



CHAPTER 1093
Experimental Aircraft Association

LOOKIN' UP

The EAA Chapter of Modern Explorers

EAA Chapter 1093

Midland, MI

Jack Barstow Airport

KIKW

April 2019

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Springtime in Midland

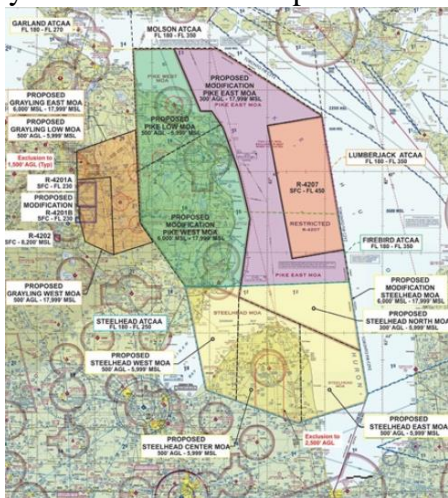
Our next general meeting will be April 6th, 2019 at 10AM

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Michigan airspace proposal should be 'more realistic'

A proposal to expand and increase special-use airspace in northeastern Michigan should be modified to avoid numerous adverse impacts on general aviation, citing a pilot survey that identified widespread concerns.



The Michigan Air National Guard has proposed changing the [Alpena Combat Readiness Training Center's airspace](#) to make it suitable for Large Force Employment Air-to-Air and Air-to-Ground exercises. It would add an airspace floor as low as 500 feet agl in some places as depicted on this [map](#).

In November 2018, AOPA [offered modifications](#) to reduce the impact on Michigan's important GA economy based on feedback provided by area pilots. The military has begun to host presentations on the proposal and to receive feedback directly from those affected. AOPA conducted a detailed [survey](#) in February 2019 to gauge how flying in the area could be affected.

Responses revealed widespread pilot concern, with more than three-fourths of pilots reporting they fly in the designated airspace "sometimes, often, or always," and that large majorities expect adverse impacts in specific sectors and on airways. According to the survey, approximately 62 percent of GA flights in the area occur from the surface to 6,000 feet msl - where much of the proposed new and expanded SUA would be located. Many pilots also registered concern about increased costs and risk - including potentially hazardous GPS jamming by the military during exercises.

The military is conducting an Environmental Assessment of the proposal and may seek public comment on a draft of the document this summer, said Rune Duke, AOPA senior director of airspace, air traffic, and aviation security.

"We are hopeful the military will understand the negative impact this new airspace would have on general aviation airports and operators and that they will modify their proposal," he said. "We are waiting to see if the formal proposal is more realistic and accounts for the large number of civil operators flying in that area."

GPS jamming spreads across US

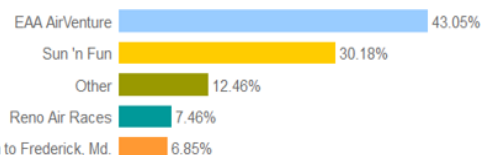
Military GPS jamming has surprised too many pilots. Pilots are hurrying to beat a deadline for equipping their aircraft with GPS-based navigation technology at the same time the military is stepping up its jamming of GPS during training exercises. Pilots who flew in airspace affected by a [four-day military exercise](#) with GPS jamming in early February described impacts ranging from erratic notification to unexpected flight routings. With more of the so-called GPS interference events scheduled soon in several regions, AOPA remains dissatisfied with the FAA's efforts to adopt solutions.

Advising ATC of a GPS-jamming emergency

Pilots who encounter an interruption of GPS navigation that affects flight safety or who have related flight-control issues can say the phrase "Stop buzzer" to air traffic control. That phraseology should initiate the process of interrupting the testing to restore navigation signal reception.

During previous GPS-interference events, pilots declared emergencies, but the jamming continued because ATC did not understand that the emergency was related to the GPS interference. According to the *Pilot/Controller Glossary*, "Stop buzzer" is a term used by ATC to request suspension of "electronic attack activity." Pilots should only use the phrase when communicating with ATC, or over the emergency frequency 121.5 MHz, if a safety-of-flight issue is encountered during a known GPS interference event. They should make ATC understand that they face a GPS-related emergency, and that halting the GPS interference will resolve it.

What aviation events are on your must-attend list in 2019?



