

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

AUGUST 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

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. A gentleman walking by the open hangar turned and came up to me and gave me his business card. He was Bill Scott, a roofing and siding contractor, who said he would send a crew to help us do the work. He was so grateful for the Young Eagles volunteer work we are doing. He had just flown his kids, who were bubbling over with enthusiasm. This past week Doug Koons and his son and two of the contractor's men replaced the nails with screws and caulked the new screw heads with polyurethane sealant. Doug fed them lunch and took them for an airplane ride. What a remarkable gift to the chapter, and many thanks to Doug and his son for two whole days of labor.

I just returned from Oshkosh with lots of information from national. The Family Membership is back, just like before, in addition to the new Student Membership category. Too many members protested about dropping young children from a membership category. We also learned that national is making more information available on-line. All of the Sport Pilot magazine archives dating back to 1953 are available at <http://members.eaa.org/home/saarchive/default.aspx>. National is continuing to expand the Hints for Homebuilders video series. Many were being filmed this year at the workshops. View them at www.eaa.org/multimedia and click on "Hints for Homebuilders". A Speakers Bureau website enables chapters to search for an appropriate subject and speaker for chapter meetings. If you are proud of your knowledge and experience in a particular area go to www.eaa.org/chapters/speakers/ and sign up. Who knows, you may someday be famous.

We have the new banners for MAD, an 8x22 and two 4x11's. They feature photos of two Stearmans, George Moore's KIS, and Dan Schiffer's new/old Corsair. We'll use them every year from now on by changing the date with a sticky vinyl overlay.

Mason Aviation Day is 17 August. 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. Mark your calendar for Saturday, 16 August as the set-up day. Come and help with cleaning the hangar and setting up the chairs and tables.

Bill Bezdek, President

Breakfast Teams

<u>August</u>	<u>September</u>
John Kennedy	Dick Bacon
Gary Long	Barb Bacon
Jim Palmer	Carl Dalrymple
Dave Paul	Gregory Harris
Rocky Stone	Richard (Dick) Hass
Roy Thelen	Doug Koons
Craig Tucker	Ed Search
Bruce VanFarowe	Judith Search
	Julie Spalding

EAA Chapter 55

Board of Directors Meeting, July 9, 2008

Vice President Bill Purosky called the meeting to order at 2340 Z (7:40 p.m. EDT) in the absence of President Bill Bezdek who arrived late due to traffic.

Secretary's Report: Sharon Hacker indicated a correction to the minutes of June, 2008: which reads: "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."should be corrected to read... "Bill Purosky noted that the budget report presented by Vickie indicates a shortfall....." Secretary's report then approved as corrected.

The General Membership meeting minutes of June 2008, were not official as there was no quorum.

Treasurer's Report: Sharon Hacker—Treasurer needs to pay bills for food, \$35.88; and for supplies, \$50.00 (welding). David James moved to approve, seconded, carried. Vickie Vandenberg submitted a request for reimbursement for fuel costs for using her vehicle to transport supplies for most recent Dawn Patrol (to cover 24 miles).

A lengthy discussion led by David James followed re: need for general policy separate from specific details for others who use their vehicle for Chapter 55 business. No policy has been officially adopted, but it was agreed that for those requesting reimbursement for use of one's vehicle or for the purchase of food or supplies for the Chapter, the Board of Directors will reimburse for actual costs for supplies, food, etc., including fuel costs.

Young Eagles: Doug Koons—we have flown 2,034 YE to date.

Membership: Vickie Vandenberg—make sure all members' application form includes National membership so we can recoup rebate from EAA National Organization. Does not apply to honorary memberships.

Bill Purosky moved that we include David Mellon as honorary member. Moved, seconded, carried.

Old Business: A telephone conversation between George Moore and Bill Scott revealed Mr. Scott's plan to complete roof repairs with his crew only without charge—he only needs the materials. Doug Koons was e-mailed the telephone number for Mr. Scott to complete the arrangements. \$200.00 has been allocated for roof repairs.

