



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

FEBRUARY 2017

Meetings are the 2nd Saturday of each Month

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

→President: Pat Salow 517-565-3178 →Vice-President: Dave Courey 517-331-7097

→Treas: Al Spalding 517-881-8757 →Secr: Vickie Vandebelt 517-589-5051 →Editor: Deanna McAlister 517-795-8171

www.EAA55.org



PRESIDENT'S MESSAGE

by Pat Salow (president@eaa55.org)

First, congratulations to Terry Lutz for being honored as member of the year 2016 at the January Membership meeting!

Aviation; what drew you to it? Was it a desire to fly, to work on aircraft or to hang-out at the airport? Regardless of what got you into aviation, someone along the line made an impact. Whether it was the friend who talked you into that first ride or the person who showed you what was under the cowl, the fire was lit! Many youth programs exist around the country to make that first introduction to aviation. The Tuskegee Airman Inc. offers a program particularly for minorities and disadvantaged young people with the intent to change lines through aviation.

NASA Space Camp offers programs for ages 9 thru 19 which focus on space travel, the aviation challenge and space robotics.

The Zenith Challenge project sponsored by Kite Technical Services is a program designed for high school students to compete in unmanned aerial systems competition against top colleges in the United States. The program is designed to develop an aviation workforce high in technology for the future.

Youth Aviation Adventure (YAA) is a one day intense aviation program for youth with the purpose to bolster the ranks of young people learning to fly and choosing carriers in aviation.

Young Eagles, founded in 1992 by the EAA, is a program with which we all have a strong connection. Chapter 55 has flown over 3,930 youth, which could not be done without our program coordinator Margie Clark and those that preceded her.

Many programs exist to make that first introduction and for those youth who choose an aviation career, formal higher education programs exist to offer the training needed for a fulfilling life time in aviation. Each year Chapter 55 awards the Newberry Aviation Scholarship to aviation students.

This year's scholarship winners come from Lansing Community College and Eastern Michigan University and will be attending the February membership meeting to receive recognition for their accomplishments and to tell us about their field of study. Please join me at this special time to hear from tomorrow's leaders in aviation.

BOARD MEETING: 7:00pm: Wed; Feb. 8th
MEMBERSHIP MEETING: 9:30am; Sat; February
11th with Breakfast served from 8:00am to 9:00am

BREAKFAST TEAMS:

FEBRUARY:

Julie Bauer
Kyle Chmielewski
Dave Groh
Gary Nesbitt
Gary Nicola
George Spencer
Joe Pirch
Tom Schroeder

MARCH:

Ward Harris
Sean Mullaly
Scott Sharkey
Eli Sharkey
Jeff Shaud
Carl Zayatz



Our January Team: John Caron, Jim Sawyer,
Carol Sawyer & Karen Salow

EAA 55 Chapter 55 Board of Directors Meeting January 11, 2017

→The meeting was brought to order by President Pat Salow at 1910. →Present: Pat Salow, Dave Courey, Al Spalding, Mark Bathurst, John Bobcik, Bob Clark, Margie Clark, Doug Koons, Bill Purosky, Ken Vandenbelt, & Jack Voss. Absent: Warren Miller & Vickie Vandenbelt →Secretary's Report: Pat Salow asked if everyone reviewed the minutes from the last Board meeting; Jack Voss motioned to accept the minutes as written, Bill Purosky second; motioned carried. →Treasurer's report: Bill Purosky moved to accept; Jack Voss second; motioned carried. →Programs; Jack Voss has booked the February program; no program for January. →Young Eagles: Margie Clark reported 2016 Young Eagle of the Year will be awarded at January General Membership meeting. →A new flag was donated by Julie Bauer & Jack Voss for the meeting room and Jack Voss will purchase a new outdoor flag. →A proposal by the

