



CHAPTER 1093
Experimental Aircraft Association



LOOKIN UP

The EAA Chapter of Modern Explorers

EAA CHAPTER 1093
MIDLAND, MI
JACK BARSTOW KIKW

March/April 2020

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Note from the president,

Hopefully Spring is on the way, as we have had a long enough winter and long for some warm weather. We have some exciting things happening in the chapter, and will be discussed in this issue. First, the board has vote to pursue the building of an RV 12. This is an opportunity for both the builders in the chapter as well as the local students looking to learn all that a build can give them exposure to. **NOTE: BEFORE WE PROCEDE, WE NEED A VOLUNTEER TO HEAD UP THE PROJECT. SARAH PAGANO IS WILLING TO HANDLE ALL THE PAPERWORK INVOLVED, HOWEVER A BUILD "FOREMAN" IS NEEDED. PLEASE CONSIDER VOLUNTEERING**

We are also hosting a Rusty Pilot seminar conducted by AOPA immediately following the May pancake breakfast..

Watch for more information to come via e-mail.

Upcoming dates to remember

Member meeting March 7 th

Young Eagles March 14

don't forget thE deadline for scholarship applications is fast approaching and there are still openings available



Suggestions

Congratulations on reaching the **Gold** Chapter Recognition level! EAA is thrilled to help EAA Chapter 1093 celebrate this achievement. Your chapter will be mailed a banner to proudly display where your chapter meets. Your level also will be displayed online at EAA.org/FindAChapter with a specially designed emblem. You're encouraged to use it on your website, newsletter, and other promotional materials. *EAA Chapter 1093's custom emblem will be attached to a follow up to this email.*

This program was created to recognize chapters that have demonstrated outstanding commitment to general aviation. Developed in partnership with EAA's Chapter Advisory Council, it's based on 10 criteria that are consistently found in active and engaged chapters. Each is worth a point, and there are three levels of recognition: bronze (7 out of 10), silver (8 out of 10), and gold (at least 9 out of 10).

- 1) Attended a chapter leadership training session
- 2) Growing or steady membership
- 3) Offers IMC or VMC club programs
- 4) Participates in Young Eagles or Flying Start programs
- 5) Has an EAA-approved flight advisor or technical counselor
- 6) Participates in EAA's annual chapter member survey
- 7) Reads *EAA ChapterGram* regularly
- 8) Requested EAA promotional materials or ChapterBlast email
- 9) Hosts at least two public events each year
- 10) Owns/leases a facility

Your 2019 Chapter Results

The current score for your EAA chapter is **9 out of 10**, which places you in the **98 percentile**. Here's your chapter's breakdown:

Leadership training	1
Membership	1
IMC/VMC	0
Young Eagles	1
Flight Advisor/Tech Counselor	1
Annual survey	1
ChapterGram	1
Chapter promotions	1
Events	1
Facility	1

from our members

Memorial Opportunity EAA Memorial Rock Wall

Regarding the rocks, check this link from the [EAA.org](https://www.eaa.org/eea/news-and-publications/eea-news-and-aviation-news/news/11-27-2019-EAA-Begins-Expansion-of-the-Memorial-Wall) website: <https://www.eaa.org/eea/news-and-publications/eea-news-and-aviation-news/news/11-27-2019-EAA-Begins-Expansion-of-the-Memorial-Wall>

Rocks should be from softball size to volleyball size.

"The time has come for expansion of this beautiful area to ensure families and friends will have a place to honor those who have gone before them. The expansion of the Memorial Wall is currently in progress, with plans to finish the final addition after AirVenture 2020.

We want to invite you, our members, as well as EAA chapters across the country and world, to bring stones from your geographic locations to be dropped off at the Memorial Wall during AirVenture this summer."

Possible Group trip

My name is Sarah Deal,

I want to tell you about a winery in Paw Paw called B-52 winery. It is about 40 minutes south of GRR. The owner names all his wines after WASPs and the label has the picture of the WASP on it. He has a 3-ring binder with the biographies of each WASP that he has created a wine for. A super cool experience with great wine.

I thought your chapter might be interested in visiting it. They give military a discount.

Take care
Sarah

The Hornsby Aviation Scholarship is available to youth ages 15 - 22 years who are residents of Midland or Gladwin County. The primary goal of the Scholarship is to offer assistance to a young person pursuing a private pilot's license. To apply contact the Midland Area Community Foundation at info@midlandfoundation.org or go to the web site www.midlandfoundaation.org.



Andrew McPhee was in the very first Aviation Camp in 1996 - 1 of 10 students. His present flying job is out of St Louis Missouri flying a king air 200. He is the second one from the left in this picture of our first Camp.



John Haiducek also attended the first Aviation Camp - he is the young man kneeling in this Camp picture. The following is an update from him.

I currently live in Washington, DC where I am a postdoctoral fellow at the US Naval Research Laboratory. I'm doing research to develop better computer models of the near-Earth space environment. The models simulate space weather phenomena that affect, among other things, GPS and radio communication.



