



EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

OCTOBER 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)

As the year flies by, the activities of the Club are often the subject of this message. Some readers may have noticed my attempt to include fun historical facts related to the activity of the month. I have to admit I am a history buff and ask for your indulgence while you read a few aviation facts from 100, 50, and 25 years ago. A few members may have been very close to these historical aviation milestones.

Aviation 100 years ago (not many members had a direct connection during this time except for Jack of course):

- German Fighter pilot Lieutenant Werner Voss is awarded the *Pour le Merite* for his 48 victories. (Jack any relation?)
- In Seattle Washington, William E. Boeing's Pacific Aero Products Company becomes the Boeing Aircraft Company.
- The Italian Post Office issues the first airmail stamp.
- The 400 hp Liberty engine is first tested on a Curtiss HS-1 seaplane.
- The first U.S. military aircraft factory is funded by the U.S. Congress and further passes a funding bill of \$640 million for "U.S. Military aviation".

Aviation 50 years ago:

- Boeing opens its largest building by volume in Everett Washington.
- Boeing delivers their 1,000th jet 707-120B to American Airlines.
- Apollo 7 crew; Schirra, Eisele, and Cunningham is announced. The only manned Apollo mission

launched on a Saturn 1-B rocket and was the first test of the Command and Service Module.

- NASA begins internal talks of a reusable space plane.
- The first flight of the Beagle "Pup"; a 2-4 place single engine trainer.

Aviation 25 years ago:

- TWA files for bankruptcy.
- U.S. Armed Forces retires the last F-4 Phantom. (I believe we have a few members with time in this aircraft)
- The 2,000th C-130 Hercules rolls off the production line.
- First flight of the Bede-BD-10.
- First flight of the Airbus A330. (Terry may know this aircraft)

Feel free to use these fun facts to impress your friends and relatives.

Happy and Safe Flying,
Pat

BOARD MEETING: 7:00pm: Wed; Oct. 11th

MEMBERSHIP MEETING: 9:30am; Saturday;

October 14th with

Breakfast served from 8:00am to 9:00am



September Chefs: Greg Rheeder; Michael Lutz; Connie Bobcik; Mike Franzago; Terry Lutz; Ernie Lutz

EAA 55 Chapter 55 Membership Meeting August 12, 2017

→ Meeting was brought to order by President Pat Salow at 0930 → Pat Salow thanked the breakfast crew for their hard work and announced the breakfast crew for September. → Pat Salow asked for new members or guests. One person raised their hand and announced that they were a new member. The members welcomed them with a applause. → Secretary's Report; July; motion to accept minutes ; supported; motion passed. → Treasurers Report 7/31/17; motion to accept; supported; motion passed. → There was a short discussion about silent auction items. Pat Salow briefly discussed taxi zones during EAA55 events. → MAD was discussed and Pat asked for volunteers . → The next event planning is August 16th. → Pat Salow briefly talked about being on Channel 47's "Morning Blend" show to promote the MAD event. Said that it went very well. → Pat Salow talked about needing volunteers for the nominating committee as officer elections will be at the November meeting. → It was mentioned that posters are available for distribution for the MAD event and anyone that has a place to hang a flyer/poster was encouraged to take several. → Meeting adjourned at 0945. → Young Eagles Rally followed the meeting. → Respectfully submitted, Dave Courey, Acting Secretary.

