

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

MAY 2008



**Meetings are the 2nd Saturday of each Month**

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

**Pres: Bill Bezdek 351-0448 Vice Pres: Bill Purosky 214-2729 Treas: Sharron Hacker 740-4647**

**Secr: George Moore 536-1034 Editor: Warren Miller 214-2656 (all Area Code 517) [www.EAA55.org](http://www.EAA55.org)**

## Climb and Maintain Flight Level 55

Glorious spring weather graces us once again. Flying weather! But if you have not flown your bird for a while the first pre-flight might take longer than you had planned. It's best to allow most of a day for the inspection. Mice! They especially like to crawl up on the nose gear or tail wheel and into the fuselage in the most inaccessible places. They can crawl through holes the size of a nickel. And they chew wire insulation, along with any other fabric they may find. And they defecate wherever they walk. Pay close attention to the tightest spaces for their nests and potential damage to your aircraft. A quiet aircraft becomes home to many more creatures such as birds, spiders, and mud daubers. The latter build their nests of mud even on exposed surfaces. But the dried sand is abrasive, and if you don't find and remove their homes serious wear and even control obstruction can occur. And both will plug pitot or static ports. Bird nests on a hot engine are instant fire, and red squirrels are far more destructive even than mice. Fuel evaporation is also a silent problem. When fuel evaporates during long periods of inactivity it leaves behind solid fractions we refer to as "varnish". I once had a fuel pump fail because the varnish kept the check valves from moving. The pump wiggled back and forth just like it was supposed to, and so did the gasoline. Anywhere fuel can evaporate is a good place to inspect.

We're planning the details of our fly-or-drive-in Pancake Breakfast on 15 June, and on 17 August our annual Mason Aviation Day. This is the year we hold MAD on Sunday only, a break from the alternate year when it's a two-day event. First though, the Pancake Breakfast in June. We have many folks already signed up for all of our regular stuff, like aircraft parking and crowd security, auto parking, food preparation, trash, and the like. We'll have a scheduling sheet to pass around this Saturday to fill in the rest of the slots. But if you can't make the meeting just give me a call with your time availability and work preference and we'll put your name down.

I'm thrilled with the Young Eagles activity Doug Koons has worked out this summer. We're asking for you to help out in any way you can, flying the kids in your plane if possible, or aircraft and crowd security and safety, or pre-flight briefing, and so forth. To help offset the high cost of fuel and to encourage you to volunteer your plane and time the Board has voted to contribute \$2,500 towards your cost of fuel. Just keep a record of the fuel you used for Young Eagle flights throughout the summer and when we're done for the year we'll divvy it up. Let Doug know if you are available to help in whatever way.

You don't have to go to Reno in September to see racing airplanes. The Red Bull air race in Detroit on 1 June is one of only two being held in the U.S. The other is in San Diego, with others being held in different cities worldwide. They'll be racing over the Detroit River between the Renaissance Center and Belle Isle. Go to <http://www.redbullairrace.com/> to purchase tickets. Marilyn and I will be there on Sunday.

Our first workshop –Welding - will be held 7 June at Chuck Hacker's shop starting at 0930. We'll bring in sandwiches and drinks for lunch, but expect to spend most of the day. Nineteen members have signed up so far. Call me if you missed the sign-up sheet and would like to attend. The cost is your volunteer time a MAD.

The neatest web site is [http://radar.weather.gov:80/Conus/full\\_loop.php](http://radar.weather.gov:80/Conus/full_loop.php)

It is a current weather radar map of the entire United States. Check it out.

Bill Bezdek  
President

**Board of Directors Meeting  
May 7, 2008 7:30 pm  
Chapter Membership Meeting  
May 10, 2008  
Breakfast 8-9 Meeting 9:30 am**



April Breakfast Team: Don McAlister and George Spencer

**Breakfast Teams**

<u><b>May</b></u>	<u><b>June</b></u>
James Andrews	Lynn Brown
Jim Cushing	David Cook
Gilbert McKessy	Denise Cook
Jim Spry	Gregg Cornell
Al St. George	Dennis Hall
Connie Stewart	Jack Toman
	Greg Hover
	Mike Marhanka
	Tim Martinson

**EAA Chapter 55**

**Board of Directors Meeting, April 9, 2008**

President Bezdek called the meeting to order at 2335Z (7:35 p.m., EDT). Chuck and Sharron Hacker have returned to Michigan. We welcome their return.

