



## EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

**AUGUST 2019**

**Meetings are the 2nd Saturday of each Month**

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

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

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

**[www.EAA55.org](http://www.EAA55.org)**



### **PRESIDENT'S MESSAGE**

**by Drew Seguin**

**([president@eaa55.org](mailto:president@eaa55.org))**

Well, Oshkosh has come and gone. It was wet in the beginning, but I wasn't there so no complaints. We were there for the back half and it was fun as always. This is Gideon's (my oldest grandson) third year. It was my 45<sup>th</sup>. It occurred to me that with Elliot and Jenn as parents he could reach adulthood having attended AirVenture every year of this life. How cool is that?

After all these years they seem to run together in my memory. Is that a function of age? Hmmm. This year was much like other recent shows with one exception for me. We went to the Ultralight area after the Friday airshow to see the short field competition. It was great fun. Kind of reminded me of a local rodeo as we were able to get up close to the action. There were about a half dozen competitors. They followed the Valdez format. The score is the sum of the best takeoff and best landing. I can't recall the exact number, but I believe the winner was less than 140 feet. Not bad. The best part was watching the techniques they've developed to get to those numbers.

Oh, By the way. Our own **John Bobcik** won **Light Sport Aircraft – Grand Champion** with his Kitfox S7. Congratulations John!!! You know you're making the rest of us builders look bad, right?

Meanwhile a big package arrived at my hangar last Monday, so I'll have plenty to do this winter. So far, I'm just taking inventory and setting up a workspace. I think I forgot how much stuff goes into an airplane. Yikes!



We have our last Young Eagles event of the year this Saturday. We can always use pilots and volunteers so come on out and join the fun. And Mason Aviation Day is coming up the following Saturday. We need volunteers. See message in email and sign up sheet at the chapter !! It's gonna be great!

**WEEKLY COOKOUTS ~ EVERY TUESDAY**

at 6:00pm (rain or shine). Chapter 55 will provide the meat and cooking. Informal, if you want to bring something, that's great. If not, that's okay, too.

BOARD MEETING: 7:00pm: Wed; Aug. 7th

MEMBERSHIP MEETING: 9:30am; Sat; Aug 10th  
with Breakfast served from 8:00am to 9:00am



**July Breakfast Crew:** Greg Hover & Bruce Thorburn.

**BREAKFAST TEAMS:**

**August**

Chuck Hacker  
Cal Hayslette  
Steve Houghton  
Jim Palmer  
Pat & Karen Salow  
Jonathan Thaden

**September**

Dillon Blair  
Connie Bobcik  
Mike Franzago  
Ron Goodnoe  
Mike Lutz  
Ron Pearce  
Greg Rheeder

**SCHEDULED PROGRAMS:**

**AUGUST:**

Young Eagle Rally

**SEPTEMBER:**

CRAA Board Member

**OCTOBER:**

TBD

**NOVEMBER:**

Todd Cotter; Aircraft Records

**DECEMBER:**

TBD

**CONTACT DAVE COUREY or DREW SEGUIN  
WITH YOUR SUGGESTIONS**

**EAA 55 Chapter 55 Board of Directors Meeting**

**July 10, 2019** → Meeting called to order by Vice President Margie Clark at 7:11pm. → Present: Margie Clark, Al Spalding, Vickie Vandenberg, Mark Bathurst, John Bobcik, Bob Clark, Doug Koons, Joe Madziar, Warren Miller, Bill Purosky, Jeff Shaud and Ken Vandenberg. Absent: Drew Seguin. → Secretary's Report 6/5/19; Doug Koons made a motion to accept; Mark Bathurst supported; motion carried. → Treasurer's Report 6/30/19; Vickie Vandenberg made a motion to accept; Joe Madziar supported; motion carried. → Donation; Al Spalding reported EAA55 has received a sizeable donation from Adam & Dawn Fogg requesting it be used for our scholarship fund and/or chapter needs. Doug Koons made a motion to add it to the Newberry Aviation Scholarship Fund; Bill Purosky supported; motion carried. Vickie Vandenberg noted that Adam was one of the early recipients of our Newberry in 2001. → Event Planning; Jeff Shaud still working on exhibitors; Vickie Vandenberg will be working on print advertising; John Bobcik & Mark Bathurst volunteered to post flyers in town; set up time on Friday 10am; Bill Purosky will be bringing speakers and stands; Doug Koons will fill signup sheet in where he will have scouts & CAP; Vickie Vandenberg asked that the old red chairs and metal chairs be assessed as they are put out (some are dysfunctional); Jeff Shaud ok'd with the Board having Youth Group members partner with EAA55 member to work Airplane Parking based on info from EAA National (Drew Seguin should note this in our insurance application); Vickie Vandenberg questioned status of Zenith FlyIn due to Ron Gorsline's health; Jeff Shaud has secured a 4-seat golf cart. → Programs; schedule



