors Meeting
May 10, 2017**

→Meeting was called to order by Vice-President Dave Courey at 7:05pm in the conference room at LCC. →Present: Dave Courey, , Vickie Vandenberg, Mark Bathurst, John Bobcik, Bob Clark, Margie Clark, Doug Koons, Warren Miller; Bill Purosky, Ken Vandenberg & Jack Voss. Absent: Pat Salow & Al Spalding. Guests: Julie Bauer. →Secretary's Report of 4/5/17; Jack Voss motioned to accept the minutes as published; Doug Koons supported; all approved. →Treasurer's report of 4/30/17; Margie Clark motioned to accept; Jack Voss supported; all approved. →Membership; Vickie Vandenberg advised five members have not renewed.

→YE; Margie Clark advised a few flights done & rallies ready to go. →Silent Auction; Vickie Vandenberg will set up for June/July meetings. →Chapter Facilities & Equipment Utilization; tabled for June meeting. →Website Host; Dave Courey has followed up with Craig Tucker. Website currently done on Dreamweaver. Craig is using older version of Dreamweaver and it is not compatible with new version of Windows. Craig is currently keeping his old system running just for EAA55 website. Maybe EAA55 can look at a new internet based website. Tabled for further info. →MAD; "1.00 off Steak Dinner Purchase"; board decided to issue two coupons in each goodie bag per Model T car. →Weight & Balance scales; Jack Voss had suggested EAA55 purchase; after discussion Board decided not enough need or benefit to justify purchase. →Event Planning Meeting for June will be incorporated into BOD meeting. →DP; Mark Bathurst made a motion to purchase one DP banner for a cost not to exceed \$250; Bill Purosky supported; 9 approved; 1 opposed; 1 abstain. →MAD; Bob Clark made a motion to purchase two MAD banners at a cost not to exceed \$500; Bill Purosky supported; all approved. Noted that prior banners were done by JP Graphics on Kipp Road. →Event Menus; BOD discussed prices for the DP and menu and prices for MAD. Consensus to continue same as last year. Vickie Vandenberg will forward MAD info to Model T group. →Egg Costs; will research about 10 days prior to events. →MACC Mason Map advertising; tabled for Pat Salow. →Meeting Room Lights; Doug Koons reported a lot of ballast are shot; cost \$30-40 each to repair fluorescents or \$25-\$75 to replace with LED. Doug Koons made a motion to replace lights in the meeting room with 12 new LED panels & storage room light at a cost not to exceed \$720; Margie Clark supported; all approved. →Warren Miller commented that the lights in the storage hangar suck and EAA55 should entertain new lights; tabled. →Consumers Energy rebate for new lights; tabled for Pat Salow to investigate. →Ingham County Fair Guide advertising; tabled for info from Pat Salow. →IRS tax filing for 2016; has been completed per info from Al Spalding. →Ken Vandenberg advised Starlings are nesting in the builders hangar heater tube and will advise Gary Nicola. →Mower Repairs; Ken Vandenberg advised he replaced hose; split fuel line & need to secure tank yet. →Programs; still need something for the October meeting. →Nomination of Members to EAA for national awards; see EAA for more info. →Jack Voss questioned if anyone

approached the residents of the subdivision SE of airport and he volunteered to do PR work door to door; discussion; BOD decision to not do at this time.
→Meeting adjourned at 8:15pm.

EAA Chapter 55 Membership Meeting May 13, 2017 →Meeting was called to order at 9:17am by President Salow with approximately 36 members and 7 guests present. →Following the National Anthem, Pat Salow thanked the breakfast team and June team announced. →Introduction of visitors followed. →Secretarys Report 4/8/17; motion to approve; supported; all approved. →Treasurers Report 4/30/17; motion to approve; supported; all approved. →Events; signup sheets on table; need workers for all teams. →Next Event Planning meeting will be part of the June BOD meeting. →YE; Margie Clark requests pilots and workers; reminder pilots must be members of EAA National and have Youth Protection Certificate. →Adult Eagles; Greg Rheeder is always looking for referrals; will have the Aerocoupe set up to talk to anyone interested. →Ken Drewyor advised that if you have ever dreamed of living on your own grass strip, there are three houses available at Skyway estates. →Phil Tartalone announced he has been cleaning house and has lots of stuff for sale; check out his ad. →Bill Purosky announced they are renting two house in OshKosh for AirVenture with rooms for rent at just \$40 per person per night. →Karen Meirndorf did the 50/50 drawing in support of Relay for Life. →Meeting adjourned at 9:33am. →Our program was a presentation on the new BasicMed by Dr. William Beecroft.



