



CHAPTER 1093  
Experimental Aircraft Association

# LOOKIN' UP

The EAA Chapter of Modern Explorers

**EAA Chapter 1093**  
Midland, MI  
Jack Barstow Airport  
KIKW  
March 2019

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Clearing the February Snow from Runway 18/36 at KIKW

**Our next general meeting will be March 2<sup>nd</sup>, 2019 at 10AM**

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## New 121.5-MHz ELTs to be prohibited

By Dan Namowitz

The Federal Communications Commission has published a rule designed to speed up the switch from 121.5-MHz emergency locator transmitters to digital 406-MHz ELTs by prohibiting the certification, and eventually the manufacture, importation, or sale of 121.5-MHz ELTs.

The new rule does not prohibit aircraft operators from continuing to use 121.5-MHz ELTs now installed in aircraft, nor does it cut off the availability of batteries or other replacement parts.

The FCC said it provided a six-month transition period before the manufacture, importation, or sale of 121.5-MHz ELTs is prohibited in part to help manufacturers avoid the burden of “stranded inventory.”



The FCC said the rule was designed to enhance the ability of search-and-rescue personnel to locate and bring aid to the victims of airplane crashes by accelerating the switch to the newer 406-MHz technology ELTs that transmit a digital distress signal with a variety of information identifying the beacon and the nature of the emergency, and sending out a homing signal.

By contrast, 121.5-MHz ELTs transmit only an analog signal containing an aural alert. The agency noted that the satellite system that once monitored 121.5-MHz ceased doing so in 2009 “because of reliability and false alert concerns with 121.5 MHz radiobeacons, and it urged 121.5 MHz radiobeacon users to switch to 406 MHz radiobeacons.”

The agency cautioned that some users “may place unwarranted reliance on the protective value of 121.5 MHz ELTs based on a mistaken understanding of the scope and efficacy of non-satellite-based monitoring of the frequency.”

AOPA’s fact sheet on ELTs also cautions users about the limitations of the older technology: “While there’s no requirement in the United States to replace the first- and second-generation 121.5 MHz ELTs, since 2009, 121.5 and 243 MHz distress signals transmitted from ELTs operating on the lower frequency have only been able to be detected by ground-based receivers, such as local airport facilities and air traffic control facilities, or by overflying aircraft. Pilots should be aware that existing 121.5 MHz ELTs, although still legal from the FAA’s perspective, will provide extremely limited assistance if an aircraft crashes, especially in a remote location.”

Since the FCC began pressing for the policy change, the cost impact of switching to 406-MHz ELTs has been raised as an objection. In the new rule, the FCC said it has addressed the cost issue by declining to prohibit the use of 121.5-MHz ELTs—and it noted that the price differential between the two ELT types “has decreased significantly.”

The FCC also elaborated on its reason to decline to prohibit the manufacture, importation, sale, or installation of replacement components for 121.5-MHz ELTs, noting in a footnote to the rule that “we believe that such action would be inconsistent with our decision to permit the continued use” of the units.

## Sweepstakes pays you to be a safer pilot

It seems that everyone in general aviation knows someone who was killed or injured in an accident. Working to reverse that trend is Paul Burger, a retired successful businessman and pilot, who founded the [WINGS Industry Advisory Committee](#), a coalition of industry representatives, government officials, and individuals dedicated to increasing participation in the FAA’s WINGS Pilot Proficiency Program. The committee’s newest effort is a sweepstakes designed to encourage pilots and Certified Flight Instructors (CFIs) to become more invested in the WINGS program.

A beta test held in 2018 with CFIs who are members of the National Association of Flight Instructors (NAFI) and the Society of Aviation and Flight Educators (SAFE) proved so successful that the program will be opened in 2019 to all pilots and all CFIs, according to Burger.

Paul and his wife Fran put up all the money for the 2019 WINGS Sweepstakes — \$50,000 — with \$10,000 distributed each year. Paul is quick to emphasize the program is not a raffle or lottery — pilots and CFIs who want to participate do not pay anything for the chance to win one of the prizes. Prizes include two \$1,500 prizes, two \$1,000 prizes, two \$750 prizes, and two \$500 prizes. The sweepstakes is designed to give CFIs an incentive to leverage the flight review to encourage pilots to complete a phase of the WINGS program.