for balance of 2019 pending; Mark Bathurst will confirm date for Todd Cotter. → Youth Group; Jeff Shaud reported on what they have been doing; group is looking to purchase RC and is brain storming fund raising ideas. → Recycling; Vickie Vandenbelt asked that Board work to get the word out to members (lead by example) that EAA55 recycles (see newsletter); Jeff Shaud suggested to keep putting it in the newsletter every month. → Old Freezer; Al Spalding reported Consumers will not take because it doesn't work; Jeff Shaud has someone he thinks will take it. → Old Grill; no one has taken and someone reported Drew Seguin will get rid of it. → Website; John Bobcik has a daughter who does webs and John volunteered to take on task of Webmaster (if he can lean on her for advice) and will work with Jonathan to transition. → 2018 Member of the Year still needs to be presented. → New Grill; Doug Koons made a motion that the new grill will not be allowed off premises and any members wishing to use it on premises must be properly trained in its use and care; Bill Purosky supported; motion carried. → New Grill Maintenance; Joe Madziar advised new grill needs an interior cleaning and will handle after MAD. → Ray Scholarship & Flying Start Program; Jeff Shaud reported on this EAA National Program to provide funds up to \$10,000 per recipient for Private Pilot; \$7,500 per recipient for Sport Pilot; \$5,000 per recipient Glider Pilot. The program is administered by EAA Chapters. One recipient per chapter per quarter. Jeff Shaud volunteered to be the EAA55 Ray Scholarship Coordinator. EAA55 would recommend local youth to apply. EAA55 would front funds for Student Training. Jeff explained how funds would be refunded to chapter. Bill Purosky moved to participate and have EAA55 front training costs up to \$2,500 per student; Bob Clark supported; 11 ayes; 1 nay; motion carried. → Ingham Co Ingham Co. Fair Foundation; Vickie Vandenbelt reported they are selling personalized "bricks" to raise funds for new grandstand; no interest from Board. → Weekly Tuesday BBQ; Vickie Vandenbelt asked that all leftovers be taken home and not left in the refriger or freezer; Joe Madziar has resigned as coordinator & cook; need someone to take over; several members have offered suggestions for handling. → Monthly Breakfast Team Coordinator; Jeff Shaud is resigning as of 12/31/19 to concentrate on Youth Group; need a new coordinator. → Cards; Vickie Vandenbelt has a sympathy card for Dale Corsi and get well card for Ron Gorsline to be circulated Saturday. → Meeting

adjourned 8:22pm. → Respectfully submitted, Vickie Vandenbelt, Secretary

**EAA 55 Chapter 55 Membership Meeting July 13, 2019** → Meeting called to order at 9:27am by President Drew Seguin with 28 members and 4 guests present. → Following the National Anthem, Drew Seguin thanked breakfast team and announced the August team. → Guests and new members were introduced. → Secretary's report of 6/8/19 approved. → Treasurer's report 6/30/19 approved. → Youth Eagles; Margie Clark reported ready to go. → Youth Group; Jeff Shaud reported on meetings and activities; Youth will be marshalling for MAD & need a chapter member to mentor each on the field. → MAD; we need members to volunteer. → Tuesday Cookouts; send suggestions to Drew Seguin and also volunteer to host a Tuesday. → New Grill; Board decision that it will not leave the premises; members can use here as long as they are briefed on specific use and cleaning instructions. → Recycling; see list of what you can save from going to the landfill. → Meeting Room Expansion; tabled pending finances this fall. → Newberry Scholarship; EAA55 has received a sizeable donation. → Breakfast Team Coordinator; Jeff Shaud is resigning effective 12/31/19 and EAA55 is looking for a volunteer to step up to fill the position. → EAA Ray Scholarship Program; Jeff Shaud reported on program open to youth ages 14-17; see details in BOD minutes. → Meeting adjourned at 9:45am. → Respectfully submitted, Vickie Vandenbelt, Secretary

