

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

APRIL 2007



Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar - Mason Jewett Airport – 643 Aviation Drive, Mason, MI 48854
Pres: Bill Purosoky 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

Climb and Maintain Flight Level 55

Wow! March went out like a lion and April is trying to be as cold. Can you remember a year when Easter had snow on the ground and the high temperatures did not reach the freezing point? Old man winter is not giving up easily. Well, we can only trust that warm weather is on the way.

In spite of the cold and the wind, the Garmin Seminar held on the 4th of April at Beacon Aviation went very well. I know that Garmin was happy with the attendance and that Beacon was also pleased with the number of pilots who attended this first try at one of these vendor sponsored events.

Chapter 55 served about 125 dinners and had no complaints from the “eaters”. A lot of thanks go to many members of the Chapter. Set up and take down was handled by Doug Koons and Tom Botsford. Debbie Groh made the cole slaw from scratch and it was the hit of the dinner. She also supplied the bacon bits that were added to the baked beans. Vickie Vanderbelt helped serve and Ken took care of the drink table and watched over the cookies that were for dessert. The supplies were “guestamated” about right so Karen didn’t have to run to the store but helped serve on the line instead. Dave Groh helped with tables and chairs and even brought some of his own from his hangar. Steve Spaulding and Lloyd Brown helped on the cleanup amongst others. Other members like Ray Fink, Joe Pirch, Roy Thelen, Gilbert McKessy, Ernie Lutz, and Tom Schroeder attended and helped out when and if needed. If you were there and I forgot to mention you, please accept my apologies. The work load was spread out and the evening went fast and smooth.

I think that I learned more about the Garmin 430 that I use in the couple of hours of this seminar than I have in the last 5 years. And best of all, I think that a good time was had by all.

Unfortunately, I missed the trip to the Dayton Air force Museum but I understand that it was well attended and enjoyed by all who attended it. I am looking forward to hearing all about it. On my vacation, I had the opportunity to visit the relatively new Smithsonian Museum at the Dulles Airport near Washington DC.

I recommend that anyone who has the chance to see it should take advantage of it. It is well worth the visit.

Don’t forget that we are continuing to meet on the third Wednesday evening of every month to discuss and plan the Mason Aviation Days event. Come join us and have some input. The date this month is the 18th of April at 7:30 pm probably at Connie’s terminal building. If it is warm (silly thought), it will be held in our hangar.

Also remember to get into the air this month if at all possible and keep the dirty side down.

Bill Purosoky, President

EAA Chapter 55
Board of Directors’ Meeting
7:30 pm, April 11, 2007

Membership Meeting
Saturday, April 14, 2007
Breakfast 8 to 9 – Mtg 9:30 am

BREAKFAST W/CHAPTER 55

<u>April</u>	<u>May</u>
Dennis Hall	James Andrews
Robert Harter	Jim Cushing
Richard Houghton	Bartley Dixon
Jennifer Huldin	Andy Hartsuff
Deanna McAllister	Gilbert McKessy
Don McAllister	Chris Myers
Gary Nesbitt	Robert (Bob) Noelp
Dan Schiffer	Jim Spry
George Spencer	Al St. George



March Cooks: Ken Vandenbelt, Mark Stanton, Frank Balluff, Jack Toman, Doug Koons & Ted Lakin

EAA Chapter 55

Board of Directors Meeting March 7, 2007

Bill Purosky called the board meeting to order at 7:30pm.

Attendees: Bill Purosky, Vickie & Ken Vandenbelt, Doug Koons, Dave & Debbie Groh, Bill Bezdek, Dave James, Gary Long, Tom Botsford and Del Johnson. Proxy designees Tom Botsford and Doug Koons represented Chuck and Sharron Hacker, respectively.

→The minutes were approved as published in the newsletter.