NEWS OF OUR MEMBERS
by Vickie Vandenberg (vickie@eaa55.org)

SEGUIN FAMILY - There is a great article in the July issue of Smithsonian Air and Space magazine about Elliot Seguin testing a jet-powered Rutan Quickie. The article includes a picture of Drew standing in front of Elliot's Cassutt in 2008. There are before-and-after photos of the Quickie. Gary Nicola is going to bring the magazine to our Saturday meeting.

DO YOU HAVE ANY NEWS OR INFO TO SHARE??



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

It's that time of year again...time to start our Young Eagle Rallies! This Saturday will be our first rally of the year. I'm looking for lots of volunteers to work registration, bag stuffing and ground control as well as qualified pilots. Please do plan on coming out and giving a hand. We start immediately following the membership meeting. In addition we will be setting up for Dawn Patrol which is Sunday. As we all know, many hands make light work. Looking forward to seeing you on Saturday.
Safe flying!!



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

Happy June everybody!

Let the fly-in season begin. I just saw a photo Deanna posted (on facebook) of another Adult Eagle flight. What a good feeling it is to help put someone in an airplane when all they have done in the past is dream of doing such.

I can only imagine how many more people think about that when they happen to see an airplane fly overhead. Those are the people we at EAA55 should be pointing toward their first flight. This can be done by either you the pilot, or us at Adult Eagles. Don't be afraid to talk to the adults that seem to be starry eyed as their kids take their first Young eagle flight. Tell them about our program then point them my way. I have information and tools they can use to get their dreams in gear.



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

After you build a nice, fast airplane, it's natural to want to use that performance and go somewhere. One of my friends, Rogers E. Smith, was inducted into the Niagara Frontier Aviation and Space Hall of Fame on May 12th. Since Rogers was a pilot in the 107th Fighter Group at Niagara Falls, the rest of the

pilots in our group decided it was a good excuse for a celebration and a reunion. So I took the opportunity and flew Sweet Nancy Lynn to Niagara Falls.

I departed Mason just after 2 pm and flew a direct route to 9G3 at 5500'. 9G3 is located near Akron, NY, about 10 miles east of the Buffalo International Airport. It's the same airport where I kept the Luscombe Silvaire Bullet when I worked for Calspan Corporation and flew with the NY Air National Guard. Passing the Welland Canal about 15 miles west of the Falls, I heard Dan Maloney depart Akron in his RV-4. We established radio contact and were soon over the Falls for some air-to-air photography. Dan was trained in the Navy, and we tried not to spoil him too much when he joined the ANG.

The best natural fighter pilot I ever flew with, I always wanted Dan in my flight during air-to-air engagements. I didn't have to tell Dan where to fly for mutual support. He was always in the high block, and when he spotted his target I would see the vapor come off the wings of his F-4 as he engaged his unsuspecting adversary from above.



We met over the Falls at 3,500', the minimum for VFR traffic over what they call "the scenic Falls". It's the term ATC uses to discriminate between the actual Falls and the Niagara Falls airport a few miles away. Dan is an accomplished painter, and we took some photos over the Falls that match one of his paintings depicting all the fighters flown by the 107th from the P-47 to the F-16 in a spiraling chandelle. He is currently a B747-400 Captain at Delta Airlines. Many years ago, his letter of recommendation was the reason I was hired by Northwest Airlines.

I returned to KTEW the next morning, and the very next day launched for San Antonio, TX to finish the development testing of Silvercrest engine 17/2 Std 2 on our Gulfstream II flying test bed. The straight-line distance from Mason to the former Kelly Air Force Base is 1045 nm. I made two stops, at Greenville, KY and El Dorado, AR, which increased the distance to 1086 nm. The stops were planned to be about 2.5 hours apart, and were based on fuel price. The lowest price was \$3.69/gal at Greenville.

I filed a VFR flight plan for each leg, and used flight following for the entire distance. There are distinct advantages to using flight following. Controllers will keep you clear of restricted airspace, and they will allow you to fly through Class B airspace, which I needed to do passing Memphis, TN. However, I was too high for any Elvis sightings. Approaching San Antonio, I was given a vector to the west of the San Antonio International Airport, kept above their approach airspace, then given a turn that put me on final to Kelly.