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



**TIDBITS**  
by Vickie Vandenbelt ([vickie@eaa55.org](mailto:vickie@eaa55.org))

**NEW MEMBERS:** Chapter 55 welcomes new member Don Nolte; Don flew a Piper Turbo Arrow for years and was awarded the Wright Brothers Master Pilot Award at our June meeting. We also welcome new student member, Brody Stevens. And, we welcome back returning member Sean Mullaly;

Sean flies for Kallita Air and also his Stinson 108 and Beechcraft Bonanza her at Mason Jewett.

**CONGRATULATIONS:** to John & Connie Bobcik on receiving another award at Airventure this year for their outstanding Kitfox. John has submitted a separate article about his trip and the Grand Champion Light Sport Plane Award.

**CONGRATULATIONS:** to Mike Franzago on his retirement from Delta Airlines. We hope to see him and Liz at the airport much more.

**EAA55 SWEATSHIRTS:** a supply of vintage 55 sweatshirts has been donated to the chapter by Paul & Cheryl Barbour (with thanks to Ken Drewyor for delivering). We will be selling these sweatshirts for \$15.00 each with proceeds to support our Young Eagles, Youth Group and Newberry Aviation Scholarship programs. Sizes LG and XL (and they seem to run small). Check them out at our next meeting.



**MAD SET UP:** Friday, August 16th; starting at 10am until completed.

**EAA RECYCLES:** Our chapter works to reduce our carbon footprint by recycling any materials that we can. The following people at the chapter take care of certain "recyclable" products. You can assist by directing recyclable waste in the right direction. Plus, if you care to jump in and assist, we would love to hear from you!

RETURNABLE BOTTLE/CANS - Al Spalding

PLASTIC - Vickie Vandenbelt

METAL - Vickie Vandenbelt

GLASS - Vickie Vandenbelt & Al Spalding

CARDBOARD - Al Spalding

STYROFOAM - Jeff Shaud

EGG SHELLS - Vickie Vandenbelt

YOU CAN ARGUE ALL DAY ABOUT WHETHER ONE PERSON NOT USING STRAWS OR GOING VEGAN MAKES A GLOBAL DIFFERENCE. THE POINT IS THE MINDSET. WE NEED TO CHANGE OUR THINKING FROM THIS IDEA THAT THE EARTH IS A BOTTOMLESS PIT OF RESOURCES AND START ACTING LIKE WHAT WE DO MATTERS. CHANGING THE PHILOSOPHY OF CULTURES AND SOCIETIES STARTS WITH INDIVIDUALS CHANGING THEIR OWN HEARTS AND MINDS. THAT'S THE IMPORTANCE OF GRASSROOTS ACTION. IT'S NOT THAT MY COMPOSTING WILL EMPTY LANDFILLS OF FOOD WASTE BUT MY CHANGED MIND AND HEART MAY INFLUENCE OTHERS. AND THAT COULD SPREAD AND CHANGE THE WORLD.

-Olga Evans

**EAA CHAPTER 55 HISTORY - A SNAPSHOT IN TIME;** compiled from info provided by EAA55 members Lynn Towns & Gordon Hempstone:

Gordon Hempstone found a old program which Lynn Towns scanned (copy attached). Lynn points out that it is interesting that there are 19-1/2 pages that are either "welcomes" or advertising and only 1/2 page of actual program... all for \$.50. Almost all of the advertisers are now either out-of-business, under different ownership or have relocated.

When Lynn first joined Chapter 55 in 1970, there was a Michigan Council of EAA that coordinated activities between the chapters in Michigan. Lynn assumed other states had similar councils, but not sure. The 1966 fly-in was sponsored by the Michigan Council of EAA, which included all thirteen EAA chapters in Michigan.

