

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

FEBRUARY 2007



## Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar - Mason Jewett Airport – 643 Aviation Drive, Mason, MI 48854  
Pres: Bill Puroskey 214-2729 Vice Pres: Tom Botsford 663-1318 Treas: Sharron Hacker 623-6476  
Secr: Del Johnson 676-2756 Editor: Warren Miller 393-9385 (all Area Code 517) [www.EAA55.org](http://www.EAA55.org)

### Climb and Maintain Flight Level 55

Wow! Talk about weather changes. From a very mild winter to the real deep freeze! Such is the life of a Michigan resident. One good side of this cold weather, if there is a good side, is that the performance of the airplane is fantastic in the cold. That is, assuming you can get it started. So get out there and fly.

As you attend the meeting this month, note the tremendous amount of work done to make our meeting room presentable and comfortable. The ceiling has been textured to make it look nicer and act better acoustically (Doug Koons, Jim Cushing, Ken and Vickie Vandenbelt, and Gary Long). The lights were all removed and cleaned (Doug Koons, Ted Lakin, Greg Hover, Ernie Lutz, George Moore and Joe Pirsch). The kitchen and the walls were all painted (Al and Julie Spaulding, Deb and Dave Groh, Drew Sequin, Dave James, Tom Botsford and Karen, Bill Bezdeck and his wife, Jim Spry and Jack Toman). When the days were long, we all had lunch together in the torn up meeting room. We still have some finishing touches to do but by and large the job is done. Our next challenge will be to paint the storage room and the restroom. I'll be getting back to you to let you know when that will happen. In the meantime, we owe a great amount of thanks to those listed above for their unselfish use of their time and energy for our benefit. Thanks to all. In the event that I missed anyone's name in the above, please accept my apology and I promise to get it right next time.

I want to also draw your attention to our Dayton Tour to the Air Force Museum coming up in March. Your payment must be in by 17 February for the trip on 17 March so we can commit to the bus company. Don't miss this one, it will be great! The Chapter is underwriting every member \$10 to help keep the cost to our members as low as possible. Even though we are up for a long day, you have ample time to catch up on your sleep on the bus going and coming. See Bill Bezdek with your payment asap.

The Great Lakes Aviation Conference has just ended and I hope many of you attended. This was the 7<sup>th</sup> year for this conference but the first year in a new venue at the Rock Financial Showplace

in Novi, MI. The exhibits were all together in one room that was brightly lit and nice and warm. Exhibitors like Cessna Aircraft, Duncan Aviation, Wicks, AOPA, FAA and too many more to mention were there. There were over one hundred seminar sessions on just about any subject dealing with aviation. If you missed it this year, put it on the calendar now so you don't miss it next year. The dates are not yet confirmed but you can bet on the first weekend in February as the ball park date. EAA Headquarters supported our Chapter and our booth was co-located with Chapter 113 from the Benattal Airport near Plymouth, MI. The committee is already starting to plan the next one. If you have any input with regard to what you would like to see there, please contact me at your convenience.

I am looking forward to a clear and cold February where the flying weather will be excellent. So keep the dirty side down but by all means get up in the air.

Bill Puroskey, President

**Board of Directors Meeting  
February 7, 2007, 7:30 pm  
Chapter Membership Meeting  
February 10, 2007  
Breakfast 8-9 Meeting 9:30 am**

### BREAKFAST W/CHAPTER 55

<u>February</u>	<u>March</u>
Rick Farrell	Ray Fink
Joe Pirch	Leo Holmes
Tom Schroeder	Doug Koons
Bob Smith	Ted Lakin
Bart Smith	Mary Schwaderer
Connie Stewart	Jim Schwaderer
Phil Tartalone	Mark Stanton
Leah Voelker	Ken Vandenbelt