→Doug Koons reported an end of the month balance of \$16,135 and a profit of \$407, which included monies, collected for the bus trip. The year-end financial report has been sent to Joe Pirch. It was noted that there are no details in the treasurer's report that track the flow of money into and out of the scholarship and library funds. The Treasurer's report was approved. Doug also reported that 22 past members still have not paid their 2007 dues. →A motion was made to authorize \$150 additional expenditure (\$250 previously authorized) for the Chapter vests. The motion was approved. →The bus trip was canceled because there was insufficient interest. However, the trip has been reorganized to use private vehicles to transport the group rather than charter a bus. A motion was made to pay \$10/member for the trip to Dayton to help defray the cost of gas. This is limited to the members that originally signed up for the bus trip by the cutoff date. The motion passed. →Bill Purosky reported on his visit to Chapter 113. This Chapter 113 recently purchased chairs at a cost of \$31.40 each. →A motion was made to authorize the expenditure of \$100 for materials to enclose the ceiling lights. Another motion was made to authorize the expenditure of \$350 for materials and shelving for the storage room and bathroom. Both motions passed. →Bill Purosky reported that 12 rooms had been reserved for MAD at a cost of \$93 per night. Bill also reported on the agreement with Beacon Aviation to supply dinner (hot dogs, BB pork sandwiches, cole slaw and soft drinks for the April 4th Garmin training event. The Chapter will receive \$7 per person. A motion was past to spend up to \$3.50 per person for supplies for the dinner. →Bill Purosky reported that Doug Simons is renting space in the hanger for the rest of the winter (2-3 months). →A motion was made and passed to award both 2006 scholarship recipients and Leah Voelker honorary membership status. →Tom Botsford reported on the opportunity to purchase City of Mason banners that would include our Chapter name. These would be display on light posts around the City. The decision was tabled until the membership meeting. Note: On Saturday, March 10th, a motion was mate to purchase one banner. Tom Botsford, Del Johnson, Bill Bezdek, Debbie Groh, Dave James, Vickie Vandenbelt and Doug Koons

where present for the vote. →There was a short discussion of the 2007 budget including the MAD costs. The Board meeting adjourned at 9:40pm.

EAA Chapter 55

Business Meeting, March 10, 2007

Our Vice President, Tom Botsford, called the meeting to order at 9:30am. The General Membership minutes were approved as published in the newsletter. → Doug Koons reported an end of month balance of \$16,135. A motion was made and passed to accept the Treasurer's report. →Vickie Vandenbelt noted that the minutes were incorrect in listing her as Mason Aviation Day (MAD) Coordinator. She only volunteered to coordinate the Dawn Patrol event. →It was announced that the Bus trip to Dayton had been canceled but that the Board had authorized payment of \$10/member, as gas subsidy, for those that signed up and are now planning to make the trip by private vehicles. →MAD was discussed. Bob Smith asked people to sign up for their favorite work duty. It was announced that we are looking for sponsors to help defray the cost of the event. Sponsors contributing \$500 or more would be eligible for a free B-25 or T6 ride during the weekend activities. →Volunteers where requested to assist with providing dinner for the Garman/Bacon Aviation Seminar on April 4th. →Dave Groh announced that the Capitol Regional Airport Authority's new rules regarding aircraft maintenance restrictions at Capital City Airport is being contested and that a public hearing is scheduled on Tuesday, April 3rd. It was agreed that an email should be sent out to the members providing more details on the issue. Members where encouraged to attend the public hearing. →Doug Simons thanked the Chapter for the flowers that were sent for his fathers passing. →Al St. George discussed publications that were available for Sports Pilots and a list of instructors. Ernie Lutz reported on Terry's scheduled flight of the Airbus A380 to New York from Frankfurt Germany. Terry was expecting to be the first pilot to land an A380 in the United States. →Ted Lakin suggested that we consider replacing the furnace and repaint the outside of the hanger for future projects. →The meeting adjourned at 10:15.



TIDBITS, JANUARY 2007

By Vickie Vandenbelt

News from Jackson County Airport:

Effective March 2007, the main frequency for ATCT will be 128.475. The old frequency experienced interference problems with an air traffic control tower in Springfield, Ohio primarily in the summer months.

2007 Honorary Members:

Recently the Board granted three honorary memberships. Leah Voelker, who has been a member for several years, is serving in our military. Jason Fry and Mathew Davis were recipients of our Newberry Aviation Scholarship in 2006. Both Jason & Matt have sent notes expressing their appreciation and look forward to our news.

Mason Aviation Days (MAD) Planning Meeting:

The next planning meeting is scheduled for Wednesday, April 18, 2007 at 7:30pm. We are looking for exhibitors. Again, if you have ideas or contacts we should pursue, let us know.

Work Schedule for Dawn Patrol (June 10th) & Mason Aviation Days (Aug 18th & 19th):

See Vickie to sign up for work shifts at the Dawn Patrol. See Bob Smith to sign up for work shifts at Mason Aviation Days.

Flyers-Flyers-Flyers:

Flyers for our Dawn Patrol Pancake Breakfast and Mason Aviation Days and Young Eagle Rally's are now available. There should be a supply available in the meeting room and up at the airport terminal. If you need a supply to pass out at fly-ins or other events, let me know and I can provide. If you want an email copy to send family or friends, I can send. Or you can go to our website and print or download your own.