“The CFI has the most influence over a pilot at the flight review,” he said. “The whole objective is to build awareness of and participation in the WINGS Pilot Proficiency Program.”

He reported that only about 67,000 pilots have earned a phase in the Wings program since its inception in 2005. “That’s a very small percentage of the pilots in this country,” he said. “And that’s what we want to change.”

With only about 12,000 pilots completing a phase of the WINGS program each year, it’s not going take many more pilots to get involved to show the sweepstakes works, noted Laretta Godbey, co-chair of the WINGS Industry Advisory Committee. And the sweepstakes adds an element of fun into continuing pilot education, she added. “It’s just something that takes some of the seriousness out of all this,” she said. “We can have a little fun with this by having a competition.”

### How Does It Work?

When a pilot completes a phase of the WINGS program, they receive a congratulatory email that includes an opportunity to participate in the WINGS rewards program, including registering for a chance to win the sweepstakes starting in 2019.

The more phases you complete, the more chances you have to win one of the prizes in a random drawing.

For CFIs, the chances increase every time one of their students complete a phase. Each year thousands of pilots get some kind of WINGS credit, according to Burger. “Pilots are obligated every two years to get their flight review,” he noted. “If they do the flight review correctly,

they have three of six credits that are required to earn a phase, so why not complete it?”

Pilots can complete a phase by attending a seminar or taking an online course. He noted the Aircraft Owners and Pilots Association’s [Air Safety Institute](#) has many Wings credit programs in its archives. “Not the least of which is the one everyone should start with: Aeronautical Decision Making,” he said. “If they complete that online, that’s one of the three knowledge credits.”

### A Focused Flight Review

It’s another Air Safety Institute (ASI) program, the new Focused Flight Review that has those concerned about pilot proficiency excited. Launched in July 2018, the Focused Flight Review gives pilots a more individualized opportunity to sharpen their skills, proficiency, and knowledge through realistic flight scenarios, according to ASI officials. Built into each scenario are ways to improve fundamental stick-and-rudder skills, decision making, understanding of aircraft operating envelopes, technologies, aircraft performance capabilities, and loss of control.

Burger and the rest of the WINGS Advisory Committee learned about the Focused Flight Review from [Hartzell Propeller](#) President Joe Brown, known throughout the industry as a proponent of pilot proficiency.

“We’re very committed to the idea that aviators have to thrive,” he said. “Safe pilots beget other pilots and dumb pilots scare off a bunch of people.” Working with Radek Wyrzykowski, the founder of IMC Clubs, Brown helped create the Pilot Proficiency Center at EAA AirVenture Oshkosh. The center has grown every year, with CFIs from SAFE and NAFI coaching pilots at the 14 sims in the center during the show, along with a myriad of presentations designed to increase pilot proficiency. Continuing education for CFIs was then added to the Pilot Proficiency Center’s offerings during the show. Brown said he looks at the sweepstakes as the third element to pilot proficiency. “Anything that connects CFIs to the value of WINGS, and to a specific WINGS program, Focused Flight Review, is a good thing from Hartzell’s perspective, and anything that makes the instructor a better advisor to the pilot is a really good thing from the Hartzell perspective, so we support this totally,” he said.





"It's the perfect triangle for me," he continued. "One point of the triangle is to show pilots new and better ways to train at AirVenture where we have an audience that's really interested in that, and who might take that back to their chapters. The other point of the triangle is a continuing education program for CFIs at Oshkosh," he said. "The third point of the triangle is marrying pilots and instructors together in an improved experience at their flight review." Hartzell is just one of many companies and organizations that have endorsed the new sweepstakes. Other endorsers include Avemco Insurance Co., AOPA, the American Bonanza Society, the Experimental Aircraft Association, the FAASTeam, and many more. "In the end, what's the grand vision?" Brown said. "It's pretty simple." It's all about continuing education, he said. "We need to up our training game." And there's no better place to start doing that than the flight review. "This shouldn't just be a flight review where I sign your logbook," Brown said. "This should be lifelong learning, and WINGS is the way to do that." Want to Know More About WINGS? Go to [FAASafety.gov](https://www.faa.gov/safety).

