



Meetings are the 2nd Saturday of each Month

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

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www.EAA55.org



**CLIMB AND MAINTAIN
FLIGHT LEVEL 55**

by Steve Houghton (steve@eaa55.org)

One of the more pressing problems we are facing in aviation is the dwindling number of individuals interested in pursuing the dream of becoming a pilot. There are many reasons why fewer and fewer people are entering general aviation and much ink has been spilled discussing these reasons as well as what we can do about it. I recently came across this article by **Michael Janik** on The Airfacts Website. Michael does an excellent job of examining the hurdles we as a community of pilots face, and suggests a very simple yet profound solution. His discussion is particularly relevant as we prepare for our upcoming Young Eagles events. Michael's article is reprinted here and comments to his article can be found at www.airfactsjournal.com



The March breakfast team; Jeff Shaud, Margie Clark, Hannah Harshbarger. (Jim Spry & Bob Clark not shown)

BREAKFAST TEAMS

<u>APRIL:</u> Ellen Cavenagh Don Frank Don & Deanna McAlister Gary Nesbitt George Spencer Ken Vandenbelt Kelsey White	<u>MAY:</u> Bill Bezdek Randy Coller Rose Duckworth Ralph Gregus Gordon Hempstone Michael Rosencrans Greg Shannon
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**How do we encourage new aviators?
by Michael Janik (The Airfacts Website)**

I want you to picture yourself in a situation for a moment. You are a young, inspired student devoting the bulk of your day to lectures and studying. You spend any time you are not studying or sleeping trying to afford to put yourself through college with your part-time job. You face hefty tuition bills, increased living expenses, and very little financial assistance helping you stay on your feet. Sounds like the story of many college undergraduates across the nation, right? But there's a twist to this one: what if you had to do all this for a career that would only be a stepping stone towards what you really want to do?

The story I just told you is the story of me. And I am only one of many.

I'm a private pilot and engineering undergrad. I worked 30 hours a week to become a pilot during

high school, and I haven't flown since last summer. My days consist of studying, working, sleeping, and eating. The goal at the end of this is to become an engineer, but not for a lifetime. I want to fly for a living.

We always talk about trying to get more people involved in aviation. We proclaim the future of aviation lies in the hands of the youth, and we must give them opportunities to become pilots. We argue that flight training needs to be cheaper and we need to create more aviation programs so it is easier for them to succeed. We need scholarships and free flight training. But what kind of solution is moving the finish line closer to the start?

The reason why aviation is such a unique community, one filled with storytelling and tales of hardship and intense heart-wrenching desire, is because there is a certain battle that is fought between aviator and aviation. The battle to succeed in the face of failure. We cannot just hand the opportunity to become pilots to our youth; you have to work to earn the golden epaulettes on your shoulders.

There is almost a kind of marathon that must be run from the day a pilot becomes addicted to flight until the day they obtain their certificate. During this marathon, we have the choice of making it easier for them. Either we can pick them up and carry them to the finish line or we can help them finish properly. We can buy them new running shoes, train them to run better, and teach them how to eat healthier. These are the proper ways to win a race.

If you are already a pilot, you can play your part in this journey. I cannot stress how important it is that every new aviator have a mentor. I was bitten by the bug when I was a young boy, and since that day I have been inspired by numerous family members and friends at the airport along the way. I would not have the drive to push on—the inspiration to continue—without the memories of hanging out at the airport, watching airplanes, talking to pilots, seeing airshows, or the occasions where I was able to actually go for a flight in a friend's airplane for free. I still have moments where I remember these events with great detail, and they inspire me to push on.

It doesn't matter if you just finished your training yesterday or have been flying since WWII. You don't

have to be rich; you don't have to even have access to an airplane. We just need mentors. We need somebody who we can go to when we are stuck feeling like we may never be able to follow our dreams of flight. Talking to somebody who has been through the journey helps encourage us to press on. If we do not have that kind of support, we run the risk of losing even more people from aviation. Remember, we are a community of aviators, and we cannot fly alone.

