



Meetings are the 2nd Saturday of each Month

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

→Pres: Steve Houghton; 290-7528 →Vice Pres: Margie Clark; 853-1418 →Treas: Al Spalding; 676-3370

→Secr: Vickie Vandenbelt; 589-5051 →Editor: Warren Miller; 517-214-2656 (all Area Code 517)

www.EAA55.org



Climb and Maintain Flight Level 55

Members, This month I would like to comment on three recent events that have an impact on us here at Mason. They involve an FAA proposal on hangar usage, a tragic accident and the trend in aviation safety nationwide.

FAA Proposal on Hangar Usage

Capital Regional Aircraft Authority (CRAA) recently sent all owners and tenants of hangars at Mason Jewett Field an Operating Directive related to the use of Airport Property. This document seems to be in response to a recent FAA proposal to limit the non-aeronautical use of airport hangars. Specifically, the FAA is proposing to “...limit

use airport property only for aviation-related purposes unless otherwise approved by the FAA.”

**Board of Directors Meeting
September 10, 2014, 7:00 pm
Chapter Membership Meeting
September 13, 2014
Breakfast 8-9**

According to EAA’s interpretation of this policy, this would include limiting aircraft construction to “final assembly”, restrict storage in hangars of any non-aeronautical items and potentially limit community based organizations such as the Commemorative Air Force and Civil Air Patrol from having access to hangar space.

The EAA is strongly opposed to these changes and has sent a formal response to this document. I applaud EAA's response to this proposed policy.

The Chapter 55 Board of Directors will continue to monitor this issue and will work with CRAA as necessary to reach a consensus on hangar use.

Young Eagles Accident

As many of you know, there was a fatality involving a Young Eagles flight last month. This is the first fatal accident involving the Young Eagles program since an

accident in 2006 in Washington State. This accident involved a midair collision between two planes flying Young Eagles.

At approximately 10:25 a.m. on September 27, a Cessna 172 aircraft went down about 6 miles from Buffalo-Lancaster Regional Airport after that airplane made contact with a SeaRey aircraft that was also participating in the flight rally. The pilot and passenger in the Cessna were fatally injured in the accident. The pilot and passenger in the SeaRay were unharmed after that airplane landed safely. EAA has flown nearly 1.9 million kids since 1992.

While aviation activities of any sort are not without an element of risk, we at Chapter 55 continue to do all that we can to make our Young Eagles (YE) events as safe as possible. This year, we implemented significant changes to our YE procedures to enhance safety. Led by members Terry Lutz and Dan Schiffer, these include more robust briefings, standardized operating procedures for aircraft and pilots and methods to improve communications between aircraft and ground.

We invite all Chapter 55 members to make suggestions on how we can improve the safety of our flight operations for all of our chapter activities. Our condolences go out to the families of the pilot and passengers involved in this tragic accident.

GA Accident Rate

Finally, here is an interesting article published recently in Flying Magazine about the declining accident rate among general aviation aircraft. Good news and testament that efforts by EAA, AOPA and all of us to improve flight safety.

General aviation accidents showed a welcome decline in 2013, falling from 1,471 crashes in 2012 to 1,222 last year, according to the National Transportation Safety Board. In fact, by every measure GA flying was safer last year than the year before. The accident rate per 100,000 flight hours dipped to 5.85, continuing a steady historic decline. In all

last year, 221 fatal GA crashes killed 387 people. That is the lowest number of people killed in GA accidents since World War II.

The general aviation fatal accident rate per 100,000 flight hours of 1.05, meanwhile, was the lowest ever recorded.

Steve Houghton, President (steve@eaa55.org)

THE EAA MISSION: To grow participation in aviation, by inspiring people to fly, build, volunteer and outreach to promote aviation.



