

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

MAY 2011



## Meetings are the 2nd Saturday of each Month

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

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

Secr: Vickie Vandenbelt 589-5051 Editor: Warren Miller 214-2656 (all Area Code 517) [www.EAA55.org](http://www.EAA55.org)



### Climb and Maintain Flight Level 55

Wow. We had a great turnout for our First Responders Seminar in May. The weather was great for a change. We ended up with a good variety of planes to display. About thirty-four local fire and EMT were in attendance. Tom Coe and Bob Lillie from CRAA did a great job on the seminar. And, I think all who attended enjoyed the opportunity to look the aircraft over.

We had a "hanger clean-up party" last Friday night. We moved, organized, and clean out an accumulation of stuff. We now have the tables and chairs moved forward so that

**Board of Directors Meeting  
June 8, 2011, 7:00 pm  
Chapter Membership Meeting  
June 11, 2011  
Breakfast 8-9 Meeting 9:30 am**

they are easily removed if a member signs them out. Many thanks to Bill Purosky, Doug Koons, Jim

Spry, Chuck and Sharron Hacker, Don and Deanna McAlister, Bruce VanFarowe, Joe Madziar, Bruce Thorburn, Gordon Hempstone and Steve Houghton for lending a hand. (I apologize if I missed anyone but it would be Vickie's fault for not putting them on the list.)

Our Dawn Patrol Pancake Breakfast is this Sunday, June 12th and WE NEED WORKERS TO SIGN UP. So far, only 11 of our 90 members have volunteered. It is not possible for us to do this with so few workers - and we need to provide top quality service to our patrons or they won't come back for MAD or future events. Please, please sign up to help this Sunday!!

Also, we have our first Young Eagles Rally of 2011 on Saturday starting after our meeting (which I will try to keep short). This is another opportunity to volunteer to help out the chapter and share our love and knowledge of aviation.

Congratulations to Tom Botsford, Ernie Lutz, Karen Meirndorf, Karen Hover and Vickie Vandenbelt on their participation in the Mason State Bank 5k Run/Walk. I like to think of them as representing EAA55 !!

I'd like to express "Thanks" to Bill Purosky and Chris Long for their work at the MACC booth during Mason's Spring Fling. They kept busy passing out our flyers and talking to folks about EAA55 events. Great PR work!!

I've been advised that one plane (Stinson) will be leaving the builders hanger the first of July. If you know of anyone who might be looking for building space, let us know.

You may or may not know that the airport (and much of Mason) was without power as a result of the Memorial weekend storms. On discovery Sunday morning - Doug Koons and Dave Courey were able to take most of our refrigerated and frozen supplies home for safe keeping. And, defrosting the freezers has been crossed off the maintenance list for this year. Many thanks to Doug and Dave for their efforts.

Share the passion,  
Ken Vandenbelt, President

### Breakfast Teams

<u>June</u>	<u>July</u>
David Cook	Gary Bauer
Denise Cook	Nancy Bauer
Dave Groh	Rick Dallas
Dennis Hall	Ed Crouse
Mike Marhanka	Mary Gowans
Tim Martinson	Greg Harris
Jack Toman	William Long
	Tom Scheehan
	Ellen Webb
	Joan Wilke

