

CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

SEPTEMBER 2010



Meetings are the 2nd Saturday of each Month

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

Pres: Ken Vandenberg 589-5051 Vice Pres: Bill Purosky 214-2729 Treas: Al Spalding 676-3370

Secr: Vickie Vandenberg 589-5051 Editor: Warren Miller 214-2656 (all Area Code 517) www.EAA55.org

Climb and Maintain Flight Level 55

Due to the diligence of our Young Eagles Coordinator, Doug Koons, and the promotion and advertising by Vickie Vandenberg, Chapter 55 had two great YE rallies this year. The Chapter has now flown over 2,500 local youngsters!! Congratulations to current and past YE volunteers for a job well done.

MAD 2010 was not our best ever but it wasn't a complete bust either. Even though Mother

Nature dealt us less than perfect weather, several hundred people came out to enjoy our good cooking and see what we had to offer. When the precipitation got heavy, they just popped umbrellas and continued to tour the field. Many thanks to Dan Schiffer and the T-6 group for stopping by for breakfast on their way to events at Alma.

This month, we are hosting an MDOT seminar. Please be sure to wear your nametag. Attendees have been invited to our breakfast and the "SUGGESTED DONATION" sign will be displayed. It is intended for non-members who do not pay dues yet reap the benefits of the seminar for which EAA55 provides the facility. Jim Spry has volunteered to hand out the leftover MAD "pilot bags" to our guests. If members could assist the breakfast crew by directing guests, clearing tables and emptying garbage, it would be a big help.

Our meeting will start 9:00am so we can conclude our business and move on to the seminar around 9:30am.

**Board of Directors Meeting
September 1, 2010, 7:00 pm.
Chapter Membership Meeting
September 11, 2010
Breakfast 8-9 Meeting – 9:00 am**

As a bonus, Terry Lutz will do a presentation titled "Braking and Stopping with Precision at 1.25 Million Pounds" following the MDOT seminar. All members and guests will be welcome to attend. Vickie and I will be absent, so Bill Purosky will be presiding.

Our October program will be a field trip to Highfields campus for a tour and luncheon. Afterwards, everyone is welcome to stop by our place and check the progress of our Stearman project.

Share the passion,
Ken Vandenberg, President

DIRECTIONS TO HIGHFIELD: US-127 south to the Leslie/Bellevue Road exit. Right (west) on Bellevue Road until it ends at Onondaga Road. Left (south) on Onondaga Road to Old Plank Road (first road going left). Follow Old Plank Road to the Highfield entrance; 5123 Old Plank Road.

DIRECTIONS TO VANDENBELT'S: Left on Old Plank Road to Olds Road (first road going left). Follow Olds Road east to Walker Road. Left on Walker Road to first drive on the left; 4870 Walker Road.

Breakfast Teams

<u>September</u>	<u>October</u>
Dick Bacon	Pete Chestnut
Barb Bacon	Rosemary Duckworth
Chuck Cooper	Fred Honhart
Chris Long	Terry Lutz
Ernie Lutz	James McFarland
Ronald Pearce	Roger Reeve
Judith Search	Craig Tucker
Julie Spalding	



August Breakfast Team:
Rocky Stone, Tom
Sheehan and Bruce
VanFarowe

EAA Chapter 55 Board of Directors Meeting, August 11, 2010

→Meeting was called to order at 7:03pm. →Directors present: Ken Vandenberg, Bill Purosky, Al Spalding, Vickie Vandenberg, Joe Madziar, Dave James, Doug Koons, Ed Search, Jim Spry. Absent: Warren Miller →Secretary's Report dated 7/7/10; Joe Madziar made a motion to approve, Doug Koons second, all approved. →Treasurer's Report dated 7/31/10; major expenses building insurance renewal policy, building paint & supplies, DP advertising. Vickie Vandenberg made a motion to approve subject to corrections in the DP figures to reflect approximately \$900 reduction of revenue for posting seed money, Bill Purosky second, all approved. →Young Eagles; Doug Koons reported chapter close to 2500 total; 133 flown in July. Discussed use of our YE credit dollars to purchase additional cones. Doug Koons made a motion to purchase \$500 worth (or less) of cones with YE credit money not to exceed 75 cones; Joe Madziar second; all approved. →Membership; one new member, Rosie Duckworth. →Nominating Committee; soliciting members for Directors. →Personal Property Inventory; nothing new. →Building Painting Project; done. →September program will be MDOT seminar; suggested donation sign will be posted; Bill Purosky will preside. →October program will be field trip to tour Highfields, lunch provided. Welcome to visit Vandenberg's project after lunch. →Copy machine; offer FREE at MAD. →MAD; using promo certs, plan for set up on Friday, pick up Skyway canopy, still looking for golf carts. Snack sales will include cotton candy & ice cream treats. →September BOD meeting changed to 9/1/10; noted in August newsletter. →Ken Vandenberg to contact GarMel to update our fire extinguishers. →Vickie Vandenberg compiling a "Will Fly" List; also "Tools Available to Loan" List. →For October meeting, we will need the slate of nominees for Director & establish absentee vote process. →Doug Koons made a motion to adjourn; Bill Purosky second; adjourned at 8:18pm.

