



CHAPTER 1093
Experimental Aircraft Association

LOOKIN' UP

The EAA Chapter of Modern Explorers

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

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AirVenture 2019

Our 2019 fall breakfast is Saturday, September 14th 2019

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More than 10K airplanes landed at Oshkosh, Wis., for AirVenture 2019

Experimental Aircraft Association CEO Jack Pelton closed EAA's AirVenture event by noting the phenomenal attendance, which included the pilots of 10,000 airplanes, including no less than 1,000 home-built aircraft. Highlights of this year's AirVenture, which was the 50th held at Oshkosh, included airshow performer Julie Clark's farewell performance, the unveiling of concept airplanes and celebrations of the 50th anniversary of Apollo 11's moon landing.



Tina Druskins, Linda Langrill, Dana, Sarah Pagano, Sarah Haskett at WomenVenture/Oshkosh



Linda Langrill at the Blue Barn (Young Eagles and Chapters)



Sarah and Brandon Haskett and daughters at the Blue Barn/Oshkosh 2019

You can find more stories, slideshows, and links to this aviation big event [here](#) as well as more pictures [here](#).

Young Eagles Flights Benefits

A short note from Walt Suminski - I would like to take a minute and share some information about the Young Eagle's Program. When it originated those many years ago, I was selected with eleven other to help put together the rules, etc. Before we even got started there was a lot of comment about the questionability that pilots would donate their time, their planes, gas, and everything else and do it all for free. And, what would they (the pilots) get out of this? Actually, nothing monetarily. And, our goal was to fly a million kids in a given amount of time. On many of our meetings, Paul Pobrezny would sit in and encourage us that it could actually happen. Ed Lachendro (commercial pilot on loan to EAA) was also very encouraging and just a great guy to get a program like this started.

Well, the rest is history.....except that we now know that the pilots did actually get a lot out of this program. Mike Woodley is a perfect example of this and I haven't heard anyone express it better. The look of amazement on a child's face and the opportunity to actually fly in a plane, is a huge reward for all of us. I'm proud of our pilot community and I don't know of any group of people who are more generous and more dedicated. My hats off to all of you who have taken part in this outstanding program. Keep up the good work!
Walt Suminski

Kids to Oshkosh

A few pictures of the young eagles that flew to visit AirVenture, Oshkosh this year:



60,000 Young Eagles in virtual pilot school

EAA AVIATION CENTER, OSHKOSH, Wisconsin - Officials with the Experimental Aircraft Association's Young Eagles program, which has provided more than 2.1 million free flight experiences to kids, has hit another milestone: 60,000 of those Young Eagles have enrolled in Sporty's Learn to Fly course, offered free to the kids.

The Sporty's Learn to Fly course offers ground school, test prep, and more. Content includes in-flight HD video, 3D animations, and easy-to-understand instruction that prepare students to earn private, recreational, and sport pilot certificates. Students also gain access to narrated flight maneuvers, analytical tools, and even access to a CFI if extra help is needed, officials note. "It is incredibly important for EAA and the Young Eagles program to provide children interested in aviation with as many outlets as possible to learn more about flying," said Brian O'Lena, Manager of the EAA Young Eagles and Eagle Flight programs. "Fostering the spirit of aviation within these thousands of kids has the potential to turn their interest in flying into a future hobby or even a career."

Sporty's, a longtime partner of EAA and the Young Eagles Program, has offered the Learn to Fly course (valued at \$199) to Young Eagles free of charge for the last nine years.

"As a company and as individuals, we are committed to growing the pilot population," said Michael Wolf, CEO and president of Sporty's. "Providing our Learn To Fly course to Young Eagles helps to encourage young people to pursue their aviation dreams."

Young Eagles Flights - August 2019



25 Young Eagles were flown by 5 pilots
For more pictures click [here](#).

EAA launches proficiency tracker for pilots

EAA AVIATION CENTER, OSHKOSH, Wisconsin - The [Experimental Aircraft Association](#), in cooperation with [CloudAhoy](#), which brings technology to post-flight debriefing, has launched the [EAA SkillScore Tracker](#).