SECRETARY’S REPORT was approved after a correction by Doug Koons, page 2 of BOD minutes should have the statement to read: Treasurer’s report: Doug Koons “report received from Sharon Hacker.....” The corrected secretary’s report was accepted and passed.

TREASURER’S REPORT: Sharon Hacker reports a positive income for the month of March 2008 of \$47.42. The balance sheet she presented was approved and passed.

YOUNG EAGLES: Doug Koons gave us the date for Young Eagles for the Everett Middle School children, about 15 children, as May 10. Advertising for events such as this must be posted at least one week before the event.

Doug also indicated that he was approached by a Meridian Township police officer/pilot who has been working with a young man that has had a problematic past. The officer took this lad flying to help him realize the potential positive influence that flying offers in the hope that this experience would help to turn around this young person’s life direction. The officer would like an appointment with our chapter for a midweek period of time for flights to be given to this young man and others who could benefit from a flying experience.

Bill Purosky reported that he has been approached by a young man, Dave Mellon (mom’s name Kelly) who wishes financial assistance from our chapter for attendance to the Oshkosh summer camp, the cost of which is between \$600 and \$700 for the event.

Date for Young Eagles for Mason Middle School children, 6<sup>th</sup> graders, to be published in the newsletter before May 17, 2008, with backup date of May 31, 2008 in case of inclement weather.

NEW BUSINESS: Regarding Young Eagles, Bill Bezdek asked if we could consider assisting pilots who fly Young Eagles with their fuel costs for the 2008 season. Bill Purosky indicated that from past experience the entire season could cost approximately \$5000.00 in fuel costs. After much discussion involving budget for essential needs, i.e., repairs for the furnace, purchase of new tables and chairs, earmarks for scholarships, estimation of about 100 youngsters flown with estimation of at about 170 x 4 gallons of fuel @ 4.52/gal and then allowing reimbursement of 50% of the total fuel cost, and the suggestion by Chuck Hacker that we put a cap on the amount to be allocated to the fuel assistance proposal, President Bezdek moved that a cap of \$2,500.00 be applied and that we will reimburse fuel costs to those pilots who request reimbursement for fuel for the 2008 season until exhaustion of the \$2,500.00 allocation. Motion seconded by David James and passed. One nay vote was received from Vicky Vandenberg. It was also suggested that pilots may also deduct a portion of their fuel costs from their taxes for Young Eagles events.

Vicky Vandenberg indicated that EAA head quarters annually raises millions of dollars for the Young Eagles program but local chapters never see any of this money. Question raised as to where this money goes? Interesting question!

For our local events, Chuck Hacker suggested that we review costs on a yearly basis to be modified each and every year according to monies available, as future financial assistance from sources previously received may not be forthcoming in future years.

TABLES AND CHAIRS: Bill Bezdek continues to search for the best chairs and tables for our meeting room, especially for chairs with chrome legs, which would resist scuffing and chipping better than painted legs. One set of tables and chairs with the blue upholstery we had considered is no longer available making it necessary for Mr. Bezdek to search still further. A light grey color is now available. Keep watch for further details.

Mr. Donald Burt from Lansing is now the resident for the final main hangar space for a partially completed aircraft. Discussion followed that the bylaws read that only aircraft on gear may be stored in hangar as there is a need to move aircraft about for MAD and other events. Does Mr. Burt’s airplane meet the requirement for this privilege?

Our special speaker for Saturday, April 12, 2008 cancelled because the speaker has taken a job that requires Saturdays for his job.

COMMON HANGAR ACCESS: Although consensus appears to favor unlimited access for all members of chapter 55, this question further delayed until after consultation with our

attorney, Don Frank to look at insurance policy requirements for property protection (our property, not aircraft or equipment).

Ted Lakin suggested that we post a list of items that may be borrowed and those items that may not be borrowed from Chapter 55 facility with a sign-out sheet for those items that may be borrowed.

Bill Bezdek asked re: MAD why only one day? (19<sup>th</sup> annual day). Bill Purosky strongly focused on the need for two committees, one for the pancake Dawn Patrol, June 15, 2008; and another for MAD. Without these committees to handle all the complex tasks needed preparations just would be insufficient for successful events! Discussion followed re: the one day versus a two-day event. As of this writing, the one day event still holds. Advertising committee for the Dawn Patrol will be Vicky Vandenbelt, Bill Bezdek and Sharron Hacker. Bill Purosky will get the permit. However, we NEED MORE VOLUNTEERS to make this event a success.

