

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

## NOVEMBER 2004



Meetings are the 2nd Saturday of each Month

Chapter 55 Hangar - Mason Jewett Field

Pres: Mike Arntz 694-4601 Vice Pres: Tom Botsford 663-1318 Treas: Gregg Cornell 351-1338

Sec: Drew Seguin 332-2601 Editor: Warren Miller 393-9385

### Climb and Maintain Flight Level 55

Elections, Elections, Elections . . . well now for the important one -- as you all know, the four Board of Directors positions are open for nomination and the Chapter 55 election will be held on December 11, 2004 at the membership meeting. Nominations will be cut off just prior to the vote at the meeting. Don't just set back. Make a difference, get involved.

At this time, I would like to congratulate one of Chapter 55's members on completing all requirements and passing his check ride to claim his status as Private Pilot. This member is none other than Ken Vandenbelt who as I understand just acquired a new project. So **Congratulations** Ken on your new certificate and project.

At the last meeting I called for a show of hands as to what type of events the membership wanted to have in the year 2005. The consensus was that we have a large event like the one we had in 2003 with the B-17 Yankee Lady as the main attraction, provided we come up with funding. There was also interest in having a Ford Tri motor come in along with other rare aircraft. The Mason Balloon Rally will be held at the trap range instead of Mason Jewett Airport in 2005, so we will have an event in conjunction with it on the same dates, which will be August 20 and 21, 2005.

Renee had another Young Eagle rally last month on Sunday, October 20<sup>th</sup>. We flew about 15 Young Eagles and Renee made her goal of 100 for the year. Thanks to Renee and everyone who helped make this year a great year for flying Young Eagles.

Mike Arntz  
President

#### NOVEMBER SCHEDULE

**Board of Directors' Meeting**

Wednesday, November 10, 2004

**Chapter 55 Meeting**

Saturday, November 13, 2004

8 - 9 Breakfast / 9:30 Chapter Meeting

### BREAKFAST W/CHAPTER 55

#### November Team

Gary Nesbitt  
Joe Pirch  
Tom Schroder  
Leo Holmes  
Kurt Curtiss  
Steve Kent  
Bill Landucci  
Ron Filtz

#### December Team

**UNDETERMINED**

*PLEASE*

*SIGN UP!!!!*

### EAA Board of Directors Meeting

#### **Board of Directors Meeting – October 6, 2003**

Meeting was called to order at 7:04 PM on October 6th. → Mike Arntz, Gary Long, Drew Seguin, Ernie Lutz, Bill Purosky, Renee Arntz, Doug Koons, Dave and Debbie Groh, Jack Toman, and Ken and Vickie Vandenbelt were at the meeting. → The secretary's report was approved → Treasurer's Report was approved. → The new cabinets for the storage room are going in as planned → The Michigan Balloon Festival for 2005 will be held at the Trap Range, same as last year. Therefore Chapter 55 should consider what major event, if any it would like to have next year. A proposal to bring in the YAF B-17 was made.

Dave Groh will follow up on it. → The Chapter Website was down at the time but was expected to be up and running again soon. → EAA is sending a couple of people to present on Sport Pilot and inspecting homebuilts to the Great Lakes International Aviation Conference. We need volunteers to man the EAA booth. Contact Bill Purosky. → There were no new members signed up in September. Vickie Vanderbuilt volunteered to serve as membership coordinator. → There will be a board of directors election at the December meeting. Anyone interested should contact Mike Arntz. → Gebbie Groh provided an update from the CRAA meeting. The entrance road to TEW will be repaved this fall. FAA has asked for a safety review on airplanes and powered parachutes. They are working to get the N-S runway on the master plan. → Rick Farrell and Mike Arntz

touched up the peeling paint on the hangar. It looks nice. → After review of Chapter 55 participation in and benefits from the Great Lakes Fly-in a motion was made and carried to withdraw from participation in the event. → The meeting was adjourned at 8:15 PM.