Newberry Aviation Scholarship Committee was presented by Al Spalding; Bill Purosky moved to accept the proposal as presented; second by Jack Voss; motion carried. →2016 Member of the Year discussed; it was moved that Terry Lutz be recognized; motion carried. →Furnace plenum insulation was discussed; Ken Vandenbelt volunteered to evaluate and Pat Salow will assist. →2017 Jamboree "T" will be in mid-Michigan this year and the Model T's plan to cruise to MAD in August and the BOD agreed to invite the group. →Gate code dissemination discussed; the code will be distributed by email to members current with dues (and not tenants on the field). →Mark Bathurst offered the LCC facility for BOD cold weather meetings; BOD graciously accepted the offer with thanks to Mark. →Anniversary Party & practice party; Jack Voss will poll membership at Saturday meeting. →Margie Clark moved to reserved Eldorado Golf Course for the 2017 Christmas Party on Sunday, December 10th; second by Doug Koons; motion passed. Al Spalding will make the reservation. →With no other business, Doug Koons moved to adjourn at 7:45pm; second Jack Voss; motion passed. →Respectfully submitted, Pat Salow, Acting Secretary

EAA Chapter 55 Membership Meeting January 14, 2017

→Meeting was called to order at about 9:30am by President Salow with approximately 40 members and 10 guests present. →Following the National Anthem, the breakfast team was thanked and February team announced. →Introduction of new members and/or visitors followed. →Secretary's Report 12/10/16; motion to approve; supported; all approved. →Treasurer's Report 12/31/16; motion to approve; supported; all approved. →Pat Salow advised we still need a Program Coordinator; Jack Voss announced the program he secured for February. →Jack Voss polled the members on desire to have another Anniversary Potluck and also a practice party at a restaurant; he will announce details at a future date. →Steve Houghton spoke about the new third class medical; BasicMed. →Pat Salow announced that plans are underway for the 2017 Model T Jamboree to cruise to MAD in August. →Events Planning will commence in near future; need member input for planning as well as volunteers assisting at the actual events. →Gate code to the airport operating area has been changed; new code will be distributed to members in good standing who are not required to

register with CRAA. →2016 YE of the Year was presented to Vivian Stevenson by her pilot; Steve Houghton. →Doug Koons announced final YE count for 2016 was 175 and pilot numbers have been posted on the board. →2016 Member of the Year was presented to Terry Lutz by Pat Salow. →Pat Salow announced Eldorado has been reserved for the 2017 Chapter Christmas Party. →Bill Bezdek asked the Board to purchase real maple syrup for the meeting breakfast. →Meeting adjourned at 9:54am. →No program this month. →Respectfully submitted, Vickie Vandenberg, Secretary



NEWS OF OUR MEMBERS
by Vickie Vandenberg (vickie@eaa55.org)

CONGRATULATIONS: to Terry Lutz, our 2016 Member of the Year. Terry has been a member of the chapter since 1997 and writes a column in our newsletter each month. In recent years, Terry has served as a Safety Advisor. He has been instrumental in establishing pilot briefings and implemented new safety guidelines for our Young Eagles flight rallies. Shown here (left) with our Chapter President Pat Salow (right).



DO YOU HAVE ANY NEWS OR INFO TO SHARE??



ADULT EAGLES
by Greg Rheeder (greg@eaa55.org)

Just a quick reminder. I am still taking names for our Adult Eagle program. So if you have a candidate which may fit our group, please pass that person's contact information on to me. Or better yet, have them stop by for breakfast one Saturday.



YOUNG EAGLES
by Margie Clark
(margie@eaa55.org)

Our 2016 Young Eagle of the Year was introduced at our last meeting. Her name is

MONTHLY PROGRAMS:

FEBRUARY 2017:

Rick Sutton; Aircraft Carriers on the Great Lakes

MARCH 2017:

Phil Tartalone; Runway Incursions; (tent) followed with "Rusty Pilot" open forum

APRIL 2017:

Mark Lynn; Metal Fabrication

MAY 2017:

Hope to get a BasicMed Speaker; (tent) interactive with Dr. Greg Pinnell

JUNE-JULY-AUGUST 2017:

Young Eagle Rallies

SEPTEMBER 2017:

Gary Knaggs; FAAst Program (topic TBD)

OCTOBER 2017:

(tent) Randy Collier; Runway Patterns & Tale of a Dead Airport

NOVEMBER 2017:

Todd Cotter; Winter Flying Prep & Maintenance

DECEMBER 2017:

(tent) John Kowaleski; NOAA; Winter & Flying

JANUARY 2018:

(tent) Allan Holloway

2018

MORE IDEAS WANTED

Vivien Stevenson, an eighth grader at Eaton Rapids Middle School. She has been to Space Camp in Huntsville, Alabama twice and plans to go again. She is very interested in aviation. Her pilot was Steve Houghton.