## EAA Chapter 55

### Board of Directors Meeting, May 11, 2011

→Meeting was called to order at 7:08pm. →Directors present: Ken Vandenbelt, Al Spalding, Vickie Vandenbelt, Joe Madziar, Doug Koons, Jim Spry, Dave James, Warren Miller, Ed Search. Absent: Bill Purosky. →Secretary's Report dated 4/6/11; Joe Madziar made a motion to approve; Dave James second; all approved. →Treasurers Report dated 4/30/11; Vickie Vandenbelt made a motion to approve; Doug Koons second; all approved. →YE: Doug Koons still trying to set up with Leslie group and also working with Highfields. Vickie Vandenbelt made a motion to approve up to \$600.00 for the purchase of 500 wood planes for YE; Joe Madziar second; all approved. →Membership: Vickie Vandenbelt reviewed the list of those not paid for 2011 and noted those who indicated they will renew. Non-paid members are to be removed from rosters. →Programs: looking for suggestions for November and December meetings. →First Responders Seminar: contacting plane owners to find out who will display. →Crazy Bands for YE: hold off purchase; possibly next year. →Major Achievement Award; Dave James working on submission. →Vickie Vandenbelt made a motion to continue the American Legion Flag Program at a cost of \$40.00 per year; Dave James second; all approved. →Request received about making a donation to the Amanda Franklin recovery fund. Decided we will pass the hat at Saturday's meeting for members to make free will donations. →MAD: Doug Koons reported that we will not have golf carts donated for use. We can rent them at \$94.00 each plus \$90.00 Sand H. Decided to try other arrangements. →Discussed the possibility of installing a temporary gate at the end of the EAA taxiway to be used only for MAD. Vickie Vandenbelt will ask Mike Daigle. →Doug Koons made a motion to approve DP advertising and promotions budget of \$750.00; Dave James second; all approved. →Joe Madziar made a motion to approve MAD advertising and promotions budget of \$1,500.00; Dave James second; all approved. →Vickie Vandenbelt advised she is still going through the boxes of Ivan Rowell's info and pleased with records found so far. →Hanger cleaning party scheduled for June 1st from 4pm-7pm. →Builders Hanger tube heater has been giving Steve Houghton problems; Jim Spry will talk to him about it. →International Learn to Fly Day is in May. EAA55 decided not to pursue as we do so much with YE program. →Doug Koons advised that MJ tenants are looking at drawing up a program for volunteers to do maintenance, mowing, plowing at the airport for consideration by CRAA. →Reviewed tenants letter regarding utility payments and decided to revise effective date to September 2011. →Warren Miller made a motion to adjourn, Joe Madziar second; adjourned at 8:36pm.

## EAA Chapter 55

### Gen'l Membership Meeting, May 14, 2011

→Meeting was called to order at 9:08am. →Following the National Anthem, President Vandenbelt thanked the breakfast team. →Secretary's Report dated 4/9/11; motion to approve, second, all approved. →Treasurers Report

dated 4/30/11; motion to approve, second, all approved. →Doug Koons advised he has sign-up sheets for the Jun-Jul-Aug YE rallies. →Hanger clean up party scheduled for 6/3/11. →Free will donation envelope passed for the Amanda Franklin recovery fund. →Petitions for N/S runway available for signatures. →Sign-up sheets for DP volunteers and MAD. →Karen Meirndorf announced she is selling luminaries for Relay for Life. →Motion made and meeting adjourned at 9:20pm. →MDOT presented a seminar for our program.

**First Responder EMTs were trained on several different aircraft to include homebuilt and general aviation. The EMTs were given information in event of a crash, on how to access various types of aircraft, where the gas tanks, lines and batteries were located. They learned how to shut off batteries and other electrical devices and how to remove safety harnesses, etc.**



First Responder Breakfast Cooks: Joe Madziar, Warren Miller and Karen Merindorf





## YOUNG EAGLES

By Doug Koons

Hi everyone! This Saturday we will start flying Young Eagles just before 10:00 am, right after our members meeting. We will be setting up and getting ready from 8-9. Please come ready to help with the kids and their families.

Please park your vehicles on the south and west side of our hangar to allow more room for our visitors.

We will also be setting up for the Dawn Patrol while flying the Young Eagles. Everyone please come and help and have fun. Thank you, Doug



## NOTES FROM CAPE JUBY

By Terry L. Lutz

Chapter 55 Flight Advisor

Kermit the Frog here. Your usual author is currently in the U.S., so even though I am green and pal around with some stuffed (but not stuffy) friends, I have been asked to compile this month's Notes From Cape Juby. Along with Miss Piggy and Fozzie Bear, we recently visited beautiful Venice, Italy and attended the 43<sup>rd</sup> European Symposium of the Society of Experimental Test Pilots. While I'm usually a white-knuckle flier, I felt quite at home in Venice, where water is everywhere, and the only way to go anywhere is by boat, or if you are Miss Piggy, by gondola.

The host for the Symposium was Alenia Aeronautica, whose parent company is Finmeccanica. Alenia manufactures AugustaWestland helicopters at facilities on the Venice airport, and we were able to see first hand the construction of the NH90 helicopter, which is similar in size and lift capability to the Blackhawk helicopter. Its basic structure is of carbon fiber, with individual panels fastened to carbon fiber bulkheads with conventional fasteners. The structure is strong and lightweight, and the NH90 features a retractable rear ramp.

