

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

JUNE 2007



## Meetings are the 2nd Saturday of each Month

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

For those of you who have been keeping track of the “User Tax” situation in Washington, it is time to send your thoughts to The Senate Finance Committee. Senator Debbie Stabenow is a member of that committee. Please take the time to send your written opinion to Senator Debbie Stabenow by FAX (202-228-0325) and follow it up with a mailing to her office at: Senator Debbie Stabenow, U.S. Senate, Senate Hart Office Building, Room 133, Washington, DC 20510. Both the EAA website and the AOPA website contain suggestions as to the content of the written correspondence. Simply follow the instructions that either group provides to get your voice heard. We need everyone to voice a negative opinion to this activity to have a chance of defeating it. Even if you no longer fly, your action to stop this nonsense is needed to help preserve our present system for the next generations to come. If you need any assistance in doing this activity, contact me by e-mail or call me at 517 214 2729 for assistance.

June is a busy time for our chapter this year. On the 9<sup>th</sup> of June, we will have our regular members’ meeting and breakfast. Immediately after, we will be flying Young Eagles. We need all kinds of help in this event from pilots to ground volunteers. Please stay after the meeting to give us the benefit of your assistance. If you can, bring an airplane and enjoy some great flying. It is very rewarding.

The following day, the 10<sup>th</sup> of June we are hosting our annual Dawn Patrol. Again this entails having a breakfast on a somewhat larger scale than the previous day. We all know how to set up for this event, which will be done on the 9<sup>th</sup> during or after the Young Eagles Rally. Again, many hands make light work for everyone involved. At the Dawn Patrol, we start serving on Sunday morning at 7 AM. So if you signed up for the early shift, plan on arriving 15 to 30 minutes earlier than that to be ready to go at 7 AM. If anyone would like to show up earlier around 5 AM to get the grills started and the coffee going, I will be there to help and would love to have the company. If you haven’t

**Board of Directors Meeting  
June 6, 2007 - 7:30 pm  
Chapter Membership Meeting  
June 9, 2007  
Breakfast 8-9 Meeting 9:30 am**

signed up for a job at a specific time, you can still do so at our Saturday meeting. If you want to come unassigned, please do and find Vickie Vandenbelt to get a job assignment. She will make sure that you have a job to do and guard against duplication of effort where it is not needed. In the meantime, pray for good weather for a very successful event.

Bill Purosky, President

## BREAKFAST W/CHAPTER 55

<u>June Team</u>	<u>July Team</u>
Lynn Brown	Don Chubb
David Cook	Mary Gowans
Denise Cook	Doug Green
Gregg Cornell	Warren Miller
Peter Greenfield	David Paul
Deanna McAlister	Tom Scheean
Don McAlister	Robert (Bob) Veltman
Jack Toman	Richard Wilke
Greg Hover	
Tim Martinson	
Gray Riddell	

May Cooks were Jim Spry, Al St George and Gilbert McKessy.

## EAA Chapter 55

### Board of Directors Meeting, May 9, 2007

Bill Purosky called the Board meeting to order at 7:30pm. Attendees: Bill Purosky, Chuck & Sharron Hacker, Dave & Debbie Groh, Doug Koons, Vickie & Ken Vandenbelt, Dave James, Joe Pirch, Tom Botsford and Del Johnson.

- The minutes were approved as published in the newsletter.
- Sharron reported an end of April balance of \$16,133 and a net income of \$1,151, which included \$707.66 of net income from Beacon Aviation. The treasurer’s report was approved.
- Doug reported on new Young Eagle requirements which include (1) that pilots must certify that they meet the pilot requirements and (2) that a maximum of 3 Young Eagles fly