The return trip was a bit more interesting. I arrived at Kelly about 7 am and took my time loading the airplane. It was parked inside the hangar where we keep the Gulfstream II. By the time I finished loading, I looked outside and it was raining with visibility down to about 2 miles. I knew that there were rain showers in the area, but the rate they were increasing was not forecast. So I waited another hour, and the sky began to brighten.

I took off to the north just before 9 am, leveled off at 2500' and contacted San Antonio approach for flight following. The visibility was good, but there were clouds at 3,000' and some misty rain showers. I continued north, past the Class C airspace surrounding Austin, TX and turned east. By that time, I could climb to 3500'. Although there were scattered clouds below, I could see the ground well enough to find airports or do an emergency landing.

What I could see from this vantage point was a trough of building intensity to the south and east, stretching as far to the east as I could see. It was literally a wall of cloud from the surface to about 10,000', with a layer of stratus clouds above. I flew just to the north of my original course line to El Dorado, AR until the Texas-Louisiana border. At that point, with good weather to the north, I had to make a decision to divert in that direction, or descend and fly below the

trough. I descended to 2,000' and while the clouds were pretty dark above me, there was no rain. As I approached El Dorado, the sky began to brighten and I knew I was past the worst of the weather.



I knew it would be windy the rest of the way north, so I climbed through a brightening sky to 9,500' and headed toward Greenville, KY. At that altitude, I would soon enjoy a tailwind of about 50 knots. If you look closely at the photograph, you will note that my TAS is 175 knots (outer scale of the TAS calculator), and to left you will see a ground speed of 221 knots (46 knots tailwind). With that much tailwind, I started looking at airports further north than Greenville, that I could reach after about 2.5 hours in the air.

In the Gulfstream II, we use a Stratus II for traffic awareness and weather. With a WiFi connection, the information is depicted on iPads attached to the control yoke. Since the GII would be down for extended maintenance, I borrowed the Stratus II for the trip north. When I began searching for airfields, the Stratus II was able to provide me with the weather conditions at airfields ahead in real time. That was important, because the winds at the surface were also very strong.

I extended my fuel stop an extra 143 nm to Shelbyville, IN. The runway there is a beautiful 5,000' x 100', with at least 100' of smooth grass on each side. When I landed, the wind was right down runway 19, at 23G39. When I taxied to the fuel pump, the lady in the office had to come out and chock the airplane while I held the brakes. After

fueling, I went inside and looked at the digital depiction of the wind. Kind of miss the round dial wind indicators. At least you could tap them with your finger to make sure they were working. The gust portion of wind on the digital display was pegged at 39. Who knows if it was just stuck there, but it sure was windy.

The final leg to Mason was just 1.1 hours. The wind at landing was from 190 at 11G16, but I must have landed in a lull, because it seemed like a non-event. Altogether, the flying time to San Antonio was 7.3 hours, and the return was 6.4 hours for a total of 13.7. Those numbers aren't too far off from what it might take if you used the airlines to get there, if you include driving to the airport, going through security, renting a car, etc.

After seeing how useful the Stratus II was during my return to Mason, I decided to purchase a gizmo called a Stratux. This is a homebuilt version of the Stratus II. It comes with 2 antennas and is already programmed with essentially the same ADS-B IN software. Although I haven't used it yet in my airplane, it picks up traffic and displays them on my iPad as I am sitting here at my desk and writing this article. Although it may have some limitations, at \$270 it is a relatively low-cost way to get real time traffic and weather in almost any cockpit.

It's June, and the year is going by very quickly. Aviation activity at Mason is picking up and it's not just because the weather and temperatures are better. For the first time in a long time, I can see an overall increase in activity. Drew Seguin stopped by yesterday just when I needed some help to find the air valve on the tires of my Dad's Cherokee. So play it forward and always remember that the day goes easier when someone lends a hand.

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



TIDBITS

by Vickie Vandenbelt (vickie@eaa55.org)

NEW MEMBERS: Chapter 55 welcomes new member William (Bill) Long. Bill was a member several years back. He has rented space in our storage hangar.