After walking through the assembly area for the AH90, we went out onto the ramp where Alenia had some of their current production aircraft on display. It included two versions of the NH90 (that's Mike Carriker, Chief Test Pilot on the B-787 walking in front), the T-346A fly-by-wire trainer, and the C-27J Spartan light transport aircraft. If you look closely, really closely at the tail of the C-27J, you will see a familiar sight just above the Italian flag. Since I am normally green, it was good to see Sparty so far from home.

Fozzie Bear talked to some real U.S. Army Blackhawk pilots, and while they said that the weight and size of the NH90 was similar, but they would much prefer a tail wheel to a nose wheel anytime for combat operations. Tuck that comment away the next time the light airplane crowd is debating the relative merits of where the training wheel should be placed!



## TIDBITS ~

By Vickie Vandenberg

**NEW MEMBERS:** Chapter 55 welcomes new member John Karlen. Mr. Karlen has a plane hangared at Mason Jewett.

**SNACK SALES:** Our supply of snacks is fresh and prices back to normal (with a few increases due to inflation). For the future, I plan to only stock Cheetos-Doritos-Fritos-Chips; Snickers; Peanut MandM; Oreo cookies; and Klondike Ice Cream Bars. Pop will be a basic assortment. If you have a particular favorite that you would like on hand - please let me know.

**VELOCITY AIRCRAFT:** I've been contacted by a gentleman looking for a Velocity XL kit that is for sale. If you know of any, contact R. A. Lorenz at [VBuilder@zoho.com](mailto:VBuilder@zoho.com), Dayton, OH; 937-545-0200

**RESPONDING TO AN AIRCRAFT ACCIDENT:** One of the handouts from CRAA was the NTSB Aircraft Accident guide. This is a good reference tool for all of us who hang out at the airport. Everyone should also be aware that emergency contact information is posted on the wall up at the terminal. Make a note of the location the next time you are up there. It is good stuff to know and hope you never have to use it!



Several of the papers presented at the Symposium were about helicopters, and there were representatives of both AugustaWestland and Eurocopter. While AugustaWestland is under Finmeccanica, and Eurocopter is a division of EADS (also the parent of Airbus), they do collaborate on certain projects and manufacture subassemblies for one another's products.

The first of two interesting papers about helicopters was about testing the civil version of the Westland Lynx helicopter for flight in known icing. It might seem unusual, but the testing was accomplished first in Duluth, Minnesota, and later in Muskegon, Michigan (not too far from home!). They started in Duluth so they could work with the Canadian Air Force, which has a CH-47 Chinook modified as a water-spray tanker.

They flew behind the water spray tanker in clear but very cold air to determine where and how much ice will accrete on the helicopter, particularly on the rotor blades. The main rotor blades have heated leading edges, and the heat cycle is the key to proper rotor de-icing. If the cycle is too short, ice will continue to accrete. If the cycle is too long, the ice will quickly melt, run back, and re-freeze. Once the free air tests are complete, testing in actual weather begins. That's what they accomplished out of Muskegon, and the crew said they were successful because they found a meteorologist who could predict almost exactly where and what kind of ice could be found.

The second paper was about high-speed helicopters. While you are probably aware of the V-22 Osprey, or the civilian tilt-rotor design called the BA-609 (being developed in Italy), you may not have heard of two other projects aimed at going very fast in a helicopter. The first is a US-based effort by Sikorsky with a twin-rotor design called the X2 that incorporates a pusher propeller. It recently set a new speed record of 259 mph. Not to be outdone, it was rumored that there was a high speed helicopter project in the works by Eurocopter.



In fact, our French friend Etienne Miche-de-Malleray caught a glimpse of it recently at the French Flight Test Center. Designated the X3 (a name about as original as some of Fozzie Bear's jokes!), the configuration has stub wings just below the rotor mast where drive shafts operate forward facing propellers at the end of the stub wings. The tail rotor is hidden by a shroud and is not affected by the 250 mph speeds they are approaching. The importance of

all this discussion is that the tilt rotor concept may not be the only way to achieve speeds above 250 knots. Other designs may prove simpler and more cost-efficient for civilian use.

Our favorite for best paper was presented by a pilot and flight test engineer from the Naval Flight Test Center in Patuxent River, Maryland. They were assigned to do a full-envelope loads test on a sensor pod mounted under the wing of an F-18A. OK so far, except neither of them had done any loads testing, and there were no experienced loads engineers available. They found some aero and structures people and gave them the minimum training to get the work done from the telemetry room.

