

EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

JANUARY 2018

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: Drew Seguin 517-333-4531 →Vice-President: Margie Clark 517-853-1418

→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 Drew Seguin (president@eaa55.org)

Well, winter is upon us. I hope everyone had a great Christmas. I know I did. I'm writing this from my cross-country road trip to California to see the kids and grandkid. When was the last time you drove across North America? I think for most folks in my age group it was decades ago. A lot has happened since then, so I thought it would be a nice adventure to drive across America in winter. So far it's been a great trip. Beginning with white-out and bitter cold. It finally warmed up to the 30's in Denver for a delightful drive across the Rockies and down to L.A. The trip reminds me of the vastness and beauty of this country of ours. Looking forward to doing more of the same in the airplane when it's finished. I suppose I need to get home and get back at it. I hope you had great holiday adventures too.

Speaking of adventure, the new year is a good time for all of us to think about some new adventures for Chapter 55. What can we do for fun, education, and entertainment in 2018 and beyond? I also think we need to really focus on how to bring young blood into the chapter. They are the future and they can bring passion and new ideas to the group. I'd love to hear your ideas. Dave Courey has circulated a membership survey about things we can do. Please take the time to fill it out and please include any additional thoughts you have on how we can make Chapter 55 even better.

The debate on FAA privatization continues in Washington. As most of you know this is an ill-conceived push to hand over the FAA infrastructure

to a private not-for-profit entity. The biggest concern seems to be that governance would be dominated by the Airlines. We can expect the interests of General Aviation to be marginalized in the process.

One argument for privatization is modernization of the FAA infrastructure. Complaints that the modernization program is taking too long and behind schedule. In fact the program is on schedule and ahead in some areas. In addition, Airlines are holding up the process of equipping their fleets to comply with the updated requirements.

Please take the time to read up on this important issue affecting flying privileges for all of us and let your Representatives and Senators know how you feel. You can find everything you need at EAA.org. We need to stay ahead of this one.

BOARD MEETING: 7:00pm: Wed; Jan. 10th
MEMBERSHIP MEETING: 9:30am; Sat; Jan. 13th
with Breakfast served from 8:00am to 9:00am

UPCOMING BREAKFAST TEAMS:

January
Errick Baker
Lloyd Brown
John Caron
Joe Madziar
Michael Rosencrans
Judith Pierzynovski
Jim & Carol Sawyer

February
Julie Bauer
Dave Groh
Gary Nesbitt
Gary Nicola
George Spencer
Joe Pirch
Tom Schroeder
Jim & Carol Spry



Stan Chubb, Joe Madziar and Bill Long served up award winning breakfasts at the December meeting.

THE EAA55 CHAPTER MEETING ROOM has been "WINTERIZED". This means the heater under the kitchen sink and the heater in the bathroom have been turned on to keep our pipes from freezing. PLEASE be certain the CABINET DOORS under the kitchen sink are firmly closed. And, PLEASE be certain both the BATHROOM DOOR and the STORAGE ROOM DOOR are closed and firmly latched. If each of us could check on the room each time visit the airport, we hope to avoid the problems of last year.

THANKS TO ALL FOR YOUR COOPERATION.

EAA 55 Chapter 55 Board of Directors Meeting December 6, 2017 → Meeting was called to order by President Pat Salow at 7:03pm. → Present: Pat Salow, Dave Courey, Al Spalding, Vickie Vandenberg, Mark Bathurst, John Bobcik, Bob Clark, Margie Clark, Doug Koons, Bill Purosky, Ken Vandenberg & Jack Voss. Absent: Warren Miller. Guests: Drew Seguin. → Secretary's Report of 11/8/17; Mark Bathurst made a motion to approve the minutes as published; Doug Koons supported; motion carried. → Treasurers Report as of 11/30/17; Margie Clark made a motion to approve; Vickie Vandenberg supported; motion carried. → Member of the Year; discussed and selected Greg Rheeder; will be presented at Saturday's meeting. Vickie Vandenberg volunteered to have the plaque tags made. → 2018 EAA55 Events; Pat Salow has submitted dates and contacts for DP & MAD to MDOT for publication in the Michigan Airport Directory. → Newberry Aviation Scholarship Applications; Pat Salow has sent letters and forms to LCC and EMU requesting submission of applications; Vickie Vandenberg will