June 7th to be allocated for a welding demo to be given by Chuck Hacker.

Vicky Vandenbelt requested authorization from the board of directors to cover expenditure for emergency repairs to the furnace of \$325.00. Motion presented by Bill Purosky, seconded by David James.

Vicky also indicated that 16 members have not paid dues and will be removed from membership. She also indicated that EAA national members within 30 mile radius of Mason Jewett Airport as reported by EAA headquarters will be sent an invitation via letter rather than by postcard which would better advertise Chapter 55 events/meetings if the invitations are sent to each individual as a more effective way to encourage these individuals to visit us and thus become potential new members of Chapter 55. She also advised on receiving a box of donated items that will be used for door prizes at the Young Eagles events.

It was moved and seconded to not exceed \$100.00 for supplies needed for mailing to recruit potential new members.

Members of the Board of Directors in attendance: Bill Bezdek, Bill Purosky, Vicky Vandenbelt, Al Spalding, Rick Dallas, David James, Sharon Hacker, and George Moore.

Members in attendance: Doug Koons, Ted Lakin, and Chuck Hacker.

Meeting was adjourned at 0044Z (9:44 p.m. EDT)

## **EAA Chapter 55**

### **General Membership Meeting, April 12, 2008**

President Bill Bezdek called the meeting to order at 1334Z (9:34 a.m.). Guests: Bill Purosky introduced Dave Mellon who aspires to become an aviator, hopefully a pilot for the airlines, along with his mother, Kelly, who accompanied Dave as our guest.

Secretary's report: Two corrections...Doug Koons indicated a change in the March BOD minutes that information re: the treasurer's report was received from Sharon Hacker and the other correction that the 6<sup>th</sup> grade class is not a part of the Elementary School, but Middle School. The secretary's report was then passed as corrected.

Ken Dwyer introduced Tom Bancroft as a former member who may return to our chapter with renewed membership.

Our special speaker for today has cancelled because of his new job requiring that he work on Saturdays. A fill-in program supplied by Ernie Lutz was conducted at the end of the membership meeting. Two videos were shown: "Red Bull Racing" which displayed incredible flying performances and "One Six Left".

Craig Tucker indicated that he will post the board of directors minutes on our website for those who are not receiving the minutes posted in the newsletter, or for those who receive the newsletter too late for our meeting.

Treasurer's report: As stated in the BOD minutes, the month of March showed a positive balance for the month of \$47.42. We also took in a total of \$571.00. The treasurer's report was approved as recited.

Young Eagles: Bill Bezdek and Doug Koons relayed information from the BOD meeting that for this year we will be reimbursing pilots for fuel used who fly Young Eagles. \$2500 will be allocated and given to pilots who fly YE until the fund is exhausted. Pilots are asked to keep track of the total number of gallons of fuel used during the entire YE season and then the monies will be awarded to those pilots who apply for assistance. Hopefully there will be enough money to reimburse pilots for their entire expenditure, but if the cap is exceeded, then monies will be allocated to all pilots in this program awarded on a percentage of total time flown during the 2008 season for each pilot thus giving a fair share to each pilot who participated in the YE program.

Also, the dates for YE this year: May 17 for Middle School 6<sup>th</sup> graders (with backup date of May 31 in case of inclement weather) time from 8:30 a.m. to 4:30 p.m., June 14 (National Young Eagles Day), July 12, August 9, 2008. Please check with our EAA55 website for clock times of each event. For the 6<sup>th</sup> grade class, there are a total of 245 children who potentially could come to this event. Not all of these will attend, but we still must be prepared for approximately 150 for this event; therefore, HELP is needed.

We are going to need as many pilots as we can muster and also ground crews for that number of YE all in one day! We need the cooperation of every member in one way or another. This is a wonderful opportunity for Chapter 55 to make a very positive impression on the community of Mason and could go a long way to ensuring the continuance of Mason-Jewett Airport for years to come. Do not let this opportunity slip through our hands!

