



CHAPTER 1093
Experimental Aircraft Association

LOOKIN' UP

The EAA Chapter of Modern Explorers

EAA Chapter 1093
Midland, MI
Jack Barstow Airport
KIKW
October 2019

President

Dave Fick

davef3079@gmail.com

Vice-President

John Sorg

jsorg@att.net

Treasurer

John Haag

989-944-4446

johhaa@yeoandyeo.com

Secretary

John McPeak

989-205-2969

jdmcpeak@modernmetalcraft.com

Past President

Mike Woodley

586-944-7101

C205Mike@yahoo.com

Young Eagles Coordinator

Jeff Gallant

jrgDA62@gmail.com

Publicity Chair

Don Bonem

drbonem@gmail.com

989-859-6773



Our fall breakfast 2019

Our next meeting will be October 5th, 2019 at 10AM

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A few pictures from our fall breakfast September 14th 2019



Pictures by Stu Frohm and Dot Hornsby



Don Bonem, Doug Mason, and Tom Tolton wish to thank each one of you for your hard work and sustained enthusiasm.

We were blessed with sunshine and a reasonable weather, serving 459 adults and 140 kids.

We would like to hear about your assessment of this particular breakfast. Give us your perspective: Say the three things we did well and the three things you would like to see improved.

Tom Tolton
989-835-5828 (home)
989-750-8567 (cell)

Michigan Aeronautical Chart



DEPARTMENT OF TRANSPORTATION
LANSING

GRETCHEN WHITMER
GOVERNOR

PAULA JEGBA
DIRECTOR

Dear Aviation Enthusiast:

I wanted to share with you upcoming changes to the Michigan Aeronautical Chart.

As many of you know, the Michigan Aeronautical Chart has been produced by the Michigan Department of Transportation Office of Aeronautics for many years. Since its initial publication aviation has experienced rapid technological advancement from LORAN and No-Directional Beacons to Global Position System, Automatic Dependent Surveillance-Broadcast, and Electronic Flight Bags. As this technological advancement continued, demand for the Michigan Aeronautical Chart has declined and costs associated with the production continue to rise. With this in mind, MDOT has made the difficult decision to cease production of the Michigan Aeronautical Chart beginning in 2020. For the 2019 year, the print edition Michigan Aeronautical Chart will be available for purchase on the Michigan E-Store

(<https://media.state.mi.us/MichiganeStore/public/Home.aspx>). The 2019 digital Michigan Aeronautical Chart will be available for free at the Office of Aeronautics

Webpage here: <https://www.michigan.gov/aero/>.

As the aviation industry evolves, the Office of Aeronautics looks forward to fulfilling our role by providing the highest quality of resources and capital infrastructure assistance in support of the entire aviation system. Should you have any questions, please feel free to contact us at MDQT-Aeroinfo@minichigan.gov

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Trout".

Michael G. Trout
Executive Administrator

Runway Safety – New Animation & WINGS Credit!

FAA Safety Team | Safer Skies through Education
Notice Number: NOTC9679

The FAA is happy to release a new animation to the Runway Safety Pilot Simulator (www.runwaysafetysimulator.com). The new animation is titled “Eliminate Distractions”. It focuses on non-essential tasks and communications during surface movements, and their possible consequences. Distractions are a main causal factor in runway incursions and other surface incidents. Take a look today, and see what you can learn about avoiding distractions when operating your aircraft.

We continue to make improvements based on valuable feedback from airmen like you. Another recent improvement is the creation of a new Runway Safety Simulator course (ALC-573), available via the FAASTeam at www.faaafety.gov. By accessing the Runway Safety Pilot Simulator through this course, you can now achieve WINGS credit! Completion of any Phase of WINGS satisfies the requirement for a Flight Review.

Check out the Runway Safety Pilot Simulator and new WINGS course today!