AOPA 80th Anniversary Fly-In to Frederick, Md. 6.85%

EAA 1093 Chapter Membership Meeting Minutes

March 2, 2019

President Dave Fick called the meeting to order at 1001 EST with the Pledge of Allegiance.

Fick reported that the 2019 budget was approved by the Board and has been sent to the members for their perusal.

Membership Chairperson Tom Ryden reported the addition of a new member, Josh Olney. Membership renewal is currently about 75% for 2019.

Program Chairperson Paul Ries outlined his ideas for anticipated programs at future Chapter membership meetings as each having one of three 'themes': information for pilots (safety, operating situations, etc.); information for builders (hands-on demonstrations, project descriptions); general aviation information.

Publicity Chairperson Don Bonem presented information re: staying safe while walking on icy surfaces to avoid slips and falls.

Bonem provided pictures of and related some incidences of induction icing at the air intake and/or the air filter which significantly reduced the combustion air flow to an engine, causing loss of power.

Bonem attended and reported briefly on the Michigan Aviation Safety Forum which was held on February 23 at Eastern Michigan University. He also announced that several local pilots plan to attend Sun n Fun (<https://www.flysnf.org/>) in Lakeland, Florida, from April 2-7. Chapter members interested in attending Sun n Fun can contact Bonem for a meet-up with other Midland attendees. Sun n Fun radio is available year-round at www.liveatc.net/snf.



Michigan Aviation Safety Forum
Pilot Sessions
Saturday, February 23, 2019
Eastern Michigan University Student Center
Third Floor Atrium

Exhibit Hours: 9:00 a.m. - 5:10 p.m.

7:30	Registration/Check-In Open and Exhibitor Set-up	
8:00 - 8:50	<i>Historical Aircraft Restoration and Recovery</i> Maurice Houvious - Hov-Aire, Inc.	✓
9:00 - 9:50	<i>An Accident Case Study</i> Dan Holtzclaw/Pat Ryan - FAASTeam/FAA	✓
10:00 - 10:50	<i>Aeromedical Issues</i> Dr. Dana Busch	✓
11:00 - 11:50	<i>Helicopters and Fixed Wing, "Playing Nice"</i> Dennis Bowdoin/Ginger Shields - FAASTeam, Helicopter Air Specialty Services	✓

A video of a Mike Busch webinar was shown, 'How to Destroy Your Engine in One Minute,' describing the effects of pre-ignition and heavy detonation. Busch strongly recommends installing a system that monitors the cylinder head temperature (CHT) in all cylinders, and learning when and how to respond when pre-ignition or detonation occurs. Mike Busch webinars can be found at www.savvyaviation.com/home/resources/mikes-webinars/.

How to Destroy Your Engine in One Minute



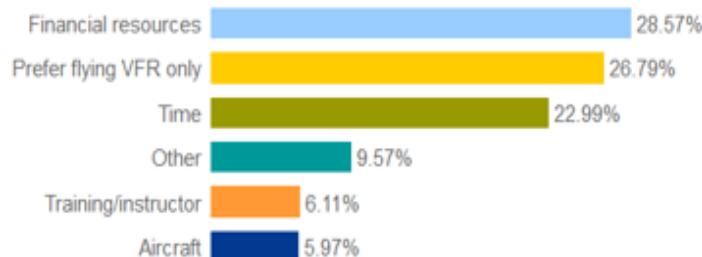
Following the program, members and guests did some hangar flying while they enjoyed pulled pork (compliments of Dave Fick), plus popcorn and coffee.

Meeting adjourned at 1100 EST; attendance 21 members, 2 guests.

Respectfully submitted,

John McPeak
Secretary
3/2/2019

For VFR pilots, what is holding you back from earning an instrument rating?



5 tips for a winning scholarship application

AOPA scholarship deadline April 2

We are giving away [more than \\$1 million in scholarships](#) - the most in AOPA's history. Make sure you apply for a piece of the pie before April 2!

The You Can Fly scholarships are for primary and advanced flight training students, high schoolers who want to learn to fly, and teachers who want to introduce aviation in their classrooms. And the application deadline is fast approaching!

No matter which scholarship you are applying for, here are five tips from Táz Thomas, our scholarship program manager, to help make your application stand out from the rest.