September Breakfast Team

Connie Bobcik; Ernie Lutz; Terry Lutz; John Bobcik

BREAKFAST TEAMS

<u>October</u>	<u>November</u>
Rosie Duckworth	Tom Botsford
Fred Honhart	Dave Courey
Terry Lutz	Kirk Curtiss
Roger Reeve	Kyle Curtiss
Drew Sequin	Ken Drewyor
Connie Stewart	J. Morris Hickman
Craig Tucker	Karen Meirndorf
	John Vandermolten
	Bruce VanFarowe

**REVISED EAA Chapter 55 Membership Meeting
August 9, 2014**

→ Vice-President Margie Clark called the meeting to order at 9:16am with approximately 45 members and 4 guests present. → Following the National Anthem, we thanked the breakfast team. **Vice-President Clark** announced the September team and introduced guests. → Secretary's Report 7/12/14; moved to accept; supported & accepted as printed in the newsletter. → Treasurer's report 7/31/14; supported & accepted. → YE; ready and kids waiting. → 55th anniversary potluck was a huge success; membership enthusiastic about an annual event; board will plan for a 56th and future annual potlucks (practice parties

for our 60th anniversary). → MAD volunteers still needed; set up on Friday. → Nominating Committee; Dave James seeking nominations for Directors for our November election. → Margie Clark presented 2013 YE certificates not yet passed out. → Meeting adjourned at 9:23am. → Respectfully submitted, Vickie Vandenberg, Secretary

**EAA 55 Chapter 55 Board of Directors Meeting
September 10, 2014**

→ Meeting called to order at 7:03pm by Vice-President Margie Clark → Present: Margie Clark, Al Spalding; Vickie Vandenberg; Doug Koons; Ken Vandenberg; Bob Clark; Jim Spry; Dave James; Jack Voss. Absent: Steve Houghton; Warren Miller; Bill Purosky; Ed Search. Guest Julie Bauer. → Secretary's Report 8/6/14; Doug Koons moved to accept; Jack Voss supported; all approved. → Treasurers Report 8/31/14; Vickie Vandenberg moved to accept; Jack Voss supported; all approved. → YE; Margie Clark reported supply of log books & forms received. → Adult Eagles; no report. → Membership; per newsletter. → Flying Activities; no report; discussed suggestions. → Program Coordinator; position open. → Safety Officer; no report. → Saturday program; none so far; discussed options. → Fire Extinguishers; Steve Houghton working on. → Builders Hangar drywall repair & winch installation; Doug Koons will coordinate. → Hangars; discussed tenant changes. → Nominating Committee for Directors; Dave James advised that Doug Koons; Bob Clark; Jim Spry; Jack Voss and himself will continue; Ken Vandenberg declined; Bill Purosky; Ed Search; Warren Miller to be contacted; no new names yet. → Christmas Party at Eldorado; discussion of menu and cost of room & meal. Dave James made a motion to set the cost at \$17.50 per person for member & \$17.50 for one guest/spouse with EAA55 to subsidize the balance (non-member or additional guest to be \$30.00 per person); Vickie Vandenberg supported; 7 ayes; 1 opposed; 1 abstain; motion carried. → Discussed options for menu and selected Top Round of Beef; Baked Tilapia; Garlic Mashed Potatoes; Green Bean Casserole. EAA55 will provide cake for dessert. → EAA55 56th Anniversary Potluck; decided to set the date for Sunday, July 12, 2015. → Member Dues & Newsletter; discussed costs to print & mail the monthly newsletter. Current costs exceed \$15 per year, per member. Most of membership receives email copy. Jack Voss moved to charge \$15.00 per year for members who wish to have a hard copy of the newsletter mailed to them; Dave James supported; all approved. → 2015 Dues; discussed the donation of a Weather Station & a \$25 gift certificate as possible contest prizes. Contest = members with dues paid by 1/1/15 will be entered into a drawing. 1st prize is choice of the weather station or \$25 gift certificate; 2nd prize is what's left. Drawing will be at the Jan 2015 general meeting. Must be present to have 1st choice. If member is not present, President will make the 1st choice for the winner. → Door Code; discussed whether to change. Chapter will change the code after the Jan 2015 general meeting; new number to be provided to members in good standing (dues paid) only. → Jack Voss made a motion to adjourn; Dave James supported; adjourned at 8:48pm. → Respectfully submitted, Vickie Vandenberg, Secretary

EAA Chapter 55 Membership Meeting September 13, 2014

→ Vice-President Clark called the meeting to order at 9:32am with approximately 35 members and 5 guests present. → Following the National Anthem, we thanked the breakfast team & VP Clark announced the October team & introduced guests. → Secretary's Report 8/09/14; moved to accept with amendment of President Houghton corrected to Vice President Clark; supported & accepted. → Treasurer's report 8/31/14; supported & accepted. → Karen Meirndorf thanked everyone who supported her Relay for Life team. → YE; VP Clark thanked the pilots & ground crew for a great year; 334 YE flown. → MAD; was a great event & sincere thanks to the many member volunteers who made it possible. → 56th Anniversary; our 55th was a big hit so plan for Sunday, 7/12/15; possible another Pork BBQ or maybe steaks. → Nominating Committee; Dave James is seeking nominations or interested parties. → Program Coordinator; WANTED. → Adult Eagles Coordinator; WANTED.