[Click Here: Runway Safety Simulator - ALC-573](#)

Fly Safe,

Nick DeLotell

FAA Commercial Operations Branch, AFS-820

Nicholas.DeLotell@faa.gov Phone: 609-485-9500

Flight instruction surveys now online

[Boeing](#) has partnered with [OpenAirplane](#) to learn about the pain points pilots have experienced in flight training. “We want to know more about the experiences of flight schools, flight instructors, and students,” OpenAirplane officials said on the company’s [Facebook page](#).

“Here are three surveys you can contribute to and (please!) share,” they add:

- Flight School Survey:
openairplane.typeform.com/to/Pwtyag
- Flight Instructor Survey:
openairplane.typeform.com/to/VpNTtc
- Pilot In Training Survey:
openairplane.typeform.com/to/vAg0Yo

The survey should only take five minutes, and responses will be completely anonymous, officials add.

Women Soar Society launches

During the EAA AirVenture Oshkosh 2019, the EAA Aviation Foundation announced the formation of the [Women Soar Society](#).

“This is a growing group of women who are supporting other women in aviation to help them accomplish their goals and soar beyond their dreams,” foundation officials said.



The EAA Women Soar Society brings together a “carefully crafted” group of women from a variety of backgrounds and different areas of aviation.

According to officials, the society’s advisory board will focus on reaching more women at all stages of their aviation journey.

The chair of the advisory board, Heather Penney, is also an EAA board member and a senior fellow at the Mitchell Institute.

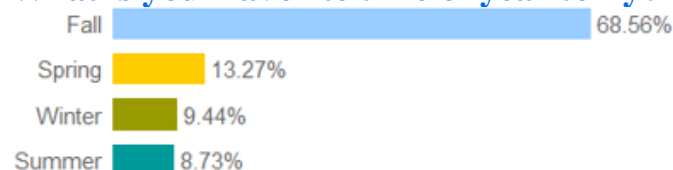
“They are all leaders in their own right in aviation, incredible role models - not just for women, but for aviators and enthusiasts of all kinds - and to be able to bring together such an amazing group of talent to focus on women’s programming is a real privilege,” Penney told EAA officials.

Women make up only 6% of pilots. That number is lower in the military and even lower in fighter aviation, according to Penney.

“From my own background as a female fighter pilot, we represent approximately 2% of all fighter pilots and less than 0.5% of pilots in general within the Air Force,” she said. “We know that the demand for aviation professionals is only going to grow in the future, and bringing women into that talent pool is going to be essential if we are going to meet that demand.” She added that the society aims to support women of all ages and areas of aviation interest.

“The overall vision and the goal for the Women Soar Society is to grow the participation of women in aviation careers and areas of passion,” she said. “We will be successful if the involvement of women in the general aviation community grows; it doesn’t necessarily have to be a professional occupation.”

What is your favorite time of year to fly?



6 things you need to know about ADS-B

The Jan. 1, 2020, mandate for ADS-B Out is fast approaching, with aircraft owners scrambling to find the right fit for their aircraft and their type of flying, as well as schedule time at an avionics shop.

With the mandate just four months away, what are the most important things you need to know today?

1. If you fly in airspace that requires a transponder, you must equip with ADS-B Out.

The rule specifically states:

“After Jan. 1, 2020, no person may operate an aircraft in the following airspace unless equipped with ADS-B Out:

- Class B and Class C airspace areas;
- Within 30 nautical miles of an airport listed in appendix D, section 1 to this part from the surface upward to 10,000’ MSL;
- Above the ceiling and within the lateral boundaries of a Class B or Class C airspace area designated for an airport upward to 10,000’ MSL;
- Class E airspace within the 48 contiguous states and the District of Columbia at and above 10,000’ MSL, excluding the airspace at and below 2,500’ above the surface; and
- Class E airspace at and above 3,000’ MSL over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles.”

2. Are any aircraft exempt?

While there have been rumors that some aircraft are exempt from the mandate - such as those built before a certain year - the rule states that only aircraft that were originally certified without an electrical system “or that has not subsequently been certified with such a system installed, including balloons and gliders,” may fly without ADS-B Out.

