

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

APRIL 2023

Meetings are the 2nd Saturday of each Month

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

→ President: Margie Clark 517-712-2203 → Vice-President: Doug Koons 517-676-5001

→ Treas: Drew Seguin 517-333-4531 → Secr: John Kuchar 517-203-9976 → Editor: Deanna McAlister 517-795-8171

→ YE Coordinator: Margie Clark → Webmaster: John Bobcik → Youth Group: Jeff Shaud → Membership: Vickie Vandenberg

→ Flight Advisor : Terry Lutz → Adult Eagles : TBD

Website: chapters.eaa.org/ea55



PRESIDENT'S MESSAGE

by Margie Clark

ea55.president@gmail.com

Welcome to April! I am missing in action as Bob and I are at Sun N Fun in the 90 degree weather. Had beautiful weather but very dusty. Planes, planes and more planes. What a sight! Watched the STOL demo with the Bobcik's and enjoyed their company afterward. It was a very busy week. Bob and I drove golf carts for the VIP Transportation and earned free camping for next year. It's a great opportunity and you meet a variety of people (such as the Tom Cruise Look-Alike dressed as Maverick). Just hoping it's warmer when we return than the 19 degrees when we left Michigan.

A reminder that it's time to start thinking about Dawn Patrol in June, MAD in August and Young Eagle Rallies in June, July and August. Please plan on volunteering to show off our chapter.

Fairwinds to all,
Margie

CHAPTER 55

BOARD MEETING: 7:00pm: Wed. April 5th
MEMBERSHIP MEETING: 9:30am; Sat. April 8th
with Breakfast served from 8:00am to 9:00am



Thank you March Breakfast Team: Ward Harris, Margie Clark, and Bill Purosky

EAA Chapter 55 Board Meeting Minutes for December 7, 2022:

No meeting due to lack of quorum.

EAA Chapter 55 Membership Meeting December 10, 2022:

Minutes yet to be provided for publication.

EAA Chapter 55 Board Meeting January 11, 2023

Minutes published in the February 2023 WingTips

UPCOMING BREAKFAST TEAMS:

April

Don Frank
Dave Courey
Don McAlister
Ken Vandenberg
Dave Trojan
Martin Pfenninger

May

Ralph Gregus
Anna Folger
Tim Martinson
Pat Salow
Chloe Minor
Gilda Tucker

EAA Chapter 55 Membership Meeting January 14, 2023:

Minutes yet to be provided for publication.

EAA Chapter 55 Board Meeting Minutes for February 8, 2023

Minutes yet to be provided for publication.

EAA Chapter 55 Membership Meeting Minutes for February 11, 2023

Minutes yet to be provided for publication.

EAA Chapter 55 Board Meeting Minutes for March 8, 2023

→The meeting was called to order by President Margie Clark at 7:02pm. →Present were Margie Clark, Doug Koons, Drew Seguin, John Kuchar, Ken Drewyor, Gary Nicola, Jeff Shaud, Gabe Blosser, Bob Clark, David James, Michael Rosencrans. Absent were Greg Hover, Warren Miller, and David James. →Secretary's Report for February 8, 2023 was submitted; a motion to approve was made by Drew Seguin and was seconded by Gary Nicola; the motion was approved. →Treasurer's Report for February 28, 2023 was submitted by Drew Seguin; a motion to accept was made by Doug Koons and was seconded by Michael Rosencrans; the report was approved. →Ray Scholarship report by Doug Koons is Chapter 55 has been awarded a \$11,000 Ray Scholarship for 2023. Doug has 7 applicants for us to evaluate. All candidates were asked to turn in their applications by this Friday. Doug would like to have our candidate selected by the last week of March so he can turn it in to EAA Headquarters. They will notify us if we have their approval by the first or second week of April so they can start their flight training by May 1st. →Youth Group report from Jeff Shaud was they have made progress on the disassembly of the wing with most of the skin removed. Terry Lutz asked the group if they would like to take care of a plaque at the Capital Regional Airport that honors the 95/10 Air Force Reserve Recovery Squadron that was to decontaminate personnel and aircraft in case of nuclear contamination. The next meeting will be in the builders hangar this Sunday. Jeff is looking for projects for the group to work on. A large piece of glass has been donated and he is looking at using the glass with the wing spars to make a desk. →Our Dawn Patrol event planning was reviewed by Margie. →Doug brought up that our name tags need to be updated to reflect our current membership. Also our membership list on the bulletin board is