1. **Complete the application.** OK, you might be thinking that sounds like a no-brainer, but you'd be surprised by the number of applications we receive that are incomplete. And incomplete applications are dismissed. Make sure to read and respond to each item carefully. For example, the application asks if you are related to an "AOPA employee." Many applicants incorrectly read that as "AOPA member" and incorrectly select "yes." This automatically disqualifies them, because the scholarships aren't open to family members of employees. That's a mistake Thomas has seen frequently. So, if you're going to take time to apply, take the time to complete every aspect of the application carefully.
2. **Make your bio shine.** This is the area to showcase your passion for aviation, including your aviation goals. We know you want to live, eat, and sleep aviation, but we also know there's more to you than flying. So, highlight how well-rounded you are through your extracurricular and volunteer activities, for example.
3. **Make sure your references turn their recommendations in on time.** Put a lot of thought into who you want to ask to be references, and follow up with them to make sure they submit their recommendations on time. The deadline is April 2, and no material will be accepted after that point. Recommendations that aren't in by the deadline will automatically disqualify an applicant. While we are on the topic of references—make sure you pick individuals who will provide a passionate recommendation for you! Oh, and give them enough time to write that glowing recommendation. They won't be notified by AOPA to submit a recommendation until you have submitted your application, so don't wait until the last minute.

4. **Tell us what you will do to learn to fly if you don't earn a scholarship or if you need to supplement your scholarship to complete training.** You might be thinking that sharing other avenues of funding available for your flight training could hurt your chances of earning a scholarship. That couldn't be further from the truth. Explaining other funds that you have available for learning to fly, whether other scholarships, money you have saved, or extra jobs you would work, shows us an important aspect of your character that is important in aviation: having a plan. "People who have a plan show that they are organized and plan for the future," says Thomas. Simply answering, "I don't know," won't cut it.

5. **Explain your long-term aviation goals.** Here's a hint: This should be longer than one sentence! "We need to see their passion through their application," Thomas says. If you want to be a professional pilot or fly for fun and share the love of flight with others, great—just explain why and let us see the excitement inside you.

Good luck! We look forward to reading your scholarship application. If you have any questions about the scholarships or the application process, please send us an email at FTscholarship@aopa.org, and we'll get back to you! You Can Fly scholarships are made possible by generous [donations to the AOPA Foundation](#), including a [\\$1 million grant from the Ray Foundation](#) for high school and teacher scholarships.

Michigan University readies students for high-paying careers

The department of aviation at Michigan's Andrews University offers programs for aspiring pilots and aircraft maintenance technicians. The Federal Aviation Administration authorized the school to certify graduates for an Airline Transport Pilot certificate with 1,000 flight hours rather than the previously required 1,500 hours. For more information click [The Herald-Palladium \(St. Joseph, Mich.\)](#)

Available Aviation Scholarships

There are so many scholarship options out there for anyone pursuing their aviation dreams—we barely scratched the surface. Check each organization for individual scholarships for which you would be a strong candidate. The application process can be lengthy, and it can take a lot of time to read through the specific requirements for each scholarship. Don't let this deter you from applying. Just like your flight training, make a goal and set specific target dates. Factor in deadlines and make sure those dates are marked on your calendar.

Create a timeline and budget for your flight training costs. You may be surprised to find that you can attain your flight training goals simply by setting aside a specific amount of money each month for flight training and cutting back on some of your other monthly expenses. There is no one way to get a pilot's license, and likewise, there is no one way to pay for it. Talk to others who have done it and get any tips you can!

AOPA Foundation: The Aircraft Owners and Pilots Association (AOPA) awards more than \$1 million per year in scholarships for high school students, aspiring pilots, and current pilots. In 2019, the AOPA intends to distribute \$10,000 flight training scholarships to 80 high school students, ages 15 to 18, and 20 high school teachers as part of the [AOPA You Can Fly program](#), which was designed to create a more vibrant pilot community. Primary flight training scholarships ranging from \$2,500 to \$7,500 are available for anyone seeking a private, sport, or recreational pilot certificate. For advanced ratings (instrument, commercial, CFI, CFII, MEI), scholarships range from \$3,000 to \$10,000. All scholarship applicants must be AOPA members, however there are free student memberships.

Applications must be received before midnight April 2, 2019.