But that’s allowed only in specific airspace, according to FAA officials, who spell it out this way:

- (1) Outside any Class B or Class C airspace area; and
- (2) Below the altitude of the ceiling of a Class B or Class C airspace area designated for an airport, or 10,000’ MSL, whichever is lower.

3. What’s the difference between ADS-B Out and ADS-B In? Should I also install ADS-B In?

ADS-B stands for Automatic Dependent Surveillance-Broadcast. ADS-B Out refers to an aircraft

broadcasting its position and other information to air traffic control and other aircraft.

ADS-B In, which is not part of the mandate, refers to an aircraft receiving broadcasts and messages from the ground network, including free traffic and weather information.

“ADS-B Out is a requirement if you fly in the ADS-B airspace,” explains Ric Peri, vice president, government and industry affairs for the Aircraft Electronics Association. “ADS-B In is a benefit. If you fly along any of the coasts or high population areas or fly in active weather areas, then ADS-B In makes flying more fun.”

4. What if I don't equip or miss the Jan. 1, 2020 deadline?

The good news: You won't be grounded.

“Just as today, there is regulatory relief to be able to transit airspace with a failed transponder,” Peri explains.

However, the FAA recently published some very strict airspace access requirements for aircraft owners who want to fly through the mandated airspace without ADS-B.

You'll have to request an authorized deviation from ATC at least an hour before your proposed flight.

The bad news: It's up to each ATC facility to determine “whether accommodations for non-ADS-B equipped aircraft can be made,” according to FAA officials.

So pilots need to beware - and be aware - that just because you request it, doesn't mean you're automatically going to get approval.

“ATC has the authority to deny such requests when deemed appropriate,” FAA officials said.

5. Is there time to equip before the 2020 mandate kicks in?

Avionics shops have been warning aircraft owners for months that time is running out.

But you should be able to find an avionics shop that can install a system for you, according to Peri.

“It is quickly approaching rush hour, so your preferred shop may already have a queue, but if you shop around, there still is capacity,” Peri says.

6. And the big question: How much is it going to cost?

There's no average cost for general aviation aircraft, according to Peri.

“Every aircraft is unique and that uniqueness limits average assumptions,” he explains.

He acknowledges that often causes confusion when aircraft owners try to compare prices without looking at the difference in the aircraft configurations.

Some aircraft owners will be able to satisfy the mandate with something like the skyBeacon from uavionix, which is priced at less than \$1,900.

Some industry insiders have pegged the average price at around \$7,000. Of course, many aircraft owners are adding - or upgrading — avionics while their plane is in the shop for ADS-B. That further complicates finding an average price.

The Aircraft Electronics Association's Peri advises aircraft owners to not just think about the 2020 mandate, but to think long-term.

Focus on value, rather than the cost, he says.

“Avionics is a system,” he says. “ADS-B is a part of that system. One can focus on simply ‘checking off the box’ of the ADS-B Out regulatory requirement with the lowest cost system only to find themselves having to replace their transponder in a few years.

“They would be money ahead by first looking to see the age and operation of their transponder, then deciding whether to upgrade their transponder with an ADS-B compliant system or to get by with the lowest cost option,” he continues.

He adds that at the recent EAA AirVenture Oshkosh, he spoke with a number of aircraft owners who opted for the lowest cost option only to have to replace their transponder a short time later, resulting in a higher overall expense.

More information

Of course, there's much more you need to know about ADS-B before making the right decision for your aircraft. While we will continue to write about ADS-B long after the mandate goes into effect, there are many resources available today to answer any other questions you may have.

The FAA has a [web page dedicated to ADS-B and other NextGen technologies](#), which includes answers to many frequently asked questions.

The Aircraft Owners and Pilots Association has an [ADS-B selection tool](#) on its website that will help aircraft owners determine the best solutions for their aircraft and their type of flying.