Michigan Aviation & Aerospace Teacher Workshop:

This year's workshop will be held 5/19/07 from 8am-4pm at Capitol City Airport. Chapter 55 has committed to having a booth. They would welcome as many planes as we can bring – I just need to sign you up. And we will need workers to man the booth throughout the day.

50/50 Drawing – Library Funds:

Our March drawing raised \$32.00 for the library plus a matching donation from Doug Simons. Thank you, Doug!!

Mason Area Chamber of Commerce:

Chapter 55 has joined other community members in the purchase of a downtown streetlight banner. The banners with Experimental Aircraft Assn. will be on display the summers of 2007-2009.

MACC Newsletter:

Speaking of MACC, the front page of the April newsletter has a little article informing chamber members of the recent exploits of our member Terry Lutz. The newsletter should be available on the www.masonchamber.org site soon.

Young Eagles

By Doug Koons

There's nothing new to report.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

A small page was written into aviation history with big airplanes on March 19, 2007, when two A380 aircraft landed for the first time in the United States. At 0500L Toulouse time, A380 s/n 001,

registered as F-WWOW departed Toulouse, France for Los Angeles International Airport, with a crew of 4 pilots and 3 engineers. Four hours later, A380 s/n 007, registered as F-WWJB departed Frankfurt, Germany for John F. Kennedy Airport in New York, carrying 458 passengers and a combined Airbus-Lufthansa cabin crew of 32, for a total of 490. Each airplane had a telephone number assigned to it, so the two airplanes could remain in contact via Satcom to manage cruise speed such that the landings in the United States would be within minutes of one another.

Planning for the trip had begun a few months earlier. Since I am the only American test pilot here at Airbus, I hoped to be included as one of the pilots. The New York-bound flight was the first leg of a broad effort to operate the A380 on routes that will be flown by Lufthansa. The planned routing over a 9-day period would take F-WWJB on the following routes: Frankfurt to New York, New York to Chicago and return, New York to Frankfurt, Frankfurt to Hong Kong and return, and finally Frankfurt to Washington, DC and return. The total flying time, including Toulouse to Los Angeles and return, plus 2 VIP flights, was 67+30.

Seven different crews totaling 16 pilots would be required, along with an almost equal number of engineers and technicians. I was selected to be part of the crew for the flight from Frankfurt to JFK. The first two Lufthansa pilots had been trained in both the simulator and the airplane. They would be the crew to take the airplane from the gate in Frankfurt, across the Atlantic, to the beginning of descent in US airspace. The FAA had placed several restrictions on the airplane while operating in the US and one of them was that all the flying had to be done by Airbus test pilots. I was graciously given the privilege of making the landing at JFK by the Airbus Captain of the flight, test pilot Wolfgang Absmeier.

March 19th was a cool and cloudy day in Frankfurt. After several days of warm weather, a winter weather pattern had settled onto the European continent. The Lufthansa Captain, Jurgen Raps, noted that when he left his home north of Frankfurt, a mixture of rain and snow was falling. Growing clouds mixed with bright sunshine were apparent as we traveled by bus from the Lufthansa crew facility to Gate 5E where the airplane was parked. It had arrived two days earlier, and gone through several ground handling tests over the weekend, including three complete boarding tests with 500 passengers through jet bridges that connected to both the upper and lower decks.

LH 8940 was set to push from the gate at 0855, but there were some problems with the SuperTug that was supposed to push the super airplane off the gate! The engineer on the ground quickly solved the problem, and we moved off the gate at 0859. Spectators lined the roof deck of the Frankfurt terminal as we pushed back and started engines. Captain Raps and First Officer Reimann Muller checked both sides of the airplane, received the wave off from the ground crew and began the short taxi to Runway 25R.

As we approached the runway, Frankfurt Tower issued our takeoff clearance. Captain Raps turned smoothly to line up on

the centerline and brought the thrust levers up to the Flex/MCT detent for takeoff. Our weight was 1,031,000 lbs, including 297,000 lbs of fuel. We would have enough fuel on arrival for a diversion to Washington Dulles Airport, our filed weather alternate. Speeds for takeoff were: V1=139, VR=158, and V2=164. Even at that weight, full thrust was not required for takeoff! A Flex thrust setting equivalent to an outside temperature of 49C (120F) was used that provided excellent runway performance while conserving engine life.