Air Traffic Control Association: The ATCA Scholarship Fund awarded 10 scholarships in 2018 totaling \$108,000. Scholarships are broken into five categories and offer assistance to pay for tuition, books, or any school-related expenses. There are options for students working toward careers in aviation, and ATC employees and their children. ***Applications are due by June 1, 2019.***

Aviation Distributors and Manufacturers

Association: The ADMA offers at least one scholarship for college juniors seeking a professional pilot or aviation management undergraduate degree. Selection is based on merit, letters of recommendation, and an essay. ***Applications are due by April 1, 2019.***

Scholarships to watch for later this year

Women in Aviation International: In 2019, WAI will distribute \$780,000 in scholarships to pilots and aspiring pilots in all stages of life from all over the world. The applications for this year are closed, so stay tuned for the 2020 scholarship application window later this year.

Civil Air Patrol: The CAP has a program called CadetInvest that offers flight scholarships and financial assistance to cadets with strong academic achievement. The CAP also has a partnership with the Air Force Academy to offer cadets written endorsements to attend the Academy. Cadet annual membership fees are less than \$50.

The Ninety-Nines: The slogan of the 99s is "Inspiring Women Pilots Since 1929," and part of the inspiration is funding scholarships! The 99s have distributed over \$11 million through more than 500 Amelia Earhart Memorial Scholarships since the 1940s. Applicants must be a member of the organization and funding covers all levels of flight training. Applications are due January 1, so while the deadline has recently passed, use this time to join a local chapter and apply for next year.

Organization of Black Aerospace Professionals: The OBAP has provided more than \$4.8 million in scholarships to nearly 500 recipients to promote diversity in aviation careers. Scholarships are awarded in spring and fall for individuals in an aviation-program who are interested in pursuing a career in the airlines. Applicants must already have a private pilot certificate and membership in the OBAP is highly encouraged. Spring scholarship applications may be opening soon.

Aircraft Electronics Association Educational Foundation: The AEA Educational Foundation will award scholarships to students pursuing a career in avionics or aircraft maintenance, as well as students from AEA member companies. In addition to these aviation organizations, remember to check for local scholarships that might have fewer applicants. A quick Internet search will provide a list of aviation scholarships offered by various organizations' local chapters. Find scholarships particular to your state or region, high school, type of plane, or even your specific career goal. There are so many options out there! The more specific the criteria you fit, the higher chance you have of being selected.

Other financial assistance

If you are pursuing a career in aviation and are attending an accredited college or university aviation program, you could be eligible for a Federal Pell grant. Also, many banking institutions offer low-interest student loans. Some are designed for career or community colleges that might be well-suited for a professional aviation training program. The [University Aviation Association website](#) lists several scholarships on its website with application deadlines in June. Be sure to also check out the academic scholarship information from Boeing on its [University Relations web page](#).



These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion.

EAA Webinars Schedule – April 2019

EAA webinars are free to all aviation enthusiasts. Pre-registration is recommended since space is limited to the first 1,000 registrants.

Errors of Distraction

Wednesday, April 3 at 7 p.m. CDT

Presenter: Mike Busch *Qualifies for FAA Wings and AMT credit.*

[Register Now →](#)

Good Things to Know about ADS-B Installation

Wednesday, April 10 at 7 p.m. CDT

Presenter: Dick Socash *Qualifies for FAA WINGS and AMT credit.*

[Register Now →](#)

Buying, Selling, Importing, and Exporting Homebuilt Aircraft and Projects

Wednesday, April 17 at 7 p.m. CDT

Presenter: Tim Hoversten *Qualifies for FAA WINGS credit.*

[Register Now →](#)

Controllability as Affected by Weight and Balance

Wednesday, April 23 at 7 p.m. CDT

Presenter: Gordon Penner *Qualifies for FAA Wings credit.*

[Register Now →](#)

[View Webinar Video Archives](#)

Cellular network plan ignores risks to aviation

Dan Namowitz

GPS is too important to flight safety and other uses to jeopardize for the sake of establishing a cellular communications network that could interfere with satellite-navigation signals, said AOPA and 26 other organizations in a regulatory filing that urged denial of a license-modification application in the case.

The threat of harmful interference with GPS navigation, on which aviation depends, has not been diminished by an amendment filed by Reston, Virginia-based Ligado Networks to its license application, the groups wrote in a July 18 [letter](#) to the Federal Communications Commission. The groups were addressing Ligado's bid to establish a network on near-GPS frequencies, reminiscent of the proposal that in 2012 forced a predecessor entity, LightSquared, into bankruptcy in the face of opposition from aviation and a range of other GPS users.

Moreover, the groups wrote, a government study "verified" that Ligado's plan, which the company asserts would protect "[certified aviation GPS devices](#)", still poses risk to "most other categories of GPS/GNSS receivers including those used for General Aviation and drones."