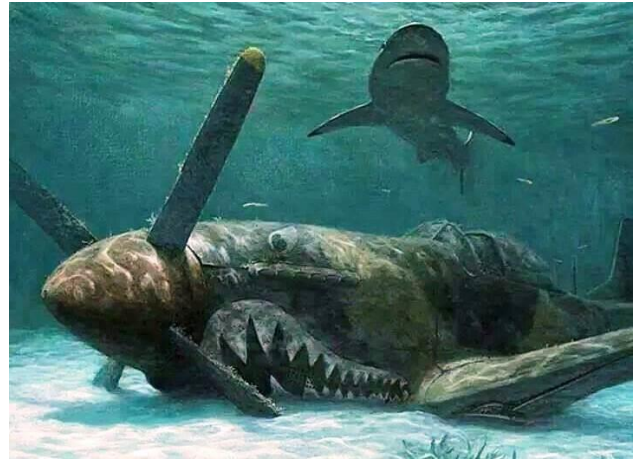
years out of date. John Bobcik has a current list of members and it is posted on the chapters section on the EAA website. →Gabe Blosser reports that he has the equipment to check the old-style radium gauges for high radioactivity and has contact with a person at the State of Michigan for proper disposal. →Due to the late notification from EAA Headquarters about the Learn to Fly program the chapter will not participate this year in hosting an event. →Drew Seguin will be the close out person for the membership meeting this Saturday. →One Youth Group member is turning 18 years old but still is a student which brings up the question as to what is his status with the group. The Child Protection Act requires that adults 18 years old working with youth that they submit for certification. Jeff will check with EAA Headquarters. →There was no further business and the meeting was adjourned at 8:09pm. →Respectfully Submitted, John Kuchar, Secretary

EAA Chapter 55 Membership Meeting March 11, 2023

→The meeting was called to order at 9:30am by President Margie Clark with 31 members present and 2 guests, the wife of Gabe Blosser and the wife of Paco Garcia. →Following the National Anthem, President Margie Clark thanked the fill-in breakfast team of Ward Harris, Bill Purosky, and cleanup by Margie Clark. The breakfast crew for April is Don Frank, Dave Courey, Don McAllister, Ken Vandenbelt, Dave Trojan, and Martin Pfenninger. If you cannot make your scheduled time, please let Joe Madziar so that he can fill your spot. →Treasurer's Reports of February 28, 2023 from Drew Seguin were submitted. Mark Bathurst made a motion to accept, Bill Purosky seconded; the report was approved. →Secretary's report was not available. →Youth Group report from Jeff Shaud was their meeting was canceled due to the weather. The next meeting will tomorrow from 2-5pm in the builders hangar. The group will remove the bottom skin from the wing next. Anyone can come to the Youth Group meetings to observe or help out. Gabe Blosser has volunteered to give a presentation to the group on welding. →Ray Scholarship update from Doug Koons is we have been approved for for a 2023 scholarship of \$11,000 and he is working with the search committee on selecting our candidate so he can send the application in by the end of March. EAA Headquarters will make their decision the first week of April. The goal is to have our candidate begin their flight school by the first of May. Our