THANK YOU: Ken Vandenbelt for fixing the gas leak on our lawn tractor and to Ken and Ed Crouse for doing the mowing. (*perhaps someone will volunteer to do the weed whipping??*) Thank you Doug Koons for getting a new rope holder made for holding the door open. Thank you Ken Vandenbelt & Dave Groh for getting a picnic table out and to whoever got the other two out. Thank you Bill Purosky for giving our new event grill a big workout and the donation from your church for its use. And a HUGE thank you to Doug Koons for procuring and installing the new LED lights in our meeting room (finish work to be completed at Doug's convenience). They are great.

FLY-OUTS: Dale Foerschler of Great Lakes Aviation has volunteered to print off the flyers that we receive from other chapters and airports. They are posted on the TEW terminal bulletin board.

AVIATION MAINTENANCE TECHNICIAN

DAY: Charlie Taylor did what no one else before him was able to do... he designed and built by hand in six weeks, the light-weight, reliable engine Orville and Wilbur Wright used to power their first airplane. Recognized today as the world's first airplane mechanic, we honor his memory by presenting mechanics with 50 year experience maintaining aircraft, an award named the 'Charles Taylor Master Mechanic Award.' Also in remembrance of Charlie Taylor, every May 24th is Aviation Maintenance Technician Day.



Charles Edward Taylor
May 24, 1868 – January 30, 1956

KIPP ROAD & CEDAR STREET/MEIJERS SIGNAL CHANGES: The county road department will be adding a left turn signal for the north and south bound traffic at the Meijer's driveway and Cedar Street to improve north-south, "side-street" traffic flow at this location due to frequent back-ups on account of the left turns out of Meijer's. And, they will make any necessary timing adjustments to both the Meijer-Cedar and the Jefferson-Hull signals.

TRAFFIC STUDY = INTERSECTION OF KIPP ROAD & BARNES/EDEN ROAD: At the request of the Vevay Township Board, the Ingham County Road Commission will soon be doing a traffic study at the intersection of Kipp Road and Barnes/Eden Road. There have been many requests for a traffic light at this intersection due to the many young drivers and large trucks using this intersection. All comments welcome - send as soon as possible to clerk@vevaytownship.org

SILENT AUCTION: Time for another "Chapter 55 Silent Auction". Bidding starts at our June meeting and ends at the conclusion of our July meeting. Winning bidders will be notified shortly thereafter.

Fabric with Airplane Pattern; two 5.5yd rolls; (great for curtains in a youngsters room?); EAA55 paid \$42.40; starting bid \$30.00



Flight Safety Helmet; starting bid \$5.00



Ear Protectors (2); starting bid \$2.00



Microwave; great for your hangar; starting bid \$5.00



Fluorescent Bulbs (abt 50) plus Transformers & Boxes from light fixtures we just replaced in our meeting room; various stages of working order; starting bid \$5.00

RELAY FOR LIFE of Mason will be for 18 hours starting at 6PM Friday June 16 on the court house lawn. Our chapter is fund raising to have our chapter name placed on top a sponsor track sign. Please help a great cause and community event with your 50/50 ticket purchase or see me for a Luminaria form to fill out for a \$10.00 donation.

Thank you for your support..

Karen Meirndorf



Karen with Tom Botsford

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



EDITORS PROLIX
By Deanna McAlister
(zirconmoon@hotmail.com)

On June 3rd an adult eagle, Bill, had his very first trip in a single engine airplane. His hands on experience has him hooked for sure.



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

Not often known for its willingness to change, the FAA is about to embark on one of the most significant changes to 14 CFR 147 (Aviation Maintenance Technician Schools) requirements in the last 25 years. In October, 2015, the FAA issued a Notice of Proposed Rulemaking (NPRM) outlining significant proposed changes to the subjects we must teach and the hours allocated to those subjects. To quote the FAA, "These amendments would modernize and reorganize the required curriculum subjects... The amendments are necessary because the existing curriculums are outdated, do not meet current industry needs, and can be changed only through notice and rulemaking.... The FAA has made no curriculum changes since 1992. Based on recent studies and reports...the FAA has determined that the current school curriculums are dated and do not provide students with the skills necessary for maintaining modern aircraft."