Fuel exhaustion leads to C150 crash

FEBRUARY 4, 2020 BY [GENERAL AVIATION NEWS STAFF](#) [9 COMMENTS](#)

The pilot reported that, en route, he noticed a drop in the engine's rpm. He noted that the fuel shutoff valve was open, and the gas gauges showed half full in the right tank and quarter full in the left tank.

He added that the carburetor heat was off, the mixture was full rich, and then the engine quit running.

During the third attempt to restart the engine, it briefly started and then quit again. Subsequently, during an off-airport landing in a field near El Dorado, Kansas, the Cessna 150 nosed over.

The airplane sustained substantial damage to the empennage and fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

He added that he had filled the gas "to the top" (22.5 gallons) before departure and had flown for 3.7 hours. The 1969 Cessna 150 owner's manual states that the airplane's maximum range was 4.1 hours with no reserve at 75% power at 7,000'.

In a telephone conversation with the National Transportation Safety Board investigator-in-charge, the pilot said he did not consult the emergency checklist because it was placed in the glovebox.

FAA inspectors drained the fuel tanks about five days after the accident and reported that there was no evidence of fuel leakage around the fuel caps or on the ground. They drained about 8 to 12 ounces from the left wing tank and about 3/4 of a gallon from the right wing tank.

The FAA inspectors added that the engine showed proper continuity, and the magnetos were operational.

The engine was not run due to a fractured intake manifold just above the carburetor base flange. The fracture damage to the intake manifold was consistent with impact damage.

Probable cause: The pilot's improper fuel planning, which resulted in a total loss of engine power due to fuel exhaustion and a subsequent off-airport landing and nose-over.

EAA 1093 Chapter Membership Meeting Minutes February 1, 2020

President Dave Fick called the meeting to order at 1000 EST.

Fick reported that the Chapter Board has scheduled a special meeting immediately following the membership meeting to discuss the Cessna 150A restoration project, members are welcome to attend.

Scholarship Committee Chair Murphy reported that the Committee has received 7 applications to date, and applications will be accepted through March. The Committee will review all applications in April and announce scholarship recipients at the May 2nd pancake breakfast.

Member Jim Murphy presented a program on gyroplanes: their flying characteristics, which are markedly different than fixed wing aircraft and helicopters; a brief history; an explanation of the free spinning rotor traits. Following his presentation, attendees were invited to inspect Murphy's R.A.F. 2000 gyroplane which was in the EAA Building hangar for the day.

Dr. John Shriner was feted with a birthday cake, a birthday card, and a rousing rendition of 'Happy Birthday' to celebrate his 93rd birthday.

Meeting adjourned at 1100 EST; attendance 26 members, 10 guests.

Respectfully submitted,

John McPeak
Secretary
2/1/2020

**EAA 1093 Board Meeting Minutes
February 1, 2020**

President Fick declared a quorum present and called the special meeting to order at 1130 EST.

Directors in attendance: Dave Fick, Sarah Haskett, Pat Howe, John McPeak, Chris Pagano, Sarah Pagano, Dick Sipp, John Sorg, Mike Woodley (via Skype/FaceTime)

Directors unable to attend: John Haag, Jeff Gallant, Paul Ries, Tom Ryden

Guests: John Marvin, Dave Bickmore

Board business:

Due to the projected absence of several Board members for the regularly scheduled February Board meeting (including Pat Howe and Dick Sipp), the item of business relating to the Cessna 150A restoration project was included as the topic for this special Board meeting. All Chapter Board members were notified of the meeting at least 48 hours prior to 1130 on 2/1/2020.

The ad hoc committee of Sarah Pagano, Pat Howe, and Dick Sipp presented a follow-up report on the Cessna 150A restoration project and included information re: an alternate kit-build project (Van's Aircraft RV-12). The analysis included financial estimates, labor estimates, and estimates of professional/skilled help needed (e.g. A&I inspection/sign-off, prior builders, supervision of unskilled volunteers); see information in attachments.

Discussion followed with the consensus being that building a kit aircraft fits the skills and requirements of the Chapter members and potential STEM high school students much better than a restoration.

Sale of a complete kit-built aircraft would be about break-even financially, sale of a restored Cessna 150A would likely result in a loss of several thousand dollars.

The Cessna 150A parts/pieces can be sold as a restoration project and the money applied to the Steven W. Strieter scholarship fund.

Suggestions were made for other possible kit-built aircraft besides the RV-12.

The Yonker hangar was suggested as a good location for any such project, though the hangar will need to be insulated and heated for year-round availability.

Motion by Sarah Pagano, second by Chris Pagano, to proceed with a project to build a kit aircraft and sell the Cessna 150A parts/pieces. Motion passed (nine Directors in favor, none opposed).

President Fick adjourned the meeting at 1205 EST.

Respectfully submitted,

John McPeak
Secretary
EAA Chapter 1093

RV12 project (approved in special Board meeting

Seek a **project manager** from membership (in newsletter, and letter to membership) Setting build day's to present to area schools.

Funds to be taken from investment account (John Haag)