Lynn subsequently located an article from the October 1966 Sport Aviation about the fly-in (copy attached).

He had always heard that there was an EAA fly-in held at Capital City Airport where someone ran off with the gate receipts. Well, the 1966 fly-in appears to be that one!!

<http://flybabyfun.blogspot.com/2012/01/> is a website where Dennis Harbin makes a short reference to this: "Lansing Fly-in - June 1966 - There was a good crowd and we had fun showing off the plane. The only bad thing was the preacher and his wife who got picked as chairman left for Texas on Sunday with all the cash, what a mess."

We don't know if the fly-in chairman was a Chapter 55 member or not, but Lynn recalls that he was told it was rumored that either the Chapter 55 President or the Chapter 55 Treasurer was the one. It makes a lot of sense that it would be someone from Lansing. Whoever it was, the fly-in chairman apparently stole the gate receipts from the fly-in and went to Texas with the money and he was also a preacher to boot!

EAA Chapter 55 listed three officers in 1966 (copy attached). When I sent this info to Lynn, he advised that he had never heard of any of the officers, which he found interesting since he joined EAA55 only four years later.

Lynn doesn't know how this situation turned out in the end, but the Michigan Council of EAA still existed when he became a Chapter 55 member in 1970.

And a little about EAA National from Lynn:  
The EAA Fly-in was held Milwaukee, WI from 1953 through 1958, and then it was moved to Rockford, IL from 1959 through 1969. Lynn Towns first EAA Fly-in was at the inaugural Oshkosh EAA Fly-in in 1970. This year, 2019, EAA AirVenture celebrated 50 years of being located at Oshkosh.

The EAA had their headquarters and museum in Hales Corners, WI (a Milwaukee suburb) when Lynn first joined EAA in 1970. He visited there once. There was a grass runway across the road, and they could land museum airplanes at the runway and taxi them across the road to the museum. EAA later built a new headquarters building where it is now in Oshkosh and they moved the headquarters and museum there in 1983.

Thank you to Gordon and Lynn for providing this historical information. I plan to reach out to each of the Michigan chapters listed in the program who are still in existence and share the program and history.

## **FOXING AROUND AT OSHKOSH**

By: John Bobcik

Earlier this year I was notified through the Kitfox Builders forum that they were going to celebrate the 35<sup>th</sup> anniversary of Kitfox Aircraft at Airventure and have a dedicated parking spot in the Ultralight area or "Fun Fly Zone" as it is now known. Always looking

for any excuse to fly somewhere, I thought this sounded like fun and signed up. Little did I know that this would be a trip of many firsts.

We have been working on a Kitchen remodel project, and like most of my projects, it was taking several times longer than anticipated. Finally, we got the date for the countertop install for the Monday of Airventure. Dang, that would be cutting it close as I had planned on launching for Oshkosh on Wednesday. The install went well and I spent Tuesday plumbing the sink and finishing up odds and ends. That didn't leave much time to prep the airplane but I had already decided that I wasn't going to get it judged this time so I just gave it a quick bath and hand polish of the gear legs and called it good enough.

Wednesday I loaded up and headed out. This turned out to be the nicest long flight I've ever had with calm winds and smooth air all the way. In fact it was so calm that not a single one of the big windmills south of Oshkosh were moving. This was also my first time flying the VFR flyway along the Lake Michigan shoreline past Chicago.



For those that are unfamiliar, this is a charted route along the shore that keeps you clear of the Class B airspace and below the flight path of the airliners flying into O'Hare and Midway. It's very scenic as it takes you right past the Chicago skyline and navy pier. There are a few risks involved though. It tends to concentrate VFR traffic so you need to keep your head on a swivel. I have ADS-B traffic on my screen which helps. Also the maximum altitude for one segment is only 2000' MSL and there aren't many emergency landing options (on dry land at least.)