EAA Chapter 55 Gen'l Membership Meeting, August 14, 2010

→Meeting was called to order at 9:29am; approx. 44 members & 2 guests present. →Following the National Anthem, President KVandenberg thanked the breakfast team. →Secretary's Report dated July 10, 2010; motion to approve as published in the newsletter; second; all approved. →Treasurer's Report dated July 31, 2010; motion to approve; second; all approved. →Sad loss of our member

Gilbert McKessy. →Young Eagles; Doug advised we should pass the 2,500 mark with this month's rally. →Nominating Committee; see Joe Madziar if interested in serving. →September BOD meeting rescheduled for 9/1/10. →Building paint project completed. →September program will be the MDOT seminar. →Will publish directions to Highfields & Vandenbelts in the Sept/Oct newsletter. →MAD need workers. →VickieV has set up a "Will Fly" list for those pilots who would like names of members who would like to fly with them. →VickieV has set up a list of those who have special tools they would be willing to loan to others. →Still have copy machine free to good home. →Al St.George presented info on weight & balance; various things to consider. →Bill Bezdek suggested chapter consider purchase of golf carts. →Motion was made & meeting adjourned at 9:49am.

Tidbits

By Vickie Vandenberg

NEW MEMBERS: Chapter 55 welcomes new members Jadranka (Jay) Komnenic and Jim McFarland.

SNACK SALES: In addition to our pop, water, chips, cookies & candy - EAA55 Snack Sales now offer a selection of ice cream treats - Snickers, Sandwiches, & Klondike - only 50 cents. Drop in for a snack each time you visit the airport.

INVITATION TO WILLIAMS AERO ESTATES: Sept 18th, Williams Aero will host potluck starting at noon (rain or shine). Meat & soda will be furnished at Densel Williams; bring a dish to pass. The Winery will also have festivities including food from West Texas BBQ, music & dancing in the evening. Drive US-127 to Berry Rd exit; turn east & then turn right; south onto State Road; proceed to entrance of Williams Aero Estates, take Aeronca Drive south to Chief Drive; turn left to 101 Chief Drive. Flying: Williams Field; Loc ID: 5M17 (6.2 nm on 020 radial from JKN vor)

GREAT LAKES AVIATION CONFERENCE: New date, new location, reduced price, one-day event; January 8th, 2011 at Eastern University Student Center in Ypsilanti. Advance registration only \$20.00; fully refundable up to Jan 1st of 2011. Register online at www.GreatLakesAviationConference.com

AIR ZOO "HOPS & PROPS": Kzoo is hosting a Casino Night & Beer Tasting on Saturday, 10/23 from 7pm to midnight. Cost is \$50 per person & Fly-In hotel packages are available. Visit www.hopsandprops.org for more info.

ADULT ORIENTATION FLIGHTS: EAA has published guidelines designed to help EAA Chapters facilitate an introductory flight experience with adults, including a waiver form. The latest revision is available on the EAA

website www.eaa.org/chapters/resources & I have asked Craig Tucker to link from ours. AOPA also has developed a waiver form but it is no longer available online. I can provide a copy to anyone who is interested.

AIRCRAFT REGISTRATION: Beginning 10/1/10, the FAA will start terminating the registration of all currently registered aircraft. Notices being mailed will require owners to re-register their planes & pay the associated fees in order to retain airworthiness.

AVIATION WEEK: Governor Granholm has proclaimed the week of October 1, 2010, as Aviation Week in Michigan. This coincides with the "Bridges & Lighthouses" Michigan Air Tour.

Young Eagles

By Doug Koons

The Young Eagles volunteer pilots of Chapter 55 gathered at Mason-Jewett Airport on Aug 14th, eight in all, to introduce flying for the first time to 81 young people who had arrived for the rally. Weather was good with temperatures in the high 70's and cloudy with a little humidity.

