



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

OCTOBER 2018

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



PRESIDENT'S MESSAGE

by Drew Seguin

(president@eaa55.org)

Well, there's no getting out of it now. Summer is over, Fall is upon us, and Winter can't be far behind. A great time for aerial color tours. This aviation crowd knows that the colors are so much nicer to view from the air. I like how you can see contours in the coloring that follow hidden lines in the landscape below. Can't see that touring in your Trabant.

Meanwhile we're soon to have a new hangar tenant on the field. Stan Chubb and crew are well along on the hangar they're building for Craig Whelan. I know Craig will make a nice addition to the airport family, but does it have to block my view? I tried all sorts of tricks and threats on Stan but to no avail. I guess I'll just have to accept it.

Those of us who hang out at the airport more than we should were treated to an unusual show this week. Croman corporation out of Oregon was doing take-offs and landings in their Sikorsky S-61N Helicopter.



It's a heavy lift helicopter (10,000 lbs capacity) developed for the military. It's always nice to see something unusual come into Mason. And with a strong northerly wind "I love the smell of Jet Fuel in the morning"...

Meanwhile, Elliot tells me there were banners up at Reno advertising for a Short Field Take-off contest at next year's air races. That could be a lot of fun. This boom in back country airplanes and flying seems to keep going and going. Every guy that has one is posting pictures of landing on sandbars or running the tires in the water. I don't plan to do any of that. Creighton King ended up in 12 inches of water in Utah after he was "trying to land on the shoreline". I know Creighton from Formula I at Reno and I'm wondering what the real story is. The good news is he walked away from it.



Special thanks to Stan Chubb for drilling the hole and Doug Koons & Bill Purosky for setting the anchor for our new flagpole. It will probably be in place by the next meeting and more important, we can quit worrying about the old one falling on an airplane or worse yet a Young Eagle.

See you on Saturday

BOARD MEETING: 7:00pm: Wed; Oct. 10th
MEMBERSHIP MEETING: 9:30am; Sat; Oct. 13th
with Breakfast served from 8:00am to 9:00am



September Breakfast crew was; Left to Right: Ron Goodnoe, Greg Rheeder, Mike Lutz, and Mike Franzago.

UPCOMING BREAKFAST TEAMS:

October:

Lynn Brown
Fred Honhart
John Katlen
Terry Lutz
Chuck Moore

November :

John Bidle
Rick Dallas
Peter Hensley (student)
J. Morris Hickman
Steve & Michelle Potvin
Craig Tucker
John Vandermolen
Bruce VanFarowe

SCHEDULED PROGRAMS:

OCTOBER:

Todd Cotter; Prop Balancing

NOVEMBER:

Mark Bathurst; Maintenance

DECEMBER:

Chapter Volunteer Awards

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

EAA 55 Chapter 55 Board of Directors Meeting September 5, 2018 → Meeting was called to order by President Drew Seguin at 7:05pm. → Present: Drew Seguin, Margie Clark, Vickie Vandenberg, Mark Bathurst, Bob Clark, Doug Koons, Warren Miller, Bill Purosky & Jack Voss. Absent: John Bobcik, Dave Courey, Al Spalding, Ken Vandenberg. → First was notice that Kyle Bradford passed away. → Secretary's Report 8/8/18; Jack Voss made a motion to correct location of bladder tank; info on rings purchased for flag pole; motion died for lack of support. Drew Seguin made a motion to accept; Mark Bathurst supported; motion carried. → Treasurers Report as of 8/31/18; Bill Purosky made a motion to approve, Margie Clark supported; motion carried. → 501c3 status; Bill Purosky; still waiting. → MAD Debrief; transportation was great; steaks weren't missed; need more exhibits to keep people interested; LCC had lots of tours; Great Lakes Air sold out. Discussed community outreach vs. fund raising. Mark Bathurst noted that CRAA Exec Dir Wayne Sieloff commented at their August meeting how great MAD was. Left over dogs & brats in freezer for YE (2017 left-overs to be disposed of). → Hangar water; Doug Koons repairs seems to have resolved our problems. → New Flag Pole; Stan Chubb volunteered to punch the bigger hole; work party to replace the pole. → Programs; Saturday is all set; October Todd Cotter will do prop balancing; looking for 2019 presenters. → EAA55 has two freezers to sell; \$50 each. → YE Credits; submission made for reimbursement; memorial donations will be used for 2019 purchases for YE bags. Margie Clark expressed concern for pilot burnout; length of wait time; pilot/planes. 2019 Registration will change to 10am-noon. → Election Committee; slate of directors for November election; Mark Bathurst & Warren Miller volunteered. → Warren Miller announced a five-piece band that will play events like MAD & Christmas Party for free; board asked he book them. → Christmas Party; Margie Clark will coordinate; Vickie Vandenberg will get invitation out in next newsletter. → Silent Auction; discussed some possible items. → Newberry Aviation Scholarship Fund; EAA55 to donate \$50 each in memory of Ernie Lutz; Barb Bacon & Kyle Bradford; request that Al Spalding send acknowledgements to the families. → Doug Koons made a motion to pay the bill of \$188 +/- for our well inspection and new well tank was \$184.14; Margie Clark supported; all approved. → Margie Clark made a motion to purchase a new toilet at a cost not to exceed \$200; Jack Voss

