

# CHAPTER 55 EXPERIMENTAL AIRCRAFT ASSOCIATION

APRIL 2012



Meetings are the 2nd Saturday of each Month

EAA Chapter 55 Hangar-Mason Jewett Airport-643 Aviation Drive, PO Box 443, Mason, MI 48854

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

Secr: Jack Voss Editor: Warren Miller 214-2656 (all Area Code 517) [www.EAA55.org](http://www.EAA55.org)



## Climb and Maintain Flight Level 55

I really enjoyed our program last month on flying the old forestry strips in Idaho presented by Alan Wright. I had read about trips into this area and thought what a great adventure that would be - now I am sure it would be a real experience. We have asked Alan to come back in October to talk about his naval aviation career. Maybe we can convince him to come yet another time to talk about flying the aircraft of the Kzoo Air Zoo.

**Board of Directors Meeting  
April 11, 2012, 7:00 pm  
Chapter Membership Meeting  
April 14, 2012  
Breakfast 8-9 Meeting 9:15 am**

unearthed a letter dated 1994 from EAA55 President Wm. (Bill) Hanna to Alan Wright confirming participation of the Air Zoo Ford Tri-Motor at our MAD that year.

For our April program, our member Don Frank and two of his associates will present an Aviation Law Seminar. This is posted on the MDOT website and invitations have been sent to various members of our aviation community. We are hoping to host a good crowd and that the weather will cooperate so the seminar can be held in the hanger.

We will start our EAA55 business meeting at 9:15am and try to keep it short so the seminar can begin at 9:30am. We've also let everyone know they are welcome to join us for breakfast.

Our May program will be an MDOT seminar presented by Tom Krashen. Invitations for the seminar and breakfast will go out to the aviation community. Again, we will start the meeting at 9:15am and try to move into the seminar at 9:30am.

Keep your fingers crossed for great weekend weather all summer - and especially for our Young Eagles in June, July and August; our Dawn Patrol Breakfast in June; and our Mason Aviation Day in August.

On another note, for federally funded airport projects such as the proposed N/S crosswind runway at TEW, the FAA requires evidence of more operations to the proposed runway requesting funding. The Mason Jewett Advisory Group is working on sample letters and form letters. They will be sending requests to EAA 55 members and other pilots. Hopefully, this information will be available at Saturday's meeting.

Share the passion,  
Ken Vandenbelt, President

## Breakfast Teams

<u>April</u>	<u>May</u>
Louis Bacon	Bill Bezdek
Don Frank	Lewis (Bob) Clark
Deanna McAllister	Margie Clark
Don McAllister	Ralph Gregus
George Moore	Chuck Hacker
Gary Nesbitt	Sharron Hacker
George Spencer	Gordon Hempstone
	Gordon Long



**March Breakfast Cooks:** Rick Dallas, Dan Schiffer with new members Jack Voss and Ron & Becky Broschart

**EAA Chapter 55  
Board of Directors Meeting, March 7, 2012**

**Attendance:** Ken Vandenberg, Joe Madziar, Al Spalding, Jack Voss, Steve Houghton, Dave James, Doug Koons, Bill Purosky, Ed Search, Jim Spry, Vickie Vandenberg, Warren Miller (absent)  
Quorum? (6ea) YES

1. Meeting was called to order at: 7:05 pm
2. Board Of Directors - Secretary Position; Appointed Jack Voss as Secretary
3. Secretary's Report - dated February 8, 2012
  1. Minutes approved as read.
4. Treasurer's Report - dated February 29, 2012
  1. Accepted and attached
5. Committee & Other Reports:
  1. Membership - Vickie Vandenberg
    1. Renewals are going OK. We have about 30 members yet to pay dues.
  2. Program Coordinator - position currently vacant / April change ??
    1. Vickie volunteered to do these duties. She has presenters scheduled through November of this year. Thanks, Vickie.
  3. Moved, seconded, and unanimously voted to have our student member David Mellon, as an honorary member.
  4. Chapter Activities Coordinator - position currently vacant
6. Old Business:
  1. Tables:
    1. Purchasing new tables was tabled.
    2. We will continue to borrow one 8 ft; two 6 ft; and two 4 ft. tables from Bill. Thank you, Bill.
  2. Heater issues in builders' hangar & meeting room.
    1. We need to reconfigure the heater in the meeting room, and there will be a service call on the heater in the builders' hangar this Saturday.
  3. Young Eagles - business cards