per flight. Also, it was reported that Chapter 55 will sponsor the Young Eagle flights piloted by Fred Honhart and that the paperwork has been submitted for the EAA insurance and reporting requirements. → Vickie discussed the membership and mailing lists and proposed that we have a Memorial Day weekend picnic. → A motion was made to authorize \$400 expenditure for advertising the June 10<sup>th</sup> Dawn Patrol and \$4,000 for Mason Aviation Days. → A motion was made to spend up to \$180 for two stainless steel coffee percolators. → The Board discussed the need to compete the inventory of Chapter properties. Gary Long has already put together a list of inventory items. → Joe Pirch presented to the Board recommendations for nominating chapter members for EAA awards. A motion was made and passed to nominate Terry Lutz for the Major Achievement Award. A second motion was made and passed to nominate Warren and Bonnie Miller for the News Letter Achievement Award if Bonnies' dual nomination meets the requirements for the award, otherwise we will submit Warren's name only. → The Board meeting adjourned at 9:30pm.

## EAA Chapter 55 Business Meeting

### May 12, 2007

Meeting called to order at 9:30AM. There were no new members or guests.

May meeting count = 34

April meeting count = 42

April 2007 Meeting Minutes were accepted as written via unanimous vote.

Treasurer's Report: \$16,030.58 in the bank.

EAA monthly profit = \$79.00. YTD profit = \$1,150.00

Follow-up report on profit made from Beacon Aviation dinner (April) = \$701.00

May 2007 Treasury Report accepted as presented via unanimous vote.

Reports from EAA 55 Committee Members and /or Officers:

1. Young Eagles—Doug Koons passed out a sign-up sheet for June 9, 2007 YE Day.

He also discussed the EAA Headquarters changes that are now effective:

- A. Flights are to be no more the 3 children per plane.
- B. New YE sign-up forms now have new wording containing a pilot "legal sign-off" for each flight.

Doug also indicated that YE sign-up sheets for July/August will be at the next general membership meeting.

2. Connie Kowalk also needs help on June 9, 2007 with the *Mason Airport Open House* that is concurrent with *Young Eagles Day*. Hours for the open house are 10:00AM to 2:00PM at the terminal building. Connie always has lunch available for those who work Young Eagles. Let's give her some assistance.

3. *Dawn Patrol* on Sunday, June 10, 2007. Morning event only. Breakfast will be served from 7:00AM -12:30PM. We still need people to work. A sign-up sheet is on the back table.

4. Announcement for the next *Mason Aviation Days* planning committee meeting is Wednesday, May 30, 2007 at the EAA hangar, 7:30PM. See Bob Smith to sign-up.

We are requesting that you sign-up for 2 shifts per day. There are lots of "sit-down jobs" still available.

5. Vickie Vandebelt discussed the possibility of a *Memorial Day Potluck Party* on Saturday, May 26, 2007. Chapter 55 will supply the burger/hotdogs, table service and games. Festivities will start at 6:30PM – 7:00PM. Vickie will also send an e-mail to all members.

6. Vickie Vandebelt also discussed *Teachers Aerospace Conference* on Saturday, May 19, 2007, Michigan Aeronautics Hangar, at Capitol City Airport. Workers to man the EAA display and pilots/planes are needed. Contact Vickie if you plan to attend.

Special Congratulations: Russ Hilding received the FAA Orville Wright Safe Flying Award. This award is presented annually to the pilot who has 50 years of safe flying. Russ has been flying for 65 years. Russ gave us a brief historical overview of his flying career.

#### Old Business

1. Doug Koons discussed t-shirts, displayed a shirt and then passed around a sign-up sheet to the members. If we have a minimum order of 20 shirts the price is \$8.00 each. The cost for a polo shirt will be \$15.00.

2. Terry Lutz presented Chapter 55 with a signed picture of him landing the Airbus A380 in New York. Bill Bezdek made 5 copies of Terry's presentation to EAA 55. See Bill if you wish to purchase a \$3.00 copy of the presentation.

3. The Bezdeks brought in some "goodie bags" leftover from a project they had done earlier in the year. Help yourself after the meeting.