“Katie” who is a teacher at Everett and is sponsor of 10 to 15 youngsters who attend an aviation club at her school, has made a special request for May 10, 2008 that we host a special YE aviation day for these young people at Mason-Jewett Airport.

Bill Bezdek will continue to send members advisories from Richard Anderson from FAA.

Hangar access decision will be deferred until after a meeting with our attorney, Don Frank. There is a question of insurance policy.

A welding demonstration to be given by Chuck Hacker at Hacker’s residence, first Saturday of June, time: 9:30 a.m. Class is free to those who agree to assist for the MAD (only one day this year), along with free food.

Our Pancake Fly-In/Drive-In day is June 15, 2008. See schedule on our Website.

Deanna McAlister supervised the sale of baked goods, the entire proceeds to be given to “Angel House,” a facility to aid young people who need assistance and guidance.

Karen Merindorf reported for “Relay for Life,” a fund-raising organization for the support of cancer survivors and sponsored by the Cancer Society of Greater Lansing Area. The dates of a special event to be held at the Trap Shooters Grounds, 127 at Barnes Exit will be June 13 and 14, 2008. For further details you may write to Karen whose e-mail is: [EM-KRMDORF@yahoo.com](mailto:EM-KRMDORF@yahoo.com).

Meeting adjourned at 1412Z (10:12 a.m.)

Special video showing by Ernie Lutz followed the general meeting.

## **TIDBITS 2007**

**By Vickie Vandenbelt**

### WELCOME NEW MEMBERS:

We have a few new members this year: Don Burt; Denise Cook (spouse of Dave); Dave Keller; and Margaret Schiffer (spouse of Dan). Plus, we have three honorary members for 2008: Karen Merindorf (often seen working at our events); along with Kyle Dinsler & Kyle Pearson, each a student at EMU who was a 2007 recipient of our Newberry Scholarship.

If you see any of these new people at a meeting or event, please take a moment to stop and introduce yourself.

### YOUNG EAGLES; DAWN PATROL; MASON AVIATION DAY FLYERS:

We have a supply of flyers at the hangar (and some thumb tacks). Please feel free to take them to post at any airport you fly to. And, if you could post at your workplace, your church, group meetings and/or other bulletin boards you know of – we need to spread the word!

### REQUEST FOR INFORMATION:

I am working on completing the chapter files with copies of old newsletters and/or copies of minutes for all meetings. I have some records that go back as far as late 1974 ... if you have any others 1974 or prior – could I borrow them to make copies? I am also looking to complete a file identifying our “Past Presidents”. If you served (or recall who served) during the years of our chapter, please fill me in! Contact Vickie Vandenbelt

### SNACK & POP SALES:

New addition – CANDY BARS. Prices posted next to the snack boxes (recently adjusted due to inflation). Please pay for you items at time of purchase or put an IOU in the payment box. Our cost margin is next to nothing. We need to know where we stand to make new purchases.

### GREAT NEWS ABOUT EAA.COM:

The entire digital archive of *Sport Aviation* magazine from 1953 through 2006 (including the early *Experimental* newsletters typed at the Pobereznny house) with every great aircraft photo and every valuable homebuilder’s hint has been set up in the EAA Members Only website. It is all searchable by date, keyword, and subject.

EAA wants chapter leaders to “beta test” the new EAA Sport Aviation online archive to identify “bugs”. So visit <http://members.eaa.org/home/saarchive/> (login required) and give it a test flight. Browse, print, or try goofy commands. Search for your name or your chapter. Bring your comments or problems to the next meeting and we will pool the info for submission to national.

### YOUNG EAGLES STILL NEEDS??:

Doug Koons has the program that can print the certificates for each Young Eagle. But, we need a volunteer with a lap top computer and a portable printer to be at the YE rallies to do the certificates. Would you be able to volunteer your equipment & services?? See Doug Koons.

### HELP STILL WANTED:

I have an unused 2006 Michigan Aeronautical Chart. I would like to find a volunteer(s) who would mount this on some sort of display. We could then have it set up at YE rally and fly-ins; perhaps manned by a volunteer to show the kids and answer questions (?). See Vickie Vandenbelt.

### EAA55 – CHAPTER APPAREL:

Sports Stop Sportswear; 124 W. Ash Street; Mason (just north of the post office) is the only place for your EAA Chapter 55 apparel. They have our “55” logo on file. They can easily change the colors to your preference. You can bring in your own hat, shirt, jacket etc. Or, you can order apparel from any of their many catalogs. The embroidered logo can be done for as little as \$7.00.