Vickie Vandenberg moved to approve money for all materials, not to exceed \$1200.00 plus free lunch and gift certificates for Mr. Scott and his crew for MAD dinner to express our appreciation.

Mr. Scott's business name and info:

ROOFING SERVICE SPECIALISTS

Roofing, siding, Windows, Gutters
Phone: 517-485-3875; toll free: 866-935-7663
Cell: 517-749-2043

Internet: www.roofingdog.com
502 Warren St., Charlotte, MI 48813

Doug Koons indicated that all materials for the hangar door have already been approved, but only needs further allocation for paint.

Bathroom fan needs repair/lubrication—plans underway.

Tables: Vickie V. asked Bill Bezdek if we could review some choices. A catalog was passed around but choice still to be made. Search continues. Bill Bezdek to sell the "new tables" he purchased from Michigan State University for \$25.00.

New Business: Our hangar leases need revision. A proposed new lease was presented by Bill Bezdek to be reviewed by BOD.

Mr. Bezdek received an e-mail from Grand Ledge EAA Chapter 1060 requesting a need for volunteer help during LCC Aviation Camp to be held at Capital City Airport August 4-8.

Sharon Hacker to resign as treasurer (sob!). Sharon has done an excellent job as treasurer and we shall miss her expertise. BOD will appoint her replacement.

Vickie: Need for lateral files.

Bill Bezdek: Discussion: Also need for personal property insurance (each individual responsible) and liability insurance for Chapter 55.

Inventory: Teams to be selected. Requirement for maintenance duties.

Budget: For 2008 the proposed budget: MAD: \$800.00; Dawn Patrol: \$600.00. The following breakdown of revenue and expenses:

\$2,500.00 - Food
145.00 - Permits
235.00 - Porta Potties
800.00 - Advertising

Total - \$3,680.00

Bill Purosky moved that we adopt a budget of \$4,000 giving us a slight cushion for the above expenses. Seconded, carried.

Expense for new banners (one large and two small) for approximately a cost of \$614 to be covered from the general fund. Motion made, seconded, carried.

Bill Purosky—Sam Porter requests to be allowed to bring a radio-controlled model airplane to MAD for display and discussion purposes—no flying, just discussion with those interested.

BOD members in attendance: President Bill Bezdek, Vice President Bill Purosky, treasurer Sharon Hacker, secretary George Moore, Charles Hacker, Vickie Vandenberg, David James, Al Spalding.

Other members in attendance: Ted Lakin, Doug Koons, Richard Bacon.

Meeting adjourned at 0204 Z (10:04 EDT).

EAA Chapter 55

General Membership Meeting, July 12, 2008

President Bill Bezdek called the meeting to order at 1330 Z (9:30 a.m. EDT)

Guest: Mr. Lyle Schumaker was introduced and given a warm welcome.

Secretary's Report: Approved with correction (see BOD minutes).

Treasurer's Report: Approved as written.

Reports from other officers/committees: Vickie has application forms for local membership/honorary membership for YE students.

Old Business: Tables and chairs. Bill Bezdek is offering the tables he purchased from Michigan State University for \$25.00 each.

New Business: Discussion re: reimbursement vs compensation (see BOD minutes for details).

Young Eagles: Doug Koons reports that we have finally broken the 2,000 mark (actual: 2034 YE flown). See his report for further details. One note here: Ted Lakin and Ernie Lutz have each flown 255 YE (the highest numbers flown for Chapter 55), so Ted passed the baton (a model airplane propeller with inscription) to Ernie Lutz.

MAD sign up sheet is now available.

Banners: Two small and one large, generic, to be used each and every subsequent year for all events, to feature the photos of the F4U Corsair and George Moore's KIS TR1 aircraft. Stick-on labels for dates and time will allow flexibility for each coming year.

Property Inventory: Teams of two, one with a camera and one with writing pad. With enough people assigned, the entire job can be done quickly.

Promised Roof Repair: Mr. Bill Scott and crew to do job (see BOD minutes).