2022 scholarship recipient has 6 or 7 hours left to meet the requirements for him to take his check ride. He has used all the award money so he will need to cover the final expenses out of pocket. → Young Eagle report from Margie is a reminder to all members who are going to be working with the Young Eagles to make sure they have their Child Protection Act approval up to date and that you give Margie a copy of your approval card. Once again, we be flying Young Eagles after our membership meetings in June, July, and August. Volunteer pilots are needed, as well as ground crew. → Relay for Life is selling tickets for the 50/50 raffle by Karen Merindorf during this meeting as well as luminaries for \$10 each. The relay will be held in June. The drawing was held at the end of this meeting. → The recent midair collision in Florida was a high wing/low wing incident which brings up the need when flying in the pattern to wave your wings to check for traffic near you. → Yankee Air Museum sent a letter of thanks for our donation of \$100 to the Museum following the presentation by Rosie the Riveter last month. A note of interest for us is there will be a Rosie the Riveter gathering at the state Capital on March 21 from 3-5pm. → The 50/50 drawing prize of \$58 was donated back to the Relay for Life. → Dave Trojan is looking for old flight instruments and will take care of any old instruments that are no longer being used. He will take care of any old radium dial instruments that emit radiation. → Gabe Blosser also has the equipment to check old radium flight gauges for radiation as well as arranging for their safe disposal. → The presentation after this meeting will be by Mark Bathurst and Todd Cotter from LCC. → There was no further business and the meeting was adjourned at 9:57am. → Respectfully Submitted, John Kuchar, Secretary

Hawaii during World War Two. The presentation is titled, “Warhawks Under The Waves + One”.



The presentation will discuss the specifications of the Curtiss P-40 Warhawk fighter aircraft and what happened to them in Hawaii on December 7th, 1941. Three newly discovered P-40 Warhawk wreck sites were explored, studied their histories will be explained. Lastly, the presentation will show how one P-40 Warhawk was recovered, restored, and survives today. Please come out to see this fascinating investigation of the P-40 Warhawk in Hawaii during WW2.



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

This is the 30th Year anniversary of the National Young Eagle Program. Nationally there were 51,109 youth flown in 2022. The goal for 2023 is 55,000. Let's be part of those numbers as we have in the past. The incentive for this year to celebrate Young Eagles is for every pilot to fly 30 youth. The incentive for our program is that the credits earned by the pilots is doubled from January 1 to Air Venture in July. Those credits are used to support our local YE program. Please consider being a participating pilot this year.



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

NEW MEMBERS: Chapter 55 welcomes new student members Justin and Patrick Buning.

SCHEDULED PROGRAMS:

APRIL

Dave Trojan – Aviation Historian

MAY

Gabe Blosser - Getting Your Pilots License

CONTACT DAVE COUREY WITH YOUR SUGGESTIONS

APRIL PROGRAM: Dave Trojan will be giving a presentation on the P-40 Warhawk fighter plane in

ROSIE THE RIVETER: If you missed the February presentation (or would like to see it again), Rosie will be doing a program at the Mason Area Historical Society on November 15th.



YOUTH GROUP
By Jeff Shaud
(jshaud@wowway.com)

See you at the hangar!

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



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

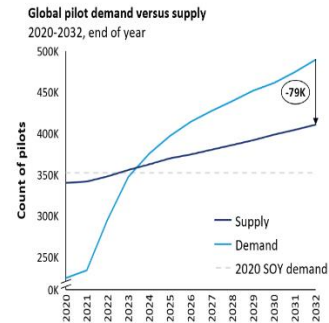
For this month's article, I thought I would switch gears and talk about pilots. Piloting and maintenance are inexorably linked. Although this article deals with pilots and the looming pilot shortage in a post-pandemic world, one should know there is an equally impending aircraft mechanic shortage for many of the same reasons as pilots. The Oliver Wyman consulting firm recently published an analysis of worldwide pilot availability and demand, and I thought I would excerpt the highlights here. Given our interest in encouraging young women and men to explore aviation, and our efforts regarding the EAA's Ray Aviation Scholarship Fund, I thought this would be of interest to all. If you want to read the entire article, here is the link.

<https://www.oliverwyman.com/our-expertise/insights/2022/jul/airline-pilot-shortage-will-get-worse.html>

The Oliver Wyman report states in part:

“As air travel demand continues to recover in 2022, our most recent forecast now projects that demand for pilots will outstrip supply in most regions globally between 2022 and 2024 — and continue to worsen over the next decade. We now expect global aviation to be short nearly 80,000 pilots by 2032, absent a

downturn in future demand and/or strenuous efforts by the industry to bolster the supply of pilots.