EAA 55 Chapter 55 Board of Directors Meeting September 6, 2017

→ Meeting was called to order by President Pat Salow at 7:01pm. → Present: Pat Salow, Al Spalding, Vickie Vandenberg, Mark Bathurst, John Bobcik, Bob Clark, Margie Clark,

Doug Koons, Warren Miller, Bill Purosky, Ken Vandenberg & Jack Voss. Absent: Dave Courey. Guests: Julie Bauer & Drew Seguin. → Secretary's Report of 8/9/17; Jack Voss requested that Dawn Patrol (DP) and Mason Aviation Day (MAD) and Young Eagles (YE) be spelled out rather than use acronyms; Bill Purosky made a motion to approve the minutes as published ; Doug Koons supported, all approved. → Treasurers Report as of 8/31/17; Vickie Vandenberg made a motion to approve; Bob Clark supported; all approved. → YE; Margie Clark advised 279 kids were flown this summer. Margie also advised that starting in 2018, we will advertise YE registration from 10am to 1pm and fly all those registered. This contemplates the volume of kids who register and the reduction in numbers of pilots/planes. → MAD Debrief; discussed purchase of additional coffee pot; Vickie Vandenberg made a motion to authorize the purchase of a large coffee pot not to exceed \$150.00; Margie Clark supported; all approved. → MAD; Newberry Aviation Scholarship Fund received donations of \$563.00 in cash plus \$550.00 from sponsors paid directly to EMU Foundation. → MAD; Terry Lutz commented that chapter planes parked close and guests planes had to park farther away & suggested we consider reversing this. → Events; discussed lighting over the hangar cooking area; Warren Miller made a motion to install lights over the grill area; Vickie Vandenberg supported; discussion concluded we need cost info; Doug Koons will research and bring to October meeting; motion tabled. → Events; Margie Clark advised we need to be sure all things remain "as is" in the kitchen/cafeteria areas until we have been inspected and have our permit from the Health Department Inspector. → Al Spalding advised that our EAA55 printer might be preparing to die. → Consumers Energy; Pat Salow has submitted rebate info for the new LED lighting. → Nominating Committee; Mark Bathurst & Jack Voss reported no nominations for officers as yet. → Newberry Aviation Scholarship Application revisions; discussed various revisions to the application per draft dated 9/6/17; Page 1 = changes to STATEMENT OF PURPOSE section; TO THE APPLICANT section; APPLICANT NEEDS TO section; SCHOLARSHIP AWARD WINNERS ARE EXPECTED TO section; Margie Clark made a motion to approve; Bill Purosky supported; motion carried. Page 2= Bill Purosky made a motion to approve with deletions to the requirements of the SHORT ESSAY; Warren Miller supported; John Bobcik asked the motion be amended

to add back "Academic Achievements to date"; motion carried as amended. Page 3 = Vickie Vandenberg made a motion to approve changes on the STUDENT EVALUATION FORM plus adding "Analytical thought Process"; Bill Purosky supported; motion carried. → Silent Auction; Vickie Vandenberg reported items in Wingtips. → YE Credit Reimbursement; Vickie Vandenberg has submitted application for reimbursement to EAA National. → Pictures; Morris Hickman has a donation of framed pictures of Yankee Lady and Corsair for the chapter. → MDOT; has requested dates & info for the 2018 Airport Directory; Pat Salow will find out what the deadline for info is. → Web Domain; we will not renew the eaa55.com website and only keep the eaa55.org website address. → EAA National/EAA Chapter 55 membership survey results from National; tabled to next meeting. → Monthly Meeting Shut Down; Vickie Vandenberg suggested some additions and clarifications; Board decided to assign Shut Down by rotation of a Director to cover each month with member volunteers to assist; directors volunteered so far: September=Bill Purosky; October=Jack Voss; November=Margie Clark; December=Ken Vandenberg. → Memorials; Vickie Vandenberg made a motion to increase the chapter memorial donations to the EMU Foundation-Newberry Aviation Scholarship Fund from \$50 to \$100 in memory of the passing of a chapter member or member's spouse; Margie Clark supported; all approved. → This month's program will be a FAAst Seminar presented by Gary Knaggs. → Meeting adjourned at 8:33pm. → Respectfully submitted, Vickie Vandenberg, Secretary