Sadly, our treasurer, Sharon Hacker to resign, but will continue through November, 2008. BOD will appoint new treasurer to be selected from the many eager prospective members just waiting for this opportunity! Any volunteers?

New Hangar Leases: BOD now reviewing and they will be presented soon.

LCC Aviation Camp: Grand Ledge Chapter 1060 to sponsor the Aviation Camp at Capital City Airport, August 4-8. Would welcome volunteers from Chapter 55 for assistance as instructors.

Light Sport Aircraft for sale: See Al St. George.

Flight Advisors: Applications submitted to Ernie Lutz, Chuck Hacker, and Gary Long. Al St. George presently only one filling this position.

Concert in the Park: Chamber of Commerce needs volunteers to pass out literature, pick up Wednesday before concert, July 26.

Chapter 55 members in attendance: approximately 32.

Meeting adjourned at 1417 Z (10:17 a.m. EDT)

Young Eagles flights today following the General Membership Meeting

TIDBITS 2007

By Vickie Vandebelt

JULY 4th AIRPORT SECURITY:

The M-J Advisory Group sincerely thanks EAA55 Members Al & Julie Spaulding, Dave (& wife Deb) Groh; and Vickie (& husband Ken) Vandebelt for their time working with Officer Dan DeLong from CRAA. They assisted Officer DeLong with gate security allowing only owners, tenants, and guests on to the field to watch the fireworks display.

THUNDER OVER MICHIGAN:

Thunder 2008 is finally here August 9th and August 10th at Willow Run Airport. This year's event features aircraft from WWI to F/A-18 Hornets. There will be two "battles" each day featuring re-enactments with tanks and air cover, paratroopers jumping from C-47s and jet demo teams. This is a great war-bird show. Additional info and list of aircraft to appear can be seen at www.yankeearmuseum.org/airshow

RETIRE OLD FLAGS WITH DIGNITY:

The Browne/Cavender American Legion Post 148 of Mason has installed a refurbished old mail drop box on the north side of the Mason Historical Museum at the corner of Barnes & Oak Street for people to drop off their faded and tattered American flags. The Legion will pick them up and retire them with dignity at a special ceremony. This is a wonderful idea and a great service.

BREAST CANCER THREE DAY WALK:

Many of our members are involved in a variety of community and charity events. One such, Julie Spaulding, will participate in the Breast Cancer Three Day Walk in September. Julie will be walking 60 miles over the course of three days in this fund raising event.

She hopes to raise over \$2,200 to benefit breast cancer research, education, screening & treatment through the Susan G. Komen for the Cure and the National Philanthropic Trust Breast Cancer Fund. If you would like to help Julie, you can donate online at www.the3day.org. Or, by check payable to Breast Cancer 3-Day and send it to Julie Spaulding; 1025 S. Diamond Road, Mason, MI 48854-9636

AOPA PRESIDENT PHIL BOYER TO RETIRE:

Per a 7/4/08 AOPA e-news release, President Phil Boyer will step down as AOPA president at the end of the year. President Boyer has a strong list of accomplishments since taking controls in 1991. Said Boyer "At the end of this year, I will be able to 'get my life back' and fully enjoy the GA flying that AOPA fights so hard to preserve."

AOPA also announced that AOPA member and 40-year pilot Craig L. Fuller had been selected to succeed Phil Boyer as AOPA president, effective January 1, 2009. Fuller has headed a national trade association and held top positions in the White House, global consulting and public affairs firms, and a Fortune 50 corporation. A pilot since age 17, he currently owns an A36 Bonanza, which he flies some 200 hours a year for business and pleasure. Read more at www.aopa.org

VOLUNTEERS IN POLICE SERVICE:

Eaton County Sheriff Mike Raines recently announced an addition of a volunteer aviation unit featuring a Cirrus SR22. Mr. Tom Parker recently joined the Sheriff's Office as a Special Deputy and has offered the use of his aircraft and piloting skills to assist the Sheriff's Office. The aircraft will be used primarily as aerial assistance during search and rescue missions and disaster assessment. Congratulations to Mr. Parker as another example of how members of the aviation community contribute their time, money and resources to serve their communities.

