

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

JULY 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

Climb and Maintain Flight Level 55

Chapter 55 had a “float” in the Mason 4th of July parade this year that drew lots of attention. Gary Nesbitt towed Jack Toman’s Minimax on his trailer. Gary washed and waxed his truck and spiffed up the trailer. Never before had so many people had this up-close exposure to an experimental aircraft, and boy did it draw interest. I wish to thank the exhausted walkers Del Johnson, Gordon Hempstone, and Dick Wilke, who passed out 1,000 flyers to the bystanders, advertising our August MAD event and our Young Eagles program. And I walked a mile myself. Many thanks to Gary and Jack. After the parade 19 members and family gathered at the hangar for a pot-luck dinner and to watch the fireworks. There was also another get-together at the Groh’s hangar.



Our Dawn Patrol came off well. We had a little over 200 breakfast sales, down from more than 300 last year. Conflicts with Father’s Day and other Dawn Patrols around the state may have been the cause. Many thanks to the volunteers who shared the fun. Chuck Hacker’s vast experience at the grill paid off with three double-yolk eggs.

I received an exciting phone call last week. A Mason High School junior was seeking flight instruction and wanted to know the names of flight schools in the area. He had visited the Air Force Museum at Wright Patterson AFB and was inspired to learn to fly. I had to research his question and came up with the following list.

Owosso

Randolph Air Service
(989) 277-6461
Cessna

Livingston County (Howell)

LFI
(517) 552-1101
Cessna

Air Service
(517) 546-7379
Cessna, Piper

Grand Ledge – Grand Air Aviation (517) 627-9557 Cessna

I told him about Spartan Wings and the requirement to become an owner, and the monthly dues, and about LCC’s programs. But I would like to expand on this list and keep it up to date on our website for everyone to use as a reference. Even though our web site has an aviation education category it does not have anything about local flight schools. If you know of other flight instruction in the mid-Michigan area, please document the details and send the information to our web editor, Craig Tucker.

In reviewing our web site, I noticed the Member Profiles and the Projects categories need updating. Write something nice about yourself and send it to Craig, along with current photos of your project. Also, please update your personal information.

Many members have moved, changed their phone numbers or have new e-mail addresses and still have the old information in the roster.

At the June meeting the YE flying started at 0900, before the monthly meeting began. At 0930 I rounded up the few members who were not involved with YE and began our meeting in the open hangar. I talked about the need for the roof repair, replacing the old nails that were slowly creeping up, with screws. Everyone's weekends seem to be scheduled the rest of the summer, so we will schedule a work day during the week, instead. I'll send out an email with the date and time.

We're having MAD planning meetings every Wednesday night at 1930 until the event. Come and lend your support in any way you can. Fill out your choice of work details and times on the schedule on the table in our meeting room.

Bill Bezdek, President

Breakfast Teams

<u>JULY</u>	<u>August</u>
Don Burt	John Kennedy
Don Chubb	Gary Long
Mary Gowans	Jim Palmer
Ed Krouse	Dave Paul
Warren Miller	Rocky Stone
Tom Scheehan	Roy Thelen
Ralph Taggart	Craig Tucker
Richard Wilke	Bruce VanFarowe

EAA Chapter 55

Board of Directors Meeting, June 11, 2008

Meeting was called to order by president Bill Bezdek at 2338Z (7:38 EDT).

Secretary's report: Vickie Vandenberg asked for clarification re: hotdogs provided for whom? Bill Purosky said that the hot dogs were to be provided for Young Eagle pilots and ground crew, not military pilots. Secretary's report approved as corrected.

Treasurer's report: Approved as written. Sharon Hacker indicated that a check for \$115.50 that was given to Connie Stewart for Christmas party expenses had not cleared the bank for more than 90 days and therefore could be considered lost. Sharon asked for permission to re-issue a check to Connie without putting a stop payment on the original check to avoid the expense of doing so. Bill Purosky moved that we re-issue the check. Motion seconded and passed.

Membership committee: Vickie Vandenberg reported that all letters to prospective EAA members within a 30 mile radius as provided by EAA National Membership Committee have been sent. A few responses have been received, so perhaps we will see some of these people in future Chapter meetings. Sharon Hacker said that she will provide an updated dues list of paid members,

along with those who haven't yet paid. Bill Purosky noted that the financial report indicates a shortfall of between \$700 and \$800 of monies we should have for membership fees for the current year (2008); therefore, the need to compare last years membership receipts with the new list of those who presumably have paid. A problem develops when a number of fees are paid late.