1. We will have 500 cards made for this year's use.
4. Fire extinguisher updates
  1. Ken will accomplish this task this month. Thanks, Ken.
7. New Business:
  1. Dawn Patrol & Mason Aviation Day budget - printing & advertising (2011 DP @ \$850 & MAD @ \$1500)
    1. Moved, seconded, and unanimously voted to use the same budget this year as last.
8. Adjourn 8:00 pm

**EAA Chapter 55  
Gen'l Membership Meeting, March 10, 2012**

1. Meeting was called to order at: 09:28, followed by the National Anthem
2. Breakfast teams: Thanks
3. Introduction and acknowledgment of guests, new members, and visitors
  1. Attendance numbers: Members 42 Guests: 10
4. Secretary's Report for the General meeting of February 11, 2012 - as published in newsletter Jack moved, Dave James seconded, passed to accept minutes as printed.
5. Introduce Appointed Secretary: Jack Voss
6. Treasurer's Report as of February 29, 2012. Dave moved, Rick seconded, and motion carried to accept treasurer's report.
7. Reports from other Officers or Coordinators or Committees:
  1. Young Eagles: we have talked with 13 home schooled kids for future Young Eagle flights. Also, we are obtaining business cards with information pertinent to Young Eagles. These can be handed out to prospective kids and parents.
8. Announcements:
  1. "Thank You" to Doug, Bill, Greg for working on the seats of our chairs.
  2. Jack Toman - update.
  3. A24 Nav/Com & headset; \$250.00
9. Activities Survey supporting our chapter &/or Airport - what would you assist?
  1. Vickie is enlisting support for various programs in the future. She had a sign up roster circulated.
10. Events: needs
  1. Vickie briefed us on mini-events. We are seeking assistance for Mason Aviation Days: exhibits, sponsors, posters, etc. We are planning to build a foam airplane that can be assembled and set up for demonstrations.

11. Our speaker was Allen Wright, who presented information about attending a class for mountain flying. Thanks, Allen!
12. Adjourn. Bob moved for adjournment, Bill Bezdek seconded, and motion passed to adjourn.



**TIDBITS ~**  
By Vickie Vandebelt

NEW MEMBERS: Chapter 55 welcomes new member Mike Franzago. We also welcome a new student member Connor Frank.

CHAPTER ACTIVITIES: Are you willing to volunteer for activities to promote Chapter 55 and our airport this summer? We have our Young Eagle Rallies; Dawn Patrol June 10th, Mason Aviation Day August 18th. Other suggestions include evening seminars, airport owners' open house; ice cream social; band concert; and/or a Mason Cash Mob Saturday. See Vickie if you would be interested in helping at any of these.

FREE VHS TAPES & BOOKS: at the EAA hanger. Also, some books for sale.

SNACK SALES: need to liquidate our snack supplies in preparation for the new season ... some prices reduced: Pop .25 cents; Klondike Bars .25 cents; Oreos .25 cents and Chips .10 cents. **Help your Chapter--visit the airport & buy in quantity!**

EAA NAME TAGS: An order has been placed. For those who did not sign up, we can still order; need five or more at a time to get free shipping. Email your info to Vickie.

MAD "WANTED": Planning committee is seeking 1) contacts for aviation attractions & exhibits; 2) golf cart or Gator like equipment we could borrow; 3) Sponsors NOTE: \$\$ are donated directly to EMU Foundation which is a 501c3; 4) Independence Day Parade Float; 5) help distributing event flyers ... see Vickie or join in at the planning meetings!!

EVENTS PLANNING MEETING: tentatively scheduled for Wednesday, April 25th @ 7:00pm

FORD PARTNER RECOGNITION PROGRAM: EAA members are eligible for special pricing on Ford Motor Company vehicles through Ford's Partner Recognition Program. More than 35,000 EAA members have purchased Ford Motor Company products resulting in savings of over \$17 million! For more information on this exclusive program for EAA members, please visit [www.eaa.org/ford](http://www.eaa.org/ford).

GONE WEST: Our Chapter 55 Family has been very saddened by the loss of several members in recent months. Bart Smith passed on November 8, 2011. Then we lost Leo "Rocky" Stone on February 9, 2012; followed by Al St. George on March 12, 2012. We hope you will join us in keeping their family in your thoughts and prayers.



**YOUNG EAGLES**  
By Phil Tartalone

Nothing to report for April.