### RELAY FOR LIFE JUNE 13 & 14:

Karen Merindorf heads up a team for Meijers in Mason. She will be selling luminaries for the event. She also invites all members to come on out to the Michigan Trap Shooters range during the Relay event.

## DON'T FORGET = SIGN THE AIRPORT REGISTER:

It's important for every airport to know the number of landings.

Don't forget to sign the airport register wherever you may travel! Even if you only go from TEW to TEW!

## **Young Eagles**

**By Doug Koons**

Hi Everyone, We still need at least two more planes with pilots for the 6<sup>th</sup> grade class Young Eagle Rally on May 17.

If anyone who has not signed up can help please call me. We need to show our best for this one.

Thank you all, Doug

## **Notes from Cape Juby**

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

During the early days of Aeropostale (the French airmail service, not the T-shirt company), author and airmail pilot Antoine de St Exupery was station manager in a sand and wind-swept outpost at Cape Juby. He wrote about his experiences at peace and at war. He was also somewhat of a philosopher, and if you have read *The Little Prince*, you know how interesting his views on life and the world actually were.

St Ex smashed up more than his share of airplanes, and some folks would equate that to less than average piloting skills. But then you figure in the airmail flying, the landings with engine failure on the hot Saharan sand, and the flying with fierce winds in Argentina. Then there are the flights out of France to escape the advancing Germans in multi-engine airplanes he had never flown, and his service as a P-38 reconnaissance pilot. Considering those accomplishments, his flying skills begin to look pretty good.

General Ira Eaker, Commander of Allied Air Forces in Europe during WW II, authorized St Ex, then in his 40s, to fly what would be his last mission, on July 31, 1944. He disappeared after taking off from his base on Corsica, and was never found.

General Eaker often expressed regret about authorizing the flight and the loss of the author. In 1998 a fisherman found a bracelet in his net while fishing in the Mediterranean near Marseille. The bracelet was made in New York, and engraved with the names of St Ex, his wife Consuelo, and his publisher. It was verified as belonging to the French pilot. In 2000, the wreckage of a P-38 was found in the same area. The airplane was verified by the French Undersea Archaeological Department as the F-5B (photo reconnaissance version of the P-38) St Ex was flying. There was not enough left of the airplane to determine if the airplane had been shot down. The mystery of his disappearance had been solved. Or was it?

Just recently, another airplane was found in the sea. It was a German built training airplane. The man who found it did some research and learned that the airplane had been assigned to a

German base in southern France when it was lost in the sea. Doing a little more research, he learned that fighter aircraft had been assigned to the base as well. He decided to track down any pilots who were assigned there and might still be alive, and who could recall any aircraft shot down in the area.

In doing so, he located a German pilot, Horst Rippert, now 85, who claims to have downed Antoine de St Exupery. The pilot described the engagement as rather strange, in that the maneuvers flown by the P-38 were some curious loops and rolls, and not typical combat maneuvers. Upon learning that he had shot St Ex down, the German was deeply saddened, because he too, had read the stories written by and about the Little Prince. The memory had been kept inside for all these years, like many stories from the war. Perhaps now we know the ending to this story.

The April issue of Sport Aviation has some very interesting articles in it. It's one of those issues that you devour from cover to cover. What the articles say to me is that true spirit of EAA and the true spirit of homebuilding remains alive and well. This is somewhat in spite of, and in the face, of pending congressional action on User Fees, an FAA challenge to the 51% rule, and the unprecedented price of fuel.

Just to begin, take a look at page 18, and read an article titled "An EAA Invitation". In that article, Paul and Audrey Poberezny when they were drafting membership requirements for EAA, stated that it should be open to "anyone interested in experimental aircraft". This was later changed to "eligibility...should be opened to anyone of good moral character interested in our purpose". This defines who the people of EAA really are. It has lasted for 55 years, and an element to the EAA formula that remains unchanged today. By the way, there is a nice picture of Audrey and Paul on page 9.