Old Business: Sign up schedule for Dawn Patrol — need more volunteers. Vicky needs budget for this event. NO - budget was set at May meeting.

Hangar roof party: Doug Koons -- roof leaking badly causing much mold, some of which has broken into the ceiling of the kitchen. Because of the many activities during summer months it is very difficult to find a day and time when work crews can be assembled to complete the necessary roof repairs. This will be presented during the General Membership meeting, Saturday, June 14, 2008.

Fly-In/Drive-In, June 15, 2008: Bill Purosky will pick up the food and supplies needed for this event.

Young Eagles: Doug Koons received two greeting cards from two Young Eagle participants thanking Chapter 55 for a wonderful experience.

New Business:

Budget: Bill Bezdek indicated that the most profitable year for MAD was 2005 and asked what did we do to make that the best year financially for our MAD? A discussion followed that in 2007 expenses were much greater than before, even though we took in more money in 2007. In 2005 we also had two great days of good weather, whereas in 2007, only Saturday was a good weather day and the next day, Sunday, it rained discouraging many people who otherwise would have attended. It was pointed out, however, that our total income was good in spite of the bad weather day on Sunday. It was also pointed out that for our 2009 event, we should not expect any financial help from Capital Region Airport Authority.

Bill has received invitations from two nearby EAA Chapters, Chapter 77 and the Chapter at Flushing, both having Dawn Patrol events on the same day as our event on June 15, 2008.

He then presented an invitation from the Mason Chamber of Commerce Convergence Map Program to be included on their map for a fee of \$300. There was general consensus that since Chapter 55 is not a business we would not benefit from our inclusion into the program. Chapter 55 should concentrate on advertising specifically targeted for our unique events, i.e., MAD, Dawn Patrol, and Young Eagle Events.

Bill said he has received inquiries from some model airplane groups to exhibit at MAD '08 and we welcome them.

David James has received an inquiry from Heliservice re: helicopter rides during MAD. Permission is required from Capital Region Airport Authority but we encourage them to join us. BOD approved.

Youth Membership: Although there is a National EAA membership program, Bill Purosky said we need to have a local youth membership program. Vickie Vandenbelt moved that Chapter 55 offer any student between the ages of 8 and 17 interested in becoming active in our Chapter, an honorary membership to be reviewed annually (updated and without fee). Bill Purosky seconded, motion carried

Flying Camp at Oshkosh: Total cost \$750. Bill Purosky received request asking that Chapter 55 asked to underwrite \$250 toward the cost for student, David Mellon. He is a young man who aspires a career in aviation and attended our May General Membership meeting. After discussion, Bill Purosky moved we accept, seconded by David James, carried.

Fourth of July parade: For those who wish to participate, show up at the loading area at the Mason High School parking lot.

Personal Property Asset Inventory: Vickie – Any updates? Gary Long with the assistance of Warren Miller to conduct an inventory?

Flight Advisors: So far, only one individual, Al St. George is presently recognized.

Flight Tech Advisor: We have Chuck Hacker, but others in our chapter can also qualify, particularly those who have completed the building of an experimental airplane, or restored an airplane to completion. Still need volunteers to sign up.

Vickie Vandenbelt inquired as to how many new tables and chairs (also dimensions and quality) are going to be needed. A significant problem causing delay in purchasing the new tables and chairs is that one of our first selections is no longer available and the search continues for a good product in our price range. Those currently available are more expensive than we had planned, so the search continues.

She had previously inquired about the purchase of a two-high lateral file cabinet for the storage of chapter records. Bill Bezdek will watch for one at office surplus sales. It was suggested that a line control system with stick down yellow tape be installed during MAD on the hangar floor to improve direction and flow of our guests when picking up food and paying.

Vickie requests volunteers to hand out MAD fliers at the Thursday Live Concert. She added that there is a need to form a committee to begin planning for this year's MAD event.

Board of Director members in attendance: President Bill Bezdek, vice president Bill Purosky, Treasurer Sharon Hacker, Secretary George Moore, Charles Hacker, David James, Al Spalding, Vicky Vandenbelt, Rick Dallas

Member in attendance: Doug Koons
The meeting was adjourned at 0115 Z (9:15 EDT)

EAA Chapter 55

General Membership Meeting, June 14, 2008 Bill Bezdek called the meeting to order at 1338Z (9:38 EDT).