### **EAA 1093 Chapter Membership Meeting Minutes**

**February 2, 2019**

President Fick called the meeting to order at 1000 EST with the Pledge of Allegiance.

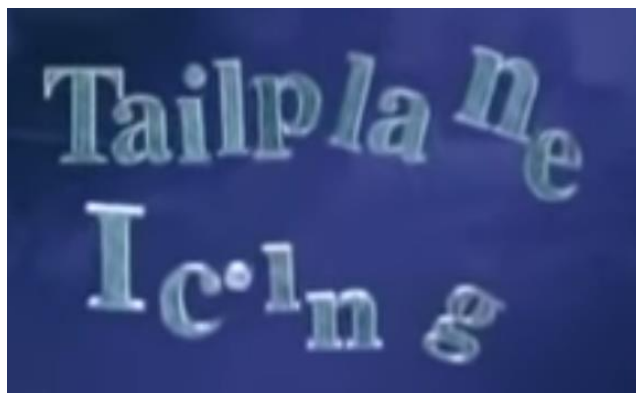
Membership Chair Tom Ryden welcomed new members Brian Perry and Dave Kasper.

Fick reported that the Chapter remains in good financial condition. Board expects to review/approve the 2019 budget at monthly meeting on February 21. Chapter has two hangars available for rent, rest are occupied with long-term rentals.

Scholarship Committee Chair Jim Murphy reported on status of scholarships. Chapter has made application to EAA to receive Ray Aviation Scholarship Fund monies, expect response soon. Applications for local scholarships awarded through Chapter 1093 are being accepted now through March, recipients to be notified in April with scholarships awarded during the May 4 pancake breakfast and fly-in. Application information is available at: <https://www.1093.eaachapter.org/>.

Don Bonem presented three videos, The '[Captain Roger Victor](#)' aviation acronyms song, '[Flying the Weather – Picking Up Ice](#)' produced by AOPA, and '[Tailplane Icing](#)' produced by NASA. A discussion

ensued with several members reporting on their experiences with icing.



Following the program, members did some hangar flying while they enjoyed hot dogs with Coney sauce, plus chips and coffee. Meeting adjourned at 1055 EST; attendance 22 members.

Respectfully submitted,  
John McPeak, Secretary  
2/2/2019

Due to icy conditions at the airport there were NO Young Eagles flights on February 9th. Our next Young Eagles day will be March 9, 2019.

## For more information on these videos:

### Winter Flying Cold Temp Pre Flight Tips

<https://www.youtube.com/watch?v=MUFNzvsVo9o&list=PLbWn2kdj5HSTzqOa2HrQzep-ac3oyY63G>

### Winter Flying Deicing Considerations

<https://www.youtube.com/watch?v=YhvGgp4z0Ps&index=2&list=PLbWn2kdj5HSTzqOa2HrQzep-ac3oyY63G>

### Winter Flying Engine Operation in Cold Weather

<https://www.youtube.com/watch?v=Mfn4w80MY0g&index=3&list=PLbWn2kdj5HSTzqOa2HrQzep-ac3oyY63G>

From NASA: Computer Based Icing training text/photos and short videos

[A Pilot's Guide to Ground Icing](#): A free on-line course primarily intended for pilots who make their own operational de-icing and anti-icing decisions. This includes private pilots as well as those who fly business, corporate, air taxi, or freight operations in fixed-wing aircraft.

[A Pilot's Guide to In-Flight Icing](#): A free on-line course primarily intended for the general aviation pilot who flies aircraft certified for flight in icing, although much of the information is applicable to all pilots. With an operational focus, this course provides tools pilots can use to deal with in-flight icing.

This course was developed by the [Icing Branch](#) at [NASA Glenn Research Center](#) in Cleveland, Ohio.

## FAA ADS-B rebates being quickly claimed

FAA rebates are quickly being claimed by general aviation owners equipping their aircraft with Automatic Dependent Surveillance-Broadcast avionics.