## **EAA Chapter 55**

### **Board of Directors Meeting, January 10, 2007**

Bill Purosky called the board meeting to order at 7:30pm. →Tom Botsford and Doug Koons were acting as proxy's for Chuck and Sharron Hacker respectively. Others present were Bill Purosky, Dave James, Bill Bezdek, Vicki & Ken Vandenbelt, Debbie and Dave Groh, and Del Johnson. →The December minutes were approved as written. Doug Koons reported a net income of \$-1,188. The total cash asset figure was not available. A motion was approved to accept the preliminary treasurer's report. →It was reported that Vevay Township hall has been reserved for the 2007 Christmas party. →Discussions followed about costs for meeting room renovations including chair replacement costs, acoustical (sound deadening) options involving ceiling and carpeting, and the cost of replacing of light fixtures. →A motion was made and accepted to authorize the expenditure of \$500 for paint supplies. →Another authorized expenditure of \$250 was approved to purchase flight line vests with Chapter 55 logo printed on them. →The bus trip to Dayton, Ohio was discussed. A motion was made to subsidize \$10 of the bus cost for each Chapter member in good standing who has paid his or her 2007 dues on or before February 15, 2007. The motion further stated that the bus fee is non-refundable, unless the trip is canceled by the board, but can be transferred to another person. If the transfer were made from a member to a non-member the \$10 subsidized fee would have to be paid prior to boarding. The motion passed. →The Chapter audit will not be completed until after the 2006 books have been closed. →It was reported that there is often a problem with the cooking crew not doing cleanup. Discussions followed on how to better organize the breakfast crews. → The meeting adjourned at 9:50pm.

## **EAA Chapter 55**

### **Business Meeting, January 13, 2007**

•Bill Purosky called the meeting to order at 09:30 •Copies of the Secretary's minutes for the 9 December General Membership Meeting had been distributed earlier that morning. A motion was made to accept these minutes, and was passed unanimously. •Sharron Hacker's proxy had been assigned to Doug Koons, and Charles Hacker's proxy had been assigned to Tom Botsford for the winter season while the Hackers are in their winter home. Both Doug and Tom were present at this meeting. •The Treasurer's report was not yet finalized due to the December bank statement not having been received at Hacker's winter residence in Florida. Doug Koons, acting in Sharron's stead as Treasurer, reported expenses exceeded income by \$2,706 in December, and \$1,188 for the year. This was primarily due to the cost of the new roof. A motion was made and approved to accept Doug's report. Bill stated that we were now accepting annual dues, and that they must be paid by 14 February. To be a Chapter member you must first be a National EAA member. To be a Chapter family member one must first be a National family member. •Bill asked that the Young Eagles Coordinator begin scheduling work for the upcoming summer. •Bill Bezdek reported on the motorcoach trip to the Air Force Museum in Dayton, Ohio, on 17 March. The Board had decided to reduce the cost to local Chapter members to \$30. Neighboring chapter members, family not members of the

local Chapter, and friends would be charged the full \$40. A change in the published schedule was made by the Board regarding breakfast. It was decided that a sit-down breakfast in Findlay, Ohio would take too much time. The Chapter would investigate supplying breakfast items to be eaten on the bus after a bathroom break at an Interstate rest stop. •Phil Tartalone reported on the upcoming GLIAC event at the Rock Financial Center in Novi on 2-3 February, discussing the agenda and featured speakers. Chapter 55 has a booth next to one from Chapter 113. EAA national is paying the cost of our booths. Bill Purosky called for volunteers to man the booth and cook a pancake breakfast on Friday morning. He passed around a sign-up sheet. •Six breakfast cooking crew members were acknowledged. A new effort to assign a crew chief whose job it is to contact the other crew members and assign duties worked well today. •Two visitors from Chapter 1060 in Grand Ledge were acknowledged, and one guest. Four new members joined today and introduced themselves. •Bill Purosky will order Aircraft Spruce and Specialty catalogs in response to an announcement in the National EAA newsletter of free catalogs to Chapter presidents requesting copies for the members. The first planning meeting for Mason Aviation Days 2007 will be held in the airport office on Wednesday night, 17 January, at 19:30. •Steve Zell described his efforts for the past three years to catalog all of the private airstrips in Michigan. He now has a printed list available for sale for the cost of \$22. 537 airstrips are currently cataloged, with several more awaiting addition to the list. •Bill Purosky called for a Chapter program coordinator to find interesting and pertinent topics, speakers, and programs for our monthly general membership meetings. •Al George spoke about Light Sport Aircraft training facilities, and distributed a list of aircraft manufacturers. •Bill Purosky announced the Chapter 113 fly-in and pancake breakfast on 17 February, and posted their printed flyer. •A question about our letters to our elected representatives regarding aviation user fees was raised. Bill said we will address the preparation of these letters in more detail after the GLIAC conference. Congress will not raise this issue until later this year, so we have yet time. •The meeting was adjourned at 10:28.