Builders Hangar Repair Crew; Doug Koons is coordinating. → Floors; Greg Hover volunteered to wash & wax; breakdown & remove everything after meeting. → Terry Lutz reported Greg Shannon's plane is about finished. → George Moore had his KIS for sale & article on page 109 of Sport Aviation. → Lost & Found; still have several jackets. → Christmas Party; Dec 14th; complete info should be in next newsletter. → Dues contest; drawing for those paid by 1/1/15. → Door code change will be made after the January general meeting; code will be provided to paid members only. → STEM Aviation Workshop for Teachers; EAA55 will have a booth. → Meeting adjourned at 9:04am. → Respectfully submitted, Vickie Vandenbelt, Secretary



TIDBITS

By Vickie Vandenbelt (vickie@eaa55.org)

NEW MEMBERS: Chapter 55 welcomes returning member Sean Mullaly.

COLDWATER RESTAURANT: You may have heard that the restaurant at the airport recently closed and that is correct. However, after a few days it did reopen under new management. I understand there is an improved menu which includes hamburgers.

WANTED: Chapter Program Coordinator; Chapter Events Coordinator and Chapter Adult Eagles Coordinator positions are all open. Helping in any of these positions is a great way to work with and learn about fellow members. Also wanted: newsletter articles; write ups or pictures; projects, planes, trips and/or things you have seen or done, etc.

CHRISTMAST PARTY RESERVATION: The season will soon be here. Attached is an invitation with details. This is a great time and hope to see all of you there.

2015 DUES PAYMENT CONTEST: see minutes.

MEETING ROOM DOOR CODE: change coming in January 2015.

STUDENT MEMBERSHIP: Chapter 55 along with EAA has been very active in the encouragement of young people in aviation. Chapter 55 welcomes any youngster who wishes to become active in our chapter as student member free of charge. An application for student membership is available at the hangar. Perhaps you have a young person in mind that you might want to mentor, transport to meetings or events, etc ??

FORD/EAA PARTNERSHIP: Ford Motor Company provides EAA members the opportunity to receive preferential pricing on the purchase or lease of a new vehicle through the Partner Recognition Program. Brochures are available in the rack.

**BE SURE TO LIKE "EAA CHAPTER 55" ON
FACEBOOK !!**



YOUNG EAGLES

By Margie Clark (alpha153@att.net)

Thank you again to the ground crew and pilots that volunteered their time and efforts to help with our Young Eagle Events this year. Your participation is greatly appreciated.

As you know, we make up goodie bags to give out at our YE events. We fill them with a variety of items, both purchased and donated. I'm asking for everyone's assistance with collecting our giveaways. If you happen to be in your local insurance company, union hall, recruiting station, etc, please ask them for donations of key chains, lanyards, rulers, stickers, pencils, pens, hats, cups, or any other advertising paraphernalia.

We could use about 350 of each item (based on the amount of youth that we flew this year). Any amount of donations will be put to good use. (Al picked up a couple dozen hats left from a golf tournament that they didn't use - they were a great addition.).

You never know where you might find some goodies.

Happy Flying!

ADULT EAGLES

By Margie Clark (alpha153@att.net)

If you happen to fly anyone interested in becoming a pilot, be sure to complete an Adult Eagle form and place it in the File Folder on the front table. We will record the information and forward the completed form to EAA.

Margie Clark
Temporary Adult Eagle Coordinator

Big Thanks to Greg Hover...

Thanks to Greg's diligence, we have shining floors in the meeting room. Thank you so much for a great job! He not only stripped them, he waxed them. Go Greg!