A month after the [FAA relaunched its \\$500 rebate program](#), 1,438 rebates have been taken from a total of 9,792 available through Oct. 11, 2019, as long as supplies last. According to FAA officials, 30 to 40 rebates are claimed on an average day.

The FAA relaunched the program to encourage owners of fixed-wing, single-engine piston aircraft to equip with ADS-B Out avionics, which will be required in certain, controlled airspace beginning Jan. 1, 2020, which is less than 14 months from now.

Aircraft owners need to follow five steps to receive the \$500 rebate:

1. Purchase the equipment and schedule its installation.
2. Obtain a Rebate Reservation Code by reserving a position online.
3. Have the equipment installed.
4. Conduct the required equipment performance validation and get an Incentive Code.
5. Claim the \$500 rebate online using the Rebate Reservation Code and Incentive Code.

As with the earlier rebate program, the relaunched rebate program is available only to those who have not yet equipped their aircraft.

In addition to the [ADS-B Rebate reservation portal](#), the [FAA's Equip ADS-B website](#) lists FAA-certified ADS-B equipment and features an equipage database searchable by aircraft type and model.

## ADS-B and ForeFlight among Sporty's 2019 webinars

[Sporty's](#) has unveiled its schedule for a variety of webinars in 2019. The live, multimedia presentations are interactive and free for anyone who registers. All webinars are archived so they may be viewed or re-viewed whenever a pilot wants, Sporty's officials note. All webinars begin at 8 p.m. ET.

### Sporty's webinars for 2019:

- Datalink Weather: How to use ADS-B and SiriusXM in the cockpit, March 7,
- Get the Most from ForeFlight: Advanced Tips for Aviation's Top App, March 28,
- Instrument Proficiency Check, April 16,
- Becoming an Airline Pilot – Keys to Achieving Your Dream, May 23,
- Pass Your Checkride, June 27,
- Weather Fundamentals and Strategy with Meteorologist Scott Dimmich, June 28,
- iPad Proficiency Check: 10 Ways to Fly like a Pro with Your iPad, Nov. 14.

To register, go to [Sportys.com/Webinars](https://Sportys.com/Webinars). No special software is necessary.