This is truly what our program is all about!
Safe flying to you all.



2016 Young Eagle of the Year; Vivian Stevenson (center) with her pilot, Steve Houghton (left) and our YE Coordinator, Margie Clark (right)



NOTES FROM CAPE JUBY
by Terry L. Lutz
(terry.lutz@attglobal.net)

The final USAF flight of the McDonnell-Douglas F-4 Phantom II took place at Holloman AFB on 21 December 2016. It's a magnificent airplane, born as what we call a 3rd generation jet fighter. In the 1960s, fighter aircraft technology had reached the point where flight controls were powered by hydraulics, and early stability systems were installed to improve handling qualities. The F-4 is a true fire-breathing dragon. During night takeoffs in full afterburner, the bright orange exhaust plume extends the length of the airplane, and the noise is incredible.

At the heart of the airplane are two General Electric J-79 engines, producing 17,900 lbs of thrust in afterburner and 12,000 lbs thrust in military power. The engine was designed to provide reliable thrust out to Mach 2.0, which it does marvelously well. The first production airplane to use the J-79 was the F-104 Starfighter. In 1958, the Collier Trophy was awarded

jointly to Gerhard Neumann and Neil Burgess of General Electric Aircraft Engines, Clarence "Kelly" Johnson of Lockheed, and the US Air Force for development of the F-104. The J-79 went on to power the B-58 Hustler supersonic bomber, the F-4 Phantom, and the A-5 Vigilante.

There are thousands of stories to tell about the F-4 and what it could do, but here's a brief look at how it flew. Strapping in is a bit complicated because of the design of the Martin-Baker ejection seat. There are four leg restraints that have to be worn so that your legs will not flail upon ejection. You have to be careful that they are in the proper order on your thigh and calf, and that the restraint lines are properly routed. The ejection seat has 7 safety pins. Six of the 7 are stowed in a bag, with the 7th one sticking out and pinned in the face curtain ejection handle. That pin is removed after completely strapping in, and the bag needs to be properly stowed.

The J-79 needs an external air source to start, and it is usually connected to a cart that provides both air and electrical power. The cart itself is powered by the same J-69 engine that powers the T-37 trainer (and it's just as noisy!). The right engine is started first, as the right utility hydraulic pump is set to a slightly lower pressure than the left. When the left engine is started, utility pressure will rise slightly, assuring 2 good pumps. To start, the master switches are placed on and air is applied to rotate the right engine. At 10% rpm, the start button on the back of the throttle is pushed and the throttle brought up out of cutoff to above idle, then back to idle. Light off generally occurs at 14% rpm, and at 45%, the crew chief can cut external air. Once the right engine is stable at idle, the left engine can be started.

After a series of flight control checks, the airplane is ready to taxi. The nose gear steering switch is on the stick, and ground handling is very good. Once on the runway, engine rpm is brought up to 85%, brakes released, throttles are set to Mil, then AB. AB is selected by moving the thrust levers outboard, then forward to the stop. The main gear on the F-4 is pretty far aft, so the horizontal tail needs to be on the full aft stop during the takeoff roll. Eventually there is enough force from the tail to extend the nose strut and raise the nose. The stick is then brought forward to a position that matches the initial pitch attitude for takeoff.

In flight, the airplane handles quite well at low angle of attack, much like the T-38. There are flight control augmentation switches for pitch, roll, and yaw that make the airplane appear much more stable. The roll aug can induce unwanted yaw at high angle of attack, so normally it is turned off during air combat maneuvering. Some of us keep it off at all times, particularly when flying in IMC, as it is easier to fly precise bank angles.

At high angle of attack, it is a completely different beast. First, the AOA system needs some explanation. There are two AOA probes on each side of the forward fuselage. They are cone shaped with slots in them to cause them to rotate. It is a definite preflight item to make sure they rotate easily. The AOA gauge is calibrated in units (not degrees, which drives pilots who are also engineers a bit crazy). Above 15 units, a tone is heard in the headset, which increases in frequency up to 19.2 units, where becomes steady. When you hear the tone, it is time to stop rolling with aileron and begin rolling with rudder.