Free to all EAA members, the SkillScore Tracker allows pilots to measure flying proficiency on an EAA web portal or their mobile devices. Working through the CloudAhoy mobile app, pilots can track flying consistency and stability. Using this data, the EAA SkillScore Tracker generates a comprehensive, personalized, and confidential SkillScore, confirming a pilot's overall strengths or need for additional work, EAA officials explain.



“The principles behind this feature are very similar to the fitness trackers millions of people use for exercise,” said Rick Larsen, EAA’s vice president of communities and member programs. “Using this app with every flight measures flying skills in several categories to determine where a pilot stands. These scores are easy to track and establishes a way for pilots to be more proficient in the sky.”

The proprietary tracking and scoring system was developed by EAA in association with flight training community leaders Aleks Udris and Colin Cutler of [Boldmethod](#), along with Billy Wilburn of Community Aviation, and Karen Kalishek, a CFI and FAA’s 2019 Safety Representative of the Year.

Some of the scoring measurements include:

- Quality of flight (stability of landing approach, maintaining altitude in straight-and-level flight and in turns, and quality of FAA-standard maneuvers such as steep turns);
- Number of takeoffs and landings within 90 days;
- Number of flights with a flight instructor;
- Time spent in the air.
- “Every flight is an opportunity for pilots to improve their skills, but we can track improvement only if we can measure it,” said Mike Goulian, Red Bull Air Race champion, air show performer, and flight

instructor, who participated in the project’s development. “When coupled with CloudAhoy’s standard app, EAA SkillScore Tracker is the best way to track your progress, without the time and expense of unnecessary effort, so you can continually build your abilities with every flight.”

- While the EAA SkillScore Tracker is free to all EAA members, CloudAhoy also offers more in-depth and detailed analysis for premium account holders, EAA officials noted.
- [EAA SkillScore Tracker](#) is part of EAA Proficiency365, where pilots can develop and refine skills that make them a better, safer pilot. EAA Proficiency365 also features IMC Clubs and VMC Clubs for local flying groups, EAA Virtual Flight Academy, flight planning tool marketplace, and information about the Pilot Proficiency Center pavilion featured each year at EAA AirVenture Oshkosh.

New app helps with pre-flight calculations

<https://generalaviationnews.com/2018/01/11/new-app-helps-with-pre-flight-calculations/>

A new app helps pilots perform all required pre-flight calculations, including calculations for takeoff and landing distances and speeds, climb rate, fuel use, weight and balance, emergency speeds, and more. The [Iduna FLY App](#) also presents current and possible future weather and wind conditions (including alternate destination runway data) graphically, to ensure that the pilot’s decision-making is always within their calculated performance limits, according to company officials.

Human error is the cause of 80% of all accidents in general aviation, according to a [recent study](#) by the AOPA Air Safety Institute. Missing calculations on required runway length, climb rate, and fuel consumption are the main problem, as only a few pilots take the time to carry out all these required calculations manually, company officials note. This can lead to a disaster, especially on days when the pressure and temperature deviate widely from the standard values. Pilots are often unaware of how much temperature and pressure affect the performance of their planes.

The team at Iduna FLY say they have an ambitious goal: An accident report that no longer cites problems with aircraft performance and absence of pre-flight calculations as the cause of an accident. You can download the app on the [iTunes store](#).

Senator seeks input from GA pilots

U.S. Sen. Jim Inhofe (R-Okla.), a general aviation pilot with more than 11,000 hours, is seeking input from GA pilots on draft legislation to establish a National Center for the Advancement of Aviation. "My legislation would form an independent, non-government center tasked with four key goals to support the future of American aviation:

1. Foster a diverse and reinvigorated aviation workforce;
2. Facilitate new and expanded STEM educational opportunities for students interested in aviation;
3. Serve as a central repository of safety and economic data, and,
4. Support research and collaborate on training methods and new technologies."

You can see the text of the draft on Inhofe's Senate [website](#). A section by section summary is available [here](#).

Comments and suggestions can be submitted [online](#).

US issues hacking security alert for small planes

The Department of Homeland Security issued a security alert Tuesday for small planes, warning that modern flight systems are vulnerable to hacking if someone manages to gain physical access to the aircraft.