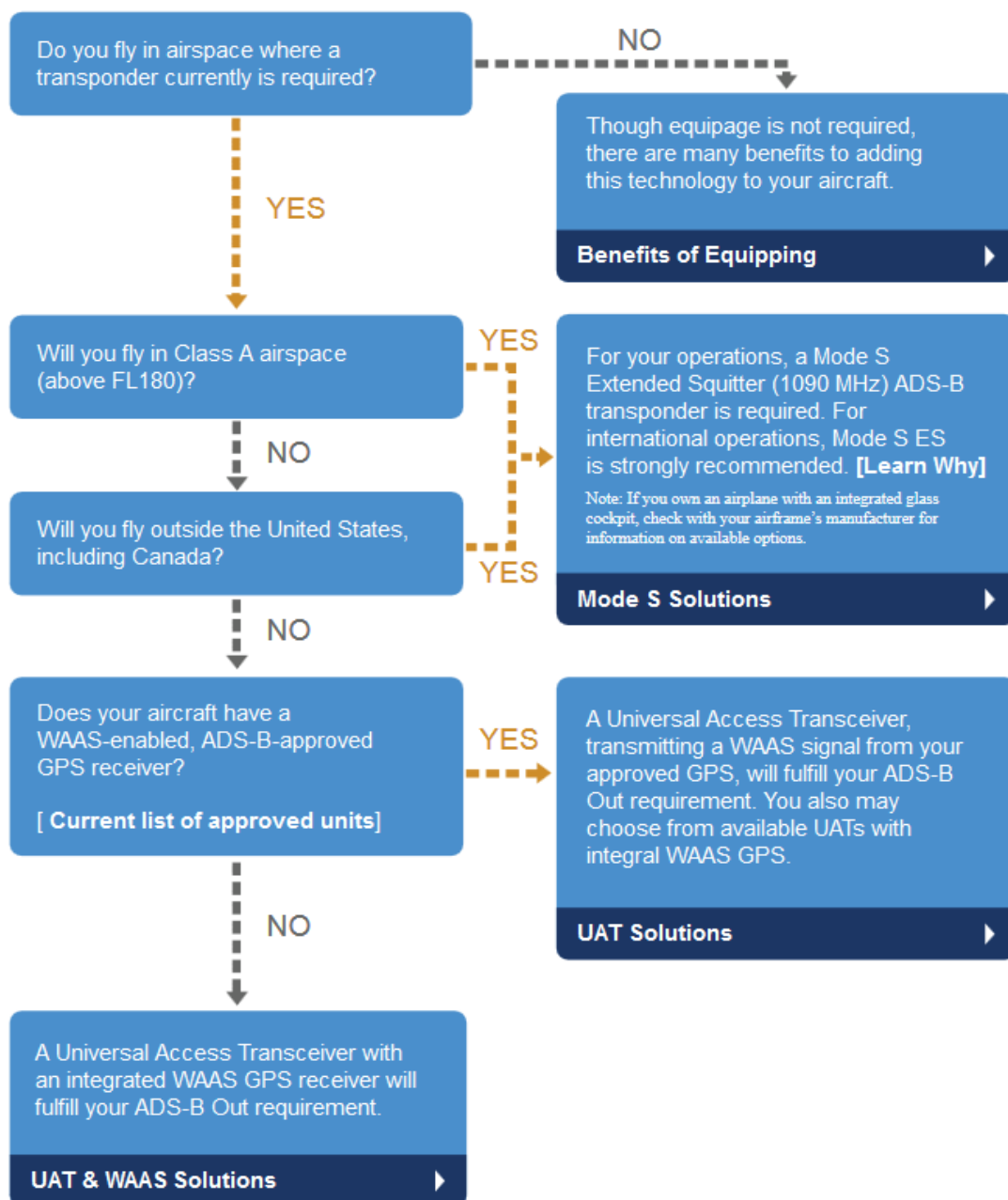
## ADS-B Out Selector

The approaching Federal Aviation Administration mandate for ADS-B Out is Jan. 1, 2020, in most airspace where a transponder is required today. Use our ADS-B selection tool to help determine the best solutions to consider for your aircraft and for where you fly. The following ADS-B selection tool will help you determine the best solutions to consider for your aircraft and where you fly.

According to an August 2017 [FAA legal interpretation](#), ADS-B equipped aircraft must emit the Flight ID that corresponds to what is provided on that aircraft's flight plan. For example, if the aircraft is registered as N12345 but will be flying on a flight plan using a callsign, such as ARF123, the pilot must

ensure their ADS-B system is emitting that callsign, i.e., ARF123, during that flight. When considering what ADS-B equipment to buy, it is important to consider whether you will need to change your Flight ID routinely and whether the ADS-B product will allow you to do so in an easy manner.

If the ability to easily change Flight ID is important to your flying, review [this article](#) for information on ADS-B Out hardware that will provide this capability, and an overview of how you can edit your aircraft Flight ID. For more information visit the [FAA Safety Briefing](#) 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 Upcoming Webinars Schedule

We've announced our February and March webinars that you can enjoy from the comfort of your home. EAA webinars are free to all aviation enthusiasts. Pre-registration is recommended since space is limited to the first 1,000 registrants.

[Register now](#)

### An IA's Dilemma

**Wednesday, March 6 at 8 p.m. CST**

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

[Register Now](#) →

*When performing an annual inspection, what should an A&P mechanic with inspection authorization do when they find something significant in the aircraft's maintenance records that conflicts with what the aircraft owner says? Who should the A&P/IA believe, the owner or the logbooks? Like many things in aviation, the answer is it depends. Maintenance expert and A&P/IA Mike Busch explores this thorny issue with the help of two real-life case studies whose outcomes were quite different.*

### First Flight, No Fright: All about Discovery Flights and Introductory Lessons

**Wednesday, March 13 at 7 p.m. CST**

Presenter: Prof. H. Paul Shuch | *Qualifies for FAA Wings credit.*

[Register Now](#) →

*The introductory lesson or discovery flight is a common marketing tool used by flight schools to introduce potential customers to the wonders of flight. It can be a make or break moment resulting in either an enthusiastic student or someone who will never set foot in an airplane again. In this FAA Safety Team WINGS award webinar, a longtime CFI tells his fellow instructors what he does to make this a positive experience, and explains to potential students what they should expect.*