Many Chapter members volunteered in setting up the area, assisting in registering the young people and assigning them to an aircraft. The pilots greeted their passengers and showed them how an airplane flies by inspecting the wings, control surfaces and instruments, etc. All the young pilot candidates were excited after their flights, as were their parents.

I had the privilege of flying Chapter 55's, 2,500th Young Eagle on this day. It was Alyssa Doty, age 14 from Grand Ledge, Mi. Alyssa, somewhat shy, didn't show much excitement about her first flight, but said it was fun and she liked looking out the window at the scenery. She said her Grandpa took his first plane ride when he was 70.



So far this year Chapter 55 has flown 226 Young Eagles. The grand total to date is 2,590. I feel we have done very well so far and will continue to do so. Thank you, pilots and volunteers, for a job well done and keep up the good work.

Mason Aviation Days (MAD) was held this year on Aug 28th. The Civil Air Patrol directed all the car parking.

Assisting in the dining room, 10 area girls scouts waited on customers, cleaned tables and disposed of trash, etc. They were a great help and to reward their good work, all were taken for a plane ride.

Thank you, Doug

See Page 7 for additional Young Eagles statistics.

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

There is a region in northern Africa that produces strong low pressure areas, which flow off the coast to the west and form the International Tropical Convergence Zone. Some of them are strong enough to form hurricanes. I remember flying as a passenger from Amsterdam to Johannesburg and during the night over central Africa, we were in the presence of thunderstorms for over 5 hours.

Imagine that you have been flying for over 10 hours and just beginning to encounter this band of storms. Such was the case in February 1938 as Alex Henshaw flew the second leg of his journey from London to Capetown, South Africa.

The flight was planned to set a records for flying from London to Capetown, Capetown to London, and the time for the overall journey. Alex Henshaw set records that would stand for 70 years.

When he was just 20 years old, Alex became well known as a race pilot in Britain during the 1930s. After competing, and winning, in a Gypsy Moth, he settled on a Percival Mew Gull, and in 1937 won the inaugural London to Isle-of-Man race in 1937. The following year, he won the King's Cup with a speed of 236.25 mph.



Alex then set his sights on a flight from London to Capetown, South Africa and return. This is not like a flight from Michigan to Sun-N-Fun. The total distance was 6377 nm, and it would be flown over some of the most inhospitable terrain on the face of the earth. He didn't have GPS or Satcom equipment. And even more horrible, he didn't even have a Blog!

He had to fly directly over the Sahara desert, on a route similar to one taken by the ill-fated B-24 "Lady Be Good". The chances of survival in the Sahara, unless you are Bedoin by birth, are slim. And then there were the jungles of central Africa, where human beings are well below the top of the food chain.

With fuel stops in Algeria, the Belgian Congo, and Angola, Alex made it to Capetown and spent 28 hours on the ground before climbing back into G-AEXF for the return trip to London. As the last leg, fatigue began taking its toll, and he had to struggle to remain alert. On arrival at the airport in Gravesend, England, Alex had was so tired and stiff that he had to be physically lifted from the airplane. Total time from start to finish was 4 days, 10 hours, and 16 minutes. He had set records in each direction, and established a new record for London to Capetown and return. Later in life, Alex would write a book titled "Flight of the Mew Gull", about his adventure to Africa and back.



Within a year of the flight, WWII had broken out and the British were building up their air arm in advance of what would become the Battle of Britain. Alex was sent to the Castle Bromwich factory in Birmingham to do production test flights on new Spitfire aircraft. He soon became the Chief Test Pilot, in charge of 25 other pilots who would eventually fly ½ the total production of Spitfires and about 350 Lancaster bombers. On some days, he would fly up to 20 aircraft, often in foggy, misty flying conditions. They had their share of accidents, and two pilots were lost. It is estimated that Alex alone had flown more than 10% of the Spitfires and Seafires ever produced.

In 2009, 70 years after the original records were set, South African pilot Charles "Chalkie" Stobbart flew from Capetown to Southend near London and return in 3 days, 15 hours, 17 minutes, cutting Alex Henshaw's round trip time by 18 hours 59 minutes, and setting new records in each direction. Chalkie was flying a homebuilt GP4 Osprey, which is equipped with retractable landing gear. There is an interesting tradeoff between the extra drag of fixed gear and the extra weight of retractable gear.