## EAA Chapter 55 Business Meeting

### Membership Meeting – October 9, 2003

The meeting was called to order at 9:30 a.m. → 47 members and guests present. → Secretary's report was approved → Treasurer's report was approved → Terry Lutz updated the group on the efforts to provide body armour (that fits) for Leah Volker. \$412 was raised and since this seemed to prompt them to provide her with armour the money was used to provide some holsters and a bunch of soccer balls for kids in Iraq. Terry was organizing a signing party to put Chapter 55 on them → The new grill is here and ready to fire up. → Thanks to Rick Farrell and Mike Arntz for getting the paint touched up on the hangar. → Thanks to Doug Koons for putting up the new shelving in the storage room. → Mike Arntz solicited for candidates for Director. Elections at December meeting → With the decision not to participate in the Great Lakes Fly-in and the Balloon Rally staying at the trap range, a vote was taken and carried 29-5 to hold some kind of major event at TEW in 2005. Now we gotta figure out what. → Maurice Hovius gave a fascinating presentation on his trip to Antarctica to rescue a DeHavilland Otter. → The meeting was adjourned at 10:23.

## Notes from Cape Juby

### By Terry L. Lutz, Chapter 55 Flight Advisor

By the time you read the November newsletter, 26 soccer balls will be bouncing around somewhere in Iraq. At the August chapter meeting, I mentioned that Leah Voelker was having some problems with her personal equipment, mainly her body armor. The standard size available was too long at the waist, and when seated in the C-130, it pushed on the counterweight on the back of her helmet (the counterweight compensates for the weight of the night vision device on the front of the helmet). So we took up a collection, and after passing the hat, \$387. was collected to upgrade Leah's personal equipment.



As you might expect, Leah was working on that, too. Between our efforts to purchase some up to date body armor, and her efforts to have it upgraded, she now has body armor that fits perfectly and includes the latest ceramic inserts. With the body armor question resolved, I researched helmet upgrades through Oregon Aero. After some phone calls to her life support people, I found that she also has the most up to date mods to her helmet for comfort, fit, and function. So without spending a

dime, Leah had the most up to date personal equipment when she left for Iraq in October.

So I asked both Leah and her Life Support Chief just exactly what could we do before her next deployment. The Chief said that one problem they had was with holsters for their personal sidearm weapons. The weapons are kept in country, and there were never enough holsters there to go around. The holster is attached to the thigh when wearing the standard issue flight suit. At his recommendation, I purchased 6 holsters, one for Leah, and 5 spares for her unit. Then I had Leah's holster monogrammed so everyone knows it's hers and so she can bring it home again.

At Leah's suggestion, I purchased 26 soccer balls from Sam's Club. Bill Purososky and Mike Arntz came out to my place, and we wrote: "EAA Chapter 55, Mason, MI" on each of the balls. Then we deflated them slightly to make them pack easily into two boxes. We included two air pumps and some needles to make them look like balls again on the other end. Leah came over to accept the load, and we had some fun with the boxes. If you look closely, you can see that with a little magic marker, it now reads "Two Women and C-130" on the box. The soccer balls went to Iraq as part of Leah's baggage, and did not have to wait for formal shipping. We should all be proud that we could make a few lives brighter, and that our EAA family was the inspiration to make it happen.



Speaking of the C-130, the design is 50 years old this year, and still lifting a lot of military stuff. Move over Gooney Bird! As you might expect, there is a story behind all of this. It begins with the passing of the C-130 designer, Willis Hawkins, in October 2004. At age 37, Mr. Hawkins led the team that in 2 months came up with design for the Lockheed Model 82, which would become the C-130. The Korean War had broken out in June 1950, and the Air Force needed an extremely rugged medium transport that could land on unprepared airstrips. On February 2, 1951, a general operating requirement was issued to carry 92 infantrymen or 64 paratroopers over a radius of 1,100 nm, or alternatively carry 30,000 lbs of cargo for 960 nm. It would have to operate on unprepared strips of clay, sand, and humus, slow down to 125 kts for paradrops, have an operable rear ramp and a side door for paratroops, handle bulky equipment, and fly with one engine out. The entire proposal was just 7 pages.

Willis Hawkins took the proposal to his boss, Hall Hibbard, who took a look at and said, "Has Kelly seen this?" That Kelly was Kelly Johnson, who at the time was working in secret (he did that a lot) on the F-104. When Kelly saw the proposal, he said

“Hibbard, if you sign that letter, you will destroy the Lockheed Company”, and walked out of the office. But Hawkins disagreed and told Hibbard that the Air Force was expecting a reply and it had to be in the mail that day. Kelly Johnson finally signed off on the design, Hibbard signed the letter out to the Air Force, and Lockheed was informed on July 2, 1951 that they had won the contract.