As I continue my journey, some days I wake up wishing I could just drop out of college and go back to flight school to become a CFI. I cannot do so just yet. I cannot afford to get a degree and go to flight school at the same time, so I must continuously fight to keep the magnetos alive until I can. Therein lies the battle that many aviators just like me must fight in the shadows—we must lead ourselves to a stable position in the future before we can join our brothers and sisters in the sky.

I follow the advice of my private pilot instructor even when I am on the ground. He had a similar story: going through college and graduating, only to work a job he hated in order to save up enough money to do what he really wanted to do—fly for a living. I was his first student, but he taught me more than any seasoned pilot with decades of experience and tens of thousands of hours could. He taught me that no matter how long you have to wait, you will do whatever it takes to return to the sky.

By no means should aviation stop encouraging new aviators. The experiences I had at the airport are what carved my passion for the sky. Pilots should help new aviators succeed, but we should not deny them the right to a proper race. Finishing a marathon wins medals; medals you can wear with honor and pride for a lifetime. There is no pride in easily won medals.

For all of us who cannot afford to follow our dreams just yet, we are still in the race. The aviators that have a back story, those who spend long nights hearing airplanes pass over their heads only wishing they could be up there alongside them, are the aviators who press on even harder. Those who work for it and achieve greatness in flight will not only relish in it for the rest of their life; they will share their story in hangars around the nation. And it is these stories that

encourage the aviators of tomorrow to keep on running.

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

APRIL PROGRAM:

James Whittles on Cockpit Technology

EAA Chapter 55 BOARD OF DIRECTORS Meeting March 11, 2015

→ Meeting called to order at 7:04pm by President Steve Houghton. → Present: Steve Houghton, Al Spalding; Vickie Vandenberg; Doug Koons; Dave James; Bill Purosky; Jim Spry, Jack Voss. Margie Clark, Bob Clark arrived late. Absent: Warren Miller; Michael Rosencrans. Guest: Ken Vandenberg. → Secretary's Report 2/11/15; Vickie Vandenberg moved to accept; Dave James supported; all approved. → Treasurers Report 2/28/15; Vickie Vandenberg moved to accept; Jack Voss supported; all approved. → YE; Doug Koons advised we earned \$1420 YE credits from national for 2014 to be used by 12/31/15. Margie Clark advised she will handle insurance request for three scheduled events. Pilots will be required to be at Safety and Pilot Briefing; TBD how guest pilots will be handled. → Adult Eagles; no report. → Membership; about 30 have not paid; will be doing solicitation mailing to prospective members after flyers are printed. → Flying Activities; discussed suggestions. → Programs; March, April, May & summer are set. → Movie Night; last one Friday. → New TV; pending price research. → 56th Anniversary Potluck; will reserve pulled pork for 100 people; estimated cost \$500; will not charge attendees but will have "DONATIONS WELCOME". Dinner at 5:00pm. → Model T Club would like to attend DP or MAD; Steve will coordinate. → Automated Gate; installation in the works. → Event Planning; Monday; April 6th at 7pm. → Vickie Vandenberg moved to approve advertising budget of \$750 for DP and \$1000 for MAD; Dave James supported; all approved. Vickie will order printing and also order MACC Thursday Night Live ads. → Promotional "Free Breakfast" certs for MAD; authorized to issue 100. → Al Spalding & Vickie Vandenberg will post events

info to web calendars. → Bob & Margie Clark attended the open house for new programs at IISD/Capital Area Career Center. → Doug Koons made a motion to adjourn; Jim Spry supported; adjourned at 7:59pm. → Respectfully submitted, Vickie Vandenberg, Secretary