## Temporary Flight Restrictions, Airspace, and ADS-B

**Wednesday, March 20 at 7 p.m. CST**

Presenter: John Townsley | *Qualifies for FAA Wings credit.*

[Register Now](#) →

*Temporary flight restrictions (TFRs) are a fact of flying. John Townsley will discuss the more common TFRs that we may encounter on a coast-to-coast cross-country flight. Some TFRs can appear with no notice, others may show up with lots of warning, and some are charted. John discusses strategies we can use to learn when and where TFRs might be along our route of flight. He will explain what pilots should do to avoid a violation, including some gotchas that have tripped up many pilots and the types of violations and enforcement. This webinar will also include a brief discussion of where ADS-B Out will be required after January 1, 2020, including some of the benefits and pitfalls of that not-so-new requirement.*

### Avoiding Stalls and Spins

**Tuesday, March 26 at 7 p.m. CST**

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

[Register Now](#) →

*Gordon Penner, master CFI-Aerobatics and FAA Gold Seal instructor, presents a simple and practical description of stalls and spins as commonly covered in the emergency maneuver training (EMT) course. Understanding these simple principles will help you to avoid an unintentional stall and spin.*

## Controllability as Affected by Weight and Balance

**Tuesday, April 23, at 7:00 PM CDT**

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

[Register now](#) →

*Gordon Penner, master CFI-Aerobatics and FAA Gold Seal instructor, presents a simple and practical description of how critical flying within weight and center of gravity (CG) range is to controllability of the airplane. He will provide examples of how being out of CG range can put your aircraft out of control.*

[View Webinar Video Archives](#)



## **AOPA Announces 2019 Scholarship Program**

AOPA will award 100 scholarships of \$10,000 each, presenting 80 to exceptional aviation-minded high school students age 15 to 18, and 20 to teachers dedicated to advancing aviation education in their classrooms. The scholarships are made possible by a \$1 million grant from the Ray Foundation to the AOPA Foundation. The application deadline for the 2019 You Can Fly High School Flight Training Scholarships is **April 2, 2019, at 11:59 p.m. Eastern Daylight Time**. For further information and to apply go to <https://foundation.aopa.org/challenge>

## **EAA 1093 Board Meeting Minutes**

**February 21, 2019**

President Fick called the meeting to order at 1702 EST.

Directors in attendance: Mike Carter, Dave Fick, Jeff Gallant, Dan Graiver, Pat Howe, John McPeak, Sarah Pagano, Tom Ryden, John Sorg, Mike Woodley (via Skype)

Directors unable to attend: Don Bonem, John Haag, Paul Ries, Dick Sipp

Guest: Dot Hornsby

Minutes from January 17, 2019, Board meeting were approved - motion by Gallant/Graiver.

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

All bills are paid and all funds deposited.

Account balances:

Chapter - \$4,281.60

Clubhouse - \$1,519.92

FBH - \$6,489.70

\$1,500.00 was distributed from FBH account to Clubhouse account. City of Midland land lease bills have been paid. Files containing annual income statements for the last three years plus a comparison to the 2018 budget were attached to the e-mail, along with a draft 2019 budget for Board review and approval.

Membership: Ryden reported that 53 members have paid 2019 dues, expect total of about 80 members for 2019.

Hangar Committee: Bonem sent information to President Fick for report. Stand-alone hangar has been rented long-term. No action on cost/revenue analysis for hangars.

Young Eagles: Gallant reported that February event was cancelled due to ice conditions. February registrants were moved to March 9 event.

Scholarship Committee: Chair Murphy e-mailed report that applications are being received, no word yet on Chapter application for Ray Scholarship.

Bylaws Review Committee: Ryden reported that Committee met, has gathered information (Chapter 1093 bylaws, National EAA guidebook), and is reviewing same.

### **Unfinished business:**

Board discussed 2017 and 2018 EAA National survey results, no actions were suggested by board.

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

Updating of credit/debit cards has been postponed until Treasurer Haag is available to sign signature cards.