4. Bill Purosky and Doug Koons finally found & repaired the leaks in the building that is causing moisture problems in the storage room. They need help to finish painting the room and putting it back together before the Chapter's first events on June 9<sup>th</sup> & 10<sup>th</sup>

Contact Bill or Doug for work dates/times.

5. EAA Board approved Deb Groh to purchase 2 new commercial stainless steel coffee urns (45 cups each). One urn was replaced due to a dent during shipping.

#### New Business

1. EAA Chapter 113 is having a "pig roast" on May 20, 2007, from 3:00PM - 6:00PM. See Bill Purosky to purchase tickets.

2. Chuck Hacker & Dave James are coordinating a "Volunteer Committee" and need incentive ideas to induce members to volunteer on Chapter 55 projects. There was discussion from the floor from Bill Purosky, Bill Bezdek, Chuck Hacker & Dave James.

The alternative to not getting enough volunteer members would be to reduce Chapter sponsored activities, IE: Christmas Party and Chapter 55 trips that have costs offset by Chapter 55 supplied funds. Contact Chuck and/or Dave with suggestions.

3. EAA 55 group camping at Oshkosh 2007—See Vickie Vandebelt to reserve a space with the chapter campers.

Always a fun time and really good campfire popcorn too!!!

4. Fly to Oshkosh for only &110.00 per person. Only 2 seats available--see Dave James.

5. Stay at Oshkosh—in a house for \$35.00 per night. See Bill Purosky.
6. Sharron Hacker is working on the EAA asset list. Gary Long started the project and they need to know if EAA items on the list were purchased or donated. Please contact Sharron for the list.
7. It was suggested that a video tape be done of the entire EAA facility for insurance purposes. Need a volunteer for this project too. Hey photo buffs...we need your help!!!
8. History of EAA Chapter 55. If anyone is interested in pursuing this adventure, or can help “fill-in” the gaps, see Bill Purosky.

No program on the agenda due to Young Eagles flights for the VFW children right after the general membership meeting.

The meeting was adjourned at 10:28AM via unanimous vote.

Minutes respectfully submitted by Deb Groh substituting for Del Johnson.

## **TIDBITS 2007**

**By Vickie Vandenbelt**

### WELCOME NEW MEMBERS:

Kevin Cozik recently joined and Joe Whitesides has re-joined after a hiatus of a few years.

### MASON AVIATION DAYS (MAD) PLANNING MEETING:

The next planning meeting is scheduled for June 20<sup>th</sup> at 7:30.

### AIRVENTURE – OSHKOSH GROUP CAMP:

Making plans to go to OshKosh?? We hope to have a group camp again this year back in the area of 14th & Elm (behind the showers & close to the bus stop !!) We hope to have someone there early to mark of a space. So far the list includes Bacons, Bezdeks, Cooks, Hackers, Hovers, Pirchs, Sheffields & Vandenbelts. Let me know if you want your name on the list so we save you a space.

## **Young Eagles**

**By Doug Koons**

A sign-up sheet is available for **June 9, 2007**. The following EAA Headquarters changes are now effective:

Flights are to be no more the 3 children per plane.  
New YE sign-up forms now have new wording containing a pilot “legal sign-off” for each flight.

Sign-up sheets for July/August will be at the next general membership meeting.

## **Notes from Cape Juby**

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

I finally made it to a fly-in of experimental aircraft here in France. It was held at a local airport called Lasbordes, about 30 minutes drive from home. The nice thing about Lasbordes is that they have a nice restaurant right there on the field, so you can look at airplanes, then have a bite to eat, bistro style.

The French are concerned about insurance just like we are here in the US, so the airplanes flew in and were just on static display. No airplane rides, fly-bys, or aerobatics were allowed. While it was a relatively small turnout by our standards, about 15 homebuilt airplanes were on display, representing both French and US designs. There were a few homebuilts based on the Claude Piel aircraft, which are all wood, low wing machines similar to the Piel Emeraude. I spoke with one of the French pilot-builders, and he told me that his airplane was designed for enough fuel to fly for 11-12 hours. It was a nice airplane, but I think I would prefer that the number of fuel stops equal the number of pit stops.