EAA Chapter 55 Membership Meeting September 9, 2017 → Meeting was called to order at approximately 9:30am by President Pat Salow with approximately 30 members and 4 guests present. → Following the National Anthem, Pat Salow thanked the breakfast team and announced the October team. → Introduction of new members and/or guests followed. → Secretary's Report 8/12/17 was not available. → Treasurers Report 8/31/17; motion to approve; supported; all approved. → Nominating Committee; seeks candidates. → MAD; leftover catalogs and brochures available. → Silent Auction; bidding open until end of October meeting. → Pat Salow advised revised Meeting Shut Down changes; Board decided to assign Shut Down by rotation of a Director to cover each month with member volunteers to assist. → Pat Salow advised members of

Food Inspection requirements for our event Health Department Permit. → Meeting adjourned at 9:44am. → Mark Bathurst introduced our program speaker, Gary Knaggs of the FAA. → Respectfully submitted, Vickie Vandenberg, Secretary

UP AND COMING BREAKFAST TEAMS!

<u>October</u>	<u>November</u>
Kyle Bradford	John Bidle
Lynn Brown	Rick Dallas
Fred Honhart	J. Morris Hickman
John Karlen	Steve & Michelle Potvin
Terry Lutz	Craig Tucker
Chuck Moore	John Vandermolen
Theresa Reilly	Bruce VanFarowe
John Schwartz	
Drew Seguin	

SCHEDULED PROGRAMS:

OCTOBER 2017:

Dave Groh; The FAA - PMA Process

NOVEMBER 2017:

Todd Cotter; Winter Flying Prep & Maintenance

DECEMBER 2017:

Randy Collier; "He's Making a List & Checking It Twice"

JANUARY 2018:

Allan Hollaway; Maker Space & 3D Printing

FEBRUARY 2018:

Rick Sutton; Flight #2501 crash in Lake Michigan 1950

MORE IDEAS WANTED



YOUNG EAGLES

by Margie Clark (margie@eaa55.org)

There is still time to add to our Young Eagle count. If you happen to fly any youth between the ages of 8 and 17 be sure to get a registration form from the hangar and have it completed. We can add to the count right up to December 31.

Happy Flying Everyone!



ADULT EAGLES

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

Hello members. What a great September we had. Plenty of flying and good times. I was able to take several people on their first flight ever. This included my youngest adult daughter. I've included a photo.



The flight was smooth as glass but the look on her face was priceless. Reminds me. Have you taken any newbies up lately? Aviation is great!



NOTES FROM CAPE JUBY

by **Terry L. Lutz**

(terry.lutz@attglobal.net)

If you've spent any time at all around the Mason airport in the last few months, I hope you've noticed the good things that seem to be happening. There is a lot more flying activity, and much of it is related to flight training. You may have seen the Warrior, Arrow, and Twin Comanche of Great Lakes Air Ventures operating in the pattern, with pilots that could become new Private pilots, Instrument pilots, complex-endorsed pilots, and Multi-engine pilots. I've noticed a number of Cessna 150/152 airplanes that seem to be coming out of the woodwork and flying each day. Could the Cessna 150/152 become the Cub, Champ, Taylorcraft, or Luscombe of the current generation of pilots?

Lisa Coletti and Tracy Tillman purchased Dan Schiffer's hangar facility. Dan calls them the "Wilga Twins" because they fly the two Wilga tail draggers that you may have seen flying in formation (and now with smoke!!). They operate a flight school in Mason

and in Charlotte named "Cloud9 Flight Training", with a 210hp Cessna 172XL, and Cutlass 172RG.

Dan recently purchased a T-34 painted in Navy colors. With tip tanks, it looks really sharp and it's based in Mason as well.

I was talking with Les Ojala about some maintenance subjects, and he mentioned to me that he's had several inquiries from pilots looking for a personal airplane, usually a Cessna 172, Cherokee 140, or something similar. Our economy is becoming robust enough that people are once again thinking about owning an airplane. That means more fuel purchased, more hangars rented, and more airplanes that need maintenance, which are all very positive signs.