The British, not to be outdone, have once again tried to regain the record once held by Alex Henshaw. On 31 August 2010, pilot Steve Noujaim departed Southend in a homebuilt RV-7 and headed toward Capetown. Steve spent just 10 hours on the ground in Capetown. Ground time is important to the total round trip time. Chalkie Stobbart spent 12 hours in rest in England before returning home. Total time for Steve's record run to Capetown and back was (unofficially) 3 days, 12 hours, 45 minutes, shaving 2 hours 32 minutes off Chalkie's time. If you consider that Steve spent 2 hours less on the ground than Chalkie, they were only 32 minutes apart in terms of flying time.

As of this writing, it appears that Steve broke the London to Capetown record, but was only seconds better than Chalkie's time for the Capetown to London leg. I can imagine that FAI aviation record officials are involved, and they are studying it very closely.

Meanwhile, another contender is on the ramp and getting ready to challenge Steve and Chalkie. His name is Tony "Taft" Smith, and he plans to fly with a Glasair II RG (another retractable airplane, but in a fairly light airframe). Taft is planning only one stop for fuel, in Abuja, Nigeria. He estimates he can do "The Cape Run" in 65 hours, but it's unclear how much time he will spend on the ground in Capetown.

I remember when Dick Rutan set a distance record in his Long Eze, flying from Anchorage, Alaska to Grand Turk Island in the Bahamas. The distance was 4560 nm, but more importantly, the flying time was something like 33 hours. If you read the first-hand account that Dick provided in Sport Aviation, you will learn how difficult it is to stay awake and concentrate on flying. Or, you can take your Long Eze and be the next contender in line for the London to Capetown and return challenge! The Breguet Range equation suggests it would be a very efficient competitor.

It's September and time for both football and airborne color tours. The weather becomes changeable at this time of year, although the changes are not as rapid as those experienced in Spring. Fly carefully, keep a good look-out, and never forget to help your fellow pilot when the opportunity arises.

From the Flight Surgeon

By Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR

September is here and fall is just a few weeks away. Along with it will be the beginnings of the flu season. The Center for Disease Control recommends that anyone over 6 months old receive the seasonal flu shot. This helps protect against potentially deadly consequences of flu.

The H1N1 vaccine will be included in this year's seasonal shot so only one poke will be needed! It is always a good idea to wait 8-12 hours between vaccination and flying aircraft to protect against possible adverse reaction to the shot. Fly healthy and safe!

Gregory Pinnell, MD
Senior AME/ Senior Flight Surgeon USAFR
www.OK2FLY.com

CLASSIFIED

BEACON AVIATION RIDE SHARE: contact Mike Marhanka 517-485-9190 or Jim McFarland

517-944-7796; sirjames1@sbcglobal.com

HANGARS FOR RENT: Deanna McAlister
517-851-7047 or Lloyd Brown 517-589-8619

FOR SALE:

Share of Whitetail Hunting Camp Inc. (a Chapter S corporation; my stock is 1/8th interest). Well run & managed to improve deer hunting. Comprised of 157 acres bordering on 155,000 acres of the Houghton Lake State Forest & the Roscommon Line. Contact Dick Bacon 517-230-7808

“Therapy,” KIS TR-1, Subaru Legacy engine, low time engine and airframe, well maintained, vacuum gyro-horizon and compass, electric turn and bank, Garmin 250 GPS nav/com, Collins Mode C transponder, cruise 170 mph. Excellent cross-country airplane.
George Moore, 517-536-1034

Rans 2007 S6S Coyote II; 88 hrs; Rotax 912; many extras; \$49,000. Ernie Lutz 517-676-4601

DTV antenna; analog or digital TV; \$20 George Moore
517-536-1034

Telex ProCom 200 noise-canceling headphones. Bart Smith
517-676-2146

Generac Generator; \$350 Greg Hover 517-676-5126

Burning barrels; \$5 Dave Groh 517-676-4416

Yesteryear Aviation; new surplus hardware 517-676-4416

Military-style Dog Tags; \$5 Vickie 517-589-5051

Avon Products & Natural Beauty Soaps. Deanna McAlister
517-596-2506

Contact Warren or Vickie to place your ad here!