My next first was flying into the Ultralight runway at Oshkosh. The Ultralight arrival is a separate page in



the Notam and bypasses the Ripon/Fisk arrival we all know and love to hate. It starts at a fix about five miles southwest and involves flying along highway 26 at 300 feet above the ground (AGL) until you get to the ultralight pattern. It felt like I could almost reach down and touch the leaves on the taller trees. The ultralight pattern is a large square that borders Fisk Avenue, Highway 41 and then cuts through camp Scholler towards the runway. Here again you are flying at 300 feet AGL. There is no traffic control so once you get close you just watch the traffic in the pattern to see if they are going clockwise or counterclockwise around the pattern and merge into an opening. Then it's follow the leader until you get to the runway. Here again there is no traffic control other than a volunteer at the approach end of the runway with a paddle that is green on one side and red on the other. If he waves the red paddle at you, it's a wave off and around you go again. The runway is 900 feet long with a 300 ft. overrun area so you need to be on your game. I had practiced at Wend Valley airport where I could fly at 300 AGL over the middle of the section and not overfly any houses at low level, then turn in and land on runway 36. The runway marker cones there are set 200' apart so it's easy to judge how short (or long) your landing is. I practiced until I could reliably be down and stopped from between 300-400 feet from the threshold. Back at Oshkosh, the approach to the runway is at an angle and at 300 AGL you can't see the runway because there is a grove of trees between you and the field. It's not until you make the turn through a gap in the trees on short final that you see the runway for the first time. My first pass, I was following a Just Aircraft SuperStol. I slowed as much as I could to keep separation, but when he got close to the runway he put out these flaps that looked like barn doors and I swear he just stopped and hovered in the air. So I went around the pattern again, enjoyed a nice aerial view of Airventure, and the next time around the approach was clear and I landed just like I had practiced.

Once I got the plane tied down I went into the Ultralight Barn to register and they asked if I wanted to get my plane judged? I said that I had it judged a few years ago and was honored to win a plaque, so no thanks this time. But then walking back to the plane, I ran into the man that had organized the Kitfox anniversary celebration. He is one of the Ultralight/LSA judges and between him and a couple other of the judges present they talked me into going

back and signing up to be judged. They explained that the Ultralight area is like an airshow within an airshow. They have their own judging staff and are completely separate from the homebuilt area where I was judged before. Since my plane meets the LSA specifications, they could judge it in the Ultralight/Light Sport category. However, after seeing all of the beautiful Light sport planes with judge me stickers on them, I realized that getting judged was going to be futile and I was OK with that.



The Kitfox parking area was a great location in front of the big red ultralight barn and lined both sides of the main walkway going from the entrance gate there to the main flightline. As a result, we had a ton of foot traffic come through. I can report that the state of sport aviation is strong based on all of the wonderful people that stopped at the plane to talk. I saw a lot of interest from pilots and non-pilots alike.

And that brings me to my final "first". On Friday, the head judge brought out a letter that said that I had won an award and should plan on attending the award ceremony that evening. The award ceremony is during the Ultralight party where they have a Great catered dinner, honor the many volunteers that make the ultralight area run so well, present awards, and then finish it up with a DJ to provide musical entertainment. When it came time for awards, my pulse rate increased as they presented first the Honorable Mention and Reserve Grand Champion awards and hadn't yet called my name. And then they presented me with the Grand Champion Light Sport Plane award. What an amazing surprise!

Never in a million years did I think we would have the honor to receive a Gold Lindy as it is unofficially known. Obviously, a big thank you goes to Connie for her expert help on the fabric, doing all the rib

stitching, and being an extra set of hands so many times.



So make sure to visit the ultralight area the next time you are at Airventure. You will be pleasantly surprised at all the exciting things happening there. I'm already thinking about how I can get back there to visit my new friends at the Fun Fly Zone.



Here is a photo of Dick Lyon and his sister at the Mason Airport. It was taken in front of a flying club Porterfield CP-50 shortly after the airport was established in 1943. Dick later bought this airplane.  
(Photo courtesy of member Lynn Towns)



**YOUNG EAGLES**  
by Margie Clark  
([margie@eaa55.org](mailto:margie@eaa55.org))

We flew 63 kids at our July rally.



**EAA55 Youth Group Kickoff**  
By Jeff Shaud; 517-712-6482  
Volume 1; Number 2

Purpose: To enrich youth by engaging in practical experiences in science, technology, engineering, and mathematics (STEM) in an aerospace environment.