My RV-8 needed some new brake pads, so I went over to Charlotte and worked with the guys there to put the new pads on. They bled the brakes the normal way with a hand pump at the wheel. With a high-tech touch, they placed a video camera at the top of the reservoir, then used a wireless connection to a tablet at the wheel, and watched the fluid level until all the bubbles were gone. When I arrived back in Mason, the right brake was just a bit low compared to the left, which I mentioned to Tim Martinson. "I've got the perfect system to remove the air!" It turned out to be a bottle filled with hydraulic fluid that we hung above the level of the brake fluid reservoir. Fluid flowed down from the bottle to the wheel, through the brake, up the brake line, through the brake cylinder, then up to the reservoir, where the overflow was dripped into a cup. The process was slow and took about 20 minutes, but we definitely got all the air out of the system. Thanks Tim!

The flying weather has been absolutely superb for the last several weeks, and I hope everyone has taken the opportunity to do some flying. In early September, it looked like the Fall colors would come early, but while doing some flying in early October, the colors were only about 40% of peak. There's some beauty still to be unveiled.

One of the instructor pilots I knew from the Airbus Miami Training Center, Brian Garhammer, gave me a call the other day and said that he had just purchased a Waco biplane. Brian is one of those irrepresible guys that tells you every year that he found the right airplane, but for some reason the deal just wouldn't

work. On one hand, you have to admire the guy for a great deal of enthusiasm and the ability to keep his eye on the prize. On the other hand, year after year, you kind of wonder if his dream will ever come true. Well, this year it did!

Brian invited me down to the WACO Aircraft Corp. in Battle Creek to have a look at his airplane, which turns out to be a Lansing built (1994) YMF-5C. I flew my RV-8 down to BTL and took Kurt Gubert along. Kurt built wings for Waco when it was based in Lansing, and as it turns out, he built the wings for Brian's airplane. As you can see, it's a beautiful machine, and Brian was looking forward to flying the airplane around Michigan before flying home to Florida. Attached is a picture taken when they pulled it out of the hangar for an engine run following the annual inspection.



In addition to Brian's airplane, and a few others in various stages of construction, they had a beautiful Waco out on the ramp and sitting proudly on amphibious floats. This was their first effort at putting one of their airplanes on amphibious floats, and they have designated it as a YMF-5F (F for floatplane). It had just landed and Bob Wagner was the pilot. For those of you who are not aware, Bob was an airshow pilot for many years. Based in West Milton, near Dayton, OH, Bob and his wife Pat flew as a husband-wife team where Bob flew his Waco Taperwing, and later a Stearman, with Pat performing as a wing-walker on the top wing.

The YMF-5F sprang to life from a YMF-5C that was damaged in an off airport landing with nothing in the fuel tanks but air. WACO Aircraft decided to

integrate a new 300hp Jacobs engine in combination with a three-bladed MT propeller that is 11 inches larger in diameter than the original. The aircraft itself



is rather stunning in an all-red paint scheme with white, gold, red, and black accent colors. It had a just a few hours on it, and as I was departing, they were getting ready to take it for some water testing from the seaplane base at the Clements airport just south of Bay City. If you take a look at the airport from Google Earth, you will note a taxiway going down a ramp along the river, just to the south of the approach end of Runway 36.



On the way back to Mason, we had the chance to take a few air-to-air pictures of the float-equipped Waco on its way to Bay City.

The weather is still terrific, including warm temperatures for this time of year. Be sure to enjoy the Fall colors over the next few weeks, and take the

time to lend a hand to your fellow airman when you can. If you need a transfusion of any type, see Tim Martinson. He's the expert!

Mason area. The photos he sent were of a completed, uncovered wing, and a stack of plans. He described the completed parts as being in excellent condition. More info or to reach the estate auction company, contact Bill 517-290-4596

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)

SILENT AUCTION: Is still in progress. 1) several boxes of assorted Christmas decorations; 2) an EAA sport shirt & McFarlane t-shirt size large; 3) an assortment of picnic food covers; 4) \$25 gift certificate for McFarlane Aviation Products; 5) Eldorado golf for two w/cart. Starting bids will be listed on the sheets and bidding will close at the end of our October meeting.