Kelly Johnson and Willis Hawkins met in 1933. Johnson (a U-M grad) was an assistant to Hibbard, and was at the University of Michigan to do wind tunnel testing on the Lockheed Model 10. Hawkins was an undergraduate at the time, and ran the wind tunnel. The airplane had some problems with directional stability. Originally, the design had a single vertical tail, so Kelly came up with the idea of putting end plates on the horizontal tail. They provided additional tail area, and put the vertical tails in the propeller slipstream, which provided excellent control. The two engineers built the verticals in the wind tunnel shop, tested them in the wind tunnel, and the design change worked.

A similar solution was applied to the Lockheed Constellation a decade later. The original design had 2 vertical tails, which proved to be too small. If the tail were made taller, the airplane wouldn't fit into TWA's hangars. If they made them extend farther below the tail, they would scrape the runway on landing. Hawkins came up with the idea of the triple tail, which made the Constellation unmistakable in the air, and very stable.

But Hawkins and Kelly Johnson didn't always agree on things. When Kelly was working on the P-38, he knew that the propellers had to counter-rotate, but he proposed that the blades rotate toward the pilot. Hawkins and some other engineers had to convince him that they should rotate away from the pilot. Both methods were tried in flight-testing, and rotating away from the pilot counteracted torque a little better and were safer for the pilot. The P-38 was a pilot-friendly airplane after that.

The Air Force specified what equipment the airplane had to carry, and Lockheed figured out the overall configuration. Basically, Hawkins took the biggest piece of equipment the Air Force specified, drew a circle around it, drew a tube about the length of a railroad car, put wings, tail, and engines on it, and they had the design. First flight of the YC-130 was on August 23, 1954. Test pilots Stan Beltz and Roy Wimmer were at the controls. It was a 61-minute flight from Burbank to Edwards AFB, and performance matched their estimates. With production of the T-33, Constellation, and P-2V in full swing in Burbank, Lockheed decided to shift production of the C-130 to Marietta, GA, where Lockheed was licensed to produce the B-47.

In his career at Lockheed, Willis Hawkins worked on the P-38, the Hudson, the Lodestar, and the ramjet-powered X-7. He led the design group that produced the Constellation, P-80, XF-90, F-94, and the F-104. He went on to start and head the Lockheed Missiles and Space Division, and was involved in the Corona reconnaissance satellite system, which was declassified just 3 years ago. In retirement, he worked on the M1 Abrams main battle tank, and continued to consult on the C-130 program.

When Lockheed came up with the C-130J, the test pilots found that it wouldn't stall at the predicted stall speed. They flew it slower and slower and slower until it finally snap rolled and scared the daylight out of everybody. They tried vortex generators, rakes, fences, and leading edge stall strips. The stall strips should have worked but didn't. The big 6-bladed props on the C-130J put out so much high-energy air, that they kept the airflow attached to the wing. So Hawkins recommended a stick shaker and stick pusher that activates where the airplane should be stalled. At the time of his passing, Harry Hawkins owned Hawkins Airport in northern Michigan, and would drive each day from his home to the airport in Van Nuys, CA to work on a homebuilt airplane “Out of habit,” he said.

That's about it for this month. Take care while flying in the November winds, and as always; don't forget to help your fellow pilot when they need it.

## Young Eagles

By Renee Arntz

Yes, we made our goal for the fourth consecutive year. On Sunday, October 24<sup>th</sup> Doug Koons, Gregg Cornell and Phil Tartalone flew in record time the thirteen kids which were needed to attain our 100. We had a few extra spots that day so some of the parents were able to fly. Doug Koons flew his 100<sup>th</sup> Young Eagle on this day and he is now one of the centurions on our website. Congratulations to Doug Koons. The kids that were flown that day were from Waverly Middle School. The teacher was Katie **Tomas**. Katie and her fellow teachers helped me that day with the kids and the paper work. Katie and I had been working for several months to fly the students. She is teaching a section in her class about aviation and wanted to have the kids experience what they were learning. Katie is living proof that the Young Eagles program works. She had her first ride from our chapter in 1991. Katie told me the ride she had that day inspired her to fly. She has her pilot license and is a member of Spartan Wings. Her picture is also on the national website.

I also want to thank all of the ground crew, pilots, and especially Vickie Vanderbelt who has helped with all the paperwork, set ups and being at my side organizing the kids.

## Caught in the “55” Web

by Vickie Vandenberg

Halleluiah !! The web site is finally up and running!! Many, many thanks to Craig Tucker and Renee Arntz for getting the server and host site issues resolved for us. We have a backlog of revisions and additions to be incorporated but little by little they will be rolled onto the site.