At 19.2 units, the F-4 can be rolled precisely with rudder control alone, and that's the AOA where you want to fly combat maneuvers. Of course, if someone is threatening your 6 o'clock with nasty weapons, you will pull a little harder! The AOA tone continues to increase in frequency, and at 22.3 units (a bit higher for the slatted F-4E) the rudder pedal shaker activates to warn you to decrease AOA. If you continue to increase AOA, the nose starts to get light, and if the ailerons aren't perfectly centered, the airplane will depart without warning and you are off to the races to recover. Here are the memory items for recovery:

1. **STICK - FORWARD**
2. **AILERONS AND RUDDER - NEUTRAL**
3. **IF NOT RECOVERED – MAINTAIN FULL FORWARD STICK AND DEPLOY DRAG CHUTE**
4. **THROTTLES –IDLE** (unless at low altitude)

Here are some of the more notable design characteristics of the F-4. Since the flight controls are hydraulically boosted, a system is necessary to provide normal control "feel", particularly in the pitch axis. On most models, pitch control forces are provided by a probe mounted mid-way up the vertical fin. Air is forced into a bellows, which provides control feel, depending on airspeed. It gets kind of weird when flying supersonic, because as speed increases, there is more pressure in the bellows so you need to be trimming nose down. But when supersonic, the airplane center of lift is moving aft, so the stick needs to come aft to maintain altitude. So you are trimming nose down with the stick coming back at the same time.

Here are a few more notes about supersonic flight in the F-4. In the transonic range, the altimeter does strange things. About Mach 0.98, the altimeter unwinds rapidly to about 1500' below actual altitude. Then passing Mach 1.0, the altimeter winds rapidly up to about 1500' above actual altitude, before returning to normal. This is due to the shock wave passing over the static ports on the forward fuselage. The key to precisely flying is to use pitch attitude. In later fighters, this large altimeter error is made transparent by the Air Data Computer.

The inlet has variable geometry ramps to control the flow of air into the inlet at supersonic speeds. The vari ramps operate on the input from temperature sensors in the inlet and are positioned by utility hydraulic pressure. Usually we see them beginning to close between Mach 1.2 and 1.4, but once in awhile you could see them close on the ground when taxiing in a group of airplanes. The hot exhaust from the airplane in front can affect the vari ramp temperature sensor.

Flying formation when supersonic can be interesting. We used to practice moving around the lead airplane to sense the shockwave and it's effect on our aircraft. If you are slowly overtaking the lead aircraft, the

shockwave will impact your nose first, causing your airplane to yaw away from the leader. As you continue forward, the shock will impact your tail, and you will yaw into the leader. We would also practice overtaking beneath, until we felt the nose being pushed down, but would go no further due to risk of pitching up into the leader.

Flying precise approaches is fairly easy in the F-4, because it is a true “back side of the power curve” airplane. When you are slowed to approach speed (normally 134 kts + 2 kts per 1000 lbs fuel on board), pitch stick controls airspeed, and thrust controls vertical speed. In addition to a lot of drag at slow speed, the airplane has bleed air flowing from the leading edge flaps to increase lift. This bleed flow increases and decreases lift, depending on throttle position, making flight path control quite precise.

The F-4 was designed initially for the Navy, so precise flight path control allowed precise touchdowns without flare. USAF pilots normally fly down to flared landings, and as you might expect, the stick is pretty close to full aft at touchdown.

So with this briefing, you can stroll out to the nearest static display F-4, strap in, start up, taxi, takeoff, fly a few combat maneuvers, do a nice supersonic run in formation, then RTB for a very precise touchdown!

Back home at normal speeds, I was zooming around the local area, looking at various airfields and practicing visual lookout in wintertime conditions. Flying at 2500', it is difficult to pick up aircraft flying slightly below and at pattern altitude. Even white airplanes blend in nicely with white snow and dark trees. Darker airplanes are almost invisible. Then when flying from Hastings back to Mason, and trying to find airfields marked on the map, I noticed my GPS providing an alarm for an obstacle about 3 miles north of my flight path. Even though I was 500' above the tower and looking at the sectional, it was completely off my mental radar. And like the other airplanes, it blended quite well with the winter landscape. It shows how easy it is to overlook the obvious.