LITTLE-KNOWN AIRFIELDS:

Paul Freeman of Sterling, Va., has created a website: http://members.tripod.com/airfields_freeman/ about abandoned and little-known airfields. The site, which is broken down by state, has grown to include information and photos on nearly 1,400 airports. It provides a fascinating and often overlooked side of American history. For more on Freeman's efforts, visit www.aopa.org

Young Eagles

By Doug Koons

Hi Everyone, Our chapter flew 35 kids at our 7/12 Young Eagle Rally even with having to hold off Starting time until 11:30 due to the weather. That now put's our over all total at 2069 kids. We had lots of volunteer members who helped with this rally. Thank you all for all the help.

Our next Young Eagle Rally is 8/9 from 10 to 2. Please come for breakfast and help with this event. We can always use more help even if you did not sign up and remember we always have fun.

I would like to congratulate Erne Lutz, who is now our overall leader at 264 Young Eagles flown.

Hope to see you all on Saturday. Thank you, Doug

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

EAA AirVenture Oshkosh 2008 is history as of today. By all accounts, from what I could garner from the internet, and from friends who attended, it was your typical Oshkosh – lots of enthusiasm, lots of activity, and many new things to look at and consider for the future. It seemed to be just as big, and the higher fuel prices this year did not appear to dampen the activity. However, I'm sure that if you looked into the details, you would find that fewer people flew or drove in from very long distances away from Wisconsin.

Aside from the tiny B747 airlifter that showed up, I found several things mentioned on the internet to be extremely interesting. The first one that really caught my eye was not about airplanes at all. It was about launching small payloads into space in a very unique way. Dr. Leik Myrabo once worked as a scientist on the Star Wars strategic defense initiative. That program, begun at the direction of President Reagan, probably put the final nail in the coffin of communism, and helped bring down the iron curtain.

What Dr. Myrabo learned from the high energy microwave and laser systems associated with Star Wars was that high energy could be beamed very accurately. So he reasoned that a small vehicle could be powered by energy provided from the ground. Today's rockets require a large volume (and weight) of fuel to carry them into orbit. But what if you could power them from the ground? Then the weight of the propulsion system would be almost nil.

The small vehicles that have worked so far are shaped like inverted soup bowls, with a small spike on the bottom, and they are spin stabilized at high rpm for stability. A high energy beam is directed at the underside, which is then focused on the rim by the shape and reflectivity of the spike. The air at the rim expands explosively, propelling the small vehicle upward. Successful flights have reached 280 feet, on a small amount of power provided by a 10 kilowatt CO2 laser beam.

The theory works well in the atmosphere, but would require more adaptation once in space. One way to continue producing thrust would be to coat the underside with a substance that would expand explosively much like air. Even water could be used for propulsion, and it could be scooped from the atmosphere during climb.

The real challenge is to reliably send 100kg (220 lbs) into orbit, which would take 1 megawatt per kg to power it. A space based laser could also be used to essentially, “beam up” the payload, using mirrors to focus the energy on the underside.

It may sound like pizza pie in the sky, but as a system, it produces no pollution, and no hardware falls into the ocean. Hey, it’s even better than using Hafnium as a propulsion system!! You can read more about it online at the AirVenture web site for July 29th, and you can get the full story on Hafnium from our fearless leader, Bill Bezdek.

The other thing that really caught my eye and imagination was the small electric powered airplane. How very exciting it was to see a totally silent propulsion system take to the air on a small amount of energy and small amount of cost. It was reported that on 18 hp, the airplane would climb at 500-600 fpm, and cruise at 70 mph. A single charge would last 1-1/2 hours, and you could recharge it once on the ground in about 2 hours. Those are numbers that will work for a lot of our flying needs!