supported; all approved; Joe Madziar will purchase and install. →Meeting adjourned at 8:17pm.
→Respectfully submitted, Vickie Vandenbelt, Secretary

EAA 55 Chapter 55 Membership Meeting September 8, 2018 →Meeting was called to order by President Drew Seguin at 9:30am with approximately 27 members and 6 guests present. →Following the National Anthem, Drew Seguin announced that Founding Member Kyle Bradford has passed away. →Drew Seguin thanked the September breakfast team and announced the October team. →Guests and visitors were introduced. →Secretary's Report 8/11/18; motion to approve; supported; motion carried. →Treasurers Report 8/31/18; motion to approve; supported; motion carried. →Young Eagles; Margie Clark advised 249 flown YTD bringing our grand total to 4,650; Thank You pilots and Thank You ground crew; 2019 registration will be shortened again; 10am to noon. →Adult Eagles; Greg Rheeder has a couple of prospects; send more his way. →MAD; Drew Seguin and board are looking for feedback on events; community outreach vs. fund raising. Members expressed: need for volunteers; coordinate date with another major Mason event; our date conflicts with Natl. Guard Summer Camp; more engagement & activities needed; more plane & pilot activities. →Silent auction closed after meeting; hope to have more items in near future. →Water issues; tank was replaced. →Flag Pole; Bill Purosky ordered; Stan Chubb doing bigger hole. →Toilet; Thank you Joe Madziar. →Election Committee; Mark Bathurst & Warren Miller are looking for nominations for November elections; nine maximum for two year term. →Programs; need suggestions for 2019. →Drew Seguin has contact info if anyone would be interested in a Buccaneer. →Dave James announced Maple Grove is Sunday. →Meeting adjourned at 10:00am and program by Rick Sutton followed. →Respectfully submitted, Vickie Vandenbelt, Secretary



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

Wow! What an incredible group of volunteers and pilots we have as members of 55. Without these folks we would not have had a successful season of flying youngsters again this year. We flew a total of 248 youth in 2 months. I can't say thank you enough for all you did and do to help with this program. Remember if you happen to fly any youth be sure to let me know so we can add it to our count
Thanks again!!!



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

No Report this month.

ADULT EAGLES:
To mentor, inspire, motivate and
monitor aspiring pilots.



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

We all know the existence of mountain waves, but until just recently, very few people were aware that there is a stratospheric wave, with enough lift in the atmosphere to carry a sailplane to 90,000' – the very edge of space. On September 2, 2018, the Airbus Perlan 2 sailplane reached 76,124', a new world record. They were still in good lift and could have gone higher, and for some very good flight test reasons, they decided to descend and land.