And every year the Aircraft Electronics Association prints its free Pilot's Guide, which includes a directory of its member companies, as well as articles about ADS-B. You can request a printed copy or read a digital copy of this year's guide on the association's website. Go to [AEA.net](#), then search under Publications for AEA's Pilot's Guide.

FAA Warns Of AOA Sensor Damage

The FAA published an InFO (Information for Operators) sheet last week detailing its concerns about human damage to angle-of-attack sensors. “It is imperative that all operators are aware of the criticality of AOA sensors,” the notice says.

“Based on continued airworthiness activity on multiple foreign and domestic products, including large transport aircraft and small general aviation aircraft, FAA has determined it is necessary to advise operators of the importance of performing proper operations and maintenance on AOA sensors,” says the FAA.

Of course, the notification comes after both the Boeing 737 MAX crashes where faulty AOA information and the temporary grounding of the Cirrus Vision Jet after the company found anomalies in its AOA sensors that led to activation of the anti-stall system.

Says the FAA, “There are multiple entities involved with the operation and maintenance of aircraft, such as aircraft operators, certificate holders, maintenance providers, ramp service providers and miscellaneous service providers. Regardless of certification basis, it is imperative that all operators are aware of the criticality of AOA sensors and the potential for damage during normal operations, maintenance procedures, servicing procedures, and any other procedures around an aircraft where damage to an AOA sensor could occur.”

Aviation Design Challenge launches

by [General Aviation News](#)

Registration has opened for the General Aviation Manufacturers Association (GAMA) [2020 Aviation Design Challenge](#).

The Aviation Design Challenge is an annual competition to promote Science, Technology, Engineering and Mathematics (STEM) education in U.S. high schools through an aviation-focused curriculum and a virtual fly-off.

“This will be our eighth consecutive year hosting this life-changing competition,” said GAMA President and CEO Pete Bunce. “As our industry’s workforce and talent needs continue to grow, this program remains a valuable tool in creating a pipeline for the future success of aviation and for paying it forward to the next generation to provide them with exciting, rewarding STEM skills and career opportunities.” GAMA will provide the first 150 schools that register complimentary “Fly to Learn” curriculum that is

developed in alignment with national STEM standards, along with free X-Plane flight simulator software.

Teachers will guide students through the principles of the science of flight and airplane design, completing the curricula in approximately six weeks in the classroom or in four weeks through an accelerated program.

The teams will then apply that knowledge to modify an airplane design and complete a mission in a virtual fly-off using the software, which GAMA judges will score based on application of what the team learned, and performance parameters.

The winning team will receive an all-expenses-paid trip to experience general aviation manufacturing first hand.

Since its inception in 2013, the competition has reached more than 3,000 students in more than 400 high schools, spanning 47 states and Washington, D.C. Because of the Aviation Design Challenge, several past winners and entrants are now pursuing careers in aviation, GAMA officials note.

To learn more about the competition or to register, visit the [GAMA Aviation Design Challenge webpage](#).

Pursue your dreams of flight

EAA AVIATION CENTER, OSHKOSH, Wisconsin - The EAA Aviation Foundation will accept applications for flight training scholarships through Nov. 1, 2019.

Applications are open to all ages, for any flight school in the U.S., and any rating or pilot certificate. Applicants need not be an EAA member.

EAA SCHOLARSHIPS

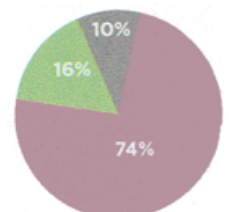
More information on the scholarship opportunities and application guidelines are available at [EAA.org/Scholarships](#).

Scholarships are required to be used within one year of the award date. The minimum award is \$5,000.

Should spin instruction should be Part of the private pilot curriculum?

Yes
No
Maybe

74%
16%
10%



What's new in Flight Service?



New Mobile Website



The mobile website is designed for **ICAO** Flight Planning and is a mobile friendly version of the website that provides many of the same capabilities. It also provides access to our new interactive graphics and weather charts. In addition, without logging in you now have access to METARs, TAFs, and NOTAMs.