The remaining number is cost to acquire the propulsion system. The airplane has to be affordable in terms of number of years to retire the cost of the propulsion system, compared to the lower cost of a fossil fuel system and the equivalent cost of fuel per year. But what I can imagine is airplanes becoming good neighbors from a noise standpoint, and being totally green in normal operations. Recycling the batteries would be an important consideration to its “greenness”.

This is the beginning of a whole new aspect of sport aviation. I expect many changes in the future, and bigger and better designs ahead. I’d love to find a way to coat the airplane with photocells, considering aerodynamics, and the added weight. Maybe the UM’s Solar Car Team would be interested, after recently winning the North American Solar Challenge race.

We get to meet a lot of interesting people here at Airbus, and last week I flew in the A380 with a pilot named Phil O’Dell. Phil is Chief Test Pilot for Rolls Royce in the UK. Rolls is one of two engine manufacturers supplying power for the A380, and Phil was in Toulouse to talk about the in-service record of the Trent 900 engine.

Phil works for the company whose namesake engine is without a doubt the Rolls Royce Merlin. The Merlin powered the P-51 and the Spitfire. A later, more powerful version of the engine was the Griffon. I know it’s hard work, and someone has to do it, but Phil is assigned, as part of his normal work duties, to fly the Rolls-owned and Griffon-powered Spitfire Mk XIX. How cool is that?

We had a great flight together, and he talked somewhat about flying the Griffon-powered airplane, the earlier Spitfire models, and the Hurricane. He found it interesting that other pilots who had flown the same trio of airplanes had found the Spitfire Mk

XIX the easier of the airplanes to fly, and that the Hurricane was the most difficult. Phil felt that the opposite was true.

Other than a complex gear and flap system that allowed gear operation or flap operation, but not both at the same time, he found the Hurricane very docile and predictable on the ground and in flight. He even felt that the Hurricane may have been a better gun platform. But at the end of the day, performance wins in combat, and the higher performing Mk XIX would do better in combat, despite less docile handling characteristics.

Mason Aviation Days are coming up fast, and I know the Chapter will be working hard to handle all the details of food, parking, watching out for non-aviation people, and everything in between. It’s a big job. You could look at it as sort of a mini-Oshkosh, but with a lot fewer people to make it happen. I’m sorry I won’t be able to join you, and hope that everyone in the chapter who can be there will pitch in and help to make MAD a safe and profitable event for the chapter. It’s a great opportunity to help your fellow pilots when they need it, so lend a hand if you can to make everything go smoothly.

Cessna 150-152 Club

By Deanna McAlister

The Cessna 150-152 International Fly-In, in Clinton, Iowa was a blast!! It is the weekend right before Oshkosh every year. Don & I flew our 1971 C-150 in a caravan with 13 other 150's & 152's.



The Great Lakes group call ourselves the Bug Smashers. We met up in Stark Co. Indiana with the East Coast OutKasts. We were the largest caravan to come in 14 planes in all. There were 70 some planes there from all over North America. It was our first time to the fly-in, and they said the numbers were down this year, 100 planes was the norm in the past. The weather was great going and coming home!!



During the three day event there are flying contests, and lots of buzzing around. We participated in the spot landings and nurf ball drop. They also had aerial treasure hunts and an egg drop. Meals were in the hanger and a third of the folks camped with their plane. Its a great group of general aviators.

EAA AIRVENTURE 2008

Oshkosh, Wisconsin

By Dick Wilke

On the way to Oshkosh I dropped my wife, Joan, off at her sister's home on Lake Sinnessippi, and continued 59 miles north to spend July 19 - 21 at AirVenture. I spent parts of each day tramping around Aeroshell Square, the Vintage, Homebuilt, and Warbird Areas admiring all the beautiful airplanes and talking with their owners, while catching parts of the airshows each day.

One of my first stops was at the RANS, Inc. area, for a luncheon for RANS builders. It was great to see Randy and Paula Schlitter, Tracy Standish, and Ed Schwab, who is again the A/C Tech guy. He was a great help when I was building my airplane, and I had a couple of questions for him about improving my jumper struts.