On initial climb, I noted a large area of weather on the radar and visually, just to the left of our flight path. We were soon cleared for a right turn along our westbound route of flight, and quickly left the weather behind. After flying west across Germany and Belgium, our routing took us over England and we had a clear view of the River Thames and the outskirts of London. Our 8 hour, 30 minute flight was assigned NAT Track B, and we received our oceanic clearance from Shanwick just east of entry point DOGAL.

Even though there were lots of clouds and a few glimpses of the ocean, the weather was excellent for the crossing. We anticipated some turbulence from a jet stream soon after crossing into oceanic airspace. Light to moderate chop began and we noted the wind speed go from 28 knots to 168 knots from the northeast. But once the wind had stabilized, smooth ride conditions returned. The wind gradually subsided to about 50 knots, and at our cruise speed of 0.85 Mach, the flight management system calculated that we would arrive ahead of schedule at JFK. Our flight plan winds represented the average wind velocity (normally a headwind of about 110 knots) at this time of year. We contacted F-WWOW on the Satcom to compare arrival times. They would arrive quite close to the scheduled time of 0930L PDT, so we adjusted our speed down to 0.83 Mach to match their time.

Arrivals at JFK can be via several routings, depending on the runways in use for arrival and departure. Our arrival time was based on flying over the airport and entering a downwind queue for the arrival runway. But it soon became apparent that the JFK controllers were planning for a direct entry to downwind from the east, to land on Runway 22L. As we began our descent, the Lufthansa pilots swapped seats with us to comply with the Special Flight Authorization issued by the FAA. They had done a superb job with the airplane. Combined with many hours in the A340 and many years of oceanic flying, the flight had been expertly commanded by Captain Raps. Now it was up to us, and (gulp!) ME in particular, to make the airplane look really sharp for the landing at JFK.

With the direct routing, we were still going to be early compared to the Toulouse to LAX flight. We asked New York Approach for delay vectors so the approach could begin at about 1215 with touchdown at 1230. We had descended all the way to 5,000', and on a beautiful, clear afternoon enjoyed an impressive view of the entire length of Long Island. Judging from the comments received from our many visitors to the airplane, the sight from the ground was equally impressive!

The landing would be on Runway 22L, which is the only 50 meter (150 foot wide) runway at JFK. At 8400' long, it's also the shortest runway at JFK. Runway width and length were of no real

concern for us, but during the landing briefing, we planned to exit the runway at Taxiway J. That effectively made the runway 6300' long. It turned out to be a great demonstration of the slow approach speed and excellent braking performance of the A380. Our weight at touchdown was 386.0 metric tons (about 849,000 lbs), which is just under the maximum landing weight of 391.0 metric tons. The computed final approach speed was 138 knots. I planned and briefed the touchdown very close to the ILS touchdown point, leaving about 5300' to decelerate and turn off onto Taxiway J. With the autobrakes set to position 2 (medium autobraking), we were set for the landing.

When we advised JFK that we were ready to start the approach, they began to vector other airplanes on the downwind to land on the parallel, Runway 22R. It wasn't immediately clear why they were doing this, but the effect was to get us to the runway a little quicker. We were vectored to intercept the final from about 2000' agl, leaving very little time to get fully configured and established on the ILS glide slope. Fortunately, we had anticipated this, and I had the airplane nicely slowed down.

At about 1000' agl on final, JFK tower advised us that there were two cars doing a runway check on 22L (they were looking for any debris that might affect our arrival). We would not be cleared to land until they were off the runway. At about 400' agl the cars were clear and JFK Tower gave us landing clearance. The timing was close enough that on short final I re-briefed the missed approach procedure, just in case.

Touchdown was smooth and perfectly in the center of the large white aiming point markings in the touchdown zone. I gently lowered the nose and selected reverse thrust on the no. 2 and 3 engines (the A380 only has reverse on the inboard engines). Autobraking ramped in nicely, and the next time I noted the airspeed, we were passing 100 knots with plenty of room to stop and make Taxiway J. So I de-selected the autobrakes and stowed the reversers passing 70 knots, which allowed the turnoff with just light braking. Since we were about 15 minutes ahead of the other airplane, it was the first-ever landing for the A380 in the United States!



We planned to taxi down Taxiway J, across Runway 22R, and continue on Taxiway A to Taxiway N, and into the gate. The JFK controllers wanted us to use Runway 31L for taxi, so we made the transition to Runway 31L. From there it was an easy taxi to Taxiway N, and to the gate.