EAA Chapter 55 MEMBERSHIP MEETING March 14, 2015

→ President Houghton called the meeting to order at 9:20am with approximately 38 members & 4 guests present. → Following the National Anthem, we thanked the substitute breakfast team & April team was announced. → Guests were introduced. → Secretary's Report 2/14/15; moved to accept; supported and approved. → Treasurer's report 2/28/15; moved to accept; supported & approved. → Adult Eagles; Greg Rheeder would like to recruit prospects at events around Mason; also looking for mentors. → Young Eagles; Margie Clark announced we received \$1420 in YE credits from national to be used for YE goods and advertising. Terry Lutz has been asked to do an article for Sport Aviation about our YE Safety Program. → Dan Schiffer will donate use of his megaphone and base station for YE rallies. → 56th Anniversary Potluck is set for 7/12/15; donations for meat accepted; eat at 5:00pm. → Calendars still available. → Gate will soon be operational. → Fly Outs scheduled for 5/16/15 to Houghton Lake and 7/18/15 to Grand Haven. → Newsletter editor wanted. → April program will be James Whittles on Cockpit Technology; May will be the YE Safety Briefing (mandatory for YE ground crew and pilots). → Event Planning Meeting; Monday 4/6/15 at 7:00pm; everyone welcome. → "Relay For Life" 50/50 fundraiser was won by Doug Koons - Thank you all for support of this event which will take place 6/20/15 in downtown Mason. → Bill Bezdek brought a picture of the Mason Jewett Field from a 1967 Jeppesen airport directory. → Thanks to Doug Coleman for the great donation of kitchen towels and kitchen platters, utensils & misc. → Meeting adjourned at approximately 9:55am. → Brad Frederick presented a program about the works of the Recreational Aviation Foundation. → Respectfully submitted, Vickie Vandenberg, Secretary



NEWS OF OUR MEMBERS

by **Vickie Vandenberg** (vickie@eaa55.org)

NEWSLETTER EDITOR: Deanna McAlister has agreed to assume the responsibilities of our EAA Chapter 55 Newsletter Editor. Please give Deanna a big THANK YOU for taking on this very necessary task. Our newsletter is one of our most important avenues of communication with members and others in the aviation community. She has some big shoes to fill but I know she has the talent and skills that will benefit us all. (Many thanks, Deanna!!)

SPECIAL THANKS: To our "retiring" Newsletter Editor, Warren Miller !! Warren has been having extreme difficulties internet service in Florida and expressed his desire to "retire" from the position he has held since 2002. I can't say enough about the wonderful job Warren has done on our newsletter for the past 14 years !! He is the only editor I have known in my time with the chapter since he took over the position from Charles Downey about the same time that we joined. Chapter 55 has been so lucky to have him. And, also big thanks to Bonnie Miller who has assisted him in the tasks needed to get the newsletter published !!

CONDOLENCES to John & Connie Bobcik on the loss of his mother.



YOUNG EAGLES

by **Margie Clark** (margie@eaa55.org)

The weather is warming and the planes are more plentiful in the sky. With the view so clear wouldn't it be great to share that with a young person who hasn't had that opportunity. Again I am sending a reminder that we are in need of pilots and volunteers for the second Saturday of June, July and August to fly the youth that attend our Young Eagles Events.

We are going to focus on Young Eagles at our May meeting. Following our regular meeting instead of an outside speaker we will be having a breakout for pilots who currently fly youth at our events and for all pilots interested in hearing what it takes to participate in our events. Please remember that if you fly Young Eagles you must be a member of the EAA national organization.

In addition, I will be talking to all those folks that are wanting to know what it takes to be part of the ground crew and what we do. The more willing volunteers we have the easier the day goes for everyone. Attending the meeting doesn't mean you are making a commitment that day, it's showing your interest in what we do. Please plan on staying and learning more of what goes on.



ADULT EAGLES

by **Greg Rheeder** (greg@eaa55.org)

No report this month.



NOTES FROM CAPE JUBY

by **Terry L. Lutz** (terry.lutz@attglobal.net)

There is a little-known gem of a school in London, Ontario. It is the result of the hard work of an Italian test pilot named Giorgio Clemente, and is named the International Test Pilot School. Not too many people have heard of it, and it is just 4 hours away by car. Giorgio asked me to visit and give a presentation to his current class, which consists of 4 Turkish military pilots in training to become test pilots. They have been flying F-4s (probably the last operational units with that great airplane!) so we had a lot to talk about.

