

06-Jan-2022

EAA Harbor Springs Chapter 1087 Update



A Note from Pete:

HAPPY NEW YEAR! I hope you and your families were able to enjoy the holidays while staying healthy! I had a great time with my grandkids in both CA and downstate but sadly haven't done much flying since before Thanksgiving.

Upcoming Events

- Regular breakfast meeting Saturday, January 8th, 8 am and every two weeks after that, Southwoods restaurant, Petoskey
- An IMC/VMC Club starting January 19th at KMGH terminal – see upcoming paragraph below
- Other suggestions are appreciated as we are well into the winter season

New IMC/VMC Club for our Chapter **– by Rod Cortright (IMC/VMC Club Coordinator)**

On January 19th at 7 pm, the Harbor Spring EAA Chapter will be starting a local chapter of the EAA IMC/VMC Club. The IMC/ VMC Club promotes visual and instrument flying, proficiency, and safety. We will be presenting two video scenarios at each meeting—one in VMC and the other in IMC. After each video, we will discuss what you would do faced with a similar situation. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency in all aspects of flying.

We will be meeting on the third Wednesday of the month at the Harbor Springs Airport. Whether they are EAA members or not, all area pilots are welcome to attend.

2022 Chapter Dues

- It's a new year, which means chapter dues are now payable. Please be prepared to give Rod your \$20 at the next available opportunity or send it to him at his home address: PO Box 435, Boyne City, MI 49712

Member of the Month Feature – Peter Aiello

By Peter Aiello

My father worked in engine engineering at Ford. He raised me in typical SE Michigan fashion, as a Car Guy. During my career in PA, I continued the car hobby with many “track days” of performance driving on road circuits with various sports cars. A good racing friend was also into flying and I never considered it since it took much time, was too expensive, and many other excuses. My wife and I decided to build a retirement home here in northern Michigan 25 years ago. Once or twice per month over 2 years during the construction and for move-in, we drove the 13-hour trip each way from PA to Alanson even sometimes for a long weekend. This was grueling. My friend offered one summer to fly us in his Cessna 172 summer of 2004. Why not we said! Wow, what an experience. The trip was only 5.5 hours and so scenic. I decided to take an introductory lesson. Long story short...I was hooked. It didn't matter if it wasn't practical for long cross-country trips, I had a blast.

I passed my private pilot checkride in spring 2005. I started shopping for a plane that could be used to travel between PA and MI. BUT, I was offered an international assignment in Japan for an expected 2-year duration. That quickly became 5 years, and then another assignment for 2.5yrs in Netherlands and another for 2.5yrs in Switzerland. The international experience is wonderful, but it essentially stopped my flying completely. If anyone is interested, I can tell 100's of stories of living in different regions of the world and traveling via commercial airlines to over 70 countries totaling almost 2 million miles. I think all old, retired guys are qualified to tell such stories 😊

In 2015, we returned to NJ full time. I immediately purchased a 2008 Cessna T182T. With only about 50hrs total, I started taking lessons 3-4 hours/week to get up to speed with the new plane, relearn all my private pilot training and also to get instrument certified. In spring 2015 my wife was diagnosed with terminal cancer. We wanted to enjoy our time as much as possible. We flew together all over the New England states for recreation, furniture shopping, visiting friends and more. As my wife became more ill, in late 2015, I retired and we moved to our home here. Our Cessna was flown to Pellston and we started settling into our custom retirement home and spending as much time as possible flying together to visit friends and family scattered all over the USA. Sadly, my wife passed in spring 2017. I miss her dearly.

My flying has continued unabated. When moving to northern MI I had only 125hrs total. Now in early 2022, I have almost 900. With so few hours compared to most of the pilots in our chapter, I still feel like I'm learning on every flight. I have also challenged myself with many adventure trips. Summer of 2017 I took a mountain flying course meeting the instructor in Denver and flying with her to many airports in the Rockies and Sierra Nevada mountains. After dropping her off in Truckee, I flew to my daughter's place near Palo Alto, CA. The return trip came via Sun Valley ID. It was quite an eye opening adventure. Since then I have made several trips to both coasts. Two years ago, I even spent a 32 day trip with 20 stops following the perimeter of the lower-48 visiting many national parks, famous beaches, mountain resorts and more.

I also custom built the entire interior of my home. It was a very quick 18-year process (Ha!). Once this construction was completed, I started looking for another project, first thinking about a car restoration. But the flying bug is growing within me, so I started looking at options. A trip to Oshkosh in 2018 with Andy unsurprisingly led to a keen interest in building a plane. The Carbon Cub kit jumped out at me as a well built and prepared kit that would result in a super fun flying experience. A quick test flight sealed the deal and my kit was delivered in 2019. I've been building ever since, the wings and fuselage are completed. I'm ready to start the fabric cover. This is certainly a huge learning experience and also huge FUN! It is taking longer than I expected but that is not a problem.

In order to fly my Carbon Cub someday, I received my tailwheel endorsement last summer in a 1946 Aeronca Champ at Red Stewart Airfield, a grass strip near Dayton, OH. It was unmodified and had been crashed and repaired 3 times over its long life as a trainer. The panel consisted of a tachometer, altimeter, airspeed, oil pressure, oil temperature and a whiskey compass. The fuel gauge is a cork with a stick poking up from the cap on the cowling. No electrical system at all, no lights, no radio, and of course the instructor had to HAND PROP while I held on the heel brakes. What a wonderful experience.

I plan to keep flying as much as possible and complete the Carbon Cub build over the next few years. I really enjoy the mountain flying and a Cub to Alaska idea is a bucket list trip. I'm also thinking about a summer where I can fly to and attend a game in every major league baseball park. More national parks are certainly going to be visited as well.



My Cessna just after purchase in NJ, 2015



Carbon cub “in a box” delivery 2019



Mountain flying in Telluride, 2017

Chapter 1087 Board Members:

- Peter Aiello, President
- Rod Cortright, Secretary/Treasurer and IMC/VMC Club Coordinator
- Bill Meyer, Young Eagles Coordinator