confirm the deadline date to EMU contacts. → Member Survey Forms; Dave Courey advised he has been getting returned forms. → Webmaster; Dave Courey & Drew Seguin plan to discuss what is needed with Craig Tucker at Saturday's meeting. → Grill Lights; Doug Koons completed purchase and installation of new lights above the hangar grill area. → Consumers Light Rebate; after all the work by Pat Salow and Doug Koons to complete paperwork, Consumers advised the rebate is disallowed as the lights are not on their list of approved models. → Christmas Party; ready to go with about 37 signed up. → 2018 EAA55 Calendars are here; Pat Salow will work on the volunteer awards. → January Board Meeting; will be in the airport terminal as LCC will not be available. → EAA National Chapter Renewal; Pat Salow and Drew Seguin will coordinate renewal submission. → YE of the Year; Margie Clark has selected a young lady and a young man as co-YE of the Year; will present at January meeting. → Saturday Breakfast Crew; Vickie Vandenberg advised most of the crew will be absent. → Monthly Programs; discussed need for a coordinator; Dave Courey advised he will check a couple of options for March and April. → MDOT program for Saturday; will try to start it by 9:45am. → Drew Seguin said a few words about starting in the President seat. → Mark Bathurst thanked those new and returning officers for stepping up to serve. → Doug Koons thanked our outgoing President and Vice President for their service to EAA55. → Meeting adjourned at 7:38pm. → Respectfully Submitted, Vickie Vandenberg, Secretary

EAA Chapter 55 Membership Meeting December 9, 2017 → Meeting was called to order by President Drew Seguin at about 9:15am with approximately 28 members and 2 guests present. → Following the National Anthem, Drew Seguin thanked the breakfast team and announced the January team. → Guests and visitors were introduced. → Secretary's Report 11/11/17 motion to approve; supported; motion carried. → Treasurers Report 11/30/17; motion to approve; supported; motion carried. → Jack Voss question what a FRIB is; Bill Bezdek explained "Facility for Rare Isotope Beams" (better known as the MSU Atom Smasher). Bill still has his sample of the conduit cable for anyone interested in seeing it, as they same will probably use the same in the construction of the new McLaren/MSU joint hospital. → Bill Purosky reported on the recent TEW Tenants meeting; very positive; maintenance done in 2017

and anticipated for 2018; gate is repaired but needs more work; airport acreage is no longer for sale.
 →YE; Margie Clark announced that EAA55 flew 297 youngsters in 2017. →Adult Eagles; Greg Rheeder announced there were a few "tire kickers; but had six strong candidates and two are currently learning to fly. →Christmas Party is set for Sunday.
 →Webmaster; our new student member; Jonathan Thaden; thinks he might be able to assume these duties. →Member Surveys; Dave Courey thanks those who have provided their feedback. Would still like to hear from all our members - even those who do not always get to meetings. →Member of Year; congratulations to Greg Rheeder. →2018 EAA55 Calendars; are available for purchase; \$8.50 each.
 →Meeting adjourned at 9:53am. →Randy Coller presented a great program on "Checklists" and "Tale of a Dead Airport". →Respectfully submitted, Vickie Vandenbelt, Secretary



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

See you next month



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

See you next month.



Congratulations to Greg Rheeder, our EAA55 2017 Member of the Year.

SCHEDULED PROGRAMS:

JANUARY:

CANCELLED - Allan Hollaway; 3D Printing

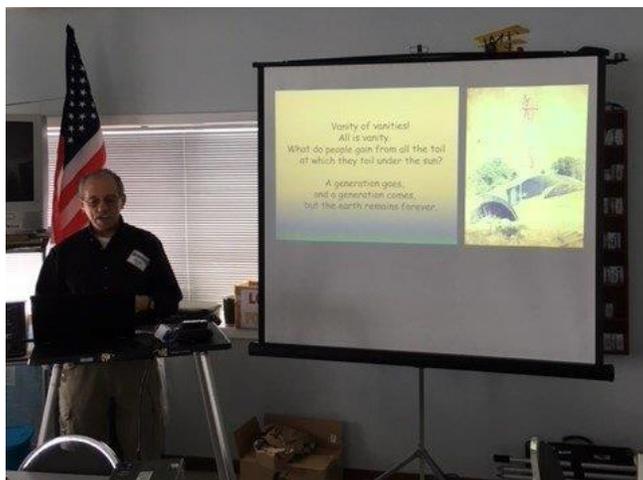
FEBRUARY:

Rick Sutton; Flight #2501 crash in Lake Michigan 1950

MARCH:

Dr. William Beecroft; Basic Med

MORE IDEAS WANTED



Randy Coller presented a great program on "Checklists" and "Tale of a Dead Airport"



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

Back in the 1960s, when I first became interested in flying, it was not unusual to see airplanes tied down outside. At the Lansing airport, there were cables stretched across the west ramp, and more than a dozen privately-owned airplanes were tied down to the cable. You could fly over many local airfields, and very often the first thing you would see to identify it as an airfield was an airplane or two tied down outside. It's rare to find an airplane outside today.

I've often wondered if there are simply fewer privately-owned airplanes now than there were back then. Just recently, however, I discovered the real reason why there are no longer any airplanes tied down outside. Real change began in 1975 when two friends, who flew kites together as kids, formed a company called C&S Construction. The initials stood for Chubb and Satterlee. It was the beginning of a true aviation journey for a man we all know, Stan Chubb.

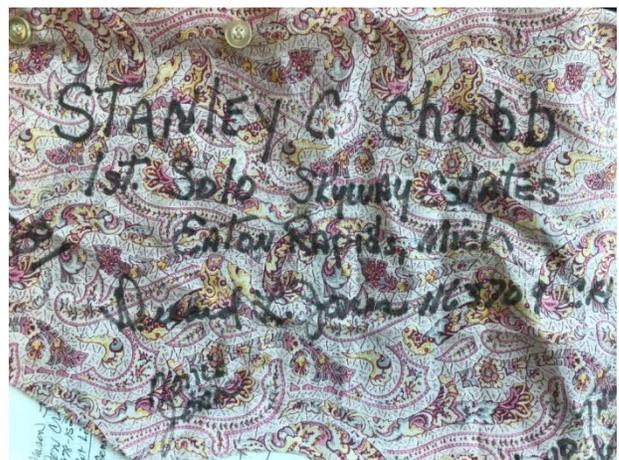
Stan's first aviation project came in 1978, when he did the layout work and installed the footings for the CRAA maintenance building at TEW, now occupied by Great Lakes Air Ventures. Then in 1979, he built a 60'x60' hangar for Don Crippen on Cochran Rd in Mulliken. In payment for building the hangar, Don gave Stan a damaged 1978 C152. The airplane had been damaged in a landing accident. The nose gear had been wiped out and there was damage to the firewall, the lower forward fuselage, the wings, and the vertical tail.

Stan towed the airplane home, and launched himself into the unknown territory of aircraft repair and reconstruction. He searched around for the parts he needed, and learned how to rivet as he spliced good parts onto the forward fuselage. Then he completely stripped the airplane and did a beautiful job painting it with the scheme of a later model C152, as you can see in the picture.



The perseverance to rebuild an airplane is driven the desire to learn to fly. Stan started taking lessons in his C152, and soloed at Skyway Estates on July 22, 1981. In the picture, they are cutting the shirt tail of the guy we know as Stan Chubb. With the nice tan, mustache, and afro haircut, he looks a bit like Frank

Zappa of recording fame! The next picture is one I took of the *actual* shirt tail they cut that day. I think it's really cool that he still has it! Stan continued building structures and building flying time until earning his Private Pilot license on May 13th, 1982.



In the early 1980s, he built a 60'x80'x16' hangar with 16'x80' lean-to hangar for Don Crippen in Charlotte, and in 1981 he built a 60'x48' hangar for Gene Robinson in Bellevue. Then in 1983 he put an addition on Don's house. Part of the deal for the addition was to trade the C152 for a C206. In 1985, he traded the C206 for a C172, N78351. This began an interesting odyssey for N78351, which went to someone at the Berz-Macomb Airport, and is now back at TEW and owned by John Caron, who gets great use out of it.

In 1987, Stan built a 45'x300' nested T-hangar at the Lansing airport, and in payment received a C182, N42469. He then built 48'x80' hangar for John Sundquist on Five Point Hwy in Charlotte, and a 60'x80' hangar for Jerry Lutgen in Bunker Hill. From 1989 to 1992, he rented airplanes from Pat

Greene when Pat was the FBO at TEW, then in 1992 he entered into a partnership on a C182, N3504F.