“With the lifting of COVID-19-related sanctions on air travel, demand rebounded more quickly in North America than elsewhere. As a result, the region already has an acute pilot shortage, equivalent to 11% of pilot supply, or about 8,000 pilots, and this gap will only widen throughout the decade.

“As the recovery continues to expand, the supply of pilots is being challenged by multiple factors, including a wave of early retirements at the height of the pandemic, a mandatory retirement age of 65 for a workforce that is older than the broader workforce, a shrinking pool of potential pilots from the military, and a tough value proposition for perspective candidates outside the military. In addition, a significant training bottleneck is hampering recovery efforts, as the number of pilots that airlines must train at present is much larger than the historical norm.

“The supply of new commercial pilots is expected to pick up over the next few years. But under current conditions, it doesn't look like this will be enough to cover increasing demand and the bow wave of retirements the industry will face over the next decade. As a result, we expect that North America will be short nearly 30,000 pilots by 2032.

“The pilot shortage in North America is expected to hit regional airlines the hardest, especially those not affiliated with mainline carriers and flying smaller 50-seat aircraft. While regionals normally supply pilots to mainline carriers, they are now experiencing unsustainable attrition levels — after bearing the costs and time of training. Regionals are also paying higher salaries to keep pilots — a blow to their smaller operating budgets and thinner margins. If regionals are unable to recruit and retain enough pilots, they may

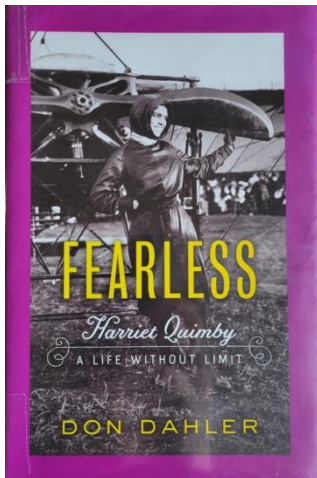
face the need to ground aircraft and fly reduced schedules or routes, with the most impact felt by smaller communities.

As I indicated, efforts like the EAA Ray scholarship program are one way we can influence the shortage outcome. Young Eagles and other orientation programs add to the opportunity to explore aviation careers with the next generation of aviators.



EDITORS PROLIX
By Deanna McAlister
(zirconmoons@gmail.com)

Looking for an excellent read? Harriet Quimby Fearless by Don Dahler
It is more in depth than Harriet, Michigan's own first female U.S. licensed pilot. It has a rich history of the first two decades of powered flight.



EAA ANNOUNCES INAUGURAL LEARN TO FLY WEEK – MAY 15 TO 20

Aspiring aviators will have the opportunity to discover multiple pathways to becoming a pilot as EAA presents its inaugural Learn to Fly Week on May 15-20.

Beginning May 15th, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the checkride, and so much more. While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members to view at their convenience.

Learn to Fly Week will conclude on Saturday, May 20, with Flying Start events hosted at chapters across the country. EAA's Flying Start program allows EAA chapters to welcome, encourage, and educate new aviation enthusiasts about the fun, freedom, and accessibility of personal aviation in their local area. Following a short presentation about learning to fly, attendees will be offered a free introductory Eagle Flight to experience the spirit of aviation firsthand. "Becoming a pilot is a dream for many, but few know where to start their journey. Learn to Fly Week was created to help encourage aspiring pilots to take action and begin the pilot training process," said David Leiting, EAA Eagles Program Manager. "Our goal is to show attendees how accessible achieving their dream actually is." Leiting also added that inspiration from this event stemmed from packed forums at the Learn to Fly Center at EAA AirVenture Oshkosh 2022, as well as the success of other EAA virtual events like Homebuilders Week and Virtual Ultralight Days.