Secretary's report: One correction to the May minutes is that the extra hot dogs that Bill Purosky reported were in plentiful supply will be offered to Young Eagles pilots and ground crew, instead of military personnel as written. Secretary's report accepted as amended.

TREASURER'S REPORT: It was moved by Del Johnson, seconded by Rocky Stone to accept the treasurer's report as written. Motion carried.

A new member was introduced to our members, Mr. Roger Reeves. Along with a guest, Mr. Jim Kristofique. The Chapter extended a warm welcome to these gentlemen.

Young Eagles flight today, June 14, 2008.

Roof: It has been noted that because of the increase in precipitation lately, there is mold breaking through the ceiling of the kitchen. The roof leaks and Sharon Hacker suggested that if we cannot get enough volunteer help, we should hire the job done as this is a critical problem that needs to be addressed immediately....but GUESS WHUT!!! (yeah, I really do know how to correctly spell it).....Mr. Bill Scott heard our discussion and introduced himself to us and has offered to repair the roof with his own crew of one other person (he could use some volunteer help, though) and to just let him know at least two days in advance. He will do this workFREE!!!! Mr. Scott received a thunderous applause and cheers from all the members in attendance. A thousand thanks to Mr. Scott.

Budgets: Never before done. Sharon Hacker indicated that she could bring in a proposed budget at our next BOD meeting. Budget should be done before November.

Fourth of July Parade: We would like to have a folding wing airplane, perhaps a Kitfox, to load onto a flat bed trailer and a vehicle to pull the it, to carry the airplane with a banner on each side to advertise Chapter 55 in the parade.

Other: Chapter should look into acquiring two styles of banners, one for the one day MAD event and another for the 2-day event in alternate years to be used for such occasions as the parade or other bill-board-type display. Should be a generic type that may be used for all subsequent years.

Dawn Patrol: Tomorrow, June 15, 2008.

Meeting adjourned at 1402Z (10:02 a.m. EDT)

TIDBITS 2007

By Vickie Vandenbelt

NEW MEMBER: Welcome aboard Roger Reeve!

BEACON AVIATION:

The move to Lansing Capital City Airport is now complete (at great sadness and loss to Mason). Their new phone number is 517-327-3333. And, they now have a website www.beaconaviationofmi.com

HONORARY STUDENT MEMBERS:

Chapter 55 along with EAA has been very active in the encouragement of young people in aviation. This year, EAA National introduced their Student Membership program whereby young people can join EAA for \$10 per year. At the June Board of Directors meeting, it was decided that Chapter 55 would welcome student members who wish to become active in our chapter as honorary members free of charge. An application for their use to provide us with data to set them up as members will be available at the hanger. Perhaps you have a young person in mind that you might want to mentor, provide transportation to meetings or events, etc.

OSHKOSH – ROOM AVAILABLE:

See Bill Purosky about accommodations for AirVenture.

FLY-IN to AIRVENTURE:

Oshkosh is fast approaching and Dave James still has three empty seats open. The plan is to fly over Tuesday July 29th, attend Wednesday, Thursday, Friday and fly back on Saturday August 3rd. Weather can cause leaving or returning to be a day early or a day later. Cost reimbursement for the flight is \$110 per seat and the room in one of two adjacent houses for only \$40 per night, tickets are about \$26 a day and food from \$25 to \$50 a day. This is a once in a lifetime experience and this year the Red Bull Aerobatic Helicopter is scheduled to fly. For details of the event, Google EAA Airventure. Contact Dave James 517-337-2803 to reserve your seat!!

REMEMBER TO SIGN THE AIRPORT REGISTER !!

Young Eagles

By Doug Koons

Hi Everyone: Our Chapter flew 68 kids at our June 14 Young Eagles Rally and with the one I flew on June 11, that brings our overall total to 2,034 kids – we finally broke 2,000!!



Future Young Eagle Mason Miller pilots the Chapter's jet trainer.

We had a lot of volunteer members who helped with this Rally. Thank you for this help. Our next Young Eagles Rally is July 12 from 10 am to noon. Please come for breakfast and help with this event. We can always use more help and remember, we always have fun!!

I want to congratulate Ernie Lutz. He's now tied with Ted Lakin at 255 Young Eagles flown.