Next, while doing a configuration audit on the airplane, they discovered that the left main landing gear door was non-standard from an aerodynamic standpoint. It was no problem to order a new one from stores, but it was grabbed from the supply pipeline by a squadron that needed it for a fleet airplane. So what to do? Miss Piggy guessed this one right away: find an early F-18 that is now a gate guard and rob the door off that one. That's exactly how they found one, and they didn't have to look beyond the main gate at NAS Patuxent River!

They had made good progress with the testing, despite some problems with the loads instrumentation, when an event happened that ended the tests. The test point was planned at 1.2 Mach and -1.5G (don't try this with you RV or Glasair!). With the speed set, the pilot pushed over and passing -1.0G heard a loud bang in the cockpit. Telemetry showed a small increase in loads, but nothing unusual. Even though everything looked normal in the cockpit, they decided to land and check the airplane. Sure enough, under negative G loads, the refueling door, located 10 feet ahead of the right inlet, separated and danced down the fuselage cutting holes as it went. It was split in two by the flow divider between fuselage and engine inlet. Half of the door went through the engine. Because of the damage, the event was classified as a Class B mishap, and the airplane is still down for repairs.



The Symposium concluded with a gala dinner held outside on the grounds of our hotel, which was located on an island east of Venice. I told Miss Piggy not to wear heels because of the grass, and ended up on the ground and seeing stars even before the sun went down. As is the usual custom, an award is given to the best paper. A team of judges hears each paper and applies specific rating criteria. For an event held in Italy,

hosted by an Italian aerospace company, papers judged by a 5 person panel of Italians, and an Italian guest speaker to present the award, the award was given to (Fozzie, piano flourish please) the Italian paper about stall testing the T-346A.

The guest speaker was Lt General Claudio DeBertolis, who is the highest ranking military officer in Italy, and in charge of Operations and Procurement. Claudio was a classmate of Terry's at Edwards AFB, and they had not seen one another in more than 30 years.

With the Symposium now behind us, here are some of the key points from Kermit, Miss Piggy, and Fozzie Bear. First, stalls. It is so important, no matter how you have recently been trained, to reduce angle of attack by pushing forward on the controls at the first indication of stall. Unless you are close, really close to the ground, do not try to hold altitude! Know your stall procedures and practice, practice, practice, always at a safe altitude.

Next, we are asked by many young people for advice as to what sector of aviation they should focus on for a career. From what we are beginning to see, fixed wing transport airplanes are becoming more and more automated, and there is less and less hands on flying. But helicopters, even the modern ones, are still very much hands-on machines. Something to think about if you are considering a career in aviation.

Finally to mention is how to view your personal performance in the air. Remember that it is not enough to fly the airplane as perfectly as you can. Altitude-airspeed, altitude-airspeed has to include looking outside, the proper radio calls, and accurate checklist execution. The chapter will soon begin flying young eagles, and we need to be well-rounded in our overall thinking about what constitutes a successful flight. And from Fozzie Bear and myself, remember to give that extra helping hand, that extra bit of knowledge, to that pilot who needs the missing piece to fly safely. We want to help Miss Piggy, but all we can say is that while avoiding getting bonked, we continue trying!

## **THE POLISHED WING OF A FIGHTER**

**By Elliot Seguin, Spring 2010**

The mission was simple, bounce the Tiger down to Chino to spend the afternoon with a couple friends and some steaks. Jennifer had arranged it all, and distracted by work I hadn't heard much after BBQ. We left Mojave at 12:15 and taxied up to our friends hangar at 1:30 or so (aren't airplanes awesome). I was met by a bit of a surprise; their mustang, which usually sits casually under the cover of the hangar, was sitting on the ramp with that "come hither" look. I tried not to let my imagination run away, but soon the cat was out of the bag – today would be my first time in a mustang (a birthday gift from Jennifer). Now, how to get aboard, left foot on left tire, right foot on gear door bracket, right foot on the polished wing of a fighter. Sitting in the airplane I noticed how high my perch was, like driving a car from a bar stool on the roof, it makes the

airplane look much smaller. Visibility was blocked maybe  $\pm 5^\circ$  on centerline, not much worse than Wasabi and way better than an NXT. Starter engaged, even with such a big airplane (~8,000 lbs) it was clear serious power had been summoned somewhere when the starter cranked those paddles over – as my dad would say "she sure swings a big hammer". The engine running and along came that ornery Merlin idle sound...this was going to be good.