Although Flight Planning is designed for the ICAO

standard, many informational capabilities are also available for domestic flights. We encourage everyone to begin converting your favorite domestic flight plans to the ICAO format.

Prior to the end of the May, when accessing the pilot website via a mobile device (tablet or cell phone) you will automatically be re-directed to this mobile friendly version of the website. The ability to return to the desktop version of the website will be available if you desire. Personal preferences (desktop version or mobile version) can be bookmarked for future reference. For more information, check out the [Mobile Website overview page](#).

Voice Services

Leidos Flight Service has deployed new voice capabilities for Alexa and Google Assistant. Download the "**Leidos Flight Service**" skill to try it out.

The following capabilities are now available:

- METARs and TAFs
- Aviation Forecast Discussion (AFD)
- Adverse Condition Update – allows you to check if there are any new Aeronautical and/or Meteorological Adverse Conditions or TFRs since you filed your flight plan. For help getting setup, check out the [Automated Voice Services page](#).

Pilot Website Enhancements

Several enhancements have been made to the Pilot Website recently, all are designed to make flight planning easier. The functions include the following:

- Graphical Flight Planning – create, display, and modify your route on the new interactive map, with access to navigation charts and weather information
- Updated Airport Information Pages – improved layout with access to much more information
- Improved Weather Charts – with new chart selection controls and more detailed legends.
- Local Time in Briefings – The local time translation in addition to the Zulu times
- Favorite Flight Plans – Increased number of favorites you may have to 500

For more information, check out the [Pilot Web Enhancements page](#).

Advanced Services

Our advanced services are improving every day. Particularly around the ability to communicate with each pilot through text and email communication. Please make sure your profile is current with your email address and phone number to improve the overall service we can provide to you. Review the advanced services and configure them to meet your personal needs and preferences.

Pre-Flight Summary Email – Receive an email containing a summary of your pre-flight interactions with flight service via website, mobile web, vendor application, voice, or text. Additional information on this new feature is available at [News Article](#)

Text Messaging – Request and receive the latest METAR and TAF for an airport. Or check for new Adverse Condition Updates for an upcoming flight. Send a text message to FLTSVC (**358-782**) to learn more.

Support Resources

How-To Videos, Tip Cards and Reference Guides are available on the Pilot Web landing page under 'Resources' on the lower left side of the page. You may also keep up to date with new capabilities and the latest features and enhancements at the same location. [We continue to welcome your feedback at any time, particularly on these new features.](#) Please visit our [feedback page](#).

Leidos Flight Service Team, www.1800wxbrief.com

Chapter 1093 Aviation Scholarships

Congratulations to the EAA 1093 Members who received their Stage 2 Scholarships!!



Our pancake breakfast helps to fund these scholarships. Thank you to all those who come and help support our EAA chapter and share the Spirit of Aviation!!

Members in the News

Gov. Whitmer appoints Flanagan to task force
Midland Daily News, Tuesday, September 17, 2019

Governor Gretchen Whitmer recently announced the appointment of Midlander John F. Flanagan to the Unmanned Aircraft Systems Task Force. Flanagan is the director of aviation for The Dow Chemical Co. and a veteran of the U.S. Air Force. Flanagan is reappointed to represent a member of a statewide manufacturing association for a term expiring July 31, 2023.

The Unmanned Aircraft Systems Task Force was created to develop statewide policy recommendations on the operation, use and regulation of unmanned aircraft systems in Michigan. This appointment is not subject to the advice and consent of the Senate.

CONGRATULATIONS to Dave Fick who passed his check ride and is now a Private Pilot!!

Dave's instructor was member Linda Langrill

Our pedal Eagle airplane is repaired

Thanks to Paul Duso our pedal Christen Eagle airplane was repaired in time for our recent Pancake Breakfast. The right horizontal stabilizer was broken during our last Breakfast. It had jagged edges so Paul did a 'complete' restore on it with repair work to the left stabilizer also.

This is his second 'restore' project - the other being to the blue pedal plane. Thanks, Paul!