I hope to see you all on Saturday.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

In the Fall of 2006, within two weeks of arriving in France, I was invited to fly in a hot air balloon piloted by Claudius LaBurthe. I had met Claudius at Airbus operations a few days earlier, and noted that he had been given the nickname "Montgolfier" by the people in flight test. I originally, thought that it was simply because he was a balloon pilot, but I recently learned the real reason for the nickname, and a lot more about this interesting man.

Claudius was born in the small village of Nemours, about 30 miles south-southeast of Paris. He chose to be educated in Paris at a school with the coolest name any airplane person can imagine: Supaero, which stands for Ecole Nationale Supérieure de l'Aéronautique. By that time, he was already a pilot, having soloed at age 15 in a 90 hp Cub. It had no starter, no radio, no GPS, and was simply a basic flying machine. Navigating with map, compass, and clock is hard work in France, where there are no conveniently located section lines to help you hold heading.



After graduating from Supaero, Claudius entered French pilot training, and flew the T-6, T-28, and Broussard. After flying operationally for a short time in the AT-6G, he was transferred from the military to French civil service, and was assigned to the CEV as a flight test engineer at EPNER (Ecole du Personnel Navigant d'Essais et de Reception), which is equivalent to the USAF Test Pilot School. EPNER is located at the French Flight Test Center at Istres, France. The CEV is a government organization that over sees testing and certification of both military and civilian aircraft.

His initial assignment was to develop modern flight control systems for French military aircraft. Much of this work was flown in the Mirage IV (a large, delta winged, twin-engine bomber with nuclear capability), and Mirage3E.

It involved a lot of maneuvers between 5g and 9g to insure that the handling characteristics remained predictable with the correct force gradients.

Claudius was then assigned as Project Engineer for the Jaguar attack aircraft program. He was mainly concerned with performance questions such as takeoff distances and range while carrying weapons. This was interesting because the specifications were long on optimism, and the airplane was rather short on performance (most pilots who flew it will tell you the elegant-looking Jaguar had rather disappointing performance). He also worked on the artificial feel system for the Jaguar, which was being tested in a two-seat Mirage fighter. It involved flying 2-3 flights per day, mostly in high-g maneuvering flight.

Among many interesting flights Claudius had while at Istres came from a request of the Commander at EPNER. Apparently, there was a Stampe SV4 biplane in Paris that needed to be flown to Istres. At one time, most of the aero clubs in France had Stampe biplanes for training, aerobatics, and glider towing, and Claudius was an experienced Stampe pilot. The problem was, it was January and the weather was not best to be flying the route from Paris to Istres, which includes navigating mountainous terrain to the east of the Massif Central.

But Claudius knew the territory quite well, and even though the clouds were low, he pushed ahead to a fuel stop enroute. Those on the ground questioned whether he could make it considering the weather, and invited him to stay. But he continued to push ahead with the leg to Istres, following the railroad route to Marseilles. On the ground at EPNER, with a view of dark clouds to the north, they became concerned enough about Claudius that they began phoning airports along the route to learn if he was safely on the ground.

Yet right on time, the tiny Stampe landed on the 5 km long runway at Istres and taxied to the hangar at EPNER. The door was open, and he was allowed to taxi directly inside. With the engine stopped and the door closed, Claudius found that the cold of flying in the open cockpit had rendered him stiff and unable to remove himself from the cockpit. It took several people to hoist him out and carry him to the warmth inside.

His next assignment, from 1975-1986, was a non-flying job with ONERA in Paris. ONERA (Office Nationale d'Etudes et de Recherches Aeronautiques) is the French equivalent of NASA in the United States. Claudius worked on projects to define fly-by-wire control systems, dirigibles, airships, ultralights, and remotely piloted vehicle concepts. During this time, he took up hang gliding and ballooning (you can take the air out of a pilot, but you can't take a pilot out of the air!).

It is widely recognized that the first hot air balloons were built by the Montgolfier brothers in France. In September 1783, they launched a hot air balloon from the palace grounds at Versailles, near Paris, in front of a large crowd with King Louis XVI and Marie Antoinette in attendance. The balloon carried a sheep (to represent the cardio-vascular characteristic of humans), a duck (familiar with high altitude), and a rooster (a

non-flying bird). The flight lasted 8 minutes, and the balloon flew approximately 2 miles, reaching an altitude of about 1500 feet. No animals were harmed during this flight, although the rooster claimed he had nothing to crow about after being trampled a bit by the sheep.

Following this successful flight, the first human-carrying hot air balloon flight was accomplished on November 21, 1783 on the outskirts of Paris. It carried Pilatre de Rozier and the Marquis d'Arlandes. The flight lasted 25 minutes, covered 5 miles, and reached an altitude of about 3,000'.