Then there were a few airplanes based on the Jodel/Robin family, which are also low-wing, all wooden designs. These are nice, efficient designs, but they have some features we don't often see. For example the Jodel D-113 could be either factory built, or homebuilt with factory parts. Some US airplanes, like the Piper Cherokee, have stabilators, or all-flying horizontal tails. The D-113 has an all-flying vertical surface, instead of a fin/rudder combination, and a fixed horizontal stabilizer with elevator.

Another interesting feature of the Jodel tail dragger design is the rather strange brake arrangement. If you are rolling along on takeoff and need to stab in some rudder, you have to do so with a lot of caution, because when you hit full rudder, you also get a lot of brake, with no warning! This makes for a rather interesting runway dance, as I learned on my first takeoff in one many years ago. The system is designed for tight turns at low speed, so you have to be really careful with rudder on takeoff. For normal, symmetrical braking, the airplane has a handle that you pull for brakes.

There was one rather exquisitely built single-seat airplane, much like a Formula One racer. It was low wing, all wood original design with a cheeky cowl to enclose the engine. Speaking of engines, I found that most of the airplanes had either a fuel-injected Lycoming O-320, or a normally aspirated O-200 built by Rolls Royce in England. There were a few Rotax engines in evidence as well.

Of the US designs, there were 2 EAA Acrosport biplanes there, both very well built and pleasant looking airplanes. Burt Rutan's designs were in evidence, including a LongEze and a VariEze, parked together. The VariEze pilot obviously did a lot of flying, as evidenced by the maps, airport guides, widgets and doo-dads carefully arranged in the cockpit. I was impressed by the thoughtfulness and organization is such a small airplane.

There were two airplanes that no-doubt were the showstoppers for the day. The French have built a replica of the Breguet XIV biplane that Antoine de St Exupery used in his early days as an air mail pilot, flying from Toulouse to Dakar, with the usual stop at (you guessed it right, Bart --- Cape Juby!). The airplane is not as big as I expected it would be, perhaps just a little larger than a Stearman PT-17. It looks very original, and a good deal of attention has been placed on making it look that way, including a huge propeller hub that is simply made from

plates to enlarge the diameter of the hub from the Lycoming O-540 under the cowl.



The original Breguet XIV had a water cooled engine, but for the replica, they decided to use a more modern engine. This may be more of a minus than a plus. While the front of the airplane looks like there is a radiator behind, you can barely tell that there is an O-540 inside the cowl. Neither can the required cooling air! So the engine runs pretty hot and ends up being the focus of each flight, much like the old engines that quit fairly often.

The second fascinating airplane to arrive was a Rutan VariViggen. It looked great, but where was the engine and propeller? No cowl cheeks, no propeller. In their place were two MicroTurbo TRS-18 jet engines, mounted one over another. Now THAT caught my attention! In my mind, this instantly makes any VariViggen, VariEze, or LongEze a candidate for a jet engine, if you can find one. There is no structure behind that would be in the jet exhaust, and the engine(s) would be nicely placed to keep the airplane in balance. Veerrrryyy Interesting!

No RVs showed up, rats.

But while we were heading to the restaurant for lunch, a Jodel D-113 came in a made a nice wheel landing in the perky wind that was blowing that day. It turned out that pilot was Jean-Louis Chatelain, of the training pilots at Airbus, and a very nice fellow with whom I have shared some flights, including with the A380. Jean-Louis was arriving from DeAncy, which is in the French Alps, up near the Swiss border. He was bringing the airplane to Toulouse to participate in a mountain flying clinic for flying into high altitude strips in the Pyrenees Mountains.

Jean-Louis uses the 100 hp Jodel to stimulate his passion for mountain flying, and apparently, that type of aviation is popular in Europe. It is a lot like bush flying in that the fields are suitable, but relatively unprepared. So you have to learn all you can about the field, know the winds, examine it carefully, and land. Most of the fields have a shelter of some sort, ora family who lives nearby.