My apologies that we were not able to get the profile forms sent to you last month. If we cannot get them out with this newsletter, I will be at the November meeting and would be glad to provide you with a hard copy.

## Chapter 55 Christmas Party

by Vickie Vandenberg and Debbie Groh

As mentioned in months prior, the party will be held on **Saturday, December 11<sup>th</sup>, 2004**. It will again be held at the Vevay Township Hall; 780 Eden Road; Mason. We will start with hospitality & hors d'oeuvres from 6:00 pm to 7:00 pm with the buffet dinner served at 7:30 pm.

The cost is \$12.00 per person. Reservations are required. Payment must be made no later than Saturday **November 27<sup>th</sup>, 2004** – no exceptions.

Please make checks payable to: EAA Treasurer, Gregg Cornell.

## **Flying Through Life**

by Ivan Rowell as told to Rose Stevens, Hospice Writer



Born on August 18, 1914, in the Owosso family farmhouse, Ivan Rowell was the first-born of George and Thella Rowell. Being the eldest of three sons, “I got the best and the worst of everything.” smiled Ivan.

Although money was scarce in those days, Ivan said, “Each of us boys had two brothers to play with.” After receiving a collie pup, “Gyp” arriving in a shipping crate, the boys had another playmate. Gyp developed the habit of chasing the boys and biting at their pants, so the boys decided to pack the pup back in the crate, only to discover she no longer fit?

Ivan recalls being one of the smartest in his class and also proved to be a fast runner – proudly typing in a foot race with an older girl at school. He remembers that day with great triumph!

During his childhood adventures, Ivan sheepishly recalls the day he had a leather strap tied around his waist, which dragged behind him. Later, when walking toward the woods, he thought a snake was behind him (forgetting about the strap). Ivan ran through the woods trying desperately to escape the snake. He felt very foolish to realize what he was running from.

One day, after playing outside at school, Ivan rubbed his hot, sweaty forehead on his desk – making a bump bump bump sound. The other kids thought it was real funny and called him “Rubby” after that . . . the teacher did not find it amusing.

In 1941, Ivan married Mavis, a telephone operator he met on a blind date. Showing up late for their first date was something she never let him forget, even after almost 62 years of marriage?

Ivan grew up with a desire to fly. He realized his dream in 1943, when he began taking lessons at Harlem Airport west of Chicago. Hitchhiking 25 miles to get there each way was worth it to Ivan. Sometimes accompanied by his brother-in-law, Stan, they got a ride one day from a driver who was drunk. They got out of that car the first chance they got? Ivan’s favorite instructor was “Robinson” who, unlike other instructors, would give him the controls once they got in the air. That first summer of lessons, Ivan proudly went solo in the air. “It felt so good to be up in the sky alone – I didn’t know enough to be scared. I just took hold of the stick and yelled ‘Whoopee’ as I left the ground!” Ivan laughed.

In 1943, after the arrival of his first child, Carmen, Ivan left for sea duty in the North Atlantic. Mavis moved back home to live with her parents. Ivan shipped out to board the destroyer “Champlin” a broken decker. Ivan crossed the Atlantic several times, protecting ships from submarines. Most ships wanted a “Tin Can” with them for protection. Ivan escorted a brand new carrier “Randolph” to Trinidad. He sailed through “the ditch” (the Panama Canal) and on to San Diego with the next stop to be Pearl Harbor.

In 1945, Ivan had acquired enough “points” to be released from the Navy early. Ships going toward the states with available space were obligated to admit a serviceman, provided he had his own mess kit (metal trays and silverware were in shortage). Ivan watched some soldiers feeding a dog and secretly swiped the plate from the dog. When he went through the chow line later, he slipped a knife and fork down his pants. “If you want to get home bad enough, you’ll do most anything.” said Ivan. He also said he often thought about that poor dog without a food dish!

Ivan boarded a liberty ship to Seattle and then rode a train to the Great Lakes to be discharged. Back with Mavis and Carmen, he found no housing available. Moving his family in with Mavis’ mother’s cousin and wife, they lived in downtown Lansing, Michigan, until he purchased an acre in East Lansing where he built a house on Newton Road.

Along came Judith, his second daughter, in 1946. Weathering a cold August without heat, Ivan recalls taking time off from work to install a stove for their house.