The pilots for the world-record flight in the Perlan 2 were Jim Payne and Miguel Iturmendi. I can provide some of the background to this story, as I have known Jim Payne for some time, and in the past few years became acquainted with Miguel Iturmendi. Jim graduated from the USAF Test Pilot School in 1982, a few classes behind me at Edwards AFB. He was always more focused on sailplanes and flying in mountain waves than almost anything else. When he

CHAPTER 55 CHRISTMAS PARTY
SUNDAY, DECEMBER 9th
Reservation Form Attached

was at Edwards AFB, he was part of a project called Soar Eagle. Using a modified Grob 103, and flying with a full pressure suit, he flew to 42,200' in a mountain wave over the High Sierra mountains of Southern California. Jim has received numerous awards and set many soaring records, as outlined here: <http://www.perlanproject.org/member/jim-payne>



I first met Einar Enevoldson when he was a test pilot at the NASA Dryden Flight Research facility at Edwards AFB. He happened to be current in the DC-3 that NASA had, and I wanted to fly it. So we scheduled some time together and spend an enjoyable afternoon flying the DC-3. I purchased my Model A Ford from Hurley Hansen, the crew chief that maintained the airplane. But I digress.



Einar is much like Jim in that he was always fascinated by high altitude flight in sailplanes. He eventually left NASA and moved to Germany, where he worked for Grob, a company who built highly efficient sailplanes. Einar is the founder of the Perlan Project, which is where he met Steve Fossett. On August 30th, 2006, Steve and Einar set a world altitude record of 50,722' and could have gone higher. The sailplane that they flew was a German-built DG505M, and they were flying with full

pressure suits borrowed from NASA. At the record altitude the pressure suits had expanded so much that it was becoming difficult to move in the cockpit. At that point, they realized it would be necessary to build a sailplane with a pressurized cabin. More information about both Perlan Project sailplanes can be found here: <http://www.perlanproject.org/aircraft>

Along with meteorologist Dr. Elizabeth Austin, Einar researched the existence of a stratospheric wave generated by the Polar Night Vortex. Stronger in the southern hemisphere than in the northern hemisphere, it is strongest in late winter, which for us northerners is late summer. The phenomena is now well-documented by NASA, as noted here: https://ozonewatch.gsfc.nasa.gov/facts/vortex_NH.html

The operating location used by the Perlan 2 team was El Calafate, Argentina. It is situated in the southern Andes mountains, and is an excellent location to climb and capture the stratospheric wave. An additional problem is how to climb high enough to get into the wave. Since Einar had worked for Grob, he knew about an airplane called the Grob Egret G520, which is a specialized turbo-prop aircraft with high-aspect ratio wings. Designed originally as a high altitude reconnaissance and surveillance aircraft, the airplane by itself has set several records, including sustained level flight at 53,276'. As it turned out, 2 of these aircraft were located in the United States, and one was modified to become a tow airplane for the Perlan 2. To climb and get into the stratospheric wave, the Perlan 2 sailplane was towed aloft to a record tow altitude of just over 44,000' before it was released.

The Perlan 2 sailplane is pressurized to maintain 8.5 psi, equivalent to a cabin altitude of about 14,000'. Outside the cabin they are flying well above what is called the "Armstrong Limit", defined as the level where exposed fluids such as tears or saliva, or fluids internal to the lungs begins to boil. The Armstrong Limit is defined as an outside pressure of 1.0 psi, and it occurs at about 60,000'. Jim Payne and Miguel Iturmendi used a breathing system that allowed for 95% of their air to be re-breathed. The humidity produced by exhaling had to be managed and recirculated, to keep the crew hydrated and to keep frost from forming on the windows. Even with these systems, photographs from inside the cabin showed some frost on the windows. The sailplane was

equipped with a drag chute to allow a rapid descent in an emergency, and a ballistic parachute for recovery at lower altitude.

The main consideration for high altitude flight is that as the airplane flies higher and higher, the mach number, even at very low airspeed, becomes a limiting factor. On the low speed side, stall becomes a limiting factor. This is called the “coffin corner”, described originally by U-2 pilots, whose range of indicated airspeed between stall and mach limit at high altitude might be 4 or 5 knots. One of the effects of higher mach number is the possibility of flutter in a control surface or main wing. The Perlan 2 test team used the approach of Predict – Test – Verify to reach higher and higher altitudes. The sailplane was equipped with a flutter excitation system, which would vibrate the wing with inputs of increasing frequency. This is an attempt to induce flutter over the predicted range of frequencies.