An alert from the DHS critical infrastructure computer emergency response team recommends that plane owners ensure they restrict unauthorized physical access to their aircraft until the industry develops safeguards to address the issue, which was discovered by a Boston-based cybersecurity company and reported to the federal government. Most airports have security in place to restrict unauthorized access and there is no evidence that anyone has exploited the vulnerability. But a DHS official told The Associated Press that the agency independently confirmed the security flaw with outside partners and a national research laboratory, and decided it was necessary to issue the warning. The cybersecurity firm, Rapid7, found that an attacker could potentially disrupt electronic messages transmitted across a small plane's network, for example by attaching a small device to its wiring that would affect aircraft systems.

Engine readings, compass data, altitude and other readings "could all be manipulated to provide false

measurements to the pilot," according to the DHS alert.

The warning reflects the fact that aircraft systems are increasingly reliant on networked communications systems, much like modern cars. The auto industry has already taken steps to address similar concerns after researchers exposed vulnerabilities.

The Rapid7 report focused only on small aircraft because their systems are easier for researchers to acquire. Large aircraft frequently use more complex systems and must meet additional security requirements. The DHS alert does not apply to older small planes with mechanical control systems. But Patrick Kiley, Rapid7's lead researcher on the issue, said an attacker could exploit the vulnerability with access to a plane or by bypassing airport security.

"Someone with five minutes and a set of lock picks can gain access (or) there's easily access through the engine compartment," Kiley said.

Jeffrey Troy, president of the Aviation Information Sharing and Analysis Center, an industry organization for cybersecurity information, said there is a need to improve the security in networked operating systems but emphasized that the hack depends on bypassing physical security controls mandated by law.

With access, "you have hundreds of possibilities to disrupt any system or part of an aircraft," Troy said. The Federal Aviation Administration said in a statement that a scenario where someone has unrestricted physical access is unlikely, but the report is also "an important reminder to remain vigilant" about physical and cybersecurity aircraft procedures.

Aviation cybersecurity has been an issue of growing concern around the world.

In March, the U.S. Department of Transportation's inspector general found that the FAA had "not completed a comprehensive, strategy policy framework to identify and mitigate cybersecurity risks." The FAA agreed and said it would look to have a plan in place by the end of September.

The UN's body for aviation proposed its first strategy for securing civil aviation from hackers that's expected to go before the General Assembly in September, said Pete Cooper, an ex-Royal Air Force fast jet pilot and cyber operations officer who advises the aviation industry.

The vulnerability disclosure report is the product of nearly two years of work by Rapid7. After their researchers assessed the flaw, the company alerted

DHS. Tuesday's DHS alert recommends manufacturers review how they implement these open electronics systems known as "the CAN bus" to limit a hacker's ability to perform such an attack. The CAN bus functions like a small plane's central nervous system. Targeting it could allow an attacker to stealthily hijack a pilot's instrument readings or even take control of the plane, according to the Rapid7 report obtained by The AP.

"CAN bus is completely insecure," said Chris King, a cybersecurity expert who has worked on vulnerability analysis of large-scale systems. "It was never designed to be in an adversarial environment, (so there's) no validation" that what the system is being told to do is coming from a legitimate source. Only a few years ago, most auto manufacturers used the open CAN bus system in their cars. But after researchers publicly demonstrated how they could be hacked, auto manufacturers added on layers of security, like putting critical functions on separate networks that are harder to access externally.

The disclosure highlights issues in the automotive and aviation industries about whether a software vulnerability should be treated like a safety defect - with its potential for costly manufacturer recalls and implied liability - and what responsibility manufacturers should have in ensuring their products are hardened against such attacks. The vulnerability also highlights the reality that it's becoming increasingly difficult to separate cybersecurity from security overall.

"A lot of aviation folks don't see the overlap between information security, cybersecurity, of an aircraft, and safety," said Beau Woods, a cyber safety innovation fellow with the Atlantic Council, a Washington think tank. "They see them as distinct things."

The CAN bus networking scheme was developed in the 1980s and is extremely popular for use in boats, drones, spacecraft, planes and cars - all areas where there's more noise interference and it's advantageous to have less wiring. It's actually increasingly used in airplanes today due to the ease and cost of implementation, Kiley said.