## **TIDBITS, JANUARY 2007**

**By Vickie Vandenbelt**

### New Members:

We were pleased to welcome four new members at our January meeting = Bob Clark, Brian Sheffield, and Bruce VanFarowe were in attendance, along with Ed Crouse via mail from sunny Florida.

### Membership Renewals for 2007:

Just a reminder that dues for the year must be paid by 2/14/07 to avoid a lapse in membership.

### Cards & Games Night February 10<sup>th</sup>, 2007:

It's time for a mid-winter chase the winter blah's away night !! Nancy (Del) Johnson has generously offered to host a Cards & Games Night - Saturday - February 10th, 2007. Festivities will start at 6:30. The chapter (thanks to Nancy for cooking) will provide baked ham. If you want to bring a passing dish, it will not be turned away !! (or we accept donations to toward the meat cost if that is easier for you). Pop & water are available for purchase from the chapter frig or BYOB. It's always an evening of fun & laughter (and too much to eat) !! Please RSVP by 2/7/07 to Vickie [kv\\_vand@core.com](mailto:kv_vand@core.com) so we can have an idea on numbers..... Thank you.

### Something for Upcoming Months ??:

How about someone to host a Movie Night or Euchre Tournament in March or April???

### Travel Event:

Bill Bezdek has put together a great trip to the USAF Museum in Dayton, OH. Those making the trip will have a great opportunity to see a truly great museum.

### USAF Museum:

Like many museums, the USAF Museum relies on contributions of supporters and patrons. The museum does not charge an admittance fee, however, they welcome donations. Cash is always accepted but if you wish to have a record for IRS purposes, you might consider writing a check payable to The Air Force Museum Foundation which is a 501(c)3 nonprofit organization.

### Young Eagles Flyer:

We have set three dates for Young Eagle Rallies in 2007. The flyer is now ready and should be posted on the website for anyone to print and pass out to interested parties; post at work; or provide copies to friends, family or groups.

### 2007 Schedule of Events:

The calendar is already filling up !! In addition to the Young Eagle Rallies, our Dawn Patrol Pancake Breakfast will be 6/10/07 and we will host Mason Aviation Days on August 18<sup>th</sup> & August 19<sup>th</sup>. Another calendar note, Thunder Over Michigan has moved their date up a month - July 7<sup>th</sup> and 8<sup>th</sup> this year – and will headline the USN Blue Angels and “Mitchell Madness”.

### Mason Aviation Days (MAD) Planning Meeting:

Planning has officially commenced. Next meeting will be Wednesday, February 21, 2007 at 7:30pm. All are welcome to participate. Or - thoughts, suggestions, ideas or information can be submitted via Bob Smith, Bill Purosky or any officer/director. Once again, we will be actively pursuing sponsors of all types (monetary, supplies, door prizes, etc.) and would like to arrange for more exhibitors or display booths.

## **Young Eagles**

### **By Doug Koons**

We have set three dates for Young Eagle Rallies in 2007. The flyer is now ready and should be posted on the website for anyone to print and pass out to interested parties; post at work; or provide copies to friends, family or groups.

## **Notes from Cape Juby**

### **By Terry L. Lutz, Chapter 55**

#### **Flight Advisor**

Chapter member Jack Garner loaned me a book last summer, and I brought it with me to France for something to read. Despite being pleasantly busy, reading helps relax the mind and opens new vistas in thought. The title of the book is Low and Slow, An Insider's History of Agricultural Aviation, by Mabry Anderson. It turned out to be rather fascinating reading, and at the end there was a story connection to my own flying experience.

The first aerial application in history was flown from McCook Field in Dayton, Ohio, using a Curtiss JN-6H (yer Grandpa's Jenny), piloted by Lt. John A. MacCready. Using a hopper attached to the side of the fuselage beside the rear cockpit, observer Etienne Darmoy slowly cranked out the load of 100 lbs of powdered lead arsenate. It was the only compound available that killed most bugs when ingested.

Down South, the boll weevil had worked its way up from Mexico and was laying waste to the cotton fields of Louisiana.

Lead arsenate, and later calcium arsenate were being broadcast from horse drawn carts pulled down the rows of cotton. Early experiments with surplus DH-4 aircraft found that the dust compound had to be continuously agitated to provide continuous coverage, so much of the early research was to perfect an agitating device in the hopper.