The school has a nice, modern appearance with classrooms and simulator facilities to get the job done. They only have two airplanes of their own, a Cessna 414, and an L-39 jet trainer. Probably the best thing they have going is great airspace for training. Takeoff, head north, and within 20 nm you have enough working space to do most curriculum maneuvers. They only thing they lack is a supersonic corridor, but then they would need a supersonic trainer!

Giorgio is endlessly energetic, and here is the best example. In early May, he will start a class with Chinese pilots for the express purpose of training them to do certification testing on a flying boat. So how do you find airplanes to teach those techniques? Well, you start with a Cessna 180 on amphibious floats, then move to a Twin Bee (twin-engine Republic Seabee), then to a CL214 water bomber,

and finally to one of only two flying Martin Mars aircraft. All of this from the endless energy of Giorgio. Wishful thinking, step aside please!

After my presentation and some Q&A, we had lunch while one of their students took the L-39 for a W/delta flight, which measures cruise performance. When the airplane returned, they fueled it and offered me a flight. Here is my report:

The airplane flown was registered C-TOZ and is owned by the International Test Pilot School in London, Ontario, Canada. ATIS Romeo: 130/7 15 CLR 4/-7 30.28. Instructor pilot: Bjarni "BJ" Tryggvason (native of Iceland and former Shuttle astronaut).

To board the aircraft, there is one deployable step, and two more steps that have spring-loaded covers to get into the cockpit. Entry is from the left side, and the canopy is hinged to the right. Strap-in is quite easy, with the main harness on the left, which includes the harness latch/release mechanism. Place your elbow in the left side of the harness, your right elbow in the right side, and you clip the left and right together. There are two lower straps that go just outside the ejection seat pull handles in the center, then through two loops, one on each side of the harness, and then clip into the bottom of the harness latch/release mechanism. The latch release mechanism is now at the center of your chest. It is released in two steps; open a small latch in the center (index finger of the left hand or thumb of the right hand), then squeeze two tabs together.

The harness is quite comfortable, and can be released from the seat with the parachute, using a knob on the lower left side of the seat. This is important, as the ejection seats are pinned (they are hot, but with expired cartridges). So with seats pinned, bailout is by opening the front canopy first, then the rear canopy (both canopies will detach at the hinge line), release the harness, and egress. A D-ring is located at the top of the harness on the left side for parachute deployment.

Canopies are closed and the engine is started with the aid of a jet fuel starter. The airplane is rather autonomous in that respect, and does not require a power cart or air cart for start. Taxi is very difficult! There is no nose gear steering, so steering is via differential braking. Brakes are applied with a paddle

switch on the stick, and are differential based on rudder pedal position. From a human factors standpoint, hands and feet are both required for steering. If the left rudder pedal is deflected and the hand brake applied, braking is on the left brake. With rudder pedals in neutral, both brakes are applied. Braking is very effective, but the range of movement on the lever, where braking is available is very small, so you tend to get more braking than desired, and it is easy to brake too much and lose speed in the process. Applying the hand brake very slowly sometimes helps, but it is very sensitive. As a result, you have to taxi very slowly, particularly in congested areas.

Takeoff in London, Ontario was on Runway 15. On brakes, the engine is brought to 106%, a triple gauge on the lower right of the panel is checked for oil pressure, oil temperature, and fuel pressure, and brakes are released. The airplane accelerates nicely, and rotation is begun at about 80 kts. The stick has to be brought back to about 80% of full travel, then the nose begins to rise, and the stick is relaxed to capture the climb pitch attitude. There is no noticeable pitch change with either gear or flap retraction. Desired climb speed to the working area 20 nm north of London was 205 kts. The airspeed indicator with knots on the scale is very likely a replacement of the original indicator, which was probably in KPH.