While at a specific altitude and in the stratospheric wave, they would increase airspeed to generate the mach number expected at a higher altitude, and do a frequency sweep for flutter. The information was sent to the ground and engineers would analyze the data in the United States and clear the test points within 10 minutes. This would allow them to climb to the next higher altitude where the same mach number matched their normal climb speed in the wave. This would be repeated until they achieved the target altitude for the flight. So while they were still in lift at more than 76,000', they would need additional analysis of flutter data, and a specific flutter plan to achieve higher altitudes.

I sat at a formal dinner with Jim and Miguel, and was able to briefly discuss the limitations for going higher in altitude. The Perlan 2 team hopes to reach 90,000'. At 76,000', the atmospheric pressure is 0.48 psi, but at 90,000', the pressure is about half, or 0.25 psi. This means to fly at the same indicated airspeed, the sailplane will be flying at 350 kts TAS, and approaching the critical mach number. Flutter testing then becomes increasingly important and must be done with great care.

I asked Jim about the handling characteristic of the Perlan 2, and he said that it was very good at low altitude, and a bit worse at high altitude. When asked how easy it was to maintain airspeed and trim the airplane, Miguel said that they initially had a trim

system, but removed it. In a pressurized cabin, the mechanical controls have to pass through the aft wall of the pressure vessel. As you can imagine, the pass-through has to be sealed well enough to maintain pressurization, and this puts friction in the control system. Essentially, you can move the stick with reasonable force, but when you release the stick, it tends to stay where it was, so the airplane appears nicely stable in pitch, for example.

During the question and answer period following their presentation, someone asked the question about how their flight in the very thin air at altitude would compare to a flight on Mars. This was a somewhat surprising question, but I was impressed with how well Miguel was able to answer it. On the surface of Mars, the atmospheric pressure is 0.09 psi. For stable flight to be possible, it would be with a very high true airspeed. Covering a lot of ground would be possible; slowing down for landing – not so easy!

Meanwhile back at home, Bill and Doug did a fine job of installing an oil cooler on their GlaStar, which made the second flight a lot more productive than the first. As with any new airplane, these flights are flights of discovery as much as they are of collecting data. While we have some good numbers on the airplane and very good confidence of speeds to fly, there is more work to do to reduce the force required to move the flaps, and to provide better cooling to the rear two cylinders. They are already at work on those items.

Finally, I would like to add a “Shout Out” to Ken Vandenbelt for the very nice and totally courageous job he did with the engine swap between his Cessna 170 and Cessna 172. It seemed so straightforward – remove the cowl, unfasten the engine connections, unbolt the engine mount, head down to other airplane and do everything in reverse. NOT! That was where the courage part came in. But all is well today, and Ken really did an amazing job. Hat's off to Ken everybody!

And hey, that's a good final note. Everybody needs an attaboy now and then, so keep one in your pocket for when somebody really needs it.



TIDBITS

by Vickie Vandenberg
(vickie@eaa55.org)

CONDOLENCES: to Margaret Bradford and family on the loss of Kyle Bradford. Kyle was Chapter 55's last surviving Founding Member. He was considered an expert authority on all things about the Pietenpol homebuilt aircraft, having built and flown several versions of the plane. Kyle received the Wright Brothers Master Pilot Award in 2014. Although Kyle hasn't been able to attend meetings in recent years, the chapter was always in his thoughts.

CONGRATULATIONS: to Deb Groh and Dan Schiffer on their respective appointments to the Capital Region Airport Authority Board of Directors. Having two people with knowledge about many facets of aviation; and general aviation, in particular; serving as Directors will be a great asset for both Capital Region International Airport and Mason Jewett Field.

NEW THRONE: Thank you, Joe Madziar for the installation of our new toilet. We all applaud the improvement and are in your debt.

THANK YOU: I would like to thank the following people for their assistance with some of the many tasks which much be done AFTER we are done with our events: Margie Clark (laundry); Deb/Dave Groh (weed killer ramp/building); Al Spalding (pop cans & cardboard); Jeff Shaud (styrofoam).

THANK YOU: Another big "Thanks" to member Stan Chubb for his assistance with the installation of the new base for our flag pole. And, thank you Chapter for the flag pole improvements - we will now be able to hang two flags.