SCENES FROM YOUNG EAGLES & MAD



GARY & JACK ON PATROL



GREAT DAY FOR A RIDE IN A STEARMAN



THE 55 HANGAR WITH HER NEW PAINT JOB



ERNIE LUTZ WORKING TOWARDS HIS 400TH YE



YOUNG EAGLE FIGHTER PILOT



ANOTHER FUTURE PILOT



PAT SALOW FLYS A YE IN HIS NEW 701



YOUNG EAGLES LOOKING FORWARD TO THEIR RIDE



M.A.D. BREAKFAST COOKS



NICE KITFOX



FUN HELICOPTER RIDE



HOME BUILDER/PILOT



BEAUTIFUL T-6'S AND SMOKE SHOW



LETTER FROM KYLE CURTISS

As a recipient of the EAA Chapter 55's Newberry Scholarship this winter, I want to express my appreciation to the membership and introduce myself and how I've used the scholarship. I am receiving flight training at Western Michigan University in a Cirrus SR20 version 8 aircraft. I'm sure everyone knows about these aircraft from popular magazines; they are a dream to fly with all glass Garmin instrumentation. I first met many of you at various EAA events last summer and felt right at home. Doug, Bill P, and Vickie put me to work day one with Young Eagles and MAD. I really enjoyed the time working the grill and scheduling kid's trips.

During last Christmas break, at the beginning of the second semester, I was enjoying the break with my family when a significant setback happened. I was one week from starting flight training when I decided to learn snowboarding at Boyne Ski Resort. I had spent the day on the bunny hill and after a two hour lesson and was sliding at a slow pace starting to stop when an edge caught and flipped me forward. It wasn't a hard fall, but a loud "pop", instant pain in my wrist, and suddenly laying on the side of the hill with the ski patrol fussing at me told me my flight training was in trouble. I had broken my right wrist in two places. A call to the head flight instructor at WMU confirmed I was out until the cast could come off; at least 6 weeks the doctor's were telling me. That would place me way behind my classmates, would I even be able to start this semester?

Three weeks later I finally started my flight career with amazed doctors wondering how my wrist healed so quickly. My excitement was through the roof. As I walked into the KBTL flight operations building for the first time I was greeted by my flight instructor Gary Tolley. I was pleased to find out my instructor was at least two decades older than myself. A graduate of WMU himself, he wasn't fresh out of flight training. As he was showing me around the flight

buildings, I was able to learn where everything was going to take place and where I would spend a majority of my time for the next few years. At the conclusion of my building tour, I knew flying was definitely for me. The smell of avgas, the roar of the 200hp Cirrus engines, all lined up neatly everywhere I looked. There were people everywhere, planes moving all the time, it was electrifying. I couldn't wait to get flying.

My first experience with Cirrus aircraft was the WMU flight simulator. The simulator is a real cockpit of an SR22 with huge multi computer driven graphic system for looking out the "windows" creating the virtual sky and horizon. Amazing fidelity; people standing on the catwalk start leaning as the view banks and have to catch themselves. It didn't take long to get into the real aircraft.

The first flights were amazing; I was at the controls, it was mine to fly. Climbs, descents, turns, and banks were all under my control. There is something special when you climb into the plane, turn the starter and hear the roar of the engine coming to life responding to my commands. As the plane lifts off the ground under my control, there is a realization "I'm a pilot", or at least on my way. Does it get better than this?

Gary noticed I wasn't hard to teach as I progressed through training as a new student. I didn't possess the "qualities" most new flight students need to have trained away. The ability to fly straight and level, feeling trimming adjustments to balance the plane neutral, and smooth turns. I was able to hold straight and level without any major problems from the first flight. This and a few other things Gary usually saw in new students were not in my flying. My goal as a student was to not tell my flight instructors I had access to planes. I didn't want my instructor to skip any lesson points and assume my flight experience precluded them needing to teach something. This really didn't work out the way I thought. Unfortunately, one day Gary and I were talking about general flying after a lesson when I accidentally mentioned I have been riding in planes since I was a kid. The gig was up and Gary said, "Oh, so this isn't your first flight experience? You know what this means right? It means now I have to hold you to a much higher standard." My first thoughts were "oh crap", but what happened was we went through lessons faster and he spent more time teaching advanced topics. Gary has done a wonderful job, and the delay in starting was quickly erased and I was catching up to the class. All the experiences of riding in the back seat and making radio calls for my Dad paid off. Soon I was getting close to the big day, the solo flight.

My first solo was on Western's lesson 22 out of 49 for the private license program. It was a simple single trip in the pattern. As soon as I was handed the plane's keys I knew this was going to be the best day of my life, my feet hardly touched the ground walking to the plane, and my heart was pounding with excitement. The plane was all mine, the weather was beautiful, the air was cold morning crisp with a hint of avgas lingering. I would get to fly an aircraft by myself without any assistance from others for the first time!