A nice young lady with lots of flying time in many different airplanes built a Just Aircraft Highlander. Whazzat you say? Easy to find a picture, because the airplane is featured on the cover! I like the picture on page 26. Great girl, great dog, big tires and nice airplane. Then there is the story of the guy who built his aluminum Midget Mustang the hard way – he started with aluminum sheet and started snipping and pounding out the parts. That's aluminum airplane building 101, better known as a lot of hard work. But the end result is a beautiful airplane. It took Tom Wood 15 years and 7 months to build it. If the airplane could talk, it would tell the story of an EAAer's life. He was inspired by his father, a WW II fighter pilot. During the course of the project, he joined the Air Force, got married, had children, became an airline pilot, and obviously moved a lot. Where do people find the determination, the focus, and the drive? This makes finding the tools look really easy!!

I was also very interested in the story about the 1905 Wright Flyer III. It was built by Mark Dusenberry down in Ohio. What leads people to take on projects like this? Scratch build the airframe and the engine of a rather primitive airplane, learn to fly, and then fly the machine itself? Several years ago, a group built up a Wright Model B replica. But that one had a lot of steel in it, and a big Lycoming engine. I always thought it was the wrong thing to do, but at the end of the day, a lot of

people have been safely flown on that replica, and experienced what the Wrights may have experienced.

The story about flying Mark's airplane on Huffman Prairie at Patterson AFB is very interesting, too. While this might seem like a worthwhile goal, there were some classic boo-boos made along the way! We can all learn a few things from Mark's experience. Make sure you have a look, and what you read between the lines may come in very handy some day.

The article titled "Risky Business" taught me once again never to judge a book by its cover. It looked to me like a bunch of people with time and money to burn. But the article was terrific and I learned a lot about putting together some simple plans to take into account failure rates and probabilities, so you can take that trip you want to take, with a successful outcome. The way I looked at it, the thinking they use to make their adventures successful will work if you are boating, camping, hiking, or any situation where a simple failure could spoil your day. So plan for what is likely and keep on truckin', as they say. Very well researched and written, and it makes all that time and money they had to burn worthwhile for us, too.

Jack Cox and Owen Gassaway. If you didn't know them before, you do now. And you've had a nice history lesson in the process. A mini-Waco was built, with careful instructions from someone's granddaughter. Some guy from Oklahoma built and flew his own blimp! I want to read the full story about that. Some guy wrote about camouflage, and how to paint your airplane to be more visible. Can't say I agree with him about all of that. One chapter is rebuilding a WW II glider. And, there is the story about the Boeing 40C, rescued from the brink of obscurity to fly again another day. You'll be able to see it at Oshkosh this year. If you someday find people in plastic suits and running around your house with Geiger counters, it might be that your collection of old instruments has triggered an alarm in a satellite somewhere high overhead. A discussion of old instruments and the radium they contain is completely explained.

And finally, some guy (there are a lot of people in this world named "Some Guy". They are hard to find in the phone book, but easy to find at the airport) came up with a tool to cut holes in ribs and instrument panels. Elegant but simple in design, you can build it yourself, or buy it already finished. Another Guy (a relative of Some Guy) then figured out how to line up the holes you cut with Some Guy's tool. And then there were Two Guys who lined up some Young Eagle kids to go through the Airbus A380 when it was in Orlando. Check out the video link. The kid with the Boeing hat on: priceless.

When you are at breakfast this weekend, thump that EAA table in front of you. It will have a good solid sound to it. Then look around and see who we are as EAA members: people of good moral character interested in our purpose. And when the need arises, that's what makes us want to give our fellow pilots a hand when they need it. See you Saturday.

## **CLASSIFIED**

OSHKOSH – ROOM AVAILABLE: see Bill Purosky

WANTED – copy of Flying Magazine - February 2006 issue. Contact Fred Honhart as he needs this issue to complete a set to donate to the library.

FOR SALE: 2 Lots in Sugar Springs Residential Community approx. 10 miles north of Gladwin MI. This 4000 acre development has two lakes, paved roads, sanitary sewer system, underground electric, weekly garbage pickup, 18 hole championship golf course w/ pro-shop, indoor swimming pool, restaurant and pub, beach areas with toilets and showers, 2 tennis courts and a 3500 ft. grass airstrip. These two lots (approx .40 acres each) are improved, drive/culvert, 5" well, electrical service set, sewer line already in. Only \$15,900.00 for both. Contact Doug Simons 517-626-6790

FOR SALE: Mason Aviation Day T-shirts; lots size L & XL \$10.00 each.