CHRISTMAS PARTY & 2019 RENEWAL

DUES: So hard to believe - two months until the Christmas Party. Three months until 2019 Membership Dues collection. (forms attached)

NOMINATING COMMITTEE: In accordance with our by-laws, Chapter 55 is seeking nominations for election of a minimum of three to a maximum of nine chapter directors. It is the duty of the Board of Directors to conduct and control the business and property of the chapter. Meetings of the Board are

scheduled for 7:00pm the evening of the Wednesday immediately preceding the second Saturday of each month. Meetings generally last about one hour depending upon the amount of business to be conducted. Directors will serve a two-year term starting with the December general membership meeting. If there is a member that you feel would be a good candidate for this position, please encourage him/her to allow you to make a nomination. Additionally, if you would be interested in serving your Chapter in this capacity, please contact the EAA55 Nominating Committee (Mark Bathurst & Warren Miller) or any current officer.

ELECTION OF DIRECTORS: The nominations will be presented to the membership at the October meeting and posted on the board. Elections of the Directors will take place at the November meeting.

GREAT LAKES AIR VENTURES: Continues to grow and expand at Mason Jewett. They now have nine planes and seventy-five students. At the August 20th meeting of the CRAA, GLAV was granted the lease for the fueling operations at Mason Jewett Field. Previously, Dale Foerschler had advised me that he will be working to keep MJF prices competitive. I'm asked Dale to keep us informed.

DO YOU HAVE ANY NEWS OR INFO TO SHARE?? Contact Vickie.

CARDS & MEMORIALS: Do you know of a member who is ill? Or, who has had a death in the family? Please contact me at 517-589-5051 or vickie7463@gmail.com so that the Chapter can send a card. (and my sincere thanks to those who have alerted me in the past.)



LCC - MASON JEWETT CAMPUS

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

A year ago the partnership between LCC and Delta Air Lines was featured on NBC Nightly News and also on MSNBC's Velshi and Ruhle broadcast. NBC spent considerable time in our facility taping students, faculty and staff, and also taped part of the segment at Delta's Kennedy International airport hangar. LCC

was the only aviation technology school featured in the videos, and here are links to both broadcasts:

https://www.nbcnews.com/nightly-news/video/companies-look-to-bridge-u-s-middle-skills-gap-1053575747506?cid=eml_onsite
<http://www.msnbc.com/velshi-ruhle/watch/new-collar-jobs-1047617603670>

Since those broadcasts, the labor market prospects for highly skilled, technically competent maintenance technicians has increased. More employers are contacting our program wanting to talk to our students about increased job openings at increased wages. Students are looking at 10-15 employment opportunities at graduation. Employers from as far away as San Francisco, Grand Junction, CO and Dallas are coming to us.

To accompany the video pieces, NBC News published the following article speaking to the new employment environment in which many job seekers can participate:

So long white collar and blue collar. Now it's all about the "new collar" job.

In the current technological economy, where factories and production plants are closed or workers are replaced by computers, those computers need to be maintained and programmed. Enter "new collar" jobs — positions that require some specialized education (typically in a technical field), but not a four-year college degree.

And some companies have become so desperate for the right worker, they have started or invested in job training programs of their own, partnering with schools to equip students with the exact skills they will need to get a job, and then to do the job right.

Delta, for example, has partnered with 48 aviation maintenance schools across the country to give thousands of students the technical knowledge needed to be an aviation maintenance technician (AMT) — and ideally to get them jobs at Delta down the road.

Joe McDermott, managing director of Delta's cabin, training and support services, said that the schools were a mix of aviation and aeronautical institutes; community colleges; one state university, Utah State; and even one high school, Aviation in New York,

adding that they were all chosen through an in-depth auditing process.

Delta is looking to teach students the specific skills they will need to work for a commercial airline — the exact knowledge the company feels today's aviation programs lack.

McDermott said the current curriculum as regulated by the Federal Aviation Administration is "very generic."

"We're seeing a huge gap," he told NBC News. "Students just weren't aware of the jobs and requirements it takes to work at a major airline. We wanted to go in and give a bit of real exposure to these students."