Along with Dave Paul, he built the 4-unit hangar just east of the EAA Chapter 55 hangar, and began construction on Dave Groh's first hangar on the west side of the TEW airport. After the basic structure and roof was put on, Dave meticulously finished the rest. Eventually, Stan would build all three box hangars on the west edge of TEW. EAA Chapter 55's builder's workshop hangar was an addition that Stan constructed, and he put the curved steel skin on Dave Carlson's hangars.

In April 1996, he received his complex rating from Pat Greene at TEW in a Piper Arrow. This was in preparation for a partnership in a V-tail Bonanza, N35EK. Then in 1999, he became a partner in a P-35 V-tail Bonanza, N8588M, which continued until 2008. During that time, he built the conjoined hangars to the west of the Chapter 55 hangar, which would hold 2 V-tail Bonanzas and a Cirrus SR22 on just one side.

His next hangar project was and still is the biggest and most difficult to date, which is the hangar he built for Dan Schiffer. It is the widest and tallest free-standing hangar he has built, measuring 80'x100'x22'. The amount of sand required for the project amounted to 35 *trains* of sand. Not trucks, not yards, but *trains*. Each train amounts to 40 yards of sand – do the math! Construction was not easy, as Stan notes that there were 5 big storms during construction. One occurred just after digging holes for the footings. After the storm, it was difficult to tell where the footing work had been.

There is more to the odyssey of Dan Schiffer's hangar. When Dan decided to base his helicopter at Potato Pond, Stan built the office/shop/hangar for the helicopter. Then he built a hangar for Dan's Super Cub, just across the grass runway that Dan was putting in just for that airplane. Dan sold the hangar at TEW to Lisa Coletti and Tracy Tillman, who own the airfield at Cloud 9 East. Stan put an addition onto the original hangar at that location, and just last Fall he started an addition for a workshop on the same building.

In October 2008, Stan joined another partnership for a C182, N3504F, which was based at Skyway Estates. Then he began construction of Lloyd

Brown's box hangar (at the end of Lloyd's silver hangars), completing the framing and the roof. He began flying a Beech Debonair, N6143V in 2011, and purchased the airplane outright in 2012. Today, it's kept in the north half of the conjoined hangar at TEW. In the same, year he finished a 60'x230' nested T-hangar at the Charlotte Airport.



During the time that Stan has built hangars and owned or been in partnership with all those great airplanes, he's put up a lot of other buildings as well. He estimates that in the 43 years he's been in business, he's put up about 2,000 structures. In the years 1991-92 alone, he completed 90!

Here are a few more of Stan's aviation-related projects: A building for airport maintenance vehicles at the Schoolcraft Co. Airport in Manistique; A 70'x50' box hangar at the Luce Co. Airport in Newberry (yUP, those airports are in the UP). He installed a standing seam aluminum roof on the hangar at the Evert Municipal Airport. Stan built a 64'x48' hangar for Greg Simmer in Bellaire, then built a 64'x64' hangar with a 14'x64' lean-to for him at the Grand Ledge Airport. Also at Grand Ledge is 64'x64' box hangar he built for Jim Winstanley, which is where Chuck Cooper operates the Beacon Aviation avionics shop.

Let's take a little inventory. Altogether, Stan has built or aided in the construction of 25 different hangars. At TEW, he has built or had a hand in the construction of 8 of the 14 hangar buildings on the airport. I estimate that inside the hangars that Stan has built there are today 31 airplanes under roof at TEW. If I make similar estimates for the other buildings mentioned in this article, there are an additional 55 airplanes under roof. Now we have an answer to why we no longer find airplanes tied down outside – they are safely hangered! I've often

thought that given the right opportunity and the right energy, one person can truly make a difference. Stan Chubb is a great example of someone who has made a positive and indelible mark on aviation in central Michigan and beyond.

Is anyone out there a little bit cold? Flying in winter is quite difficult, and I hope everyone paid close attention to Todd Cotter when he talked about taking good care to pre-heat the engine when flying in winter. It goes without saying that since nothing is ever easy in the cold and snow, look out for your fellow airman and always be ready to lend a hand.