Chapter 1093 Membership Meeting Minutes

September 7, 2019

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

Fick reported that the Chapter is doing well financially; there is one empty hangar available to rent; electronic components from Rob Schuman donation are available for members.

Bylaws Committee member Tom Ryden reported that the Chapter voted to accept the proposed bylaw revisions. The revisions have been sent to EAA for approval.

Ryden introduced Ashlynn Meyers as new member.

Tom Tolton reported that preparations for the pancake breakfast are on pace, requested volunteer help from every Chapter member.

Dot Hornsby reminded members of Jack Barstow Airport Advisory Commission meeting on Tuesday, September 10, at City Hall.

Sarah Hackett reported that there will be a Flight Night for Central Park third graders on Thursday, September 26 – volunteers are needed, contact Sarah Pagano.

Don Bonem reminded members of the Midland R/C Modelers Club activities on September 7 (swap meet) and September 8 (air show) at their field at 200 Patterson Rd.

Program Chair Paul Ries introduced Brian Stark, Jim Williams, Don Voorhees, and Steve Gromak for a presentation on light sport aircraft and powered chutes. Aircraft on display were Steve's Just Aircraft's SuperSTOL XL, Jim's Pietenpol, Brian's powered chute, Dick Sipp's RV-12, and Dave Fick's Cessna 162 Skycatcher.

Following the program, members and guests inspected the aircraft and enjoyed pulled pork sandwiches and baked beans.

Meeting adjourned at 1115 EDT; attendance 21 members, 6 guests.

Respectfully submitted,

John McPeak
Secretary
9/7/2019

EAA 1093 Board Meeting Minutes

September 19, 2019

President Fick declared a quorum present and called the meeting to order at 1702 EDT.

Directors in attendance: Don Bonem, Mike Carter, Dave Fick, Jeff Gallant, John McPeak, Sarah Pagano, Tom Ryden, Dick Sipp, John Sorg, Mike Woodley

Directors unable to attend: Dan Graiver, John Haag, Pat Howe, Paul Ries

Guests: Dot Hornsby, Ron Schultz

- * Minutes from August 15, 2019, Board meeting were approved - motion by Gallant/Pagano.
- * Treasurer's report: Haag submitted the Treasurer's report via e-mail. Current account balances are:

Chapter	\$ 9,216.60
Clubhouse	\$ 503.62
FBH	\$ 9,809.72

- * Fall pancake breakfast will net about \$2,400. Breakfasts over last three years:

	2019	2018	2017
Revenue	\$7,020	\$7,788	\$6,982
Expense	\$2,560	\$2,321	\$2,253
Net income	\$4,460	\$5,467	\$4,729

- * Membership: Ryden reported 87 members have paid 2019 dues. Eleven former members who have not renewed will be dropped from the roster in November if they do not renew.
- * Hangar Committee: no report
- * Young Eagles: No Young Eagle flights in September due to conflict with pancake breakfast.
- * Bylaws Review Committee: Membership has voted to approve revisions, signatures of Officers have been affixed, and the revisions will be sent to EAA for approval.
- * Nominating Committee: Committee has nominee(s) for all positions except Newsletter Editor and Chapter Facility Manager. Official slate will be presented at October membership meeting for voting during November membership meeting.
- * Scholarship Committee: Chair Murphy reported by e-mail that continuing awards were made at the fall pancake breakfast to Daniel Libbey, Payton Willis, and Julian White. All scholarship recipients are doing well in their advancement toward certification. Jack Gavin also continues to advance in his training

under the Ray Scholarship with CFI Mary Moylan. Scholarship Committee is contemplating adding requirements for Chapter scholarships, the Committee will report at a future Board meeting.