As we passed 22R, I finally had the chance to look around at the swarm of helicopters with their news crews covering the arrival live on the noon news programs in New York! The ramp was lined with all kinds of vehicles, and every person we could see had a camera to record the event. At some point during taxi, the Lufthansa pilot behind me slid the window open and extended the American flag. That moment was captured in history by a great photograph in USA Today.

One thing you notice after hundreds of landings as an airline pilot is that no matter what kind of touchdown you make, it's always perceived differently in the cabin. You can make an absolutely world-class, super-smooth touchdown, and nobody will notice. Then there are cases when your landing is simply average, and people greet you when leaving and say what a great landing it was. On one memorable occasion, I plunked down on the runway in North Dakota, and while taxiing in, I heard the Lead Flight Attendant say over the PA, "Ladies and Gentlemen, welcome aboard the USS Bismarck!" USA Today reported my landing at JFK as "hard, but spot-on". No damage to the runway; minor damage to pride...

That afternoon, we held an open house on the airplane, and hosted a wide variety of news organizations, airline executives, and people from every organization that makes JFK really work. Many of you may not be aware, but after the September 11th attack on the World Trade Center, Airbus purchased and donated rescue vehicles to Rescue One and the NYPD. Firefighters and police officers from the City made a special effort to bring those vehicles to the airport, and display them proudly in front of the airplane. I really can't say enough about the welcome we were given by the people of New York. Every single agency sparkled with a display of professionalism that every American should take pride in.



© AIRBUS S.A.S. 2007 - photo by erm company / P. MASCIET

The following Wednesday, I flew the airplane again as the Captain for a special VIP flight out of JFK. Before our guests were boarded, New York Mayor Michael Bloomberg paid a visit to the flight deck, and I had about 15 minutes to show him our office and talk airplanes. Mayor Bloomberg is an impressive man, and very aviation oriented. He told us he had just ordered another Falcon 900 business jet, but really preferred to fly his Augusta helicopter. Mayor Bloomberg will be also be one of the first customers to purchase and fly the civilian version of the Tiltrotor. We were sorry he couldn't join us for the flight.

The flight was planned from JFK, out to the oceanic boundary 200 nm to the east, and back again to JFK. It was another beautiful day, with excellent visibility. Due to traffic flow at the New York area airports, and sensitivity about flying close to the city, we couldn't over fly New York itself. But when we descended into

the terminal area for arrival, we were cleared to fly the Canarsie VOR approach to Runway 13R. Leveling at 1000', our passengers had an outstanding view of New York from about 4 miles out. We requested and flew a low pass down the full 14,000' of 13R. It was a parade pass at 160 knots, so everyone could get a good look and some great pictures.

After landing on Runway 04R, we taxied back to our parking stand and shut down. As the engines wound down, I had to pinch myself that flying the A380 into New York for the first time was not a dream. While it will prove to be just a small step for the A380, it was one giant leap for an American pilot working at Airbus. My sincere thanks to Airbus, and to all of you for the good thoughts and wishes I received in almost a hundred emails over the last few weeks. I wish all of you could have been onboard to share the experience.

So hey, is it Spring, or what? IF the weather decides to check the calendar and stop ignoring signs of global warming, it will be time to remove the winter time rust and get back in the flying groove again! So fly safe, and don't forget to help your fellow pilot when they need it. I'll be back home for the May chapter meeting, so fire up that electronic projector gizmo because I might just bring some pictures!

CHAPTER 55 CLASSIFIEDS:

CHAPTER 55 - CLASSIFIEDS:

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

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

WANTED TO BUY – Cessna 210; retractable gear. Contact Doug Green 601-265-0009 or coffee-break@hotmail.com

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

FOUND = men's jeans; size 44 x 30. Left in the storage rack of the chapter supply room. No one has claimed them yet. Contact VickieV at kv_vand@core.com if you think they are yours. If not claimed, will be donated to charity.

FOUND = One dark olive green sweatshirt jacket; one dark green camo sweatshirt jacket; one dark blue nylon-like jacket. You can claim them if they are yours or we will keep them hanging there for anyone who has a need for them.

PROGRAM COORDINATOR – position opening. All you have to do is make a few phone calls to set up speakers for about six meetings per year. If interested, contact Bill Purosky

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!

New Surplus Aircraft Hardware

Save 30-50 %

Dzus's, Dzus springs, nut plates, plumbing fittings, spark plugs, bolts, nuts, clevis bolts, clamps, cable ends & fittings, prop clamp bolts, Pratt & Whitney tools and many other hardware items from WWII.