It's not all the schools' fault, McDermott adds; part of the reason the system has been failing graduates is because the FAA has been slow to update the curriculum, wasting valuable hours on learning skills that may not even be used anymore on commercial airliners.

"A lot of what is being taught doesn't quite align with the technical knowledge that is needed," said McDermott, adding that even after completing the best training as an AMT (it takes 1,900 hours for an AMT to complete training, typically broken out into two years), additional training is needed and it takes at least a year of working with Delta before an AMT is cleared to sign off on anything.

Delta's strategy in partnering with schools is multifold: On one hand it wants to give students the education they need to fill future jobs — but the company also wants to shed light on what has traditionally been seen as a blue-collar job.

"We want students — and their parents — to know that this is a job that isn't just about [changing] oil," McDermott said. "This is a role that requires high technical capacity. You'll be using tablets and computers to troubleshoot these incredibly powerful machines. It's cool."

And it pays well — salaries start at about \$50,000 a year, McDermott says — has good benefits and flight privileges, and enables upward mobility.

“After seven years with Delta, an AMT can make over \$100,000 a year,” McDermott added.

That said, it’s a lot of manual labor, and an AMT “may spend Christmas standing outside in the rain at LaGuardia,” McDermott said.

"New collar" jobs have been popping up across a variety of sectors. Cathy Barrera, chief economic adviser for ZipRecruiter, a job search website, said that since January, the number of such jobs posted on the site each month has increased by 45 percent.

Guy Berger, an economist at LinkedIn, declined to disclose data, but noted that these skills-based jobs, where knowledge is acquired through training or certificate programs, “are numerous and, in some cases, expanding into industries and functions where they didn't previously exist."

"They cover a wide spectrum, ranging from electrical technicians to dental hygienists to web designers," he said.

The [Bureau of Labor Statistics](#) reported that as of the end of June 2017, there were 6.2 million job openings — a record high. Eugene Giovannini, chancellor at Tarrant County College in Texas (one of the schools partnering with Delta), identifies many of these openings as "new collar jobs that are unfilled as a result of an unskilled and under-skilled workforce.

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

CHAPTER 55 CLASSIFIEDS

FOR RENT: Builders Hanger Space; \$115 per month plus gas; EAA members only; Drew Seguin; 517-333-4531

LOST & FOUND: As happens, several items were left after our events. One was a medicine case; also a couple of jackets (see photos); along with some misc. items in the L&F box.



FOR SALE: Small chest freezer (pictured); still ran last we knew; \$50.00. Vickie Vandenbelt 517-589-5051



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

EAA55 Books; Library Overstock Sale; box on the table; \$1 hardbacks & 50 cent soft back.

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

THE EAA MISSION:

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



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

See you at the airport!!

Garmin 696 \$650.00 includes ext. ant.; AC wall charger; DC charger; panel/yoke mount; battery; Dave Courey; 517-331-7097; 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; David Clark H10-20 headset, as-new, \$150; Graco Series 700, HVLP paint sprayer with several nozzles & accessories; plus 3M respirator; make offer. Prices negotiable. Gary Nicola; glnicola@att.net or 517-898-6387.

Maple Syrup; Pints, Quarts, and Half Gallons; John & Connie Bobcik 517-543-8238; jbobcik@gmail.com

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...

Erric Baker; Mini-Max project
John & Connie Bobcik; Kitfox
Dave Cook/Greg Hover; RV-6A
Kurt Crandell; Tierra II
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
Wm. (Bill) Long; Kolb Firefly Ultralight
Terry Lutz; RV-8
Tim Martinson; RV-6A & RV-12 project
Chuck Moore; REVO Lt Sport Evolution Aircr
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

Jeff Shaud; RV-7 project
Jim Spry; RV-8
Craig Tucker; Gyrobee Gyroplane project
Ken Vandenbelt; Stearman project
John VanderMolen; Zenith 750 project
Tracy Tillman & Lisa Colletti; Two E-LSA Bailey-Moyes 914 Dragonflies, and one E-LSA Alatus-AL12 sailplane.

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

POCKET CALENDAR:

Dec 9 = EAA55 Christmas Party

FLYERS FROM OTHER AIRPORTS POSTED IN TEW TERMINAL

WEB EVENT CALENDARS:

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

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

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

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



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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