Combining the educational forums from the Learn to Fly Center and the connections and inspiration found at Flying Start events, EAA Learn to Fly Week is the latest effort in the ongoing effort to help aspiring pilots achieve their dream of flight.

Sporty's Pilot Shop is the presenting sponsor of Learn to Fly Week. Sporty's will be participating in multiple webinars and offering product discounts during the week.

Full webinar schedule and more details on Learn to Fly Week can be found at EAA.org/LTFWeek.

EAA Chapter 55 is a 501(c)3 non-profit. Donation gifts to Chapter 55 are tax deductible to the extent provided by law. If desired, donation gifts can be designated specifically for the Youth Group, for Young Eagles, or for the Newberry Aviation Scholarship. An acknowledgment receipt of your donation gift for tax purposes can be provided on request.

Tax ID#90-0423493

FREE RADIUM INSTRUMENT TESTING AND TRAINING

Many instruments made up until 1960s had the luminous paint, needed to read them at night, based on Radium. Radium is one of the most radioactive

chemical elements and is 1000 times more radioactive than Uranium. It has a half-life of 1602 years and decays into radon gas. This means 70 years old instruments are still active and will be for the next thousands years. Are you worried or just want to be extra safe around gauges that may contain radium? I can check any and all your gauges, instruments and anything else that you may suspect of containing radium free of charge. I have been trained by the U.S. Air Force to identify and test for radium. I can also provide training to you on how to identify radium gauges. Testing is FREE of charge using my portable Geiger counter testing device. I can also safely dispose of any Radium gauges that you may have. For more information on this subject: <https://theaviationist.com/special-reports/radioactive-materials-in-flight-instruments/>

If interested in testing and or training on this issue, please contact Dave Trojan at dtrojan60@gmail.com or cell 808-386-0609



EXPENSIVE HAMBURGERS

By Bill Purosky & Doug Koons

We recently had an oil leak problem with our Lycoming O-360 engine. It appeared to be caused by a failing front seal, so we replaced it with a new one. That procedure is another story for another day. This flight would be the first flight after doing that. The day was March 8 and the weather was very good. There was a surface wind at 040 degrees at about 8 knots but CAVU. We decided to go to White Cloud (42C) and walk the half mile into town to visit Sally's Family Restaurant. They have a very extensive menu and the prices are reasonable. If they don't have it, you don't need it. As you walk south from the airport, it is the first restaurant on the west side of the street. The special was a bacon, cheddar cheeseburger with fries and an additional side dish for \$9.95. Both Doug and I got the special and it was very good.

The airport at White Cloud is a north-south runway (18/36) that is 2,916 feet long with excellent pavement and no taxiway. With the wind out of the north, we landed on 36 and back taxied to the terminal building. The terminal building was

excellent and obviously recently built. You punched in the Unicom frequency, 122.80, and the lock opened. The room was very open with a large window on the west wall from floor to second story. The room was well finished with a large seating area, a conference table at one end and a business counter toward the center. Why can't Mason Jewett have such an excellent facility?

Since it was Doug's turn to fly first, he signed the visitor's log. We then walked to the restaurant.

After lunch, we walked back and prepared to depart. My turn to fly home. We noticed at the north end of the airport were some clearly marked power lines. After checking the airplane out and checking the oil level in the engine, we did a short back taxi to the end of 36. Did our runup and hit the throttle. We cleared the wires with no problem. If you approach this airport to land on 18, there is a displaced threshold due to these power lines. This is a good lunch stop about one hour or less from Mason Jewett Airport! If you get the chance, you will enjoy it!