During climb, a limited evaluation of aircraft characteristics was performed. As an indication of static stability, when off trim speed, the stick force increase is noticeable, but not objectionable, so you don't have to spend a lot of time trimming as airspeed changes. The trim button itself, at the top of the stick, is square, not circular and is not intuitive because it is so high on the stick. You have to reach for it with your thumb, rather than exert just a small movement to get there. Trim rate is not too fast, which is just right for a trainer. Initial level off was at 9,000 feet and the throttle was set at 95% rpm to accelerate.

At 9,000 feet, a 1g stall was performed at a deceleration rate of 1kt/sec. Minimum trim speed was set at 120 kts. At 110 kts, a slight buzzing is felt in the airframe, followed by a light rumble at 105 kts, followed by the stall at 102 kts, which is characterized by moderate buffeting with little nose drop, and a slight wing drop to the left. Recovery is very easy with forward stick application.

Acrobatics are typically begun at 300 knots and require a 4 g pull to keep the radius of the maneuver within the airspace limits, as we had the block from 8,000 to 12,000 feet. With full throttle and 4g, the airplane goes over the top with a minimum speed of about 120 kts. On the backside, the throttle is kept full, and it is easy to peg altitude and airspeed with a 4g recovery to level flight. During roll maneuvers, a small amount of rudder is necessary to coordinate the roll. It is just enough that you have to do it, but without paying a lot of attention. Aileron rolls were performed, and this is where some judgment is necessary to stop the roll exactly where you want it. A small amount of stick shaping is necessary right at the stopping point of the roll, and with practice it would become second nature.

Barrel rolls were a delight because they are big enough at 250-300 kts that you can keep 2+g all the way around the roll, and you can do them with about 30 degrees off heading and 30 degrees nose up and down during the roll. There is plenty of aileron control to form the barrel with increasing and decreasing roll rate.

The remaining maneuvers were an Immelmann, followed by a Split-S. At the top of the Immelmann, the rollout was begun at 110 kts, slightly unloaded, with very predictable roll forces and very little need to coordinate the roll with rudder. The Split S was begun from 120 kts, and on the down line while increasing back stick pressure towered 4g, just a hint of very high frequency buzzing was noted. Combined with the buffet characteristics observed during the 1g stall, the airplane will talk to you in gradual steps when the stall angle of attack is approached, which is also very good for a trainer.

Basic speeds for the pattern were 180 kts for the gear, 160 for the flap 1, and 140 for flap 2. The gear indicators are on the lower left of the forward instrument panel, and for a trainer are a bit small. Flaps are selected by push buttons on the left side panel, with an appropriate light next to the button in the shape of the flap deflection. One good bit of gouge is that once at 180 kts, set power at 85%, and you can pretty much leave it there (although at our light weight, 82% was about right) and use speed brakes to control speed. This worked very well in the pattern. Landings are quite easy, and with a proper pitch attitude at touchdown, the airplane can aero brake until the elevator is no longer effective. Then

the challenge begins again with brakes as the airplane slows to taxi speed. While this is not good for a trainer, obviously a lot of students have mastered it!!

Overall, considering systems, visibility, handling qualities, and stall characteristics, the L-39 is a very pleasant airplane to fly and gives a hint of fighter characteristics in the middle of the flight envelope. It was just wonderful to experience 4g flight again.

The weather is just now beginning to feel normal. Now I know what a bear feels like coming out hibernation, except the bear completely missed all that snow. Remember that if you haven't flown in awhile, this is the time for "rust removal". Enjoy the flying, and enjoy helping you buddy when it looks like they need an extra hand.



TIDBITS

by **Vickie Vandenberg** (vickie@eaa55.org)

CHAPTER 55 NEWSLETTER EDITOR: Please extend a big welcome to Deanna McAlister who has volunteered to be our newest Newsletter Editor. Deanna will assemble the newsletter each month then I will email it to our current members. Everyone is welcome to submit pictures, articles, info about your project, places you fly to, aviation humor, aviation websites, and whatever else you think might be of interest to our members!! Submit to Deanna by the end of the month for publication in the next WingTips.