I spent quite a bit of time at various Forums and Workshops, which are usually informative, and sometimes entertaining. It's a good way to stay out of the sun for part of the day. Earl Downs, who writes for EAA and other magazines, covered the maintenance requirements of S-LSA, Experimental LSA, and Experimental Amateur Built airplanes, and who could do what in each case. LaFonda Jean Kinnaman and her son have continued to make plans available for the Pober Designs of Paul Poberezny, and owners of a Pober Pixie, Pober Jr. Ace with Rotec radial engine, and an Acro Sport II told about flying their airplanes. I have always been intrigued by the many designs Paul has built over the years, and hope someone will write a book about them someday.

Paul Hamilton of Airventure Productions has written and produced many materials on becoming a Sport Pilot, which are available from ASA. He discussed passing the written test, and preparing for the verbal and flight portions of the checkride

He suggested a practice flight beforehand in the checkride airplane, if it is different from the one in which you received instruction. John Moore of the FAA showed some of the less familiar chart symbols on the screen and quizzed the audience on their meaning. He also discussed MOA's and restricted airspace.

Bobby Sturgell, FAA Acting Administrator, introduced his department heads and reviewed proposed changes in FAA regulations. He doesn't expect the FAA Authorization bills to pass until after the presidential election. He stated that increases in GA fees are needed because larger GA airplanes are placing increased demands on the FAA. An audience member asked about the Air Traffic Controllers contract negotiations. He said the FAA has negotiated some 100 of the 110 issues involved, that many older air traffic controllers are retiring, and that the average salary of the top 1/3 of controllers is over \$160,000. He said that the FAA cannot afford the present contract in the future, and they expect to hire 3,000 new controllers at about \$50,000 per year. I was impressed with his knowledge of the issues facing the FAA.

Greg Pinnell, M.D., AME, who volunteers for EAA, gave an excellent talk on Aviation Medical Certification, and answered many questions from the audience. He is from Michigan, and also works for NASA with the astronauts. Frederick E. Tilton, M.D., FAA Flight Surgeon, introduced his staff and discussed various medical issues, and changes the FAA has made that will allow some people to fly, even including one or two people with heart transplants. He showed a chart of the dramatic reduction in non-fatal and fatal accidents (313 in 2007), and the implication was that this was due to the FAA's medical standards. However, no credit was given to the efforts of the AOPA Air Safety Program.

At the question and answer part, I spoke up and told Dr. Tilton that I was 78, had built a RANS kit airplane to fly under the Sport Pilot rule, and have a couple of letters from Dr. Silberman denying my request for a special issuance medical. I said I had a heart attack 21 years ago, am now 30 pounds lighter, my cholesterol level is 130 less, and I can do anything most 78 year olds can do. All I want to do is fly my little Light Sport Airplane over farm country. Dr. Tilton replied that the "catch 22" rule was added by attorneys after the Sport Pilot Rule was instituted, and the only way to change that was by petitioning to change the rule, which has already been tried, without success. Dr. Silberman said he hesitates to suggest it, but people in my situation can undergo heart catheterization and compare that with a nuclear stress test. Dr. Pinnell came to see me after the program. He had been sitting at the back with four AME's, and they had discussed my case, and felt something could be done. He asked me to call him upon my return, which I plan to do. I very much appreciated his interest in helping me as a volunteer for EAA.

I spent the last couple of hours with a quick tour of the Museum, and the Pioneer Airport, with its many historic and experimental airplanes. The KidVenture Tent was set up in front of the hangers and lots of kids were having fun engaged in their projects. A fitting end to a great three-day visit!

CLASSIFIED

FOR SALE: 1995 Bouncer 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 4,000 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 electrical service set, sewer line already in. tennis courts and a 3500 ft. grass airstrip. These two lots (approx .40 acres each) are improved, drive/culvert, 5" well. Only \$15,900.00 for both lots. 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 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

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.



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

POCKET CALENDAR

8/9/08 & 8/10/08 Thunder Over Michigan; Willow Run Airport

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