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)

2018 MEMBERSHIP DUES: In order to remain a member in good standing, Chapter 55 dues for 2018 must be paid by February 15th. Prompt payment assures your delivery of the EAA55 monthly newsletter, along with notification of any EAA55 and/or airport news.

STUDENT MEMBERSHIP: Chapter 55, along with EAA National, 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 ??

2018 MICHIGAN AVIATION CHART: MDOT has advised that their method of mailing out aeronautical charts will change. If you wish to receive a 2018 Michigan Chart, you need to go online and order at: <https://www.research.net/r/VTSJWHJ>

2018 CHAPTER 55 CALENDARS: The Chapter has extra calendars for sale; \$8.50 each. See Treasurer Al Spalding.

TORCH PORT AIRPARK: A November mlive article by Jim Harger advises that for \$1,000,000 you can own your own airport in Northern Michigan. The Jorgensens and three other couples bought the airport in 1989 from a pair of pilots who had owned it for about ten years. Currently, only the Jorgensens operate the airport and they are ready to sell. More info: http://www.mlive.com/business/west-michigan/index.ssf/2017/11/for_1m_you_can_own_your_own_ai.html

PILOT JERRY YELLIN: Sadly, Captain Jerry Yellin passed away in December. Captain Yellin is known as the pilot who flew the last combat mission of WWII. Dan Schiffer shared a picture from his files below; taken next to the Corsair while at NWOC and the Texas Cavanaugh Flight Museum.



Captain Yellin was also known to fly his Stearman to the Stearman Restorers Assn. gathering at Galesburg, IL. More info can be found at <https://www.mercurynews.com/2017/12/21/fighter-pilot-who-flew-last-combat-mission-of-wwii-dies-at-93/> and also at <http://captainjerryellin.com/>

MICHIGAN AVIATION MAINTENANCE SAFETY FORUM: (from Rick Anderson, FAA) Eastern Michigan University and the Michigan FAAST will be hosting IA/Maintenance and Pilot Seminars on January 27, 2018. You do not have to be an IA or pilot to attend the seminars - anyone interested in aviation is welcome. This will be held at the EMU Student Center; Rooms 310A & 310B; 900 Oakwood Street; Ypsilanti, MI 48197. Admission Fee is \$5.00 at the door (under 15: FREE and Over 75: FREE). The schedule is being finalized, a draft of the maintenance seminars is attached. And, MIAT will be hosting another day of IA Seminars on March 24th 2018.

BREAKING THE DAY: As mentioned in September, a new series is coming from Red Bull Racing but not sure what channel or air time. Season 1; Episode 1 is Mojave Test Pilot Elliot Seguin. The video is 46 minutes long and available at <https://www.redbull.tv/video/AP-1MRD4KSDW1W11/mojave-test-pilot>. NOTE: If anyone has a way to record this episode to DVD, I would still very much love to have a copy of it for our EAA55 library.

DRONE OPERATOR BLAMED FOR MIDAIR COLLISION WITH ARMY BLACKHAWK HELICOPTER: The incident occurred 9/21/17. Link to article: <http://www.chicagotribune.com/news/nationworld/ct-drone-helicopter-collision-20171214-story.html>

FROM TED O'DELL (CENTRAL MICHIGAN T's): Ted sent me information that he has been spearheading the creation of the **HACKETT AUTO MUSEUM** - a car museum, event venue and collector car storage facility. It has now been nearly eighteen months in the planning. Here is the newly launched website for the Museum located in Jackson, Michigan: www.hackettautomuseum.org You can also "like" their page on Facebook, follow on Twitter. And, you might enjoy the mlive story about the project: http://www.mlive.com/news/jackson/index.ssf/2017/12/century-old_car_factory_to_be.html

FLY-OUTS:

- Big Rapids - Soup Lunch; 11am-2:00pm; each Saturday
- Brighton - Breakfast; 9am; each Saturday
- Hillsdale - Breakfast; 8am-11am; 3rd Saturday each month

FLIGHT TRAINING AT TEW:

Great Lakes Air Ventures; Dale Foerschler; <http://greatlakesairventures.com/>

Cloud 9 Flight Training; Tracy Tillman; <http://cloud9flighttraining.com/2017/09/20/web-site-up/>