In 1949, Ivan, Mavis and a family friend purchased 60 acres of land on Sandhill Road (Lansing, Michigan). He and Mavis designed and built their ranch home over the next few years. They raised their family in this house and continued to reside there through the rest of their lives. Ivan and Mavis, along with friends and family did all the work on the house themselves. The only thing that they hired done was the plastering on the walls.

Working a variety of jobs – driving trucks to haul steel, working as a shipping clerk and later, working for 16 years at Standard Block – Ivan never lost his love for flying.

In 1956, Ivan became a father again. His son Mike arrived who, like his father, later took to the sky, getting his pilot’s license before getting his driver’s license.

Ivan enjoyed his children. Carmen and Judith recall fondly the days in summer he would take them with him to the office and at lunchtime buy them “Uncle Wiggly” books. When driving trucks for Aerovent, he would take one daughter at a time with him for the trip.

Always adventurous throughout his life, Ivan owned three motorcycles, a bulldozer, a tractor and seven planes – he liked “Big Toys!” In his time, Ivan has flown 30 different planes.

Starting with their 25<sup>th</sup> wedding anniversary, Ivan and Mavis would fly to Mackinac Island. He would land on the island; they would bike around the island and fly home that night. On their 25<sup>th</sup> anniversary, they stayed overnight in the Grand Hotel. They took this yearly trip to the island for 30 years.

Ivan likes to celebrate his birthdays in style. At 60 years, he skydived with his son, Mike. At 68, he biked 74 miles. When asked why he didn’t bike 68 miles to honor his birth years, he replied simply, “I wasn’t home yet.” At 70 years, he took glider lessons and took his daughters up in the sky.

Ivan and Mavis enjoyed each other’s company. They flew to Florida every year in his plan until he was 80 years old. On their 50<sup>th</sup> wedding anniversary, they celebrated with a square dance in the Chapter 55 Hangar at Mason Jewett Airport. They invited all their “flying buddies” and their “dancing buddies.” Ivan also hosted his 60<sup>th</sup> class reunion for his high school in that same hangar.

Ivan has received a National Award from the Experimental Aircraft Association (EAA). The local chapter was started in Ivan’s personal hangar. The Chapter 55 today has a room named, “The Rowell Room” after Ivan.

Mavis caught the flying fever herself and got her own flying license at 60 years of age. Together they formed the “M-I Air” company (Mavis and Ivan Air). She flew the plane and he took aerial shots of people’s homes.

Ivan will be remembered for his generosity and sense of humor. His friends knew they could count on Ivan to lend them what they needed. They’d have a saying, “If good old Ivan doesn’t have it, you probably don’t need it!”

A jokester at 90, Ivan says, “Oh, my friends will probably say, *Ivan was a brilliant man.*” He laughed. For his memorial service, he says they should play “*It’s Hard to be Humble*” in his honor.

Ivan’s advice to those that will listen: “*Appreciate your health and do what you want to do. Don’t put it off.*”

We salute a memorable man, Ivan Rowell and his wife, Mavis. . . . . May you always FLY HIGH!!



## FOR SALE

1946 Aeronca Champ, Sport Pilot-Eligible. Restored by Chapter 55. Five hours since major over haul. Trade or Finance, \$24,000. This aircraft was originally based at Davis Field, maybe you soloed in it. Contact Joe Whitesides at (517) 749-9143.

## Greasy Side Up ;)

One day, the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?" The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."

## Your EAA Membership Benefits What They Are and How They’ve Changed

by Brenda Anderson  
EAA Chapter Administrator

We’re often asked “what are the benefits of belonging to EAA?” The answer can be a long one depending on what that individual’s interests are as EAA has a vast offering of benefits and services. And they are evolving and improving all the time. But let’s just start with the basics and explore what’s new in a \$40 EAA membership.

Every member receives his/her choice of a monthly magazine. EAA SPORT AVIATION is the flagship monthly publication for members interested in the broad scope of recreational aviation with editorial geared to the flying, buying, building, restoring and maintaining of all types of aircraft. We are currently in the process of expanding our coverage of production aircraft news and hands-on topics. EAA SPORT PILOT & LIGHT SPORT AIRCRAFT magazine is new just this year and its editorial is aimed at those who’ll fly the newest special light-sport aircraft, including fixed wings, trikes, powered parachutes, gyrocopters, gliders, and Part 103 ultralights. Your membership includes a choice of either membership or you can add on the additional magazine.