NOMINATIONS FOR OFFICERS: are still being accepted for the Chapter 55 office of President, Vice President, Secretary and Treasurer. If you have a nomination or are interested in working to the benefit of your chapter, please contact Mark Bathurst, Jack Voss or any current officer.

VETERANS PARADE: The Mason VFW and Mason American Legion plan the Veterans Day Parade for Saturday, November 11th. Lineup will be at 1:30pm at the Nazarene Church (415 E. Maple Street). Parade will start at 3:00pm. If you are interested in being in the parade, call Keith Douglas 517-676-5087 or Gary Underwood 517-507-1270. There will be an open house at the Mason VFW Post 7309 following the parade. All veterans are welcome and encouraged to participate.

FROM BILL BEZDEK: Received a phone call September 30th from an estate auction company that found a partially completed Pitts S-1 project among items in the Guilford estate. He said they were in the



Check out the new coffee table in the lobby of LCC-Aviation Technology. Who built that??

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



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

www.savethebomberplant.org On October 14th the bomber plant needs **Rosies**!!! Check out the above web site. Takes place at the EMU Convocation Center. 10:00 am !!Go shopping ladies: get your....

1. **DARK** blue work clothes (jumpsuit or pants with shirt tucked in and sleeves rolled up)
 2. **Red** socks
 3. **Dark** "work" shoes (no sneakers, flip flops, sandals, or high heels)
 4. A **red bandana** with white polkadots (not paisley)
- Willow Run needs to get the record back where it belongs.



LCC - MASON JEWETT CAMPUS

By Mark Bathurst

(bathursm@star.lcc.edu)

Over the past few weeks, the partnership between LCC and Delta Air Lines has received significant national attention through video pieces that aired on NBC Nightly News and MSNBC's Velshi and Ruhle show. NBC spent considerable time in our facility taping students, faculty and staff, and also taped part of the segment at Delta's Kennedy International airport hangar. LCC was the only aviation technology school featured in the videos, and here are links to both broadcasts:

https://www.nbcnews.com/nightly-news/video/companies-look-to-bridge-u-s-middle-skills-gap-1053575747506?cid=eml_onsite
<http://www.msnbc.com/velshi-ruhle/watch/new-collar-jobs-1047617603670>

To accompany the video pieces, NBC News published the following article speaking to the new employment environment to which many job seekers can look forward.

So long white collar and blue collar. Now it's all about the "new collar" job.

In the current technological economy, where factories and production plants are closed or workers are replaced by computers, those computers need to be maintained and programmed. Enter "new collar" jobs — positions that require some specialized education (typically in a technical field), but not a four-year college degree.

And some companies have become so desperate for the right worker, they have started or invested in job training programs of their own, partnering with schools to equip students with the exact skills they will need to get a job, and then to do the job right.

Delta, for example, has partnered with 37 aviation maintenance schools across the country to give thousands of students the technical knowledge needed to be an aviation maintenance technician (AMT) — and ideally to get them jobs at Delta down the road.

Joe McDermott, managing director of Delta's cabin, training and support services, said that the schools

were a mix of aviation and aeronautical institutes; community colleges; one state university, Utah State; and even one high school, Aviation in New York, adding that they were all chosen through an in-depth auditing process.

Delta is looking to teach students the specific skills they will need to work for a commercial airline — the exact knowledge the company feels today's aviation programs lack.

McDermott said the current curriculum as regulated by the Federal Aviation Administration is "very generic."

"We're seeing a huge gap," he told NBC News. "Students just weren't aware of the jobs and requirements it takes to work at a major airline. We wanted to go in and give a bit of real exposure to these students."