We called the tower and were taxiing, king of the airport. mag check was done at 2300 rpm; the recently overhauled Roush Merlin seemed much happier at this power setting. I took advantage of the bubble canopy and looked over my shoulder at the small trees being pummeled by our wake, awesome! As we came back on the power to taxi for departure, the Ornery Merlin idle was back, but I was now used to the bigger power settings and wanted them back. Took the centerline, on the brakes – the motor was happy again. Two power advances, ~2300 rpm was good, but her older sister came over her shoulder 3000 rpm and 35 inches and things seemed to be falling into place. Off the brakes and 45 inches, we are rolling and this new power setting was good; I thought, 'well, there it is the big fighter power I have been imagining', thinking that would be all the power I'd get today. 50 inches came next, on this fourth power setting he overshot, I think for my benefit. We topped at 55 inches and 3000 rpm, and the acceleration was phenomenal.

In wartime 61 inches was used for take-off power, but gas is expensive and 55 is 10 more inches than the accepted minimum for safe take-off. The acceleration pulled my smile tighter as we broke ground and I heard the hydro mechanical rumbles associated with the undercarriage finding its home in the belly. Shortly there after my new sweetheart, 55 inches, was replaced by 46 inches and 2700 rpm (METO) and it was all down hill from there. After we got out of the pattern 32 inches and 2600 rpm gave us a cruise of 295 knots, and Roush's motor ran like a sewing machine through an arsenal of mild aerobatics. The available energy that was impressive, it's a fighter. I was tickled to hear the first of the common Mustang stall indicators at the top of a lazy 8, the scoop howl. It was lower frequency than I expected and it reminded me that I was sitting on the radiator, so I reached down and could feel that warm Packard built horsepower weeping through the aluminum under my seat, grr.

The hop rounded out with the fantastic rap of the mains hitting their down locks (I felt the magnificent lateral acceleration). The work load of the landing seemed to spike about the time the tail wheel was settling into the pavement and the air speed was barely indicating.

It was a good day. It may not have burner and wheel pants like white knight, and it may not have been built to rap around pylons, but I think I get why the guys like to take her dancing, and it was a darn good birthday present.



**‘Father to Son’ from ‘The Flying Life’ (excerpts)  
by Lauran Paine Jr. - 2010, Cascade Publishing  
By Al St. George**

This article is edited with permission from Lauran Paine’s book, ‘The Flying Life.’ It was written on the occasion of his son going to flight training in Pensacola. These thoughts should be embraced by all pilots in the interest of flight safety and flight excellence.

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1. First let me say that **the best pilots are not the most demonstrative ones.** In other words, they are not the loudest ones at the bar. They are outgoing people but fairly introspective about their work. They are ‘controlled extroverts.’

2. **Good pilots prepare.** They come ready to fly. They know what is expected of them, and they prepare to meet those expectations. They know their limitations; they know their aircraft’s limitations, and they do not cut corners.

3. **Good pilots plan ahead.** I could have said they plan way ahead, because they do. Seldom are they caught by surprise. While involved by one task, they already have another one in mind should the present one not work out. They hangar talk about mechanical failure because they seldom, if ever, put themselves in position to fail.

4. **Good pilots know and respect the weather.** They study the weather before they fly. They are aware of worse-case scenarios and plan accordingly. They avoid the really bad stuff.

5. **Good pilots look outside a lot.** Almost constantly! They scan inside, but when in VFR weather, their attention is outside. Cockpit duties are done so that no one thing keeps their head down for long. They are heads-up people.

6. **Good pilots never seem to get excited.** They do not rattle easily. They just work things out, but by bit, until they get the situation under control. They exude a quiet confidence and maintain that in most situations. They are smooth on the controls; just constant attention and gentle pressures.

7. **Good pilots are aware of their surroundings.** They know what is going on around them. They know where the traffic is and how they fit into the big picture. They anticipate ATC’s needs and are courteous and helpful to controllers as well as pilots.

8. **Good pilots are brief on the radio.** They know what information the controller needs and provide it in one concise transmission, not three.

9. **Good pilots have a feel for their airplane.** The good ones seem to know where their airplane is – how it’s flying – at all times. Their maneuvers are never in doubt; the craft never flies them. It follows that good pilots are out flying.