The Chapter 55 Youth Group met on Wednesday July 10th and 24th, 2019 at the Chapter 55 hangar with good attendance of both youth and adult mentors. The group seems to be picking up a couple of new youth members at each meeting! It is fun to see the diverse locations in which our youth group members hail from. We now have members from DeWitt, Stockbridge, Grand Ledge, Holt, Dansville, Holt, and Lansing. This is a testament to the effectiveness of the Young Eagles Day flight program and events. Almost all of our youth group members “got their wings” through the Chapter 55 Young Eagles Day flight program. Thanks to all of the volunteer pilots and ground crew for making this a successful feeder program for our chapter youth group.

The youth group has received EAA55 Board of Directors and EAA National approval to marshal aircraft at our Mason Aviation Day. We have been diligently practicing the maneuvers necessary to guide and park aircraft during our event. Knowing that safety is our utmost concern, each youth member will be teamed up with an experienced adult mentor. Thanks goes out to Joe Madziar, Terry Lutz, and Dan Schiffer for their excellent in-class and on the field instruction. We will again practice marshalling at our August 14<sup>th</sup> youth group meeting.

The youth group members are anxious to get started building RC aircraft and learning about flight. I will be ordering five (5) additional Flight Test Explorer RC model aircrafts after our MAD event. Because we do not have the funds yet to order the complete STEM curriculum package, we will begin by building the aircraft only and, as additional funding becomes available; we will order the remainder of the curriculum package. The five additional RC aircraft will cost \$200 (\$40 each) plus shipping. If anyone is interested in sponsoring one or more of these RC aircraft - please see me or Al Spalding. We would greatly appreciate your tax deductible donation.

Our next meeting will be on Wednesday August 14 from 5:00 PM to 7:00 PM in the Chapter 55 Hangar.

We will be flying the youth group members after our scheduled aeronautical lesson of the evening. If you are a current Young Eagle pilot, and you are interested in volunteering for a couple of flights that evening, contact me or just show up with your airplane ready to go at approximately 6:00pm. Thank you to all of the Young Eagle pilots who volunteer their time, aircraft, and fuel to fly the members of our youth group.

EAA55 members and guests are always welcome, however; out of respect for the people and professionals whom are presenting, we ask that you refrain from contributing to the lessons being taught. You are more than welcome to participate in our discussions during our snack/dinner time.

### **RAY SCHOLAR IN MISSOURI PASSES PRIVATE PILOT CHECKRIDE:**

**From EAA ChapterGram dated 7/21/19**

**July 3, 2019:** Trent McBride of EAA Chapter 1218 in Willow Springs, Missouri, has passed his private pilot checkride, becoming the first of the Ray scholars to accomplish that goal.

"The support from EAA Chapter 1218 and the local aviation community to help Trent achieve his first step in pursuing a career as a professional pilot is what the Ray Aviation Scholars program is all about, and is a true testament to EAA's commitment to growing participation in aviation," EAA Chapter Field Representative II David Leiting said. "Trent conducted his flight training with the Ozark Aviators Flying Club, a club formed by the members of EAA Chapter 1218. To have the first Ray scholar to complete their flight training follow this pathway is outstanding, and should be a model for other chapters to follow."

Trent was awarded his EAA Ray Aviation Scholarship in March and has been working toward his certificate under the instruction of Mike Ennis and James Ennis. Trent graduated high school this spring and will be pursuing a career in aviation while attending College of the Ozarks and playing basketball.

Chapter President Tom White said Trent's rapid progression through his training was facilitated by a strong work ethic and support from family, his mentor (Glenda Ennis), and Chapter 1218 members.

Trent accomplished his solo flight on April 26, the FAA knowledge test on June 14, and his practical test on June 27.



### **LCC - MASON JEWETT CAMPUS**

By Mark Bathurst  
(bathursm@star.lcc.edu)

Every year the Boeing Corporation publishes its Outlook for pilot, aircraft maintenance technician and cabin crew (flight attendants) demand for the next 20 years. This is considered the seminal industry study and is widely used and quoted by government, industry and educators alike. Based on previous years' studies, it should come as no surprise that the just-published 2019 version forecasts a significant shortage in all three categories.