This early activity caught the interest of the Huff-Daland Airplane Company, of Ogdensburg, NY. They designed an airplane specifically for dusting, and it started service in 1924. Powered by the 400 hp Liberty engine, and carrying 1000 lbs of calcium arsenate, it was called the “Petrel 31”. These airplanes in general were called “Puffers”, after the “huff and puff and blow your house down” story of the Big Bad Wolf. They even painted a logo on the side with a giant blowing dust on the earth.

As I tell this story, I want you to notice the names of the people and the companies involved, because many of them went on to make aviation history. In the cotton rich plantations of Louisiana, Delta Air Service was formed to take on crop dusting in a big way. Huff-Daland aircraft were being produced in Monroe, Louisiana to support the work. They fought Spring Army worms, which were terribly destructive, pushing them all the way to northern Ohio before the season was over. In 1929, Delta Air Service carried its first passengers.

As Delta Air Service grew, they began converting other aircraft to dusters, including Travel-Air 4000s, Waco 9s, and some Lloyd Stearman C3Bs. After WWII, they converted exclusively to the Stearman A75s, known to all of us as the PT-13 and PT-17 trainers. They continued crop dusting operations until 1966, long after Delta Air Lines had become famous carrying passengers. I don't know how many examples of a Huff-Daland airplane might still be in existence, but there was a restored example in a Delta Air Lines hangar in Atlanta some years ago.

Because this was still a new and evolving venture, crop dusters often used flying techniques and modified their airplanes outside the watchful eye of the CAA (early version of the Friendly Aviation Administration). When inspectors staged a surprise visit, one operator would casually walk over to an airplane and put a fuel can up on the top wing. Pilots returning from dusting operations would see the can and land somewhere else!

Another pioneer company was Mississippi Valley Air Service. They were some of the first to convert the Stearman from WWII trainer service into sprayers. This was due to the increasing use of hydrocarbons as pesticides, including some well-known names like chlordane, DDT, and 2,4-D. Another company was Mid-Continent Aviation. Founded by P-38 combat pilot Dick Reade, they converted and used Stearman aircraft for a long time, then realizing that the Stearman was outdated as a sprayer, converted them back to standard configuration (for a nice profit!).

Here is a part of the story you probably have not heard. In 1948, Fred Weick was working for Texas A&M, where he was Director of Personal Aircraft Research. Using Federal money, he designed and built the Ag-1 agricultural airplane. It was an all-metal, low-wing design, with spring steel landing gear. The Ag-1 was demonstrated across the south, and flown by hundreds of pilots. It cruised at 100, operated routinely between 60 and 90, stalled at 37, and carried 1200 lbs of chemical. You would expect nothing less of the guy who designed the Ercoupe several years earlier. The Ag-1 was just a prototype. Fred Weick moved on to Piper Aircraft, where he designed the Ag-3, which we all know commonly as the Piper Pawnee.

There is much more to the story, as Mabry Anderson follows the history of crop dusting down into Central America, west to California, through the Upper Midwest, and on to the East coast. He talks about the design of other ag aircraft such as the Snow, the Thrush, Ag-Cat, and the Cessna Agwagon. And he talks about people, which is where the book connects with me.

Back in 1972, I was a brand new wet behind the ears F-4 Phantom pilot flying out of Shaw AFB, SC. I was flying the Luscombe Silvaire Bullet each weekend, and one of those weekends I went to a fly-in at Santee, SC. Dolf Overton had established the Wings and Wheels Museum there. Dolf was a Korean War veteran, having flown the F-86 in combat. I was walking along the runway kicking tires, when I heard this great roar. Down the runway came a Vultee BT-13, with the prop in flat pitch. Between the rows of pine trees that lined the runway, it made a whale of a noise! The airplane was piloted by none other than M.B. Huggins. M.B. was a fixture around South Carolina, and I have a picture of him sitting on the wing of that BT-13, on that day. He has on an "Early Times" baseball cap. I thought, "Man, there's a guy that really likes the good old days!". I didn't know what Old Crow was, either.

It wasn't unusual to see M.B. enter the traffic pattern with a couple of loops and rolls, before he greased it on. After shutdown, he'd open the canopy and out would jump an old mongrel dog. He wore out 3 dogs flying like that. M.B. lived on the airport at Timmonsville, SC (for you old timers, yes, that's where Cale Yarbrough was from). In the old shack of an ops building were pictures from crop dusting in the very early years. I remember

very well the exhilarating views of an old Waco pulling nearly straight up in front of the trees after a pass at the cotton. M.B., it turns out, is one of the stories in Mabry Anderson's book. He started out at the old Delta Air Service, and then became one of the icons of the Red River Valley up in the Dakotas. He was the pioneer for testing and implementing 2,4-D on the wheat crop in that region.