EAA member benefits at EAA AirVenture Oshkosh each year have also increased. Now members not only have greatly reduced admission fees, but you'll receive discounts on specially priced meals from several food vendors, have access to the members-only internet café, and enjoy member events in the new EAA Member Village near AeroShell Square. And the list will be sure to evolve over the next few months as we set plans for the 2005 event happening July 25-31. Watch this space for more details on "The World's Greatest Aviation Celebration."

EAA's Insurance Program has expanded with the addition of insurance for students and renters. This non-owner insurance plan is Sport Pilot-ready. In addition EAA, and Falcon Insurance have developed an outstanding insurance plan for all types of aircraft including expanded coverage, service and great pricing for members. Call today for a free quote at 866-647-4322 or visit [www.eaa.org](http://www.eaa.org). EAA membership also includes preferred rates on other lines of personal insurance.

With the new Sport Pilot movement, EAA's technical team is the leader in helping all aviators understand what the new ruling means and how it helps reduce the traditional time and cost barriers associated with training and aircraft ownership. We have a special brochure series that answers many of the questions members have on this topic. If you'd like to receive this information or have a question on Sport Pilot, please don't hesitate to give us a call or visit the website at [www.sportpilot.org](http://www.sportpilot.org).

Another new benefit of EAA membership this year is unlimited admission to the EAA AirVenture Museum in Oshkosh. That's right all members can visit the museum as often as they like-- at no additional charge.

The EAA membership umbrella includes the wonderful ability to join a local chapter and participate in all of its activities. Plus, EAA members also have the opportunity to join one or all of EAA's affiliate organizations: EAA Warbirds of America, EAA's Vintage Aircraft Association, and the International Aerobatic Club division of EAA. Plus, an affiliate of EAA is the National Association of Flight Instructors. The EAA Homebuilt Aircraft Council reaffirms EAA's commitment to its homebuilding roots. There's something for everyone!

With the EAA Flight Planner, EAA members can easily plan a VFR flight, view a route on current maps (including Sectional, WACs and other) check NOTAMs and weather, file with DUATs and many other functions. This \$50 value is free for EAA members, just check out the website at [www.eaa.org](http://www.eaa.org) for more information.

For individual services, EAA provides a wealth of educational and technical benefits. Access to pilot programs such as EAA Technical Counselors, Flight Advisors, Aeromedical Advisors, and Aviation Information Services representatives are ready to answer your aviation questions at 888/322-4636. EAA's education opportunities include SportAir workshops held around the country – the perfect place to learn about aircraft building and restoration. Call 800/967-5746 for all the details.

Working with kids via the EAA Young Eagles program gives the next generation of aviation enthusiasts the chance to take to

the sky. EAA members provide an introductory flight experience for kids aged 8-17 – members have flown more than 1,100,000 Young Eagles since the program's inception. Call 877/806-8902 for more information. EAA's Air Academy aviation camps provide a resident camp at Oshkosh headquarters for youth who are aged 12-18 interested in aviation. Reach the Air Academy at 888/322-3229.

Finally, the discounts! Great deals and discounts for EAA members abound: you can save on everything from member discounts on Ford vehicles, John Deere equipment, Hertz car rentals, travel services, and even a preferred rate on the EAA VISA® credit card.

For more information on any of your EAA membership benefits we're at your assistance on-line at [www.eaa.org](http://www.eaa.org) or in person at 800/JOIN EAA (800/564-6322.)

# EAA CHAPTER 55 – MEMBER PROFILE FORM FOR:

Name: \_\_\_\_\_ Spouse's Name: \_\_\_\_\_

Email Address: \_\_\_\_\_

What year did you join Chapter 55 ? \_\_\_\_\_

Are you a Veteran ? \_\_\_\_\_ If yes, military branch ? \_\_\_\_\_

Service started: \_\_\_\_\_ Ended: \_\_\_\_\_ VFW? \_\_\_\_\_

Current FAA licenses and/or rating(s): \_\_\_\_\_ and/or

Working toward license/rating(s): \_\_\_\_\_

When did you start flying? \_\_\_\_\_ Info regarding plane you currently fly: \_\_\_\_\_

Info regarding any projects you are currently working on: \_\_\_\_\_

Information regarding aviation related activities you would like to share?

Any other information about yourself you would like to share with members?

Bring to meeting or email to: kv\_vand@core.com  
Snail Mail to: V. Vandebelt; 4870 Walker Road; Leslie, MI 49251

Feel free to use reverse or below if you wish to write your own profile.