Quoting from the Boeing study:

"The demand will stem from a mix of fleet growth, retirements and attrition. Meeting this strong demand will require a collective effort from across the global aviation industry. As several hundred thousand pilots and technicians reach retirement age over the next decade, educational outreach and career pathway programs will be essential to inspiring and recruiting the next generation of personnel."

Regarding the demand specifically for maintenance technicians, Boeing states:

"As new generation airplanes become more prominent in the global fleet, advances in airplane technology will drive demand for a new set of skills, such as digital troubleshooting and composites repairs. Concurrently, operators and MROs will be challenged to ensure technicians continue to maintain the skills and capability necessary to service the large fleet of older generation aircraft. These two skill sets often differ, creating opportunities for the industry to enhance its standard training curriculum.

The report breaks down the demand as follows. "The need for maintenance personnel is largest in the Asia Pacific region, which will require 266,000 new technicians. Airlines in North America will require 193,000, Europe 137,000, the Middle East 69,000, Latin America 52,000, Africa 27,000, and Russia / Central Asia 25,000."

Doing the math, that's a total of 769,000 new AMTs required worldwide to meet forecast demand. In the



U.S., all AMT schools like LCC's graduate between 4,800 and 5,500 students per year. Assuming no change in graduation rates, that's 110,000 new AMTs in the next 20 years versus a demand for 193,000. Clearly something has to change to meet the demand. As the Boeing article states, innovations in subject material taught, training methodologies and industry support for programs will have to occur. Schools will have to expand significantly to meet increased enrollment demand as the word spreads that the AMT career field needs new employees, that the jobs pay exceptionally well and that one can work anywhere in the world with an FAA A&P license. Our program this fall will be at capacity with new students, and based what we're seeing now, we expect to be full for the foreseeable future.

The demand for pilots is just as challenging as it is for AMTs. Boeing's forecast states:  
"As pilot labor supply remains constrained, airlines are increasingly seeking to recruit, develop and train locally sourced pilots. Cadet programs that train aspiring pilots to be a qualified, competent and operationally-ready first officer have increased in popularity as airlines look to fill future pilot pipelines. Airlines are also recognizing the significant cost burden for students, and bond programs have gained traction as another venue for interested candidates."

"Over the next 20 years, the Asia Pacific region will lead the worldwide growth in demand for pilots, with a requirement for 266,000 new pilots. North America will require 212,000, Europe 148,000, the Middle East 68,000, Latin America 54,000, Africa 29,000 and Russia/ Central Asia 27,000." In total, that's 804,000 new pilot positions. That is an alarmingly large number from anyone's perspective.

Clearly the aviation industry shortage is real, it's here now and there are tremendous opportunities for individuals interested in a career in this exciting field.



**EDITORS PROLIX**  
**By Deanna McAlister**  
([zirconmoons@gmail.com](mailto:zirconmoons@gmail.com))

See you at the airport!

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

## CHAPTER 55 CLASSIFIEDS

Chapter 55 T-Shirts; size L or XL; only \$15.00 each for chapter members.

Vintage Chapter 55 Sweatshirts; size L or XL; only \$15.00 each.

1965 Beechcraft Debonair; 35-C-33; 4,480 TT; IO-470N; 225 hp; 35 hours on new 2-blade McCauley prop; 1000 plus hours on overhaul; 200 plus hours since new chrome cylinders; new JPI; October annual; throw-over yoke and dual yoke; Mitchell radios- flip-flop; built in Garmin 396 GPS; based at TEW; \$50,000 firm; Stan Chubb 517-204-1920

Used David Clark headset; model #DC ONE X ENC; used 25 hours; includes manual, carry case, in original packaging. Cost new \$895; asking \$675 obo. Clarke Borgeson 734-516-4363

Used American optical aviation sunglasses; non-polarized, two (2) pairs, one gold and one silver frame color, original packaging with care case. Paid \$67; asking \$48 obo. Clarke Borgeson 734-516-4363

Pietenpol Sky Scout; single seat; Lycoming O-145; 65HP; good compression check; all new plugs; runs good and lots of fun ! \$5,500.00. Margaret Bradford; 517-663-3083

Aircraft tire bead breaker; \$5.00; George Moore; 517-536-1034

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

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

C6110010201, \$100; Telex 100TRA Hand Mic \$50; Graco Series 700, HVLP paint sprayer w/several nozzles & accessories & 3M respirator; make offer. Prices negotiable. Gary Nicola; [glnicola@att.net](mailto:glnicola@att.net) or 517-898-6387.