Examples:

Nut plates aluminum 10-32, 832	.50 ea.
FA6 1/2-45 Dzus, fresh plating,	1.75 ea.
Stearman Dzus spring	.50 ea.
Continental rocker hose clamps	1.50 ea.
4B2S spark plug (Lycoming)	5.00 ea.
417S spark plug (Continental)	5.00 ea.
Prop clamp bolt (Hamilton, Mcauley)	20.00 ea.

David Groh Phone 517-676-4416 day
Yesteryear Ford Fax 517-676-3485
4322 Curtice Rd
Mason, MI 48854



Date: Friday, March 30, 2007

To: EAA Chapter 55 Members at Mason Jewett Airport
Mason Jewett Airport Hangar Owners

Subject: **Proposed CRAA Airport Rules and Regulation**

Copy available on website: www.flylansing.com Quick Links/Proposed Rules & Regulations

Note: 56 pages

Just to update everyone on what has been done at Mason Jewett Airport, in response to the proposed Rules & Regulations that the Airport Authority is drafting.

A very small group of Mason Jewett owners, renters and EAA members met last week and discussed what approach should be taken to address concerns that may very well affect everyone at Mason Jewett Airport when the CRAA Rules & Regulations filter down to Mason.

It was decided to take a **positive approach** and request input, in the form of an advisory board for matters affecting Mason Jewett Airport. This is especially important since MJA is quite different than Capitol City Airport in several ways.

Since time is of the essence, Mr. Bob Selig, CRAA Executive Director was contacted first via phone and then via e-mail. He responded quickly and was interested in meeting on the Rules and Regulations, as well as other Mason operational items. **This is very good for everyone at Mason Jewett Airport.** We have positive dialect and our "foot in the door." By working one step at a time "head way will be made."

At this time, **it is not necessary** for you to attend the next CRAA Monthly Board Meeting, on Tuesday April 3, 2007 at 4:00PM. We will keep everyone informed, as to the status of the proposed CRAA Rules and Regulations.

Thanks for the phone calls and e-mails of concern and interest regarding Mason Jewett Airport. It is very good to know the Mason Jewett Airport "family" works well together.

Find blue sky and fly safe!!!

Debbie & Dave Groh
Joe Pirch
Dan Schiffer
Vickie & Ken Vandenbelt

CRAA Rules &

Regs 2007



Experimental Aircraft Association

Paul H. Poberezny
Founder
Chairman of the Board

February 26, 2007

Bill Purosky
Pres., EAA Chapter 55
Mason Jewett Airport
643 Aviation Drive
Mason MI 48854

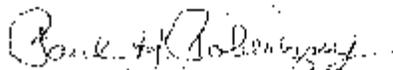
Dear Bill,

I just finished reading your Chapter newsletter issue for February. It was extremely interesting and is a credit to you, your officers, and Editor Warren Miller. I've read thousands of newsletters over the years and have started reading the newsletters coming in for year 2007.

I read your business meeting notes and wished some of the other chapters would do as well and be organized. I thought the "Notes from Cape Juby" were very interesting; I love history. I recognize some of the items in it from the good old days of aviation that I enjoyed. By the time you read this, you will be aware of the problems facing our Young Eagles Program. This is only the beginning of many other regulations facing general aviation. It's imperative that all of us, not only EAA members and those of us who fly, be concerned and EAA will do its best in leading the way. We have a lot of friends in FAA, some that we've contacted already who are not in favor of restrictions on the Young Eagles program (which has been successful for all these years with 1.2 million young people being exposed to aviation). It's difficult for me to figure out why after all the work FAA and other organizations have accomplished to try and create stability for those who would like to sit in an airplane of their own or as a passenger, look over the nose, see the beautiful horizon and what God gave us below.

Please give everyone in the chapter my very best regards. It's hard for me to believe I've spent a little over half a century of my life in love with aviation, people and FAA.

Sincerely,
EXPERIMENTAL AIRCRAFT ASSOCIATION


Paul H. Poberezny
Founder and Chairman of the Board

EAA Aviation Center, P.O. Box 3036, Oshkosh, WI 54903-3036 • (920)473-4014 • FAX (920) 436-8501

POCKET CALENDAR

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

4/18/07 MAD Planning Meeting; 7:30pm

5/19/07 Michigan Aviation/Aerospace Teacher Workshop; Capitol City Airport

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; discounted advance ticket sales visit www.starticketsplus.com or Meijers.

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; Mansfield, 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 Events Calendar and www.flyins.com