10. **Good pilots are proud.** They are not wimps meaning too timid. Good pilots get the job done. They will go to the limit because they know what the limit is.

11. **Good pilots are safe.** Pride does not get in the way of safety. They get the job done with safety first.

12. **Good pilots do not mind checkrides.** It’s an opportunity to show their stuff. After the checkride, if you mention an area of concern to them, they already know what they did [and probably some things that you didn’t catch.] The good ones set their standards much higher than the minimums.

13. **Good pilots are good communicators.** They make a point that everyone understands them. And they make darn sure that they understand controllers and that controllers understand them.

14. **Good pilots take care of themselves.** They understand that when they are healthy they perform better. They go to some length to stay healthy both physically and mentally. And they will not fly when they are not up to flying.



15. **Good pilots read;** they are always reading about aviation things in all the media because they are interested. They are aware of everything going on in the industry.

16. **Good pilots have a twinkle in their eyes.** It hard to describe, but they do. They enjoy the heck out of what they're doing. They fly well, and it shows in their eyes.

17. **Good pilots are professional.** Flying is what they do, and they do it well, no matter what aircraft they are flying. Many will read themselves into the characteristics of good pilots when, in reality, there are but few who embody them all. Aviation is always challenging; we have yet to fly the perfect flight, but we should always be out there trying. That is what the good ones are doing.



## FROM THE FLIGHT SURGEON

By Gregory Pinnell, MD  
Senior AME/ Senior Flight Surgeon USAFR

This month's article has nothing to do with medicine. Some of you may be aware that I have been working with the Space Shuttle program for a little over a decade now.

On July 8 Space Shuttle Atlantis STS-135 will launch to end a 30 year program which has seen both incredible triumph and disheartening tragedy.

NASA has turned a corner and will depend on private companies to provide support for the International Space Station and other low earth orbit endeavors. NASA intends to set its sights on human deep space exploration. It will be a few years before the US based contract companies will be ready to put astronauts in space and till that time the Russians will be the only game in town with their Soyuz capsule.

If you have ever wanted to see a Space Shuttle launch, this is your last chance. I will be working the launch and landing. Feel free to contact me if you would like information regarding the good viewing sites! Fly Safe!



Ken & Doug in the Pratt & Whitney shop

## CLASSIFIED

AIRVENTURE: Fly to Oshkosh; \$120.00;  
Dave James 517-4101-4959 or davejamesj@sbcglobal.net

HANGAR SPACE: EAA55 Builders Hanger 517-589-5051  
or Deanna 517-851-7047 or Lloyd 517-589-8619

WANTED: a good used 8-10HP outboard motor; 25" or longer shaft. And, a Garmin 396 or 496. Contact Dan Schiffer 517-862-6413

FOR SALE:  
2009 Kitfox; Model 4-1200; Rotax engine; many extras.  
Jack Toman 517-882-8331.

KIS TR-1, Subaru Legacy engine; GPS nav/com; many extras. George Moore 517-536-1034.

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

Hunting Camp; 1/8 share; 157 acres; Houghton Lk State Forest/Roscommon. Dick Bacon 517-230-7808

DTV antenna; analog or digital; \$20.00  
George Moore 517-536-1034

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

Generac Generator; \$350.00 Greg Hover 517-676-5126

Yesteryear Aviation; new surplus hardware; 517-676-4416

FREE: Collection of Sport Aviation dating from 1958 on;  
All in boxes. Bart Smith 517-285-1518

BEACON AVIATION RIDES: Mike Marhanka 517-485-9190/  
Jim McFarland 517-944-7796

Contact Warren or Vickie to place your ad here!

## POCKET CALENDAR:

Jun 11 =Young Eagle Rally

Jun 12 =EAA55 Dawn Patrol 7am-Noon

Jun 19 = EAA113 DP 7-11am Mettetal 1D2

Jul 9 = Young Eagle Rally

Jul 23-24 = Thunder Over Mich/Blue Angels

Jul 25-31 AirVenture

Aug 13 = Young Eagle Rally

Aug 20 =Mason Aviation Day 7:30-4:00

Sep 10 = Program: MDOT Seminar

Sep 10 & 11 = MERFI (Mid-Eastern Regional FlyIn)

Dec 11 = Xmas Party; Eldorado; 4:00pm; Sunday