So let's be careful out there, and since winter isn't over by a long shot, don't forget to lend a hand to your fellow pilot, particularly when the ramp to the hangar is coated with snow and ice.

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



TIDBITS

by Vickie Vandenberg (vickie@eaa55.org)

NEW MEMBERS: Chapter 55 welcomes new member Theresa Reilly and new student Vivien Stevenson (our 2016 Young Eagle of the Year). We also welcome our 2016-2017 Newberry Aviation Scholarship recipients as 2017 Honorary Members: Elena Fornara, Theodore Johnson, Benjamin Crandall, Reychell Rozell, and Muna Gabayre.

2016 YOUNG EAGLE OF THE YEAR: Vivien Stevenson of Eaton Rapids has been selected by Experimental Aircraft Association - Chapter 55 of Mason to be their “2016 Young Eagle of the Year”. Vivien, pictured with pilot Steve Houghton (left) and Chapter 55 Young Eagle Coordinator Margie Clark (right), was chosen based on her enthusiasm and interest in aviation. She was presented with a commemorative certificate, a complimentary membership in Chapter 55 and other gifts. Vivien took her airplane ride at Mason Jewett Airport this past summer. She loved being in the air and can't wait to do it again.

NEWBERRY AVIATION SCHOLARSHIP

AWARDS: Chapter 55 has named five students as recipients of our Newberry Aviation Scholarship for 2017. Elena Fornara, a student in Aviation Management Technology of Eastern Michigan University, received a \$1,000 scholarship. Fellow student Theodore Johnson received a \$600 scholarship. Benjamin Crandall, a student in Aviation Maintenance & Technology of Lansing Community College, received a \$800 scholarship. Fellow students Reychell Rozell received \$700 and Muna Gabayre received \$550. The recipients have been invited to our February meeting for introductions.

EAA Chapter 55 has a long standing commitment to support educational opportunities for students seeking

aviation careers. These students were chosen based on a combination of academic achievement and defined goals for the future. Our Chapter raises funds to support our scholarship program by hosting a pancake breakfast in June and Mason Aviation Day in August.

KTEW MASON JEWETT: There were 191 operations at KTEW last year. Does that sound low to you? I am sure it is very low but that is all the operations that were listed in the Airport Register. **WHY SIGN THE AIRPORT REGISTER??** Pilots are encouraged to sign the Airport Register Book at each airport. It is not mandatory. However, registering your use of the airport helps justify expenditures that support it. You can also provide contact info which will help in locating you if a problem arises with your aircraft. Please sign the register wherever you fly. Please also sign at your base airport (KTEW). A register book is located in the terminal building and also in the EAA meeting room for your convenience. Stop, sign and increase our documented airport operations for 2017.

FAA LINK TO ADVISORY CIRCULAR 68-1 (NEW MEDICAL REQUIREMENTS):
https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_68-1.pdf

2017 ANNUAL GA SURVEY TO LAUNCH (1/31/17 AOPA eNews): The FAA will soon launch its thirty-ninth annual General Aviation and Part 135 Activity Survey. Pilots who receive a postcard invitation to participate are strongly encouraged to do so because the confidential data collected offers the only source of information on the GA fleet and activity. Pilots who are invited to participate can complete the survey online or receive a survey form in the mail along with a postage-paid envelope.

The GA Survey helps determine infrastructure funding and service needs, assess regulatory changes, and measure aviation safety. The survey also is used to prepare safety statistics and calculate the rate of accidents among GA aircraft.

Tetra Tech, the independent research firm conducting the GA Survey for the FAA, urges invited pilots to respond, even if you did not fly your aircraft during 2016, you sold it, or the aircraft was damaged.

Responses are confidential, with the information to be used only for statistical purposes. It will not be published or released in any form that would identify an individual participant. Previous years' survey results are available on the [FAA's website](#).



EDITORS PROLIX
By Deanna McAlister
(zirconmoon@hotmail.com)

Love is in the air.....



This is located east of Leslie, MI

LCC - MASON JEWETT CAMPUS

By Mark Bathurst (bathursm@star.lcc.edu)

For this month's column, I thought I'd discuss the state of the aviation maintenance technician employment market. In short, there has never been a better time to consider a career in aviation maintenance as a licensed A&P technician.