The 200th anniversary of the first human-carrying hot air balloon flight was in November 1983. To commemorate this flight, Claudius built a replica of the Montgolfier balloon, which could be repeatedly flown with the safety level of modern day balloons. This was the equivalent to building and flying a replica of the Wright Flyer and flying it on the exact day of the anniversary.

The balloon was made of modern materials, but in the same shape of the original Montgolfier design. This included the point at the top, and ring at the bottom, which supported the passengers. He found a painter who lived in an old monastery with high ceilings, allowing the painter to hang the fabric and paint it with the same patterns as the original balloon. It was powered by propane, not the oil-soaked straw and moistened wool used by the Montgolfier brothers. One of the problems Claudius had was being able to see in the direction the balloon was flying, so he designed some vents that allowed the balloon to rotate. Because of the shape, it was a bit unstable, particularly while descending.

On November 20, 1983 Claudius successfully flew the replica over Paris to commemorate the original flight. Then he put his car and a trailer carrying the balloon on the train, and traveled overnight to Toulouse. The next day was November 21, the real anniversary, and he again flew the replica balloon, taking off from the Place du Capitole and flying for about 20 minutes before unknowingly landing in the garden of Andre Turcat, who at the time was the Chief Test Pilot on the Concorde program! From then on, Claudius would affectionately be known around flight operations as "Montgolfier".

Another interesting project was attempting to prove that Clement Ader had actually flown on October 9, 1890 in a machine called the Eole. Although the Eole was lost to history, the Clement Ader Avion No. 3 was being analyzed and restored by the Musee de l'Air at LeBourget. Claudius built a replica of the Eole with his students, a bat-winged machine that was unstable in roll, even with wing warping for control. He was repeatedly able to become airborne in the replica Eole, flying 10 times in ground effect. But each time, the machine would first bank and when it finally began to yaw, the heading had dramatically changed and the drag due to sideslip had caused the machine to lose speed and descend to the ground.

When Claudius presented his report on the Eole to the museum director, the director produced a document written by Clement Ader describing the flight characteristics of the No. 3 machine. Almost word for word, the accounts were identical, which

indicated that the No. 3 machine had also flown, but with the same problem of control. The press, it seemed, had been unkind to Clement Ader by presenting a drawing of the No. 3 machine, showing it broken to pieces after attempting to fly. But the inspection of the No. 3 machine during restoration revealed a repair to just one propeller and one of the wheels.

In 1986, Claudius joined Airbus as Chief of Aerodynamics, where he contributed to the aerodynamic development of the A320. In 1990 he was back in the flight test business and in charge of icing tests, human factors, and the training of new engineers (which turns out to be a rare talent). He reviewed the development of the wing for the A340, which involved designs from France, Germany, and the UK. Eventually, the British, who do a marvelous job with their wind tunnels, were selected.

Claudius retired in 2002, but still teaches new engineers at Airbus. He covers each subject in great detail, and uses the world as his chalk board by taking the class through the small museum we have here, describing in detail the aerodynamics and control characteristics of each airplane, which have already been discussed in the theory. He also teaches at Supaero here in Toulouse, and provides technical language training to incoming foreign students headed to EPNER.

After I met Claudius, he sought my opinion on a kit-built replica of the Supermarine Spitfire. Designed and manufactured in Australia, the replica Spitfire, is an 80% scale airplane powered by a modern automotive V-6 of 266 horsepower. He made the decision to order the kit after reading an article by a pilot who had flown it, and had made some critical comments. Claudius knew enough about the author and thought "that guy is a jet pilot, and I don't think he's right about this airplane!".

It took almost a year for the kit to be prepared and to reach France, and Claudius has worked steadily on it for the last 6 months. Most of the kit is pre-drilled, assembly is with blind rivets, and it can be built without a jig. He used the wood from the crates to create a workspace and workbenches in the corner of a hangar at Lasbordes Airport on the east side of Toulouse. Hopefully, in a year or two, the roar of a V-shaped engine with short exhaust stacks will grace the countryside as another beautiful homebuilt takes wing with Claudius at the controls.