Given that airplanes have a longer manufacturing cycle, "what we're trying to do is get out ahead of this."

The report didn't name the vendors Rapid7 tested, but the company alerted them over a year ago, the report states.

Dow Great Lakes Bay Invitational Women's Golf LPGA

If any of you attended this event, please provide feedback to me or any of the board members and let us know if you would be interested in attending again next year.

EAA 1093 would like to consider being one of the Non-profit organizations to be paired with two teams of this event next year. In return for attendance at the event and awards ceremony, this event will donate \$2000 up to \$20,000 to non-profits who are aligned with two teams. Depending on how well the team does, determines the donation to the non-profit. A few other requirements are needed to be an assigned Non-profit, some are: tickets are provided and Non-profit personnel requirement to attend several events and to support the teams aligned with the non-profit.

Also while you spent time at the event, hopefully you stopped by the **STEM in SPORT Center** <https://www.dowglbi.com/onsite-activities> and had a look at the displays to see how other groups are incorporating STEM into their programs.

<https://www.dowglbi.com/>

Best Regards,
Don Bonem, EAA 1093 Publicity Chair

Member in the News - Mike Woodley

"Harrietta pilot helps 600 kids discover flight through EAA Young Eagles program"

By Mardi Suhs Cadillac News, Jul 25, 2019

Retiree Michael Woodley is a private pilot who loves any excuse to fly his single engine Cessna. And his favorite excuse is taking kids on free airplane rides through the Experimental Aircraft Association "Young Eagles" program. So far, he has helped 600 kids discover the joy of flight.

Woodley is one of more than 50,000 volunteers around the world who have donated their time and aircraft to introduce a new generation to flight.

"I love introducing youth to the joys, excitement and satisfaction of flying," Woodley said. "For me, it's an excuse to fly number one. And it furthers involvement in aviation, that's the purpose of the program."

"Not only does Woodley support the Young Eagles events at our airport, but also other airports," said Don Bonem, publicity chair of the EAA Chapter 1093 in Midland. "I've known him to fly down to

Flint Bishop Airport and give a single Young Eagles a ride."



Woodley dreamed about becoming a pilot as a youngster. But he didn't sign up for flight lessons until the day he turned 55. Since then, he's been making up for lost time. Flying is a passion and a lifestyle. Woodley's property in Harrietta is located on the Harrietta Eagles Landing Airport airstrip. Sometimes he flies his 1963 single engine Cessna 205 from Harrietta to Cadillac to give kids a free ride. He also flies to Midland to volunteer with the Midland Aviation Camp. Every winter he flies to Florida, where he lives "at an airport."

"In the winter, Mike lives at a Florida airport that has an aviation-centric high school on the field," Bonem said. "He supervises the electrical crew that powers all the vendors and electrical maintenance to put on an air show that supports the high school." The air show is called SUN 'n FUN, a six-day celebration with vendors to raise scholarship funds for students pursuing an aerospace industry career.



This month, Woodley is flying to the EAA Adventure Oshkosh in Wisconsin with his sleeping bag and camping supplies. "I'm going to sleep under the wing of the airplane for a week with half a million other people," he said. "I pack up the plane. It's like a

pickup truck of the air and it will haul a lot. I usually have the back two seats out when I fly to Florida." Woodley heard about EAA and the "Young Eagles" program when he purchased the plane about 19 years ago. The previous owner told him that his plane "had been flying Young Eagles" and that it "should keep up the tradition." "And so it has," said Woodley, a man of few words.

If you know of a young person between the ages of 8 and 17 that would like to experience an airplane ride with Woodley, call him for more information at (586) 944-7101.

Chapter 1093 Membership Meeting Minutes August 3, 2019

President Dave Fick called the meeting to order at 1004 EDT.

Fick called for member interest in being a Board member, there are several openings on the Board for 2020. The Nominating Committee of Fick, Ries, and Mulder will prepare a slate of Directors for voting in the fall.

Membership observed a moment of silence in memory of former Chapter member John Kemper who has 'gone west' (July 25, 2019).