I landed at Timmonsville one day in the Bullet, hoping to hear M.B. tell a few yarns about flying. He wasn't there, but the scene that unfolded is something I will never forget. I wandered over to his house, to find Mrs. Huggins at home. On the outside, the house was clapboard style and well worn by the heat and humidity of the South. But inside was the beauty and grace of the old South, in rich color with velvet trim. M.B. wasn't home, so I went back to the ops building and sat for awhile.

It wasn't long before I heard an airplane approaching, and before I could stand up, a Citabria buzzed the runway with a police siren going the whole time. M.B., you see, was deputized by the South Carolina Law Enforcement Division to search for moonshine stills out in the woods of that state, hence the siren. The word "SLED" was written on the side, and there were stories about M.B. landing in a field and making arrests on the spot. He pulled the Citabria back around for landing, and as he rolled down the runway, a group of a dozen or more stray dogs ran from behind the hangar that housed M.B.'s old Waco 10. They ran yelping after him, and followed the airplane all the way back to parking.

I sat back down and watched as he walked back to a spot alongside the runway, carrying some wood and an old pot. He started a fire and heated up a bunch of food for those dogs, who sat patiently in a circle for their dinner. Never did get to talk to M.B. Didn't need to. He passed away a few years later, but his memory lives on here and in Mabry Anderson's book.

After finishing my reading, I googled Mabry Anderson's name, hoping to send him an email about what great book he had written. I was a few months too late, as Mabry Anderson passed away on Thanksgiving Day, 2006.

As you can imagine, the flying over here is very interesting, and it gets more interesting as each day passes. After 9 flights in the A380, I was designated as Captain, and sent out to do some real flight testing. I have also been up near the Artic Circle doing some cold weather testing on the A320. But I will save those stories for next month, which is really this month, since I missed last month. Go figure! And don't forget to help your fellow pilot when they need it.



**PilotMall.com Open House and Fly-In**  
**Saturday, December 2, 2006**  
**Albert Whitted Airport, St. Petersburg, FL**  
By Dick Wilke

This was billed as the first annual PilotMall.com Open House. After calling several Chapter members, none of whom were free to go, I went on my own. However, I did run into Martin Sobel. The event started with a very nice breakfast buffet sponsored by the Albert Whitted Airport Preservation Society as a fundraiser. They also put on a nice lunch of hamburgers and hotdogs and all the trimmings. As you may know, Albert Whitted was saved by a vote of the residents of St. Pete, and now plans are underway for multi-million dollar improvements.

There were two forums in the morning, and four in the afternoon, all very worthwhile, I thought. Bill Cox, a ferry pilot who writes for *Plane & Pilot*, told some great stories about his experiences ferrying aircraft across the Atlantic and Pacific Oceans. He has made 195 trips, and some were pretty daring. Bill later talked about how to buy and refurbish a used airplane, which he has done for quite a few overseas clients, before delivering the airplane.

Max Trescott is an engineer and CFI who has done a DVD and book on flying the Garmin G1000. He is very knowledgeable, and was able to field all the questions from the audience, many of whom had flown with the G1000. He also talked about the art of IFR with the G1000.

Max Tutton talked about tax matters involving aircraft ownership. Among many subjects, he discouraged the idea of forming a Delaware Corporation to own your airplane, because he said the state people will still catch up with you.

Amy Laboda writes the Family Matters column for *Sport Aviation*, and has a long list of ratings and accomplishments for such a little woman. She is very perky and informative, and gave a comprehensive talk about preflighting for over water flights, including the tale of her own splashdown after takeoff from Key West. Fortunately all on board survived. She also gave a talk called "Ramp Check Rule Book", where she counseled to remain calm and polite, and go along with the FAA inspector's requests, even if it means a check of the airplane at a maintenance shop. She cited a case where a student of hers pulled off the mixture control instead of the throttle before touchdown, and stopped the engine. They coasted to a taxiway and restarted, but the tower asked her what happened, and an FAA inspector came out. He told her he thought her idle was not set correctly, and instructed her to have it checked. She called her boss, who owned the airplane, and he said to do it. The mechanic, as suspected, found nothing amiss, but it only cost \$20.00, and was less trouble than flying off and dealing with future problems with the FAA.