All Part 147 schools (there are 177 in the United States) must teach the same curriculum using the same minimum number of hours to complete the required subjects. Currently, all schools must provide at least 1900 hours of classroom and laboratory instruction, with the allocation being divided into three major areas: General, Airframe and Powerplant. Currently, General subjects require at least 400 hours of instruction, Airframe subjects require 750 hours, and Powerplant 750 hours. In their proposal, the FAA has recommended increasing General to 450 hours, Airframe to 800 hours and reducing Powerplant to 650 hours. These changes in hours reflect changed emphasis in a number of areas. General subjects will prospectively include Human Factors, Foreign Object Elimination and Alerts, Cautions and Warning Indications. Proposed changes to Airframe subjects include adding Rotorcraft Fundamentals and Water and Waste Systems. The Powerplant changes include combining several engine types into one category and reducing time allocated to other subjects. We anticipate the formal announcement in July 2017. Industry trade associations have been working with the FAA for a number of years to update the subject areas taught, hour requirements for the subjects and FAA testing standards once a student graduates from a program like LCC's and seeks licensure as an A&P mechanic. Moving into the 21st century is definitely needed. We're looking forward to the opportunities the changes will bring our students and our program.

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

CHAPTER 55 CLASSIFIEDS

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

FOR SALE:

David Clark 10-13X Active Noise Reduction Headsets (3); lightweight; operate on six AA batteries; new \$579.00; asking \$300.00 each. David Clark 10-13.4 Passive Noise Reduction Headset; new \$260.00; asking \$125.00. Bendix King KX 99 Portable Nav/Com Aviation Radio; includes a headset

adapter, Ni-cad battery, & charger; capable of receiving VOR channels & NOAA Weather Radio Broadcast channels; great backup radio; new \$700.00; asking \$200.00. Sky Ox SK 12-15 Fifteen Cubic Foot Oxygen System; four Outlet Regulator; plus accessories; tank due for inspection; check out on skyox.com; new \$655.00; asking \$250.00. Ken-Lab (Kenyon) KS-4 Handheld Gyro Stabilizer; "The invisible tripod" used to stabilize cameras, binoculars, or any handheld device weighing up to four pounds; uses a two-axis gyro that screws directly into the tripod socket or quick release clamp on your camera; plugs into a 12-volt cigarette lighter receptacle (12-volt inverter is included); info <http://www.ken-lab.com/stabilizer-guide.html> ; new \$2,072.00; asking \$800.00. Eastern Avionics Portable Intercom; Four-place; push to talk switch & Tamrac carrying case; asking \$25.00. Garmin GPS 195; early hand-held GPS units; three inch moving map display, electronic CDI & "glideslope" indicator; aviation database is outdated & too old to download new; free. Phil Tartalone ptartalone@mac.com

Graco Series 700, HVLP paint sprayer, Model 7N73109; with several nozzles and 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

EAA Chapter 55 Calendars; reduced to \$5.00 each; see Al Spalding or Pat Salow at meeting.

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

IN SEARCH OF: A place to take used auto & airplane motor oil for disposal??? Also, empty copy paper boxes; just drop off at EAA.
Vickie@eaa55.org

Contact Deanna or Vickie to place your ad here!

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

POCKET CALENDAR:

Jun 11 = EAA55 Dawn Patrol; 7-11am
Jul 8 = EAA55 YE; 10am-2pm
Jul 9 = EAA55 Anniv Potluck
Jul 24-30 = AirVenture
Aug 12 = EAA55 YE; 10am-2pm
Aug 19 = EAA55 MAD; 7:30-2:00pm
Sept 2-4 = Thunder Over Michigan
Dec 10 = Christmas Party

**FLYERS FROM OTHER AIRPORTS
POSTED IN TEW TERMINAL**

WEB EVENT CALENDARS:

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



EAA55 = PILOTS & BUILDERS
By Vickie Vandenbelt

This is a reference list for members about members who are working on homebuilts or restorations and/or have completed homebuilts or restorations. I will try to keep it as up to date as possible and your input for changes or corrections would be appreciated. Should I also do a list of pilots who fly certified aircraft??

Erric Baker; Mini-Max project
Kyle Bradford; several Pietenpol
John & Connie Bobcik; Kitfox
Dave Cook/Greg Hover; RV-6A
Ed Crouse; Rans

Grant Dowell; Citabria Restoration
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 project
Terry Lutz; RV-8
Tim Martinson; RV-6A/ RV project
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 project
Jeff Shaud; RV-7 project
Jim Spry; RV-8
Craig Tucker; Gyrobee Gyroplane project
Ken Vandenbelt; Stearman project
John VanderMolen; Zenith 750 project

How many remember hearing this recited on the television just before the station went "off the air" for the night??

HIGH FLIGHT

Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.

Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark, or even eagle flew -
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand and touched the face of God.

~ John Gillespie Magee, Jr.

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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