James Canders reported on his participation as a chaperone in the Kids to Oshkosh flight this year. Bylaws Committee member Tom Ryden presented information re: the process which will be used for voting on the bylaw revisions. Chapter members will receive an e-mail in early August with a link to SurveyMonkey which will tally the votes.

Program Chair Paul Ries introduced **Jon Kotwicki** for his presentation of 'Anchorage to Florida,' a flight that he and Stephanie Blanchard took in 2018 with many learning moments (see below). Jon offers online flight training courses through his website FLY8MA.

Open comments: Ellen Kasper, Assessing Manager for the City of Midland, was available to work with hangar owners on updating hangar assessments; Dave Kasper, Airport Manager for Sugar Springs Airpark (5M6), invited attendees to the Sugar Springs fly-in breakfast on Saturday morning, August 17.

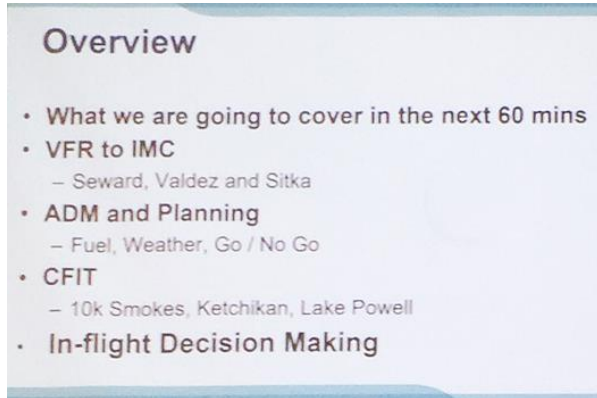
Following the program, members and guests did some hangar flying while they enjoyed Coney dogs with pickles and chips.

Meeting adjourned at 11:51 EDT; attendance 25 members, 5 guests.

Respectfully submitted,
John McPeak, Secretary

Jon Kotwicki's FFAST Wings Program Presentation

CFI and Vlogger, Jon Kotwicki presented lessons learned flying from Alaska to Florida Discussion included flight planning, VFR into IMC, CFIT, Loss of Control and general cockpit distractions in the cockpit.



Jon is a CFI turned Airline Pilot returned to CFI who has authored an online ground school class (FLY8MA). Lately he has been flying and documenting his trips on YouTube. His videos are educational, entertaining and feature awe inspiring scenery. For pictures and videos check out fly8ma on Youtube.com.

Jon started www.fly8MA.com to help all student pilots, private pilots, and aviation enthusiasts learn about general aviation and ultimately make better, safer pilots. "We look to our Patrons for support to help us fund the overhead of our website, camera and computer equipment, and most importantly, the cost of maintenance and fuel on our aircraft!" With costs ranging from a few hundred dollars per video, to well over \$1,000, we desperately need your help to continue our mission of providing a completely free resource to thousands of students and pilots around the world. With your support, we will be able to help teach all ratings and licenses, as well as continually improve our techniques of transferring knowledge in the most efficient ways possible.



John Kemper Obituary



John Bernard Kemper died on July 25, 2019. He was 97 years old. Born in Cleveland, Ohio, he moved his family to Midland, Michigan in 1964. He relocated to Grand Rapids in 2013. He began his working career at a young age with a delivery route for the Cleveland Shopping News. Later, his accounting career started at the Dobeckmun Company in Cleveland. When Dobeckmun was purchased by the Dow Chemical Company, he transferred to Dow headquarters in Midland. He retired with 35 years of service. He married his high school sweetheart, Anne Gibbons, and celebrated their 73rd anniversary before her death. He and his "bride" traveled widely in the US, Canada, Europe and Russia. He relished driving the narrow European streets and mountainous roads. During WWII he served in the Army Air Force as a gunnery instructor for the B-17, attaining the rank of Staff Sergeant. He flew to Washington DC with Dow's Honor Flight program and proudly wore the "Dow Veteran" cap he received on that trip. An accomplished draftsman and carpenter, he designed and built many home improvement projects. He was an aviation enthusiast and long-time member of EAA (Experimental Aircraft Association). He enjoyed sailing on Lake 13 in Clare County. He spent untold happy hours walking the wooded trails on his property. He put his children through college and encouraged them in all their endeavors. He taught accounting courses for Dow's outreach program and at Delta College. He worked as the accountant for several private businesses in Midland and served as Treasurer for nearly every organization he joined. Known for his wisecracks and jokes, he helped family and friends laugh through good times and bad. He was generous and honest. He will be missed.