The next chance to fly for the two of us was March 11th, the day of our EAA Chapter meeting. Since it was later in the day due to the meeting, we decided to go to an airport closer than normal for our lunch. We decided on Flushing, Dalton (3DA) which is just north of Flint, Bishop Int'l (FNT). Flushing is located under the outer ring for Flint so you need to approach below 2100 MSL or get approval from Great Lakes. We approached under the ring with no problem. Since the wind was 040 at 6 knots, we landed on Runway 36. Flushing runway is north/south. Both ends of the runway have displaced thresholds but plenty of length for our Glastar at over 2,500 feet. There is also a grass strip with heading of 09/27 which is over 1,600 feet. There is a partial taxiway on the 18 end of the big runway that goes as far south as the grass strip. After that you need to back taxi on the runway to the 36 end. On the 18 end of the runway, there is a restaurant that you can taxi off the runway onto the grass and park within 50 feet of the door. The day of the 11th of March, we were the only plane there so got "pole position". The food is good with pretty standard fare for a family restaurant.

After lunch, we checked the airplane and the oil level, loaded up and taxied to the 36 end and took

off. The return flight to Mason-Jewett was uneventful as usual. The wind favored 10 with right pattern and the traffic was light for an easy approach and landing. Another great day to fly!

March 15th proved to be the date for our next trip. We decided to go south to Plymouth, Indiana. The airport there is Plymouth Municipal (C65). Even though it is an airport in Indiana, it is in the back of the Michigan Airport Directory in the yellow pages section. The runway heading is the same as Mason, 10/28 with the field altitude of 800 feet. It currently does not have a taxiway but they are in the process of building one for the full length of the runway, 4,400 feet. I expect that it will be completed sometime in 2023. The airport is owned by the city and is very well kept. They have an excellent terminal building and have two courtesy cars. It was Doug's turn to fly first and he ended up having a head wind of about 15 knots at 2500 MSL. The trip was very smooth even at that low an altitude. We were indicating 120 knots but the GPS was showing 105 knots so it took us about an hour and ten minutes to get there.

We secured the car and went to the restaurant. It is probably less than 2 miles away and easy to find. The restaurant is Christos Family Dining. We had a light meal because we wanted to save room for their homemade pies. Both of us ended up getting hot pecan pie and it was delicious. We voted no on the ice cream since we are trying to cut down!

It was my turn to fly back. We took off and headed northeast to Mason. I chose 3500 feet MSL since that was above the slight turbulence that developed in the early afternoon. We also noted a good tail wind at that altitude of about 20 knots. So, we were still indicating 120 knots but moving over the ground at 140 knots. Made it back in about 45 minutes. It was hard not to smile all the whole way back!

March 21 was our next occasion to fly with great weather. We decided to go to Clare Municipal (48D). The last time we were here, the courtesy car had a dead battery so we took off to an alternate airport. The courtesy car here is a Lexus that has seen better days but is still nicer than a lot of other places.

The flight up was very smooth above 3000 feet MSL with no clouds but some haze. The odd thing was

that at leaving Mason, the winds were at 230 degrees at about 8 knots. Once we got to the St. John's area, the winds were 090 at about 6 knots. We noticed the change in ground speed as we continued to head north. It was also obvious when looking at the ground because all of the windmills were facing east. How do they know?

We got to Clare in under an hour and landed on Runway 09. There is no taxiway on 09 so you need to back taxi to get off the runway. No problem as we were the only airplane around at that time. We stopped, chocked, and locked and went into the terminal.

Since I flew up, I signed the registry for visitors and Doug signed out the car. We went to Harricks Restaurant downtown. We were a little early but just in time for the lunch menu. We of course come for the pie (homemade) and ice cream, so we were kidding with the waitress that we wanted the pie as soon as possible. She brought it before our meal so Doug and I ate dessert first followed by a Reuben sandwich. I haven't done that since I was a kid!

Headed back to the airport, dropped a donation for the use of the car, checked the oil and airplane and headed home. Doug was flying so I nodded off now and then after that meal. He found smooth air going back but did have a slight headwind. Back at Mason, the winds were still at 230 degrees but had dropped to 6 knots. Doug greased it on and we headed to the gas pumps for another great flight enjoyed and over.

Our next flight occurred on March 26th to Hart-Shelby, Oceanna County (C04). The day was CAVU with some slight turbulence below 3,000 feet MSL. We got to the airport with Doug flying and filled in the airport log. We were met by two individuals and talked about our plane a little. One was an A&P with IA credentials and the other was the airport manager, Curt Lohman. We found out that they had a courtesy car but we were the first to request it this year and it hadn't been run since the winter. Curt went out to get it from a hangar and found the battery dead so he jumped it and brought it around.