Sarah Pagano reported that receiver has been purchased for EAA Building, installation expected on 2/23,24.

### **New business:**

Board reviewed and discussed proposed 2019 budget. Motion by Pagano/Gallant to add expense line item for STEM/outreach expenditures in amount of \$500.00; motion passed.

Motion by Ryden/Pagano to remove expense line item for Fair expenses; motion failed.

Motion by Gallant/Ryden to approve 2019 budget as amended; motion passed.

McPeak queried Board re: interest in underwriting travel by Board member(s) to EAA Chapter Leadership Boot Camp (Indianapolis, Indiana, on March 2) or EAA Chapter Leadership Academy (Oshkosh, Wisconsin, in April). Board members planning to attend such an event should contact a Board officer; the Board will revisit the subject at March Board meeting.

President Fick adjourned the meeting at 1802 EST. Respectfully submitted,  
John McPeak, Secretary  
EAA Chapter 1093



## Please Tell Us How Michigan SUA Modifications May Affect Your Flying

The Michigan Air National Guard and the Alpena Combat Readiness Training Center have proposed expanding existing Special Use Airspace (SUA) and establishing new Military Operations Areas (MOAs) in the northeastern area of the lower peninsula of Michigan. The airspace proposal includes lowering the floor altitudes of several preexisting MOAs and establishing new MOAs near Grayling, Michigan. We designed this survey to determine likely impacts of the SUA modifications on GA pilots who fly in the Great Lakes region. Your responses will help us more effectively advocate on behalf of GA pilots in the region and across the country. Thank you for your time and willingness to share your comments on this proposed airspace.

**[TAKE THE SURVEY](#)**

## EAA releases Flight Test Manual

EAA AVIATION CENTER, OSHKOSH, Wisconsin - The Experimental Aircraft Association has released its new [Flight Test Manual](#), which brings the processes and procedures of professional flight testing to the amateur-built aircraft community.

The 47-page manual is a comprehensive program for amateur-built aircraft flight testing, according to EAA officials. It includes outlines for each essential test point, as well as a booklet of 19 test cards that can be carried in the aircraft for quick reference and data collection while in flight. Those test cards are similar to those used by professional civilian and military test pilots, EAA officials note.

"This manual is the result of many years of work by EAA, our volunteer Homebuilt Aircraft Council, and the EAA board of directors' safety committee," said Sean Elliott, EAA's vice president of advocacy and safety. "It builds on other recent EAA projects to improve flight test safety, such as the Additional Pilot Program approved by the [FAA](#). In addition, this manual is part of EAA's comprehensive effort to meet and exceed the [National Transportation Safety Board](#)'s recommendations for enhancing amateur-built aircraft safety, especially in the initial hours of flight testing." The EAA Flight Test Manual provides the guidance and data collection process to bring simplicity to a flight testing program, EAA officials say. It allows pilots to have a full understanding of an aircraft's performance, characteristics, and limitations.

It is also designed to be a handy reference that accompanies the aircraft for future flights. The manual is one segment of EAA's work with the FAA to create a new, alternative Phase I flight testing program using a requirements-based foundation. That could bring a significantly reduced flight-test hour requirement in exchange of successful completion of the step-by-step flight testing program, EAA officials say. "The accident rate for amateur-built aircraft is at a historic low, but we are relentless in seeking continuing improvement through education," Elliott said. "EAA has been a leader in this area for more than 60 years and continues to develop new resources that benefit recreational aviation." The manual is available [online](#) for \$17.95 for EAA members and \$22.95 for nonmembers.



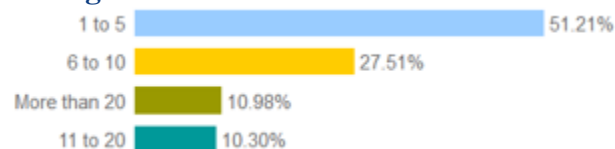
## Important Dates

**Monthly Club Meeting:** 1st Saturday of the Month at 10am.

**Youth Eagle Flights:** 2nd Saturday of the Month 9am – Noon.

**Board Meeting:** 3rd Thursday of the Month at 5pm.

**How many hours each month do you fly on average?**



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