Between sessions there was time to wander through Pilot Mall and see all the good stuff they have in stock, while also looking at several new Cessna 172 and 182 TC's with G1000's. All in all, a rare opportunity to meet some interesting aviation personalities and learn something worthwhile.

U.S. SPORT AVIATION EXPO  
Sebring, Florida  
January 11 - 14, 2007

I invited my neighbor, Julius Smeltzer, a long-time aircraft and helicopter owner and pilot, to join me for the opening day of this excellent Sport Pilot and Light Sport Aircraft oriented show. Since he no longer has a current medical, I have been telling him about the options open to him under the Sport Pilot rule. When we arrived I dropped him off with EAA's Ron Wagner for his seminar "Sport Pilot - Now You Can Fly". I went on to Phil Lockwood's "Four Stroke Rotax Engine Seminar". Phil's Lockwood Aviation is a Rotax distributor, and he has written a number of very informative articles for EAA's Sport Pilot and Light Sport Aircraft magazine.

Sitting in front of me was Ed Crouse, my pilot friend from Okemos, Michigan, with his friend Landis, a retired Piper engineer who helped him build his RANS S-7 Courier. Phil covered the recommendations on coolants and lubricating oils, and touched on many of the maintenance procedures. (I made some notes on the 80 hp Rotax 912 if anyone is interested). Phil's company is conducting a series of two-day intensive maintenance schools at Sebring for owners who wish to maintain their own engines.

I returned on Saturday, and joined Ed Crouse for Ron Wagner's "Sport Pilot Medical Issues" forum. I was hoping for word that the "Catch 22" for those who have been denied a medical might someday be eliminated. No such luck, but I did learn that you may continue to appeal denial of a special issuance medical until the NTSB denies it. Ron said that EAA Aviation Services can help with information on how to re-apply.

Ron said that EAA believes they may eventually be able to get a driver's license medical approved for Private Pilot Day VFR, but this may take 3 - 5 years for them to have enough data to convince the FAA. The FAA has told Earl Lawrence, V.P. of Government Affairs that EAA risks losing the Sport Pilot program if they don't back off on this for now.

Ed Crouse and I visited the RANS exhibit and got some helpful pointers from Randy Schlitter about correcting rigging, and calibrating air speed indication. Randy had arrived with two S-7s and one S-6S, with new paint schemes, and all tail draggers.

Ed and I happened to sit across from the Cessna salesman at lunch, who was there with the new Cessna Sport Aircraft. He said they have not yet finalized their decision to proceed with production, but are getting close. I asked why they had used the Rotax 912S instead of the 100 hp Continental, which some others are using. He said it was a matter of saving weight. This is a very sleek and attractive airplane, but I told him I didn't care for the panel layout. He said they are continuing to work on that.

Among the many composite airplanes was the beautiful high wing tricycle gear Storm Rally LSA, which is made in

Jackson, Michigan, and marketed by Air Elite Aviation of Three Rivers, Michigan. This might be an interesting field trip for our Michigan members.

Two worthwhile pieces of literature I picked up were the EAA Sport Pilot Sourcebook, which contains a wealth of information on the Rule, the various forms of Light-Sport Aircraft, and maintenance and inspection requirements. Anyone who is interested in this should get a copy from EAA. Another was Learn to Fly - Become a Pilot from Gleim, which provides a lot of valuable information for anyone considering taking this giant step, including Gleim's Sport Pilot and Private Pilot Kits, and their Online Ground School! More information is available from [gleim.com](http://gleim.com) or (800) 874-5346.

Oh, and I saw our Wingtips editor, Warren Miller, on Saturday, and he joined Ed and me while we walked around looking at airplanes, until Ed took off in his S-7 Courier for Vero Beach.

**AGAPE FLIGHTS**  
100 Airport Road  
Venice, Florida

This Christian missionary non-profit organization owns a Cessna Grand Caravan, and makes weekly flights to the Dominican Republic and Haiti, carrying mail, food, clothing, shoes, and medical supplies to over three hundred missionaries working with the local people of those countries. They have just completed their move from the Sarasota/Bradenton International Airport to a larger hanger and offices at the Venice Airport. My wife, Joan, and I heard a presentation on their efforts at our church recently, and decided to attend the Open House yesterday, February 3.