On another note entirely, Robert Sturgell, Acting FAA Administrator was in Toulouse for a flight in the A380. I was in the cockpit along with our Director of Flight Test Engineering Hugues Van-der-Stichel. The flight went very well, until Hugues turned into an evil instructor pilot! For the last approach, your FAA Administrator was asked to do a 3-engine missed approach, in the weather, with a runway change in progress, then make a 3 engine approach, and to do it all on his own, including flying and putting the changes into the Flight Management System. I am pleased to report that he did everything without missing a beat, and kissed the landing! So if you see Robert Sturgell at Oshkosh this summer, shake his hand. He's one of us.

There's still a lot of summer left, and a lot of flying, too. Have fun at Oshkosh and don't forget to lend a hand to your fellow pilot when they need it. It takes everyone pulling together to make flight safe and successful.

Book Review - by Dick Wilke "UNLOCKING THE SKY"

Glenn Hammond Curtiss and the Race to Invent the Airplane
By Seth Shulman
Harper Collins (2002)

While the Wright Brothers have been celebrated for the first successful flight at Kill Devil Hill, NC, on December 17, 1903, many of us may not be familiar with the remarkable contributions to aviation of Glenn Curtiss of Hammondsport, New York. As a young man he was a bicycle racer, repairer, and builder. He then became interested in building and racing motorcycles, and this led to his development of lightweight and powerful engines, which were also used on dirigibles.

As a result of this, he was invited to participate in Alexander Graham Bell's Aerial Experiment Association. Bell was very interested in encouraging the development of flight, and his wife provided seed money for their projects. One of the members was U.S. Army Lt. Thomas Selfridge, for whom Selfridge Air Base was later named.

Glenn Curtiss' "June Bug" was the first successful airplane which resulted from their efforts, and its flight on July 4, 1908, was the first publicly announced flight in America, and won for Curtiss and the AEA the Scientific American trophy for the first airplane to fly for a kilometer before judges.

Curtiss' "Rheims Rider" won the James Gordon Bennett Prize, the top honor at the Grande Semaine d'Aviation at Rheims, France, in 1909, as the World's fastest airplane.

The following year, his "Albany Flyer" flew from Albany to New York to win the New York World's \$10,000 award, and the press crowned him "King of the Air". This gave him wide publicity, and the money helped his small company to avoid bankruptcy.

Curtiss persisted to develop new airplanes in spite of legal battles with the Wright Brothers, who were determined to fight any and all threats to their wing warping patent. Ironically, Curtiss' airplanes used ailerons, not wing warping, and he and the AEA received a patent for ailerons.

Curtiss invented the hydro-aeroplane, now called the seaplane, along with a pontoon design. He masterminded the first launch of an airplane from a ship, and produced thousands of JN biplanes, the leading American trainer in WW-I. Following the war, he built four seaplanes for the U.S. Navy, and NC-4 was the first aircraft to successfully cross the Atlantic Ocean.

Glenn Curtiss is credited with 500 inventions, among them the aileron, the tricycle landing gear (which he used on his early airplanes), the amphibian airplane, the single-hulled flying boat, the aerodynamically balance rudder, the enclosed airplane cockpit, wheel brakes for airplanes, and the gyroscopic aircraft stabilizer (with Elmer Sperry, Jr.). He was a man of single minded determination and tremendous ingenuity, who never let the many obstacles he faced prevent him from reaching his goals. Today, we are still benefiting from the work of this creative genius, and the Glenn Curtiss Museum near Hammondsport, NY, stands witness to his many accomplishments.

CLASSIFIED

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OSHKOSH – ROOM AVAILABLE: see Bill Purosky

FOR SALE: 1995 Bounder 29 ft. Motorhome. 55,000 miles. Good shape; has a few minor issues we can discuss. Has loads of Oshkosh experience. \$18,000 or make offer. Contact Dick Bacon 517-694-0715

FOR SALE: 1971 Chevrolet ¾ ton Pickup. 74,000 miles; 396 CU big block. Was my dad's truck. Make offer. Contact Dick Bacon 517-694-0715

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: 1948 Ford Tractor, 8N with a 12 volt system. Werner electric hydraulic snowplow, tire chains and grill guard. Runs very good. Asking \$2500. This price includes the original manual. Contact Warren Miller, 517-214-2656.



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 Vandenberg

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 (McCreery) McAlister 517-596-2506 or visit www.naturalbeautysoaps.net/deanna

WE COULD HAVE INSERTED YOUR AD HERE!
Contact Warren or Vickie for the next edition!

POCKET CALENDAR

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

7/28/08 to 8/3/08 AirVenture

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 and www.mdot.state.mi.us and www.flyins.com