Unfinished business:

- * Cessna 150 donation: Fick reported that no final decision has been made re: disposition of airplane. Avionics have been offered to Chapter members if interested, Adam Ondrajka has expressed interest. Discussion re: possibilities for use of parts, Pagano suggested that plane could be used for educational project. Pagano offered to lead effort, Sipp offered to help, Pagano will investigate possibilities of a build project and report at October Board meeting.
- * A/V system in EAA Building: Pagano submitted estimate of \$651 to upgrade audio equipment in EAA Building classroom, hangar, and on apron. Motion by Gallant/Woodley to purchase components for a not-to-exceed cost of \$750 – motion passed.
- * Ryden reported that Committee of Ryden, Bonem, Pagano, and Carter have reviewed current Operating Guidelines for The Ormond Barstow Aviation Education Center Building and will bring report/proposal to November Board meeting.
- * Flight Night on September 26 for Central Park Elementary third graders: Pagano reported that there are almost 30 volunteers signed up, 120-150 students will take part. MPS plans to bow out of official support of future Flight Nights, Pagano asked if the Board would be in favor of sponsoring future events. Consensus of the Board was to make decision on individual events when brought before the Board.
- * Santa Fly-In is scheduled for Sunday, December 8, from 1:00 – 3:00, Pagano requested volunteers for the event.

New business:

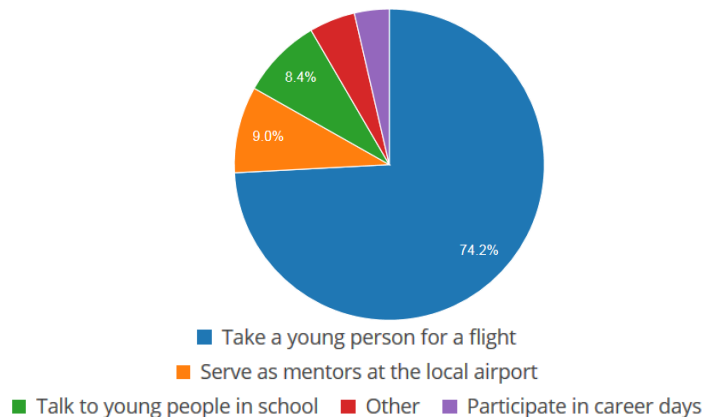
- * Bonem requested that any member with suggestions for how to improve the pancake breakfasts should send an e-mail message to Tom Tolton. The Board acknowledged the extra amount of work by Tolton, Bonem, Doug Mason, and Mike Carter to make the fall breakfast a success.
- * Investment Committee report: Chair Ron Schultz reported that Edward Jones account is currently valued at \$113,611, has grown at annualized rate of

5.35% over life of account (since 2013). Pete Swan has resigned from Committee, President Fick appointed Dick Sipp as replacement Committee member. The Board acknowledged the successful work of Schultz, Swan, and Pat Howe over the past several years.

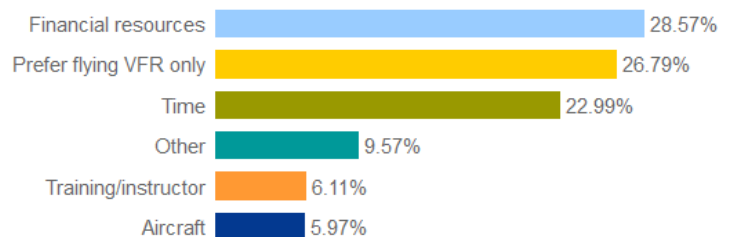
- * Motion by Gallant/Sipp to accept donation by member Jim Murphy of floor mats for use during the pancake breakfasts in the amount of \$99.14 – motion passed.
- * Motion by Woodley/Sipp directing the Chapter to have the annual holiday dinner catered – motion passed.
- * President Fick adjourned the meeting at 1822 EDT.

Respectfully submitted,
John McPeak,
Secretary
EAA Chapter 1093

What can pilots do to interest more young people in aviation?



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



Mailing address for all correspondence:

EAA Chapter #1093,
P.O. Box 2464, Midland, MI 48641-2464
Web address: <http://www.1093.eaachapter.org/>
Dan Graiver,
email: dgraiver@aol.com