**NOTES FROM CAPE JUBY**  
By Terry L. Lutz  
Chapter 55 Flight Advisor

If I were to catch a piece of the sky, I would likely keep it in a jar at home for safekeeping. On those grey, misty days, I could always open the jar and remember what the real sky was like. But the sky isn't something you can catch. It's a place you are privileged to visit, with plenty of reward for the inherent risk of going there.

Cessna gave the name "Skycatcher" to their entry to the Light



Sport Category, the C-162. A few weeks ago, I had the opportunity to fly the Skycatcher and learn firsthand how the airplane performs and handles in the role of a modern-day training airplane. The

airplane I flew, N7031L, is based at Kendall-Tamiami Airport, west of Miami, and is leased to 424 Aviation for flight instruction.

The C-162 is certified as a Light Sport Aircraft, so it must have a maximum takeoff weight of no greater than 1320 lbs. Let's take a look at how the numbers work out. The Skycatcher empty weight is 843 lbs, and it carries 144 lbs of fuel (24 gallons) when the tanks are full. So if you are flying it as a trainer and you are starting the day with a student and full fuel, the maximum payload is 333 lbs (1320 - (843 + 144)). The airplane appears to be designed around two 167 lb people when the tanks are full. Otherwise, it will be necessary to takeoff with something less than full fuel.

Walk-around inspection reveals a few things the pilot should be aware of. There are a total of 6 (!) fuel drains that need to be checked, two under each wing, and two on the belly near the firewall. The fuel caps are on top of the wing and can be checked for security without a ladder. If you need a visual check, you need a ladder just like any other high wing airplane. The oil dipstick is on top of the engine, and has a positive locking device. However, it is made of plastic, and it will be interesting to see how robust it proves to be in service. The original propeller was on this airplane was metal, and had recently been replaced with a lighter, carbon fiber propeller, increasing payload by 9 lbs.

The flaps are 3-position, simple slotted flaps, controlled by a huge Johnson bar between the seats. It is recommended to leave them down while the airplane is parked, because in the zero flap position, they are held up by spring tension and can flutter up and down in a gusting tail wind. This is similar to what would happen on the Cessna 140 with plain flaps.

The airplane is easy to get into, mainly because it has nice doors that swing up and are held in the up position by gas struts, and because the wing struts are behind the door and not in the way. The airplane is very comfortable, and the rudder pedals are adjustable fore and aft. On these points, Cessna has done a very nice job.

The interior of the airplane has a stark appearance. There is no



interior trim, and no carpeting. You can see all the fuel lines and control linkages behind and below the instrument panel. Fuel indication consists of sight gauges in the

wing root, made from clear plastic tubing. You can see a combination of AN fittings, welded aluminum tubing, and hose clamps around the sight gauge.

The only thing separating the baggage compartment from the tail cone, and all that interesting control system stuff, is a thin nylon web. The interior is painted in flat dark grey paint (almost black), with a rough finish. This interior is much different from the finish of a Cessna 140 or Cessna 150, where there were some interior panels, and the bare metal was painted a color that accented the interior.

Once seated, you can leave the windows fully open when you taxi, which is great for ventilation on hot summer days. The adjustable rudder pedals give you good access to the small carbon fiber rudder pedals, which are used a lot during taxi because the nose wheel is free swiveling, and differential braking is used for taxi. I found that it took a lot of brake pressure for directional control during taxi, unlike other airplanes using the same concept.

The Skycatcher utilizes a control stick instead of a control wheel for flight control. Below and behind the instrument panel, the mechanism for pitch and roll is a bit complex. Here is where up/down seat adjustment is important, so your hand is at just the right height for control.

The engine Continental O-200-D engine performed flawlessly, and the engine itself will likely be powering more airplanes than just the Skycatcher. For instruments, the airplane is equipped with dual Garmin G-370 displays. You use the left one as a Primary Flight Display (PFD), and you use the right one as a Multi-Function Display (MFD). All flight information is on the left side,

and all the engine information and navigation displays are on the right side.

The displays are terrific. They are very well designed, and the Human-Machine Interface is very well thought out. I had both a flight path indicator, and wind vector displayed on the PFD. All the information about the engine is electronically produced,

so there are no conventional engine instruments. It is the future, and from that standpoint, the Skycatcher is ready for the future. 424 Aviation had taken the additional step to subscribe to XM weather, so while flying, we could see the development of a fairly large thunderstorm northwest of Miami.

We could also see all the notamed airspace, including a Vice-Presidential

TFR on the navigation display. Those are huge safety and security improvements for a training airplane in high-density airspace.