FREE TO GOOD HOME: Sporty's Electronic E6B Flight Computer. Like new. Retail value \$90.00; will give to anyone who would like to check it out. See Vickie Vandebelt

FREE: Collection of EAA Sport Aviation magazines; all issues 1959 thru 2000. All organized in boxes by years & includes some indexes by Bergeron. One condition – entire collection must go. Contact Bart Smith 517-676-2146

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. Currently on loan but Contact Chuck Hacker 517-740-9222 if interested for a later date.

FOR SALE – Avon Products & Natural Beauty Soaps. For a copy of the latest brochure, contact Deanna 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!

### **Introducing the "Newbie"**

By Paul Gregory, EAA Chapter 1410

I am in many respects a "newbie." I am new to this world of homebuilding and to aviation as a whole. Unlike some of our members, I have not assembled anything more complicated than a scale model aircraft, nor am I a high-time pilot.

Despite always being interested in aircraft since I was six, it wasn't until I was thirty-four that I did anything about it. At the time I had a false alarm regarding my heart and this scare made me change some of my priorities - so I decided to learn to fly. Every week I learned to fly despite juggling the responsibilities of launching my own software services company and the arrival of my second child. This was eight years ago.

Once I earned my wings in 2001, I enthusiastically took up friends and family for rides. But my friends at the time were not aviation junkies so the thrill of solo \$100 hamburger flights began to wane and I never got over being a newbie and an outsider to general aviation. Like many other newly licensed private pilots I began to leave the hobby.

For the intervening years I let my priorities shift back and let life take me over—I continued to build my company, Intervera Data Solutions (with two business partners), and watch my daughter Sarah and younger son Jonathon grow up. My passion for aviation never died and I never stopped reading about it as my wife Mary can testify to by pointing to all the boxes of magazines and flying books as evidence! Despite this, I stopped flying.

In 2004, I came across the International EAA website and I thought I'd join. At first I enjoyed the articles in *Sport Aviation* magazine and I began to think about the possibility of building my own aircraft. But the stories covered people far away from home and as a newbie I remained intimidated that I could never tackle such a project alone.

A year later, a newsletter arrived in the mail from a newly formed group based in High River. From reading this newsletter, I realized that there were others in Alberta who not only considered homebuilding but also had done it! With encouragement from many, I decided to drive down from Calgary and see what this group was all about. From the first moment I walked into the meeting room in the flight services building, I realized that I had found a group of like-minded people from many different walks of life who were passionate about the same thing. I joined EAA Chapter 1410 High River that night.

Since joining the chapter, I changed and made aviation a priority again. I signed up for pilot recurrency training, got all checked out and now I fly regularly either renting or flying with chapter friends. I flew down to Oshkosh in 2006 and along with twenty other chapter members volunteered in the "Lancaster at Oshkosh" tent. I took two EAA SportAir Workshops courses at High River - Sheet Metal Basics and Electrical Systems. Last year my family hosted the Ram River Fly-Out and later we drove down with our trailer to the Arlington Northwest Fly-in. I volunteered to play an active role in the chapter.

It is 2008 now and I haven't committed to a homebuilt yet, but I am fine with this since I will know when the time is right. So, I still consider myself a newbie. But now I am among friends who are either newbies themselves or remember being one and are enthusiastically willing to help.

## **POCKET CALENDAR**

5/10/08 Young Eagles; group of 13-15 kids

5/17/08 Young Eagles; Mason Schools 150-250 kids (rain date 5/31/08)

6/8/08 Jackson Dawn Patrol; 7am-11am

6/14/08 Young Eagles; 9am-3pm

6/15/08 Mason Dawn Patrol; 7:00am-Noon

7/12/08 Young Eagles; 10am-2pm

7/28/08 to 8/3/08 Air Venture

8/9/08 & 8/10/08 Thunder Over Michigan

8/9/08 Young Eagles; 10am-2pm

8/17/08 Mason Aviation Day; 7am-4pm

8/23/08 & 8/24/08 EAA Mid-Eastern Regional Fly In

12/12/08 Chapter 55 Christmas Party

For additional listings see [www.eaa.org](http://www.eaa.org) and [www.mdot.state.mi.us](http://www.mdot.state.mi.us) and [www.flyins.com](http://www.flyins.com)