As he was doing this, a Mooney landed and the pilot was interested in going to Hart, just about 5 miles north of the airport. He had flown up from Georgia

to visit his dad for the day and would be flying back that afternoon. We offered to give him a ride to his dad's place since there was only one courtesy car. It was thought that the extra running of the car would also help charge the battery. We dropped him off and headed in the opposite direction to Shelby. We were interested in finding the Brown Bear, a restaurant renowned for its burgers. It is located in the old main section of town but easily found.

Upon entering the place, we got the feeling of déjà vu all over again. Racking our feeble brains, we finally remembered that we visited here about two or three years ago. Doug and I flew up and met his son and grand kids at the airport and ate at the Brown Bear. Doug then stayed with his son and went to the family home on White Lake and I flew back to Mason.

Back to the current day, we each had a great burger and left to go back to the airport. Upon getting in the car, we were presented with a dead battery. We called the airport and Curt promised to rescue us with jumper cables. Evidently the battery was bad enough that it wouldn't take a charge. He was only five minutes away and we got started and returned to the airport. My turn to fly! Went up an extra 1,000 feet to get above the turbulence and returned uneventfully to Mason. Well worth the trip because the burgers were exceptional. Less than an hour away and great food. It doesn't get any better than that!



RELAY FOR LIFE

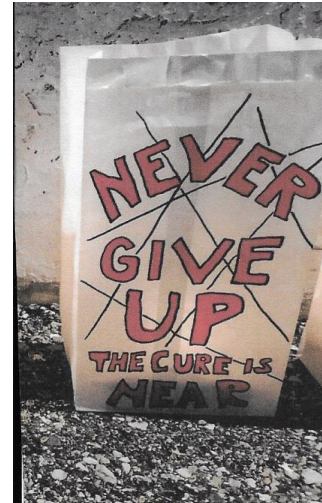
By Karen Meirndorf
Team Heartwood Glad Rags

Relay For Life of Greater Lansing will be held this year on June 23rd starting at 6:00pm until Noon on June 24th, 2023. Our new location for Relay will be in Holt at their Junior High School Track on Aurelius Road.

EAA Chapter 55 is fund raising to place our chapters name on top of an ACS fact sign that is displayed along the walking track. Please help a great cause and community event with your 50/50 ticket purchase during our April meeting pancake

breakfast. The winning ticket will be drawn at the end of the meeting.

Your support enables us to continue our lifesaving work, and we are thankful for your generosity.



Contributions, corrections and additions to "WingTips" are welcome and can be made by contacting Deanna McAlister

(zirconmoons@gmail.com)

Deadline: 1st of each month.

Joe Madziar "Breakfast Teams"

(madziars@msn.com) and Dave Courey "Monthly Programs" (dcmi@reagan.com)

CHAPTER 55 CLASSIFIEDS:

FOR SALE:

Do you have anything you want to buy, sell, or trade?? Contact Deanna McAlister
zirconmoons@gmail.com

WANTED:

Your old Gauges, Instruments, cockpit parts.

Looking for non-airworthy gauges, the older the better, for use in static display instrument panels. I collect and restore old aircraft instrument panels for collectors and museums. I'm a member of the international Aircraft Cockpit & Instrument Panel Collectors Group. I also work with many Aviation Museums to restore their aircraft such as the Selfridge AFB Museum, Wurtsmith Air Museum, and the Yankee Air Museum. I recently restored FG-1D Corsair panel for the Selfridge AFB Museum using old gauges and parts. Old instruments can be

used to fill holes in panels and can be used for parts to restore other instruments. While not all damage can be fixed, broken parts from two or more identical indicators can often be salvaged to create a single, functional whole.