NOTES FROM CAPE JUBY

By Terry L. Lutz

Chapter 55 Flight Advisor

Charlie Precourt has written some very good articles recently about formation flying, mainly in the interest of safety. A lot more formation is being flown these days, much of it by pilots who were never formally trained in the military. Properly trained, they do a great job. You may have noticed an increase in formation flying around Mason in the last few weeks. A year ago, Dan Schiffer encouraged a few of us RV pilots to go through the steps to get our formation "cards". While formation cards can come from different groups (Red Star Pilots Association, T-34 Association, etc.), the main thing is that they are required if you want (or you're asked) to fly formation in sanctioned events. I guess Dan was serious about it, because he acquired an RV-7A so he could help with training in a similar airplane, in terms of performance.

Carl Franz and I had been flying formation together, and while we've made good progress over the years, there was work to be done. Jim Spry and fearless leader Steve Houghton threw their hats in the ring, and we were off. The usual problem was to find days when all of us were available. With aircraft downtime for inspections and a tough winter, and you can see how difficult it can be to keep any sort of training continuity.

Our first big challenge was to fly a missing man formation for the crew of National Flight 102, the B747 freighter that crashed on takeoff at Bagram Air Base in Afghanistan. We flew with some very experienced instructors, and while it went well, the debriefing from those pilots showed how we could take our skills to an even higher level. So we pushed on, joined the Red Star Pilots Association, and began studying for the written exam (a mere 153 questions long.....).

Carl and I completed the exam in August, and the long discussion we had about some specific questions taught us even more. We gained some momentum after that, and kept pushing to fly and to get better. With Jim getting better and better with each flight, he was cleared solo formation. That gave us the 4th airplane we needed for a 4-ship formation check ride.

After practicing regularly to get Carl ready, we completed his check ride last week, so along with Dan, and myself, Carl has earned his formation card. Jim has seen the process, and Steve will get there, too. It will just take more time, and a solid push to keep flying.

I was in Anaheim, CA on the left coast again last week for the Annual Symposium and Banquet of the Society of Experimental Test Pilots. The S&B is a report to the

industry on the technical details of flight-testing accomplished during the previous year. There were some very interesting papers, and I'll try to summarize some of the better ones

The very first paper was about testing the speed brake on the AV-8B. A problem had developed where cracks were forming in the speed brake mounting arms (which are toward the back, near the bottom of the fuselage). This included one case where the speed brake departed the airplane. The problem began after the Marines started carrying a new targeting pod on the centerline station, right in front of the speed brake. A cooling vent on the aft right side of the pod was creating a lot of turbulence and causing vibration on the speed brake at high speed. They instrumented the speed brake on a flight test airplane, and nearly lost it when a crack formed. But eventually they came up with a fix involving both a structural improvement and change to the actuator that solved the problem.

The whole world of unmanned aerial vehicles requires a lot of flight-testing. UAVs have already landed and taken off from Navy ships. The next step is to see if they can be refueled. Calspan Corporation made the first manual hook-up to a tanker with their variable-stability Learjet, using the basket and boom system. At some point in the future the Learjet will become the surrogate UAV to test the guidance and control software required to refuel a UAV.

Mike Bryan, one of Boeing's test pilots, gave a paper about flight-testing the B787-9. That's a stretched version of the B787-8. I thought it wasn't possible to stretch carbon fiber, but somehow they did it, with no rubber mentioned in the design.

Papers about helicopter testing are always interesting at times quite entertaining. A retired Boeing test pilot, Rich Lee, gave a paper on the limitations that need to be observed during airshow flying with helicopters. While pointing to linked rolls, where roll cyclic and pitch cyclic are used together, and recovery margins for loops, he emphasized that loss of control margins must be maintained, and abort maneuvers developed, should the planned envelope be exceeded. Much of the advice he received when he was actively flying airshows came from a familiar and well-respected source: Bob Hoover.

Do you call a tilt-rotor vehicle a helicopter that can fly as an airplane, or an airplane that can also fly like a helicopter? That question is answered when you try to make a forced landing with a tilt-rotor in the airplane mode. The rotors will make a lot of noise just before you start to flare. Better call it a helicopter! We're all familiar with the V-22 Osprey, but many of you may not be aware that Augusta Westland (located in Italy) has developed their own civilian version called the AW 609. Their test program wanted to determine if they could be in airplane mode, have both engines fail, then transition to helicopter mode and complete an autorotation to a safe landing. It is a very complex situation, and can result in very high descent rates as the nacelles are rotating toward the helicopter mode.