Attached are two pictures, one with Jean-Louis and myself with his airplane,



and the other with the airplane at a mountain strip along with a CAP-10, with the Alps and Mt. Blanc in the background. You can almost hear Julie Andrews singing. What did Jean-Louis do before coming to Airbus as a training pilot? Well, he flew the supersonic Concorde for Air France.



As summer gets into full swing, keep in mind that there are a lot more airplanes in the sky and in the traffic pattern. Now that your flying skills are polished and back up to speed, it's time to improve those scanning and radio skills. Make yourself heard and be both predictable and visible in the pattern. And when your fellow pilots need a hand, don't forget to be there and help.

## **CLASSIFIEDS:**

### **CHAPTER 55 - CLASSIFIEDS:**

**AIRVENTURE SEATS AVAILABLE:** \$110.00 round trip to Oshkosh. 2 left. Call Dave James 517-337-2803.

**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](http://www.naturalbeautysoaps.net/deanna)

WANTED: Flag stand for our meeting room. Let any director know if you have one to donate or sell.

WANTED: couple of used card tables for chapter social nights. Drop off at meeting room if you have one to donate.

WANTED: several large size coolers or tubs for our pop & water concessions. Drop off at meeting room if you have any to donate.

WANTED TO BUY – Cessna 210; retractable gear. Contact Doug Green 601-265-0009 or [coffee-break@hotmail.com](mailto:coffee-break@hotmail.com)

## **Gone West: Renowned Aviation Author Robert N. Buck**

### **Teenage Flier, Airline Pilot, "Weather Flying" Author Was 9**

It is with sadness Aero-News recently learned Robert N. Buck, 93, died April 14 in a Berlin, VT hospital of complications from a fall. The former Trans World Airlines pilot and aviation author set flying records as a teenager in the 1930s and flew severe-weather research missions during World War II.

Buck began his stellar aviation career as a 15-year-old glider pilot in New Jersey in 1929. The longtime AOPA Air Safety Foundation Board of Visitors member flew until he was 88.

"He remembered staring out of the window in ninth grade and dreaming about flying; it was just the love of his life," daughter Ferris Buck said.

She said her father instructed her and her brother Rob, a retired Delta Airlines pilot, to never hold a formal "celebration of life" for him after his death.

"So we had a party for him at his house Sunday," she said. "At the end of the party, some of the local pilots did a fly-by, and one young man did incredible stunts over the house.

"A retired pilot friend of mine said, 'Whenever I saw your father, I was awestruck because he was one of the real aviators, and we just came later,'" she added.

Buck was born in on Jan. 29, 1914, in Elizabethport, NJ and grew up in Westfield. When he was 15, he and a fellow high school student built and flew their own glider, which was towed by a Model A Ford at a local grass airstrip.

In April 1930, the 16-year-old Buck earned his private pilot's license and set a 15,000-foot junior altitude record three months later.

On September 29, 1930 -- reportedly equipped with six chocolate bars and a canteen -- Buck climbed into a Pitcairn Mailwing at Newark Airport and took off for Los Angeles making an attempt at the junior transcontinental airspeed record, which he did by an hour and eight minutes.

According to an Associated Press account, the seven-stop flight lasted 28 hours and 33 minutes. Buck set another junior record on his return trip to Newark: 23 hours and 47 minutes, according to his log book.

He told the story of his early days as a pilot in his first book, "Burning Up the Sky," published in 1931 by G.P. Putnam's Sons. The press dubbed him "The Schoolboy Pilot."

Buck's long list of records also included a flight from Newark to Havana in 1931 in 14 hours and 47 minutes, according to the familv. He and his parents later met with President Herbert Hoover

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

POSITION OPENING - PROGRAM COORDINATOR - 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!

at the White House, where Buck presented Hoover with a foot-long Cuban cigar.