A student pilot, John, took us on a tour of the mail room, the offices, and the hanger, where stacks of boxes filled with all sorts of necessities, including 34 boxes of children's shoes donated by our church, awaited loading onto the airplane. John then took us outside to the Grand Caravan, and I was allowed to climb on board to see the cockpit, cargo area, and even a potty at the aft end. All but the pilots' seats and two passenger seats had been removed to make room for cargo. The aircraft has a turbo engine, and the cowlings were open to allow a view of this impressive machine. With a 4000 lb. capacity, they can carry about 2500 lb. of cargo, depending on people and fuel. Agape Flights is sometimes able to take pilots or volunteers to help with their work, and some stay with missionary families for a week or two. Many volunteers help with the mail sorting, and packaging and loading of supplies. This is an incredible humanitarian effort.

We invited Jim and Merrelyn Brand, from Punta Gorda, to join us for the Open House and lunch afterwards. They are old friends from Michigan who used to have a dairy farm near Dimondale.

## **CHAPTER 55 CLASSIFIEDS:**

FOUND = men's jeans; size 44 x 30. Left in the storage rack of the chapter supply room. Contact VickieV at [kv\\_vand@core.com](mailto:kv_vand@core.com) to claim.

FOUND = One dark olive green sweatshirt jacket; one dark green cameo sweatshirt jacket; one dark blue nylon-like jacket, all hanging in the meeting room coat rack. Claim if you want them back.

HELP WANTED – program coordinator to set up programs for about six meetings per year. Basically need to facilitate ideas/contact information, and then coordinate with speakers to be at scheduled chapter meetings. If interested, contact Bill Purosky

FOR SALE – Wicks one inch seat cushions, blue, with front map pocket. Set of 2, like new. \$120.00. Contact Patrick Salow 517-565-3178

WILLING TO LOAN – Jigs & Fixtures for a Zenith 701. Contact Chuck Hacker 517-623-6476

FOR SALE – Chapter 55 Hats, \$15.00 each, see Sharron Hacker

FOR SALE – Zodiac inflatable boat 10'2" limited edition. Wood floor, 1100 lb. Capacity, up to 10 hp outboard motor. Excellent condition. \$800.00 Contact Tom Botsford 517-256-4381

FOR SALE – Franchi 12 gauge semi-auto shotgun in new condition. Contact Tom Botsford 517-256-4381

FOR SALE – Avon Products & Natural Beauty Soaps. For a copy of the latest brochure, contact Deanna (McCreery) McAlister 517-596-2506 or visit [www.naturalbeautysoaps.net/deanna](http://www.naturalbeautysoaps.net/deanna)

WE COULD HAVE INSERTED YOUR AD HERE! If you have a FOR SALE or TRADE or WANTED or NEED TO BORROW or FREE TO GOOD HOME, etc. – we have space in our newsletter. Contact Warren or Vickie for the next edition!

## **POCKET CALENDAR**

4/17/07 to 4/23/07 Sun-N-Fun; Lakeland, FL

6/9/07 EAA Chapter 55 Young Eagles Rally; 9am to 3pm

6/10/07 EAA Chapter 55 Dawn Patrol Pancake Breakfast

7/7/07 & 7/8/07 Yankee Air Force Thunder Over Michigan; featuring USN Blue Angels; advance tickets are already on sale on the Thunder website with substantial discounts for early purchase.

7/14/07 EAA Chapter 55 Young Eagles Rally; 10am to 2pm

7/23/07 to 7/29/07 AirVenture; OshKosh, WI

8/11/07 EAA Chapter 55 Young Eagles Rally; 10am to 2pm

8/18/07 & 8/19/07 EAA Chapter 55 Mason Aviation Days

8/25/07 & 8/26/07 Gratiot Community Airport, Alma, MI; B25; P51; T6's; Gene Soucy Airshow

8/25/07 & 8/26/07 Mid-Eastern Regional Fly-In; Marion, OH

9/28/07 thru 9/30/07 Michigan Air Tour 2007 (final stop Mason Jewett Airport !!)

12/8/07 Chapter 55 Christmas Party; Vevay Township Hall

additional listings available at

[www.mdot.state.mi.us](http://www.mdot.state.mi.us) Events Calendar and [www.flyins.com](http://www.flyins.com)