Chapter Scholarships - Status Report

Here is a summary of scholarship action taken this year and current status:

Funds available for 2019 Scholarships:

Ed Yonkers Scholarship Fund	\$4075.00
Jim Dobben Memorial Scholarship Fund	\$3255.00
Paul Pangborn Memorial Fund	\$2350.00
Chapter 1093 Scholarship Fund	<u>\$2500.00</u>
	\$12180.00

The scholarship awards:

The Jim Dobben Memorial Scholarship Fund was not used this year as there were no applicants for fields in aviation engineering and maintenance.

From the Ed Yonkers Scholarship Fund,
Daniel Libbey - Award \$1000.00 in two \$500 grants; Second grant not awarded.

From the Paul Pangborn Memorial Scholarship Fund.
Sarah Haskett - Award \$2000 in two \$1000 grants; Second grant awarded.

From the Paul Pangborn Memorial and Chapter 1093 Scholarship Funds.
Jullian White - Award \$1000 in the form of two \$500 grants; Second grand not awarded.

From the Ed Yonkers Scholarship Fund.
Payton Willis - Award \$3000 in the form of three \$1000 grants; Second and third grants not awarded.

From the Ed Yonkers Scholarship Fund.
Matthew Baucher
Award \$500.

From the EAA Ray Aviation Scholarship Program.
Jack Gavin - Award \$10,000 in three installments.
All three installments awarded. Funds remain in the Chapter account, to be paid as training hours are flown. Includes fees for aircraft rent including club fees if any, actual fuel costs, CFI fees.

Funds Remaining:

Ed Yonkers Scholarship Fund	\$.....0
Jim Dobben Memorial Scholarship Fund	\$3255.00
Paul Pangborn Memorial Scholarship Fund	\$.....0
Chapter 1093 Scholarship Fund	<u>\$1425.00</u>
	\$4680.00

Respectfully,
Jim Murphy,
Scholarship Chair

EAA Members and Potential Volunteer Request for Help Sept 14th 2019

Our 2019 fall breakfast is 5 weeks away. This second 2019 pancake breakfast is scheduled for Saturday, September 14th and we will need your help.

We can expect another inspection by the Midland County Health Department. Last inspection they requested we utilize coffee travel mugs that are fully covered if the mugs are in the food preparation area. We plan on setting up Friday September 13th at 01:00 PM when we will do a surface wipe-down and sanitizing of cooking utensil and skillets.

Because of numerous changes in volunteering personnel, I'm requesting a RSVP. And for those able to help please provide name, job, and preferred time range e.g. John Doe, donuts, 6-9 am. Although I have taken the liberty to assign people, feel free to suggest an alternative. If no assignment has been made and you want a job, let us know.

Reminder: Wear a name tag. If you are serving food/drink be sure and wear some type of cap to keep your hair controlled; also sign in confirming that you are healthy. If you have a cold or are not well (read below for definition), we can assign you some other work detail.

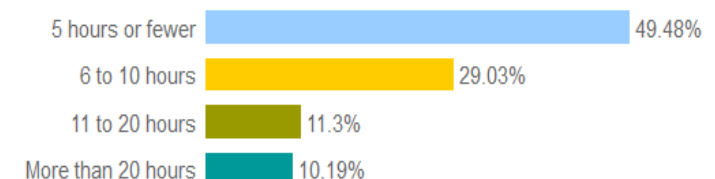
If you are serving/cooking food/beverages, you will be asked to sign a form stating that you are well (Health Department Requirement).

Definition of unwell: Vomiting and/or Diarrhea within last 48 hours (because you could still be contagious), Jaundice, Sore Throat with Fever, Coughing/Sneezing or Runny Nose with Yellow or Green discharge, etc., (Affected volunteers will be excluded from cooking / serving).

Tom Tolton

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

How many hours do you fly each month?