"Ligado's proposal appears to ignore these other GPS devices, the protection of which must be ensured by the Commission," the letter contended.

The 27 organizations that signed the letter urged the FCC to deny Ligado Network's pending license modification application "unless Ligado can show it has addressed the substantive GPS, aviation, SATCOM, and weather data interference concerns still outstanding in the record."

In addition to the recent regulatory filings, in a June [letter](#) to FAA Acting Administrator Daniel K. Elwell, 11 aviation groups opposed to Ligado's plan noted that some flight operations occur close enough to Ligado's transmission towers to be at risk. They called on the agency to support more testing "by an impartial third-party organization" to evaluate the impact on airspace safety.

Young Eagles Flights

A total of 20 kids were flown on March 9, 2019.
2 came 340 miles from Ohio for their flights!!





Applications now being taken for GAMA scholarship

The General Aviation Manufacturers Association (GAMA) is now taking applications for its [Edward W. Stimpson "Aviation Excellence" Scholarship Award](#), which comes with a \$2,000 cash prize. Named for founder and past president of GAMA, Edward W. Stimpson, the scholarship goes to a graduating high school senior who will be enrolled in an aviation degree core program at a university or college of his or her choice.

Applicants are judged on the basis of academic skills, extracurricular activities, and an essay on what general aviation means to the student and how he or she plans to pursue a career in the general aviation industry. [Applications](#) are due by **April 5, 2019**.

2019 Young Eagles Camp

Registration is OPEN for the 2019 Midland Barstow Aviation Camp! Camp will be held at the EAA Building from June 24 - 28 from 10:00 - 4:30.

This year we are returning to accepting those who are **entering** 9th grade through 12th grade for the 2019-2020 school year. Camp costs \$90 and scholarships are available.

As always the week is jam packed with hands-on lessons, hangar visits, speakers and a visit to MBS airport.

If you are interested in helping at camp, or if you know of a young person interested in attending please have them contact Sarah Pagano at aviationcamp@barstowairport.com or 989-525-5206.

Young Eagles flights for those who attended camp will be Saturday, June 29. There will be two waves of flights, one at 8:00AM and one at 11:00AM. If you are able to fly a camper (or two!) please let Sarah know!

Thank you for your support in this endeavor!

Sarah Pagano

sarahkpagano@gmail.com

(989) 525-5206

Detroit city Airport temporary closed

Detroit's Coleman A. Young International Airport will close for 72 hours while pavement is replaced on the larger of its two runways. The project is expected to begin as soon as April, weather permitting. In addition to replacing the asphalt on the larger of the two runways, crews will also install new LED lighting on the runway as part of an airport wide modernization effort that started a couple years ago, Clifton said. About \$900,000 has been invested in new lighting. Airport officials and the FAA commented on scheduling the closure and said that it will hopefully result in the least disruption, likely a Friday-Sunday. Ripping up the old asphalt and installing the new runway – to consist of a 10 inch sand sub-base, 8 inch aggregate base and 4-6 inch asphalt surface – will take only a few days. However, the project and disruptions to the runway will continue for six-eight weeks as crews add striping, grooving and signage.

No serious redevelopment bids have been publicly proposed for the airport since the city said it would explore the option. Some City Council members have been outspoken about maintaining the facility for general aviation, and a consultant issued a [report](#) last year advising against redevelopment.

EAA 1093 Board Meeting Minutes

March 21, 2019

Vice President Sorg called the meeting to order at 1702 EDT.

Directors in attendance: Don Bonem, Mike Carter, John McPeak, Paul Ries, Tom Ryden, Dick Sipp, John Sorg, Mike Woodley (via Skype)

Directors unable to attend: Dave Fick, Jeff Gallant, Dan Graiver, John Haag, Pat Howe, Sarah Pagano

Guest: Tom Tolton, Jim Murphy, Kassie Miller
Minutes from February 21, 2019, Board meeting were approved - motion by Ryden/Sipp.

Treasurer's report: Treasurer Haag submitted information via e-mail for report:

All bills are paid and all funds deposited.

Account balances:

Chapter - \$4,566

Clubhouse - \$1,481

FBH - \$7,339

Membership: Ryden reported that 68 members have paid 2019 dues (77% of 2018 membership), reminders are sent on even-numbered months.