Maple Syrup; Pints, Quarts, and Half Gallons; John & Connie Bobcik 517-543-8238; [jbobcik@gmail.com](mailto:jbobcik@gmail.com)

### **OTHER:**

Need Financing for a new plane?? Contact Tom Schroeder of Eaton Federal Savings Bank; [tschroeder@eatonfed.com](mailto:tschroeder@eatonfed.com)

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

### **EAA55 = CHAPTER BUILDERS**

Who is working on or completed homebuilts or restorations ... your input for changes or corrections would be appreciated...

David Alexander; Aventura II

Gabe Blosser; Bushmaster SuperCub Amphib

John & Connie Bobcik; Kitfox

Ivan Bradley; Zenith CH650B

Dave Cook/Greg Hover; RV-6A

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 w/BPurosky; Glastar

Rick Laub; Sling 4

Wm. (Bill) Long; Kolb Firefly Ultralight

Terry Lutz; RV-8

Doug MacKenzie; Zenith 701 project

Tim Martinson; RV-6A & RV-12 project

Chuck Moore; REVO Lt Sport Evolution

George Moore; KIS Pulsar 150

Gary Nicola; Grumman Tiger restoration

Jim Palmer; Glasair III

Bill Purosky w/DKoons; Glastar

Pat Salow; Zenith 701

Drew Seguin; Carbon Cub EX2

Jeff Shaud; RV-7 project

Jim Spry; RV-8

Tracy Tillman/Lisa Colletti; (2) E-LSA Bailey-Moyes 914 Dragonflies; (1) E-LSA Alatus-AL12 sailplane

Ken Vandenbelt; Stearman project

David VanderMolen; Zenith 750 project

John VanderMolen; Zenith 750 project

### **FLY-OUTS:**

Big Rapids - Soup Lunch; 11am-1:00pm; ea. Sat.

Brighton - Breakfast; 9am; each Saturday

Hillsdale - Breakfast; 8am-11am; 3rd Sat. ea. month

Silver Lake MI71- flyin camp Aug 31st

### **FLIGHT TRAINING AT TEW:**

Great Lakes Air Ventures; Dale Foerschler;

<http://greatlakesairventures.com>

Cloud 9 Flight Training; Tracy Tillman;

<http://Cloud9FlightTraining.com>

Spartan Wings Flying Club;

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

Deanna McAlister; [zirconmoons@gmail.com](mailto:zirconmoons@gmail.com)

### **HANGARS FOR RENT AT TEW:**

Lloyd Brown; 517-589-8619

KBS Trust; Deanna McAlister; 517-795-8171

Tom Tuttle; 734-216-7532

Jacque Carlson; 517-881-6174

Mason Jewett Field FBO:

Great Lakes Air Repair

517-525-3673

Maintenance - Painting - Upholstery - Engines

### **POCKET CALENDAR:**

Aug 10 = EAA55 Young Eagles

Aug 17 = Mason Aviation Day

Dec 8 = Christmas Party

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

### **WEB EVENT CALENDARS:**

<http://www.eaa.org/en/ea/events>

<http://www.fly-ins.com/>

<http://www.michigan.gov/aero/>

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



**WINGTIPS** is published monthly by *EAA Chapter 55 of Mason, Michigan*, for the use, education and enjoyment of Chapter members and supporters. Accurate information transfer is our goal; however readers should verify dates and times prior to attending an event.

**DEADLINE FOR SUBMISSIONS** is the last Saturday of the month. The Editor reserves the right to edit all submitted material. Photos, sketches or artwork sent by email must be in JPEG or BMP format. Text must be in a Word format or copyable from the email. Submissions may be sent by regular mail and must be accompanied by prepaid postage if you want them returned. Submissions should be sent to: Deanna McAlister, Newsletter Editor.

**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.