Mandatory ICAO flight plan

Attention pilots: Two years after the FAA placed a hold on plans to require all domestic and international flight plan filers to use the international flight plan form, the policy has been revived with a start date of Aug. 27.

The resumption of the long-delayed mandate to adopt the flight plan form, which uses the International Civil Aviation Organization (ICAO) format, comes after the FAA conducted extensive compatibility testing, said Rune Duke, AOPA's senior director of airspace, air traffic and security.

Many flights must already use the ICAO format flight plan, which according to the FAA is required now in the following circumstances:

When the flight will enter international airspace, including oceanic airspace controlled by FAA.

- When the flight expects routing or separation based on Performance Based Navigation (PBN), for example, RNAV 1.
- When the flight will enter Reduced Vertical Separation Minimum (RVSM) airspace.
- When the flight expects services based on Automatic Dependent Surveillance-Broadcast.

Guidance on using the ICAO flight plan form eventually will be published in the *Aeronautical Information Manual*. In the interim, the FAA has posted [guidance](#) on its website including a "[What's different?](#)" summary comparing the domestic flight plan form that's familiar to most U.S. pilots, and the ICAO form (FAA Form 7233-4). The detailed discussion of the ICAO flight plan form that will appear in the AIM as an appendix has been posted to the FAA website as a [draft document](#). AOPA has produced a [video](#) that reviews the ICAO flight plan form, and AOPA's [Pilot Information Center](#) can answer your questions about it.

Leidos Flight Service has made several enhancements to its pilot website including a new [mobile website](#) and [video](#) designed with the ICAO format in mind.

In an article in its July/August publication [FAA Safety Briefing](#), the agency said improvements over the domestic form include increasing the size of the departure and destination fields to accommodate a greater variety of entry types, including Special Flight Rules Area flight plans; wake turbulence categories for aircraft; and transmitting the information in the form's supplemental pilot data field - pilot contact information and VFR flight plan information - to the destination "to reduce search/rescue response times".

Pilots wanted for simulator experiment

Iowa State University is conducting a study to examine pilot performance while using an enhanced flight vision system for approach and landing phases. Participants will be asked to use a flight simulator to complete tasks and to answer questions. The study, funded by a grant from the FAA, is being led by Dr. Michael Dorneich.

To participate you must be over 18 years old and have at least 10 hours of flight experience. You will be compensated \$50 for about two hours. The study is being conducted in Ames, Iowa.

If you are interested, contact Ramanathan Annamalai at P24experiment@iastate.edu.

EAA 1093 Board Meeting Minutes August 15, 2019

Vice President Sorg declared a quorum present and called the meeting to order at 1703 EDT.

Directors in attendance: Don Bonem, Mike Carter, Jeff Gallant, Pat Howe, John McPeak, Sarah Pagano, Paul Ries, Tom Ryden, Dick Sipp, John Sorg, Mike Woodley

Directors unable to attend: Dave Fick, Dan Graiver, John Haag

Guests: Dot Hornsby, Jim Murphy

Minutes from July 18, 2019, Board meeting were approved - motion by Gallant/Ries.

Treasurer's report: Haag submitted the Treasurer's report via e-mail. All submitted bills have been paid, except for summer property taxes in the amount of \$4,061.54. An additional \$2,000 was received today for the Ray Scholarship. Current account balances are:

Chapter	\$ 9,487.28
Clubhouse	\$ 497.99
FBH	\$13,255.37

Membership: Ryden reported 86 members have paid 2019 dues. A new member who joins the Chapter after EAA Airventure Oshkosh 2019 concludes will have his/her dues applied to 2020 membership.

Hangar Committee: Bonem reported that he is obtaining information for filling out City of Midland tax assessment forms for hangars. A new lease is in place for Cozy Hangar 7B4, two hangars remain unrented - 7A2 is unusable due to broken door (plan for repair is in process), 7B3 is available for rent/lease. Bonem has inspected hangars and has updated the list of needed door seal repairs.

Young Eagles: 25 Young Eagles were flown August 10 by 5 pilots. Newly purchased printers were a success!

Bylaws Review Committee: Ryden sent e-mails in early August to Chapter members with instructions for voting on bylaw revisions, Pagano sent an e-mail to members with link to SurveyMonkey® to collect votes. Currently, at least one more 'aye' vote is needed to approve the revisions to the bylaws.