RECREATIONAL AVIATION FOUNDATION: Brad Frederick gave a program about all the wonderful things that RAF is doing for aviation and saving airfields for access to public lands and recreational destinations. If you are interested in supporting this effort - forms are available at the chapter and one is attached. Any donation amount is welcome!!

VOLUNTEER SIGN UP SHEETS: Signup sheets for Young Eagles, Dawn Patrol Pancake Breakfast and Mason Aviation Day are awaiting you at the chapter. These events are our way to reach out to the people of the mid-Michigan area to show them what aviation is all about. Please plan to help your chapter.

AVIATION ACADEMY: The Ingham Intermediate School District/ Capital Area Career Center introduced several new programs for the fall of 2015. One is the Aviation Academy. Matt Dahline of Crosswinds Aviation has been instrumental in promoting this program with CACC. Chapter 55 is looking forward to additional contact with the students through our Young Eagles program and any other ways that we might contribute. I have attached a copy of the flyer. Be sure to keep this in mind if you are in contact with parents of young people or students who might be interested in pursuing a career in aviation.

QUOTE OF THE MONTH:

Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.

RELAY FOR LIFE 2015

By Karen Meirndorf

Relay this year will only be one day, Saturday June 20 12noon till midnight. Mark your calendar and please come, rain or shine.

I will be taking orders for anyone interested in purchasing luminaries. They sell for \$10.00 each. Last month our 50/50 raised about \$68.00 (I think). That's a good thing.



FROM THE FLIGHT SURGEON

by Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR
www.AIRDOCS.net

The recent Germanwings tragedy points out the weaknesses of the self-reporting requirement inherent to the FAA medical application and also the need to self ground when a medical issue arises that you are unsure of its severity or consequences. It is very hard to “introspect” your own medical problems and make good judgments. You all know the one about the “doctor who treats himself has a fool for a patient”.

Although few of us are flying airliners we all are bound by CFR 61.53 which essentially states we self certify as fit to fly whether we hold a FAA medical or no. But sometimes you need help in that decision.

This is what we in aeromedical practice are there for. It is part of our duty and we have to be there when you need.

If you ever have questions regarding diagnosis, treatment or general fit to fly issues please call. We have 4 flight surgeons in our group and one is on call 24/7. There are no dumb questions. Fly Safe!

www.AIRDOCS.net

989-245-4494

CHAPTER 55 CLASSIFIED

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

WANTED: Serviceable ELT, model AK450, 121.5 megahertz w/accessories; Kyle Bradford 517-663-3083

FOR SALE:

EAA55 2015 Calendars; \$8.00 each; Steve 517-290-7528

ASA CX2 Flight Computer; a step UP from the electronic E6B; in original box; works great; \$65.00; Gregory 517-315-3247

Stratus I (First Generation) ADS-B Receiver; works great with Foreflight; \$250; Don Frank; 517-204-7421; FrankLaw@sbcglobal.net

Starduster II; Mike Franzago; 517-910-6091; mlfranzago@me.com

Smith Mini project; one seat biplane; some parts; Steve 517-290-7528

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

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

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

Contact Deanna or Vickie to place your ad here!

POCKET CALENDAR:

Apr 11 = Program; James Whittles

Apr 21-26 = Sun-N-Fun

May 9 = Program; YE Ground & Pilot Training

May 16 = Houghton Lake Fly Out

May 24 = JXN Dawn Patrol

Jun 13 = YE Rally

Jun 14 = EAA55 Dawn Patrol

Jul 11 = YE Rally

Jul 12 = 56th Anniversary Potluck

Jul 18 = Grand Haven Fly Out

Jul 20-26 = AirVenture

Aug 8 = YE Rally

Aug 15 = EAA55 MAD

Aug 29-30 = Thunder Over Michigan

w/Blue Angels

Dec 13 = EAA Christmas Party; 4:00pm

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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