Ryden wants to update dues collection process by using PayPal for collecting dues and sending invoices to members each December for next year's dues. Consensus of Board for Ryden to proceed and report to Board on progress.

Hangar Committee: Bonem reported that hangar 2D1 has tenant, there are two open hangars.

No action on cost/revenue analysis for hangars.

Young Eagles: 19 Young Eagles were flown during March 9 event.

Bylaws Review Committee: Ryden reported that Committee continues to review Chapter 1093 bylaws and the National EAA guidebook.

Unfinished business:

Review and discussion of local survey of EAA 1093 members was tabled until April Board meeting.

Issuance of credit/debit cards has been postponed until signatories can meet at same time. Board has passed resolution, bank may require letter from Secretary requesting new cards.

Receiver has been installed in EAA Building by Chris Pagano.

Motion (McPeak/Ries) to underwrite fuel expenses up to \$150 for Sarah Pagano to travel to Oshkosh for EAA Chapter Leadership Boot Camp on April 12-14; motion passed.

Board directed Secretary McPeak to draft letter to Midland Noon Rotary Club explaining situation with simulator and asking permission to hold their directed donation funds until a later date when decision to purchase simulator may be made. Motion by Woodley to use Rotary Club donation to fund three \$1,000 scholarships failed due to lack of support.

New business:

Sorg reported that the Chapter will be involved again with Give Local Midland on May 7th.

EAA is initiating Chapter Recognition Program, currently Chapter 1093 meets 7 of the 10 criteria, which puts the Chapter at the Bronze level. Board will discuss potential to meet additional criteria during April meeting.

Bonem, Haag, and McPeak met with Ellen Kasper, the City's Assessing Manager, to review 2019 assessments of all the Chapter's properties. Assessed values increased on all 7 parcels (avg. 127%) and taxable values increased 2.4%, leading to a total increase of \$136 in taxes for 2019. The Hangar Committee will work with the Assessor's office to re-assess each parcel in 2019 so that assessed values for 2020 will be accurate.

International Learn to Fly Day: Bonem and Ries will lead effort to present an EAA Flying Start event on May 18.

Matrix Midland has scheduled a Drone Festival at Barstow from 10:00 – 4:00 on Saturday, June 8, which is also a Young Eagles date. Expectation is that Airport Manager will coordinate both events with regular airport traffic.

Tom Tolton reported that advertising has begun for the May 4th pancake breakfast, he needs credit card for purchase of items, plus event needs liability insurance.

Scholarship Committee: Chair Murphy reported that the Chapter's application for a Ray Scholarship was approved. Murphy gave presentation on requirements and particulars, Chapter can now nominate a youth to receive the \$10,000 scholarship. Committee will bring information on potential candidates to the Board for selection and recommendation to EAA.

Vice President Sorg adjourned the meeting at 1835 EDT.

Respectfully submitted,
John McPeak, Secretary
EAA Chapter 1093

FAA reminds pilots to ensure weight and balance accuracy

The Federal Aviation Administration has published a Safety Alert for Operators reminding Part 135 airplane and rotorcraft certificate holders to review Advisory Circular 120-27E and examine weight-and-balance procedures to make sure aircraft weight-and-balance information is correct. Operators should also check to be sure that pre-loaded information in weight-and-balance software programs is accurate.

A newly published [FAA Safety Alert for Operators](#) (SAFO) reminds Part 135 airplane and rotorcraft certificate holders how critical it is to ensure accurate data entry when calculating aircraft weight and balance. According to the FAA, "A number of accident and incident investigations have revealed several instances where inaccurate basic operating weight was entered into the weight and balance software program. Errors of this type could have serious ramifications."

Software programs usually have pre-loaded information, such as basic operating weight. But if the pre-loaded data is not verified to be accurate, then the calculations will be incorrect and could place the aircraft outside of weight and/or center-of-gravity limitations, "which could have catastrophic consequences," the FAA warned.

The agency is asking operators to review [Advisory Circular 120-27E](#) and examine their weight-and-balance procedures to ensure aircraft weight-and-balance information is correct, as well as verifying that pre-loaded information in weight-and-balance software programs is correct.

Regulations require aircraft to operate within approved weight and center-of-gravity limits. Yet the FAA said it is aware of accidents or incidents related to the aircraft operating outside of its approved weight and balance limits. The agency noted that accurate weight-and-balance calculations can be completed using aircraft-specific software programs, "as long as the data entered is correct."

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