Nominating Committee: No report.

Scholarship Committee: Murphy reported that scholarships continue to be reviewed re: progress.

Status of scholarships follows:

Ed Yonkers Scholarship Fund and Chapter 1093 Scholarship Fund

Daniel Libbey - \$500 of \$1,000 disbursed

Payton Willis - \$1,000 of \$3,000 disbursed

Matthew Baucher - \$500 disbursed

Paul Pangborn Memorial Scholarship Fund and Chapter 1093 Scholarship Fund

Sarah Haskett - \$1,000 of \$2,000 disbursed

Jullian White - \$500 of \$1,000 disbursed

Ray Scholarship

Jack Gavin - \$10,000 received from Ray Scholarship, approximately \$1,000 disbursed
Motion to accept report by Sipp/Woodley – motion passed.

Unfinished business:

EAA Chapter Recognition Program: Fick sent EAA information to Board members, Woodley led discussion. The Secretary will notify EAA at Chapters@EAA.org that Chapter 1093 currently fulfills requirements for 9 of the 10 criteria.

Pagano will request e-mail blast for September 14 pancake breakfast, will investigate purchase of sign for Young Eagles program.

Cessna 150 donation: No report. Discussion re: possibilities for use of parts, suggestions should be sent to President Fick who will report back to Board with recommendations re: how to part-out the donated items.

International Learn to Fly Day: Pagano contacted EAA re: situation, program is expected to be continued, Oshkosh pass promotion may or may not be offered in 2020.

A/V system in EAA Building: Pagano reported that creation of a troubleshooting guide is in process.

Upgrade of audio equipment in EAA Building classroom, hangar, and on apron estimated to cost \$250 - \$500, Pagano was directed to bring a written proposal to September Board meeting.

Bonem reminded members that the Pancake Breakfast will be held on Saturday, September 14. Volunteers should reply Tom Tolton e-mail re: interest and availability.

New business:

Ryden offered to review and update the Operating Guidelines for The Ormond Barstow Aviation Education Center Building (last updated in July, 2014) to include the new e-calendar system for reserving space in the building. Review Committee will include Ryden, Bonem, Pagano, and Carter.

Ryden announced availability of User Survey Forms for Jack Barstow Airport which will be used to prepare a 20-year plan for KIKW. Bonem will send an e-mail message to the Chapter membership to encourage filling out and submitting a form.

Ryden questioned the availability of Pete Swan to be an active member of the Investment Committee (Swan, Howe, Schultz (Chair)), since Pete has moved to Florida. Committee may need replacement member.

Pagano announced another Flight Night on September 26 for Central Park Elementary third graders, asked for volunteers and underwriting. Motion by Gallant/Woodley to gift MAEA \$200 to support the Flight Night – motion passed.

Pagano announced that Santa Fly-In is scheduled for December 8, requested volunteers for the event.

Vice President Sorg adjourned the meeting at 1807 EDT.

Respectfully submitted,
John McPeak
Secretary
EAA Chapter 1093

Reminder:

Michigan Air Tour 2019
90th Anniversary Tour
September 19-22, 2019

See attachments for itinerary and registration

Ray Aviation Scholarship

EAA chapter 1093 president Dave Fick presents Jack Gavin with his official ray aviation scholarship polo shirt. Jack had recently passed the scholarship's second milestone by successfully completing the FAA private pilot written exam. The first milestone was the solo, which he flew on May 11th.



Congratulations, jack!!

Time for election of new board members

If you are interested, or you know another member who may be interested to be on the board of our chapter for any elected position, please contact Dave Fick (davef3079@gmail.com). The nomination committee will start the selection process in July. At our October chapter meeting the nominating Committee will present to the members all eligible nominations they received.

Please consider the opportunity to help keep our local chapter an alive organization and think about volunteering to be on the board for the next year. All you retired executive types, hands on types, builders, all are welcome and needed.

If interested please contact any of the present board members or reply on this email.

Thank You

Respectfully

Al Mulder

989 859 9920

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A recent picture of our airport by Dot Hornsby



And a few more pictures from 2019 AirVenture

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