On takeoff roll, I rotated at 55 knots, and the airplane literally jumped off the ground. It was a bit of a surprise to find such light forces and small displacements for takeoff. The C-162 is a basic 70-knot airplane, a speed the pilots uses for climb, initial emergency target speed, and best glide speed. To begin our air work, I did slow flight at 65 knots, which I found to be very nice, with small inputs for turn coordination. Speed control was positive with just a little bit of throttle. Preparing for stalls, I did a 360-degree clearing turn with the flight path vector on the horizon, and as proof that altitude can be held very precisely, we hit the wake on roll out.

The first stall was done power-off, and resulted in the stall break at 47 knots. During turn coordination with rudder during turning stalls, I noted that the rudder forces were a bit high compared to aileron and elevator forces (although I admit a preference for light control forces). The final stall I did was with full power, and the stall came at 43 kts. There is only a 2 knot buffet warning prior to the stall, so an artificial stall warning device is needed, consisting of our old friend the reed-type stall warning horn (which can be seen in the right wing root). While in the old days of the Cessna 150, you could easily hear the reed-type stall warning horn, with today's noise cancelling headsets you may miss the warning if you aren't paying close attention.

Final approach and landing is like any other airplane, although the Johnson bar flap control requires a good bit of force to actuate. Like the takeoff, the flare maneuver can be surprisingly sensitive. I flew a long final at higher than normal approach speed, slowing to 65 kts with full flaps at about 500

feet agl. But I did not fully trim to final approach speed. The result, while finding the right wheel height, was some stick sensitivity in the flare. Like an old instructor used to say: “trim, trim, trim!”

Overall, the Skycatcher was very pleasant to fly, and although it is a very, very basic airplane inside, the standard Garmin instrumentation gives it the capability of meeting the challenges of modern flight operations. Students need to be trained for that, and the Skycatcher can do it.



There is something else that needs to be discussed regarding the Skycatcher. Cessna originally said that the airplane would cost around \$100,000. Then it was announced that it would be produced in China by Shenyang Aircraft Corporation, a subsidiary of Aviation Industry Corporation (AVIC) of China, which is owned by the Chinese government. Continental Motors, which produces the engine for the Skycatcher, is also a part of AVIC. Cessna has recently increased the price of the airplane such that the list price today is \$149,000. There are many things wrong with this picture.

Wow, Spring has arrived in Michigan about a month early. For the past 5 years, Spring has arrived in Toulouse a month earlier than in Michigan, but this year the magnolias in both regions are in bloom at the same time. Take care: from now until about the first of June, the weather will can be very unpredictable. Fly safe, and don't forget that helping hand when it's necessary to help your fellow pilot. Next month: a report on a mission nobody would think was possible.



## **FROM THE FLIGHT SURGEON**

**By Gregory Pinnell, MD**

CFR 61.53 is the regulation which requires us to medically “self certify” ourselves each time we strap on an aircraft. It specifically requires us to stay on the ground if the pilot “Knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the medical certificate necessary for the pilot operation; or is taking medication or receiving other treatment for a medical condition that results in the person being unable to meet the requirements for the medical certificate necessary for the pilot operation.”

A good idea when struggling to make the decision whether to fly or not that day is to use the IMSAFE acronym (Illness, Medications, Stress, Alcohol, Fatigue and Eating). Have the phone number of a trusted fellow pilot or your AME close by so you can “vette” the intended flight by an objective source to help make the call. Two (or three) heads are always better than one. Fly safe!

## **WOMEN IN AVIATION, INTERNATIONAL CONFERENCE, March 8 - 10**

### **Anatole Hilton Conference Center, Dallas, Texas**

The Women In Aviation, Inc., held the 2012 conference in Dallas Texas. Approximately 3000 women and men attend. They hold the annual conference in various cities, usually in the southern half of the US, so we have better weather. The 2013 Conference will be returning to Gaylord Opryland Hotel, Memphis, for the second year. By the end of this conference, you cannot help but feel the excitement and dedication and passion of this group of women involved in the aviation community and watching a new generation of young people advance into our wonderful world of aviation.

The day before the conference begins there are field trips to aviation-related locations. This year there were two tours to American Airlines Maintenance facilities and Flight Academy and another was a Southwest Airlines Tour.