Buck also established a Newark-to-Mexico City junior record in 1932 of 24 hours and nine minutes, according to a Times account.

Then, in 1936, at the age of 22, Buck established a nonstop long-distance record in a straight flight from Burbank to Columbus, OH. The next year, he joined TWA (then Transcontinental and Western Air) as a co-pilot rising to captain three years later.

"When I was a young captain -- and I looked young -- some lady said to the hostess, 'Is that the co-pilot?' And she said, 'No, that's the captain.' And she got off the airplane at Pittsburgh," Buck recalled in a 2002 interview with National Public Radio.

He also flew as a civilian pilot for the Air Transport Command during World War II flying personnel and material to the African and European theaters.

When TWA was awarded an Army Air Forces project to research weather during the war, Buck served as the project's pilot and manager, flying a B-17 from Alaska to Brazil to investigate radio interference from static caused by precipitation, including rain and snow, according to the Times.

"I was able to put my nose in any kind of weather I wanted to fly through," he said in the National Public Radio interview. "We'd sit around, waiting until the weather was bad and then go fly through it."

As a result, he became one of the few civilians to be awarded the Air Medal for his weather research.

Buck was named TWA's superintendent of flying (chief pilot to us) in 1945 and was command captain in the delivery of the carrier's first Lockheed Constellation, the modern pressurized, four-engine, high-speed transport of its time.

Buck, who served on weather and air safety committees for what later became NASA, won the Air Line Pilots Assn. Air Safety Award in 1963. He also served on the FAA's Supersonic Transport Committee.

He flew a DC-3 with actor Tyrone Power on a 20th Century Fox publicity trip through South America, Africa and Europe. Power, who had been a Marine C-46 Transport pilot during the war, did a majority of the flying and became a close friend of Buck.

In 1965, he made a round-the-world trip that covered both poles flying a Boeing 707 in shifts with several other pilots. In 1970, he inaugurated TWA's New York-to-London and New York-to-Paris 747 service.

He was forced into retirement from TWA at the requisite age of 60 in 1974 but continued to fly general aviation aircraft, including sailplanes.

Buck's 1970 book "Weather Flying," is considered a must-read for pilots. He also wrote "Flying Know-How," "The Art of Flying," "The Pilot's Burden: Flying Safely and the Roots of Pilot Error" and "North Star Over My Shoulder," his 2002 memoir.

"Bob Buck was indeed captain to a whole generation of pilots," said Dr. Ian Blair Fries, a fellow Air Safety Foundation Board of Visitors member. "His 'Weather Flying' began as a giveaway brochure for an aviation insurance company and grew into the best commentary we have on flying and weather. His thoughtful proposal to the novice on how to tackle easy weather situations first still provides the best way to assess the difficulty of any IFR flight. We who have known him have been honored and will miss his sage advice."

Buck was preceded in death by his wife of 66 years, Jean, in 2004, but he continued to live independently, his daughter said.

"The night before he fell down, he made dinner for my husband and me -- beef brisket and homemade pumpkin pie," she said. "He did all his own mowing and cooking. He really was a remarkable man."

Robert N. Buck has gone west. For most, the skies there are clear... but we imagine Buck was greeted by some stormy weather. And he wouldn't have had it any other way.

FMI: [http://en.wikipedia.org/wiki/Robert\\_Buck\\_\(aviator\)](http://en.wikipedia.org/wiki/Robert_Buck_(aviator))

## **POCKET CALENDAR**

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

**6/9/07 Mason Jewett Airport Open House; 10am to 2pm; free lunch**

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

6/20/07 MAD Planning Meeting; 7:30pm

7/7/07 & 7/8/07 Yankee Air Force Thunder Over Michigan; featuring USN Blue Angels; discounted advance ticket sales visit [www.starticketsplus.com](http://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](http://www.mdot.state.mi.us) Events Calendar and [www.flyins.com](http://www.flyins.com)