It's not all the schools' fault, McDermott adds; part of the reason the system has been failing graduates is because the FAA has been slow to update the curriculum, wasting valuable hours on learning skills that may not even be used anymore on commercial airliners.

"A lot of what is being taught doesn't quite align with the technical knowledge that is needed," said McDermott, adding that even after completing the best training as an AMT (it takes 1,900 hours for an AMT to complete training, typically broken out into two years), additional training is needed and it takes at least a year of working with Delta before an AMT is cleared to sign off on anything.

Delta's strategy in partnering with schools is multifold: On one hand it wants to give students the education they need to fill future jobs — but the company also wants to shed light on what has traditionally been seen as a blue-collar job.

"We want students — and their parents — to know that this is a job that isn't just about [changing] oil," McDermott said. "This is a role that requires high technical capacity. You'll be using tablets and computers to troubleshoot these incredibly powerful machines. It's cool."

And it pays well — salaries start at about \$50,000 a year, McDermott says — has good benefits and flight privileges, and enables upward mobility.

“After seven years with Delta, an AMT can make over \$100,000 a year,” McDermott added.

That said, it’s a lot of manual labor, and an AMT “may spend Christmas standing outside in the rain at LaGuardia,” McDermott said.

"New collar" jobs have been popping up across a variety of sectors. Cathy Barrera, chief economic adviser for ZipRecruiter, a job search website, said that since January, the number of such jobs posted on the site each month has increased by 45 percent.

Guy Berger, an economist at LinkedIn, declined to disclose data, but noted that these skills-based jobs, where knowledge is acquired through training or certificate programs, “are numerous and, in some cases, expanding into industries and functions where they didn't previously exist."

"They cover a wide spectrum, ranging from electrical technicians to dental hygienists to web designers," he said.

The [Bureau of Labor Statistics](#) reported that as of the end of June, there were 6.2 million job openings — a record high. Eugene Giovannini, chancellor at Tarrant County College in Texas (one of the schools partnering with Delta), identifies many of these openings as "new collar jobs that are unfilled as a result of an unskilled and under-skilled workforce."

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

CHAPTER 55 CLASSIFIEDS

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

FOR SALE:

Pietenpol Aircraft; have two; make offer; for complete info contact Kyle Bradford; 517-663-3083

David Clark 10-13X Active Noise Reduction Headsets (3); asking \$300.00 each. David Clark 10-13.4 Passive Noise Reduction Headset; asking \$125.00. Bendix King KX 99 Portable Nav/Com Aviation Radio; incl headset adapter, Ni-cad battery, & charger; asking \$200.00. SkyOx SK 12-15 Fifteen Cubic Foot Oxygen System; four Outlet Regulator; w/accessories; asking \$250.00. Ken-Lab (Kenyon) KS-4 Handheld Gyro Stabilizer; info <http://www.ken-lab.com/stabilizer-guide.html> ; asking \$800.00. Eastern Avionics Portable Intercom; \$25.00. Garmin GPS 195; outdated & too old to update; free. Phil Tartalone ptartalone@mac.com

Graco Series 700, HVLP paint sprayer, Model 7N73109; with several nozzles and accessories; plus 3M respirator; make offer Gary Nicola; glnicola@att.net or 517-898-6387.

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

Maple Syrup; 2017 New Crop Available in Pints, Quarts, and Half Gallons; John & Connie Bobcik 517-543-8238 or jbobcik@gmail.com

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

TEW HANGARS: Contact info for hangar owners at TEW is posted on the bulletin board at the terminal building.

Contact Deanna or Vickie to place your ad here!

Mason Jewett Field FBO:
Great Lakes Air Repair
517-525-3673
Maintenance - Painting - Upholstery - Engines

POCKET CALENDAR:

Dec 10 = Christmas Party

**FLYERS FROM OTHER AIRPORTS
POSTED IN TEW TERMINAL**

WEB EVENT CALENDARS:

<http://www.eaa.org/en/eea/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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