Spartan Wings Flying Club; <http://www.spartanwings.com/>

IFLYPLANZ; Kyle Chmielewski; <http://iflyplanez.com/>

HANGARS FOR RENT AT TEW:

Lloyd Brown; 517-589-8619

KBS Trust; Deanna McAlister; 517-795-8171

(waiting list)

Tom Tuttle; 734-216-7532

Dave Carlson; 517-881-6174



LCC - MASON JEWETT CAMPUS

By Mark Bathurst

(bathursm@star.lcc.edu)

January marks the beginning of LCC's 16 week Spring semester. The Aviation Technology program's first year students are starting their second semester, and our second year students are in their fifth semester. To refresh your memory, our program requires six semesters of study, and we start a new class every August. It takes two years to complete the program.

Our first year students will be studying aircraft electrical systems in great detail. Additionally, they will begin work on various aircraft structures, including wood, fabric, fiberglass and sheet metal to include riveting and forming. They also have classes on fuel systems, hydraulics, landing gear and brakes. One of the highlights of the program, and a real student favorite, is aircraft welding, which is taught at our state-of-the-art welding laboratory at the West Campus facility. In 16 weeks students become proficient in performing various welds on all of the metals typically encountered in aviation maintenance.

The second year students will continue reciprocating engine teardown and rebuild which includes cooling and exhaust systems, ignition and magneto systems and fuel systems. Additionally, they will spend extensive time on propeller maintenance, which includes balancing and installation of both fixed and variable pitch props. The culmination of the reciprocating engine courses occurs when the students take the engines they have rebuilt and run them out on the ramp. If you see a group of white hulls minus wings and tails out on the ramp in front of our hangar, you'll know its engine run time.

One of the hallmarks of any highly accredited education program is continual update of teaching materials and instructor education. To that end, we continue to add a number of training aids to enhance student mastery of various aircraft systems. One of the major vendors of system trainers is AVOTEK, headquartered in Virginia. If you search their web site you will see varied training devices designed to not only teach systems operation, but allow system trouble shooting as well.

This school year we have added several new devices covering advanced avionics, additional engine run stands, additional magneto testers, a cutaway of an Allison 250 turbine engine and a digital engine instrument trainer. Our instructors have attended several specialized courses, and bring back to our students up-to-date industry best practices so when they enter the workforce, our graduates can assimilate easily into the position for which they were hired.

As always, you're welcome to stop by and we'd be pleased to show you around.



EDITORS PROLIX
By Deanna McAlister
(zirconmoons@gmail.com)

Keep those holey sox! Those who fly an aircraft with the air vent that pulls out for fresh air flow, and push in to shut off. This time of year in/off isn't quite air tight. The answer lies in the tops of those sox. Cut the foot part off and place the ankle portion over and around the vent, blocking any seeping air. Feeling monthly seasonal go to your local dollar store and purchase different sox to match the month...February red harts, March green shamrocks. Embellish out the cockpit!

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

CHAPTER 55 CLASSIFIEDS

HANGAR FOR RENT: EAA55 Builders Hangar; \$115 month plus gas; Drew Seguin 517-333-4531

LOST & FOUND: Someone left a trailer light tester and 8mm socket in the meeting room ??

FOR SALE:

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

Various Headsets; Nav/Com Aviation Radio; Oxygen System; Gyro Stabilizer; Portable Intercom; Garmin GPS. Phil Tartalone; ptartalone@mac.com

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

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

Maple Syrup; Pints, Quarts, and Half Gallons; John & Connie Bobcik 517-543-8238; jbobcik@gmail.com

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

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

POCKET CALENDAR:

Feb 3 = Canton EAA113 Chili Fly In; 11am-2pm
Jun 9 = EAA55 Young Eagles
Jun 10 = EAA55 Dawn Patrol; 7-11am
Jul 14 = EAA55 Young Eagles
Aug 11 = EAA55 Young Eagles
Aug 18 = EAA55 Mason Aviation Day; 7:30-2pm

FLYERS FROM OTHER AIRPORTS POSTED IN TEW TERMINAL

WEB EVENT CALENDARS:

<http://www.eaa.org/en/ea/events>
<http://www.fly-ins.com/>
<http://www.michigan.gov/aero/>

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

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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