Thursday, the first day, is primarily half-day seminars and workshops on education, maintenance, professional development, etc. The exhibit hall opens with 130 exhibitors. It is fun to walk through and chat with the vendors that you see every year and see who is new this year. Exhibitors cover jewelry and clothing vendors, universities/colleges with aviation programs, government departments, the armed services, big companies like Pratt-Whitney though most of the airlines. This year, helicopter opportunities were featured - a big Bell (I think) used by a med/rescue company was sitting in one of the vendor spots. Companies like Flight Service are always there.

Friday and Saturday are devoted to attending the education sessions of your choice, meeting friends, eating, working your way through the exhibit hall. Some vendors run little prize events; this year someone had a putting contest, another had a throw-a-ball into a hole contests. One year at Reno, I actually won a book in a treasure chest opening contest put on by Northwest airlines.

The topics for the education sessions cover avionics, aviation weather and maintenance topics. One very pertinent topic was: The iPad Revolutionized flight deck. Another was: Aviation Medical Dilemma - Should I Give UP My Third Class for Sport Pilot Flying. Historical topics pertaining to women cover women air show pilots and the WASP group. We still get a few of the surviving WASP flyers each year.

My favorite Friday session was given by Brian Shul, author of “Sled Driver” -- an excellent speaker. He has survived a very serious burn accident in an Air Force plane, spent a couple of years in the hospital and physical therapy, rejoined the Air

Force as a pilot and was selected as one of the first pilots of the new SR71 program. He was an exciting speaker and told several funny stories. His love for his aircraft was very obvious.

At the Friday lunch, the speaker was Z. Nagin Cox, a scientist from Jet Propulsion Lab who gave a very emotional and inspiring talk about the Mars probes, from the beginning to the current probe, "Curiosity" which will be carrying a chemistry lab. She described the "6 minutes of terror" that the JPL scientists experience when a probe lands and starts to open and referring to the landing opening as a "reverse origami." Her program was so popular, they scheduled another session on Saturday. At the end of the morning General Session, the speaker was Michael Huerta, Acting FAA Administration, and after lunch, scholarships were given out. Also, at lunch we were entertained by a rock artist, Ansel Brown, and his wife. He sang, "When You Fly" which he sang at the last shuttle take-off. His wife signed the words. They really are a good duo.

Saturday was more meeting people, more sessions and more visits to the exhibit hall. Another session I attended was by J. W. Corky Fornof, entitled "My Crazy Life in the Movies." Corky grew up flying air shows with his father, who was a close friend of Bob Hoover, and followed that career as a stunt pilot, movie pilot and test pilot. He flew the flying scenes in the James Bonds movie - remember when James flew through a hangar - Corky did the flying. He has 17,000 plus hours in more than 287 different types of aircraft and has flown on every continent in the world except Antarctica. He showed clips of some of his movie flying- several James Bond films.

Saturday night was the Banquet. Many of the younger women were very dressed up. The highlight of the evening was the induction of women pilots into the WIA, International Pioneer Hall of Fame, 2012. Inductees were the First Women's National Air Derby Pilots. Another was Elizabeth "Elsie" MacGill, the first Canadian woman to receive a degree in electrical engineering in 1927. In 1929, she became the first woman anywhere to earn a Masters Degree in aeronautical engineering from the University of Michigan.

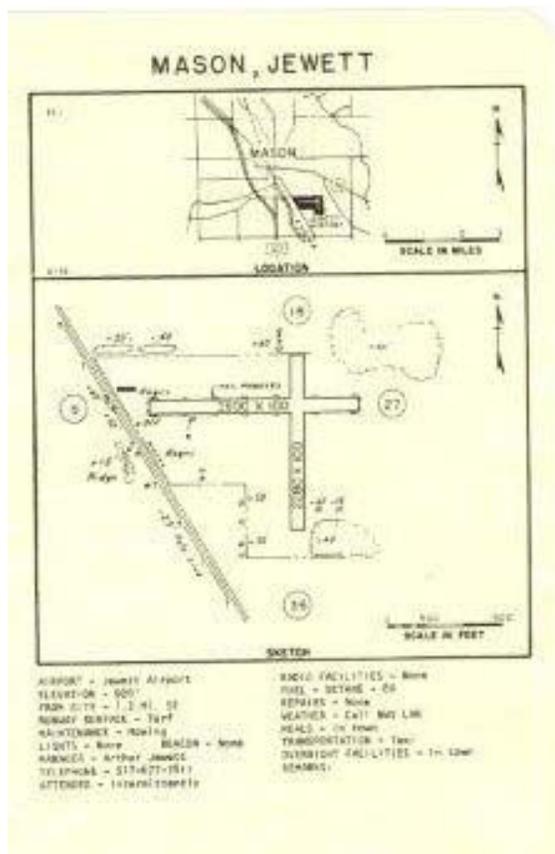
The biggest moment for many of the students was the final night of scholarships. Now was when the "biggies" are given -- type ratings for 737's, big maintenance scholarships, airline type ratings, etc. Over \$550,000 in scholarship money was given out during the conference.