I'm especially looking for Clocks, Altimeters, Gyros, Fuel gauges, and Airspeed indicators. I'm also looking for toggle switches, warning lights, and old control boxes. I don't mind getting my hands' dirty digging through hangars looking for stuff. One pilot's junk is another's treasure! If you have old gauges, instruments, and cockpit parts please contact Dave Trojan at dtrojan60@gmail.com or cell 808-386-0609

HANGARS FOR RENT AT TEW:

Lloyd Brown; 517-589-8619
 Tom Tuttle; 734-216-7532
 Gabe Blosser; 517-896-0020
 EAA55; Common Storage or Building hangar space;
 Margie Clark; 517-853-1418 (waiting list)

SENDING EMAIL BLASTS:

The best way to do a broadcast email to our Chapter 55 membership is to "reply all" to your latest newsletter email. Update the "Subject" enter your message and delete the old subject matter content. This will insure you get the most up-to-date membership roster.

EAA55 = PILOTS, PLANES & BUILDERS:

Here is a list of those who are working on homebuilts and/or restorations, as well as pilots and their planes ... Additions, deletions & corrections appreciated:

- Mark Bathurst; Cessna 172
- Gabe Blosser; Bushmaster SuperCub Amphib
- John & Connie Bobcik; Kitfox 7SS
- Ivan Bradley; Zenith CH650B
- John Caron; Cessna 172
- Stan Chubb; Beechcraft Bonanza
- Lewis (Bob) Clark; Cessna 172
- Randy Coller; Cessna 182 & Hot Air Balloon
- Dave Cook; RV-6A (w/Greg Hover); Taylorcraft Ultralight
- Ken Drewyor; Kitfox (sold); Mooney M20C
- Richard Floyd; Cessna 310
- Adam Fogg; Piper Warrior II
- Donald Frank; BE35P
- Mike Franzago; Stearman; Starduster project
- Ralph Gregus; Zenith CH750
- Dave Groh; Stearman; Citabria; Beechcraft Bonanza; and Travelaire; PT-17; AT-6 restorations
- Greg Harris; Zenith 750 project
- Ward Harris; Cessna 177B
- Steve Houghton; RV-7A
- Greg Hover; RV-6A (w/Dave Cook)
- Mark & Jennifer Jacob; C-120; Beech 18, C-34 project
- Dawn Koeplinger; Cessna 172; Aeronca Sedan
- Doug Koons; Glastar (w/Bill Purosky)
- Rick Laub; Sling 4 project
- Terry Lutz; Luscombe & RV-8
- Edward Manturuk; Lancair ES
- Doug MacKenzie; Zenith 701
- Tim Martinson; RV-6A & RV-14A; RV-9A project
- Don & Deanna McAlister; Cessna 172
- Chuck Moore; RV-12
- Gary Nicola; Beechcraft Bonanza & Grumman Traveler restoration
- Jim Palmer; Glasair III
- Bill Purosky; Glastar (w/Doug Koons)
- Pat Salow; Zenith 701
- Drew Seguin; Carbon Cub EX2 & Carbon Cub EX3 project
- Jeff Shaud; RV-7 project
- Tom Sheehan; C-170 & Aerosport & Funk B85C; Lincoln-Page 1928
- Rockwood Shepard; RV-9A
- Jim Spry; RV-8
- Jeff Stetson; Aeromot Ximango
- Bruce Thorburn; Cessna

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

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

POCKET CALENDAR:

Jun 11 = EAA55 Dawn Patrol
Jun 24 = Jackson Aviation Day
Jun 29-Jul 4 = Battle Creek Balloon & Air
Jul 24-Jul 30 = AirVenture
Aug 12 & 13 = Thunder Over Michigan
Aug 19 = Mason Aviation Day

FLYERS FROM OTHER AIRPORTS POSTED

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

WEB EVENT CALENDARS:

www.eaa.org/eea/events
www.funplacestofly.com/aviation-events.asp
www.michigan.gov/aero/

2023 CRAA BOARD MEETING
4th Monday of the Month
4:30p.m.
Marion "Babe" Ruth Community Room
Terminal Building, Capital Region Int. Airport



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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