With the day being a big moment in my flying career, my Dad came with me to watch the single circuit in the pattern. Gary and my Dad watched me take off and land on BTL runway 31 from the observation tower. Short, way too short; just a few minutes and the threshold was crossed, I was now a pilot just missing the piece of plastic from the FAA. Western's tradition is to present the solo pilot with a "solo tee shirt" and I proudly wore it all day. A lot more to learn, but I had joined the best community of people I've met.



My freshman year ended with an incomplete for the flying portion of the semester and a 97% on Western's FAA written ground school exam. I'm continuing flying this summer several times a week and will be taking the FAA practical exam soon. I'll follow this with another article in the coming months detailing my cross country experiences and the practical exam. In the meantime, I'll see you at the strip and thank you for your support.

Respectfully,
Kyle Curtiss

More Young Eagles

By Doug Koons

EAA Chapter 55 Young Eagle Volunteers For 2010

Rally Dates: 6/12, 7/10, and 8/14

Ground Crew Members

Joe Pirch
Dick Bacon
Bill Bezdek
Rick Dallas
Al St. George
Jim Spry
Karen Meirndorf
Pat Salow
Ed Crouse
Kyle Curtiss
Steve Houghton
Ernie Lutz
Dave James
Warren Miller

Greg Hover
Vickie Vandenberg
Tom Botsford
Dave Cook
Bill Purosok
Gary Long
Jack Toman
Lloyd Brown
Joe Madziar
Ken Vandenberg
Doug Koons
Al Spalding
Lewis Clark
Dan McGrath

Pilots

Drew Sequin
Doug Koons
Steve Houghton
Al Spalding
Dave James
Ernie Lutz
Mike Marhanka
Pat Salow
Kirk Curtiss
Ken Vandenberg
Tom Schroeder
Lloyd Brown
Lewis Clark

YOUNG EAGLES FLOWN BY MEMBERS OF EAA CHAPTER 55

	Career 2010 Totals Totals		Career 2010 Totals Totals		
Ernie Lutz	340	29	Ed Crouse	19	
Ted Lakin	255		Jim McFarland	16	
Doug Koons	238	20	George Hemminger	15	
Dave James	141	16	Tom Botsford	13	
Steve Houghton	134	15	Dave Groh	13	
Bill Puroskey	132		Tom Sheehan	13	
Tom Schroeder	122	32	Hui Huang	12	
Max Hall	101		Paul Barbour	11	
Gregg Cornell	83		Louis Farhood	11	
Roy Hall	80		Elliot Seguin	11	
Kirt Curtiss	76	20	Brent Andrews	10	
Mary Schwaderer	75		Ken Vandenbelt	10	10
Fred Honhart	75		Justin Godchaux	9	
Terry Lutz	59		Eugene Jones	9	
Ken Drewyor	58		Joe Pirch	9	
Al Spalding	56	22	Chuck Stoly	6	
James Downer	53		Lloyd Brown	5	3
Drew Seguin	37	5	Larry Coryell	5	
Mike Arntz	33		Phil Tartalone	5	
Charles Story	33		Tom Bancroft	3	
Mike Marhanka	32	16	Jim Andrews	2	
Russ Hilding	27		Gary Ernest	2	
Chris Bayley	25		Chuck Hacker	1	
Pat Salow	25	15	Don McAlister	1	
Tim Martinson	24		Roy Thelen	1	
Bob Clark	23	23			
Deanna McAlister	20				

EAA Chapter 55 Total 2,590 Young Eagles

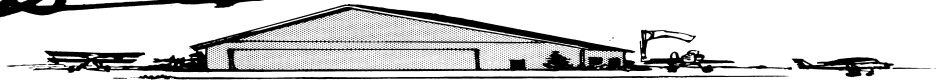
These numbers are ok as of 8/25/10. Doug Koons

POCKET CALENDAR:

Sept 11 Midland DP
Sept 11 Niles DP
Sept 11 Marshall DP
Sept 12 Fowlerville DP
Sept 18 Williams Field 12-6 & more
Sept 18 Parchment Triple H Potluck
Sept 18 Dowagiac DP
Sept 19 Owosso DP

Sept 24-26 Lee Bottom Fly In
Sept 26 Port Huron 7-3
Oct 1-3 Michigan Air Tour
Oct 17 Watervliet Chili Fly In
Oct 23 Kzoo AirZoo- Hops & Props
Nov 6 Hillsdale Chili Fly In
Dec 11 EAA55 Xmas Party
Jan 8 Great Lakes Aviation Conf.

Wingtips →



Warren E. Miller
4066 BonnyView Drive
Lansing, MI 48911