Here is one example. On the flight back to Detroit, the young man who was assigned the window seat to me won: a plaque from Delta, and 8 scholarships. By the way, this young man is graduating from WMS with a maintenance degree specializing in turbine engines, one scholarship was from Pratt-Whitney: a two-week, all-expenses paid, testing research on the new F-35 turbine engine being made for the new military F-35 (it is still being tested); a second was from Delta for a two-week, all expenses paid research program of their turbine engine, a third was similar to the other two and the rest were smaller. I was lucky to have such an interesting "seat mate," because I lost one hour due to the switch back to regular time but also lost another hour because of change in the time zone.

I have been attending these conferences since 1995. My first was in St. Louis, MO, my home town. I missed one because I was too ill and last year because of a lack of funds. I always come away feeling excited and so happy to be around so many exciting women who are much more involved in aviation than I, especially like one Air Force pilot who was selected for the first class of women to receive pilot training. One thing she flew was the C-137 and others. Met her husband, a pilot also, married him, has a son who is an Air Force F-18 fighter pilot and a daughter who just had her Air Force solo.

I have met a very interesting woman pilot from the UK who owns her own FBO and training program in England, the first student to be selected for the first scholarship, an Army helicopter med-avac pilot who flew the farthest into Iraq and her medical partner, a couple of wonderful WASPs, and a group of St. Louis University Parks Air College student/grads with whom I still contact. I come home from this conference feeling the same kind of excitement about flying and other aspects in aviation that I feel coming from Oshkosh.

Mary Gowans  
WAI #165  
EAA and IAC  
The Ninety Nines



PICTURE IN TIME:  
This is a copy of the Mason Jewett page from the 1972 Michigan Airport Directory. Compliments of Dave Groh.

## PILOT HUMOR

One of the questions from the career placement test given applicants for a military commission:

"Rearrange the letters 'P N E S T' to spell out an important part of human body that is more useful when erect!"

Those who spelled 'spine' became doctors... the rest went to flight school.

...and that's how it happened.



## CHAPTER 55 CLASSIFIEDS

EAA55 Builders Hanger 517-589-5051

### FOR SALE:

Icom; A24 Nav/Com & headset; \$250.00;  
Jack Toman 517-882-8331

MH in Zephyrhills, FL in Rainbow Village RV Resort; 12x37;  
\$14,500; Dick Bacon 517-230-7808 or [rhbbb27@comcast.net](mailto:rhbbb27@comcast.net)

Snow blower; MTD; 3HP; 21"; single stage; \$99;

Greg Hover 517-676-5126

Woodworking tools; Steve Houghton 517-333-2196 or  
[steve.houghton@att.net](mailto:steve.houghton@att.net)

Legal Eagle ultra-light; \$10,000 OBO;  
James Devereaux 989-534-1333

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

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

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

**Contact Warren or Vickie to place your ad here!**

### POCKET CALENDAR:

Apr 14 = Aviation Law Seminar

May 12 = MDOT Seminar

June 9 = EAA55 Young Eagles

June 10 = EAA55 Dawn Patrol

July 14 = EAA55 Young Eagles

July 23-29 = AirVenture

Aug 4-5 =Thunder Over Michigan

Aug 11 = EAA55 Young Eagles

Aug 18 = Mason Aviation Day

Aug 25-26 = MERFI Regional-Urbana OH

Sept 8= MDOT Seminar

Dec 9 = Chapter Xmas Party

**WINGTIPS** is published monthly by EAA Chapter 55 of Mason, Michigan, for the use, education and enjoyment of Chapter members and supporters. Accurate information transfer is our goal; however readers should verify dates and times prior to attending an event.

DEADLINE FOR SUBMISSIONS is the last Saturday of the month. The Editor reserves the right to edit all submitted material. Photos, sketches or artwork sent by email must be in JPEG or BMP format. Text must be in a Word format or copyable from the email. Submissions may be sent by regular mail and must be accompanied by prepaid postage if you want them returned. Submissions should be sent to: Warren Miller, Newsletter Editor.

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