Normally, the Saturday morning presentations of kind of soft and light-hearted, but it was not the case this year. The first one was titled "Truth, Lies, and O-Rings: Inside The Space Shuttle Challenger Disaster". It was presented by Allan McDonald, Former Director of the Space Shuttle Solid Rocket Motor Project. He explained in great detail what happened, including the sequence of events and evidence that pointed to the O-rings on the solid rocket boosters. In addition to the cold temperatures that existed that morning, the northwest wind following frontal passage allowed the Liquid Oxygen vapors flowing off the top of the External Tank to flow downward and freeze the water supply located just below the Shuttle. It was water that provided cooling to the pad during launch. The water was already treated with anti-freeze, and they determined that to freeze that mixture, the temperature would need to be 7F, well below the limits of the O-ring seals. It was difficult to listen and re-live where we all were when Challenger exploded.

And finally, we heard a review of 25 years of B-2 flight testing (has it really been that long since the B-2 first flew?). It really is a highly capable airplane. The B-2 can carry 80 500-lb bombs, and when you see the video, it looks like they are never going to stop coming out. The Air Force did a demonstration where they released 72 precision-guided 500-lb bombs against hard targets in the desert (which were steel shipping containers assembled as buildings and other facilities). Each container was hit perfectly in the center. What about the remaining 8 bombs? They used those to put a "happy face" in the desert. Just showing off, I guess....

At the Banquet part of the Symposium, SETP gives a few awards to deserving test pilots. One of those awards is the Tony Levier Flight Test Safety Award. Tony Levier was a Lockheed test pilot, and was passionate about improving aviation safety, both in flight test and in civilian flying. He was a race pilot in the late 1930's, then joined Lockheed when the test program on the P-38 was in full swing. Along with Milo Burcham, Tony Levier shared the dive testing of the P-38 to examine the effect of compressibility on handling characteristics. He was the pilot for first flights on the XP-80A, T-33, F-94, F-104, and U-2.

The Tony LeVier Flight Test Safety Award was established by the Flight Test Safety Committee (FTSC) to formally recognize a single individual, or group of individuals, who over some period of time, have made a significant flight test safety contribution to a specific program, organization, or the flight test profession as a whole. It is sponsored by the Gentex Corporation (manufacturer of helmets and other safety equipment), and presented by the grandsons of Tony Levier. For the work I have done for Airbus, I was fortunate enough to receive this award for 2014. I met Tony Levier many years ago in Los Angeles, and it was a real honor to receive the award from members of his family.

It looks like we have some good flying days remaining before it gets good and cold and icy in late November. A good thing to remember is that at this time of year, we can expect a front of some sort to pass every couple of days. The window of good flying will be short lived, so keep you

eyes on the sky and the forecast. Keep an eye out for a fellow pilot who just might need a hand.

A HUGE CONGRATULATIONS TO TERRY LUTZ.

By Ernie Lutz

At a meeting with the Society of Experimental Test Pilots in Anaheim, California on September 25th 26th and 27th, Terry received the Toney Levier Flight Test Safety Award. This award consisted of a very impressive trophy.



Terry's qualifications for the award were based on his establishing and maintaining a flight safety program for Air Bus.

There were approximately 500 Society members present to help Terry celebrate this great moment in his career.

!!Congratulations, Terry!!



FROM THE FLIGHT SURGEON

By Gregory Pinnell, MD

Winter and the flu season is right around the corner. Roughly 30,000 cases of flu in the USA each season wind up being fatal and much of that could be prevented with the flu shot. This vaccination is safe, usually well tolerated and effective.

For the under 50 crowd there is the nasal spray vaccination FluMist. For us over 50 the flu shot remains the only option. We suggest waiting 24-48 hrs after the vaccination before taking to the air to look for side effects which might be detrimental to flying.

Save yourself the misery of the flu by getting your flu shot and fly safe!

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CHAPTER 55 HUMOR



Introducing a blonde version of our own Deanna!



CONGRATULATIONS to Don & Deanna McAlister on the acquisition of their 172 "Tula" & sale of their Cessna 150.



CONGRATULATIONS to Don Burt on the acquisition of his Super Cup (which came all the way from Holland - the country; not Michigan).

CONGRATULATIONS to Greg Shannon on the first flight of his Citabria after a long stay in the EAA55 Storage Builders hangar.



CONGRATULATIONS to Greg Rheeder on his first solo on Friday Sept 26th.