Every year, Boeing does an exhaustive analysis on the long-term demand for pilots, maintenance technicians and flight attendants. It is the reference guide everyone in the industry uses for future trends. To quote from the opening of the latest (2016) study, Boeing says:

“As global economies expand and airlines take delivery of tens of thousands of new commercial jetliners over the next 20 years, there is extraordinary demand for people to fly and maintain these airplanes. To meet this tremendous growth, the 2016 Boeing Pilot and Technician Outlook forecasts that between now and 2035, the aviation industry will need to supply more than two million new aviation personnel - 617,000 commercial airline pilots, 679,000 maintenance technicians and 814,000 cabin crew.

The need for maintenance personnel is largest in the Asia Pacific region, which will require 268,000 new technical personnel. Airlines in North America will require 127,000, Europe 118,000, the Middle East 66,000, Latin America 50,000, CIS/Russia 26,000, and Africa 24,000.”

As you can see, there are, and will continue to be, jobs for graduates of schools like LCC's Aviation Technology program. We routinely field calls from employers asking when our students graduate.

Manufacturers, repair and overhaul facilities and even major airlines are now looking at creating partnerships with schools such as LCC so as to not only create a hiring pipeline, but to offer course materials and training assets that enhance a student's awareness of and familiarity with industry trends and needs. This ensures greater employability and easier acclimation to the workplace after graduation.

Commensurate with demand, starting salaries have also increased. We routinely see starting salaries ranging from the mid \$40,000s to mid \$50,000s for

large repair and manufacturing facilities. Smaller FBO-type facilities typically pay less, but with the increasing demand for skilled technicians, and in order to attract and retain talented employees, we expect those salaries to increase as well. If you know someone who is thinking about a career in aviation maintenance, or thinking about a career change, now is a great time to be a licensed maintenance technician.

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

CHAPTER 55 CLASSIFIEDS:

HANGAR FOR RENT: EAA55 Builders Hangar; \$115 month plus gas. Storage Hanger; \$70 month; Pat Salow; 517-565-3178

WANTED: boat cushions for "booster seats" for YE; Margie Clark; 517-853-1418

FOR SALE:

1/8" 3-ply Mahogany w/Popular cross-ply, MIL P6070, \$15 ea; 1/4" 5-ply Birch faces w/Popular inner plies, MIL P6070, \$30 ea; .040, 2024-T3, 2'x4', \$15 ea; upholstery fabric; abt 2 yds; Voltage Regulator, Cessna PN C6110010201, \$100; Hand Mic, \$50; David Clark headset, \$150. Prices negotiable. Gary Nicola; glnicola@att.net or 517-898-6387.

Small Index brand vertical mill; \$400; Jeff Shaud 517-712-6482

ASA CX2 Flight Computer; works great; \$65.00; Greg Rheeder 517-315-3247

EAA Chapter 55 Calendars; \$8.00 each; see Al Spalding or Pat Salow at meeting.

Honey; Gordon Hempstone 517-515-1454

Mason Jewett Field FBO:
Great Lakes Air Repair
517-525-3673

Maintenance - Painting - Upholstery - Engines

Contact Deanna or Vickie to place your ad here!

POCKET CALENDAR:

Apr 4-9 = Sun n Fun
Jun 10 = EAA55 YE; 10am-2pm
Jun 11 = EAA55 Dawn Patrol; 7-11am
Jul 8 = EAA55 YE; 10am-2pm
Jul 9 = EAA55 Anniversary Potluck
Jul 24-30 = AirVenture
Aug 12 = EAA55 YE; 10am-2pm
Aug 19 = EAA55 MAD; 7:30-2:00pm
Sept 2-4 = Thunder Over Michigan
Dec 10 = Christmas Party

Contributions to "WingTips" are welcome and can be made by contacting Deanna McAlister (zirconmoon@hotmail.com) Deadline: 1st of each month.

WEB EVENT CALENDARS:

<http://www.eaa.org/en/ea/events>

<http://www.fly-ins.com/>

<http://www.michigan.gov/aero/>

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: Deanna McAlister, Newsletter Editor.

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