NEWS OF OUR MEMBERS - OCT 2014



CONGRATULATIONS to Elliot Seguin & Jennifer on their 4th place finish in Formula 1 at the Reno Air Races. Hopefully, Drew will have some stories to share!!



CHAPTER 55 CLASSIFIEDS

HANGAR FOR RENT: one space in Builders Hangar; \$115 plus gas; Steve 517-290-7528

HANGAR FOR RENT: Skyway Estates; 60G; Eaton Rapids. Pete Chestnut 517-663-3118.

WANTED:

Serviceable ELT, model AK 450, 121.5 megahertz, with accessories; Kyle Bradford 517-663-3083

FOR SALE:

Pure Michigan Maple Syrup; 10% of member sales will be donated to Newberry Scholarship Fund; Half Gallon \$21; Quart \$12; Pint \$6. John & Connie Bobcik 517-231-0506 or jbobcik@gmail.com

KIS; \$22,000; many extras; George Moore; 517-536-1034

Garmin GPS 96 w/Col Bracket \$95; Ernie Lutz 517-676-4601

Lathes & other equipment; Jeff Shaud 517-712-6482

Chevrolet Corvair 100-HP flight motor conversion; unassembled; \$5,000/negotiable. Greg Harris 517-775-4563 or gkharris1974@gmail.com

Zenith Zodiac XL/650 Corvair motor mount; Greg Harris 517-775-4563 or gkharris1974@gmail.com

Honey; various sizes; Gordon Hempstone 517-515-1454

DTV analog or digital antenna; \$25.00 George Moore 517-536-1034

Contact Warren or Vickie to place your ad here!

A MICHIGAN WINERY

By Warren Miller

Bonnie and I, along with our son Brett and his girl friend Jackie, drove to the Jackson area looking for wineries. It was a beautiful day and some fall colors were showing in the trees. We arrived at the Chateau Aeronautique Winery located at 1849 Rives-Eaton Road, Jackson. This winery is also accessible by air. It's located on the Williams Aero Estates air park and the grass strip can be seen from Hwy 127.

We were greeted by Vintner, Lorenzo Lizarralde who led us to the wine tasting room. It is a very pleasant room with a circular bar and friendly servers. There was a fine selection of sweet and dry wines for sipping and only a \$5.00 fee (we were given the wine glass, too). We tested the samples and selected a semi-sweet wine to bring home

Meanwhile, Lorenzo, a very friendly and cheerful host, led a group of us on a tour of his winery. We proceeded out of

the tasting room into a different building, which turned out to be an air plane hangar.



Going down the stairs, we saw Lorenzo's 1956 Cessna 172 parked in a corner surrounded by oak fermenting barrels and stainless steel storage tanks where the wine awaits the bottling process.



This equipment was blocking the hangar door and Lorenzo remarked that some day he will have to move stuff to get the plane outside and fly it again.



We were then led to a beautiful private tasting room which was decorated with fine furniture from Europe. There were many various commercial airliner models displayed and Lorenzo said he has flown them all during his aviation career while traveling the world.

He said he had been interested in creating fine wines for some time prior to finally creating and developing his winery while making his wine from Michigan grapes. Visiting with Lorenzo was a pleasure -- it turned out to be a great fall day.

Make Chateau Aeronautique Winery a flying destination and enjoy the friendly atmosphere and fine wine.

(Of course, fly/drive responsibly!)

**NOTICE TO IRRESPONSIBLE PERSON(S)
UPON A VISIT TO THE HANGAR ON SEPTEMBER
29TH, IT WAS FOUND THAT SOMEONE LEFT THE
12,300 WATT LIGHTBULBS BURNING, FOR WHO
KNOWS HOW MANY DAYS.**

**CAN'T YOU REMEMBER AS YOU LEAVE THE
HANGAR TO TURN OFF THE LIGHTS!!!**

POCKET CALENDAR

Oct 18 = STEM Teachers Conference LAN

Nov 15 = Canton-Ply-Mettetal Chili FlyIn

Dec 14 = **Christmas Party; Eldorado; 4pm**

SAVE THE DATE 2015:

Jan 23-24 = Great Lakes Aviation Conf

Jun 13 = YE Rally

Jun 14 = EAA55 Dawn Patrol

Jul 11 = YE Rally

Jul 12 = 56th Anniversary Potluck

Jul 20-26 = AirVenture

Aug 8 = YE Rally

Aug 15 = EAA55 MAD

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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