

25-Apr-2023

## EAA Harbor Springs Chapter 1087 Update



### A note from Pete:

Why is it that every April it seems like it will never get warm? We did have one very warm week, and now we're back to icing and snow in the clouds most days. But the good news is that we know it will break and our flying season will go into full swing soon!

There's a lot of planning underway so please review the events below. An especially exciting outing to KDTW coming soon!

### Upcoming Events

- Regular breakfast meeting Saturday, May 6<sup>th</sup> 8 am and every two weeks after that, Southwoods restaurant, Petoskey
- Our IMC/VMC Club Wednesday, May 17<sup>th</sup> at KMGN terminal
- EAA Learn to Fly Week culminating in May 20<sup>th</sup> at KPLN. We will be soliciting and registering future aviation enthusiasts who are interested to learn to fly. We will have morning discussions and some training on the flight simulators. Later we will be taking the Eagles for flights in the area.
- Young Eagles June 3<sup>rd</sup> – KMGN Harbor Springs in combination with a Civil Air Patrol day and an Open House for the airport. We will be looking for pilots and ground support soon.
- EAA Airventure July 25-31 – perhaps some of us can get together for a day trip

### Potential Future Events – for discussion at our next breakfast meeting

- Additional Young Eagles events:
  - July date TBD – N98 Boyne City
  - Aug/Sep date TBD – KPLN Pellston
  - Sep date TBD – Boy Scouts on Mackinac Island KMCD
- KDTW Tour date TBD – see the **EXCITING** paragraph below
- Fly Out to Woolsey 5D5 – a picnic lunch similar to our successful Bois Blanc trip last year
- Our annual summer picnic at Harbor Springs Terminal – date TBD
- Build an Adirondack chair – Pete's woodshop - [EAA Chapter Adirondack Chair Program | EAA](#)
- Other ideas?

## [A Tour of Detroit Metro Airport](#)

Ron Bazman has a fantastic idea for an event: **a trip to KDTW Detroit Metro Airport**. Ron has offered to coordinate a tour of many facilities within the airport including the tower, Tracon, maintenance facilities and more. He also has committed to making it easier for our group to fly into KDTW. The maximum capacity of the tour is 10 people. He is planning to schedule a Sunday in July or August and we expect a very early departure for an early arrival. Note that our group can either fly or drive if desired. I personally can't wait to fly into a class B airport to at least say I have done it once.

**If interested, please let Ron and I know immediately.** Email addresses are: [ronald.d.bazman@gmail.com](mailto:ronald.d.bazman@gmail.com) and [aiellop@yahoo.com](mailto:aiellop@yahoo.com) If we have more than 10, Ron may be able to schedule a second similar tour.

## [A Career in ATC?](#)

For those that may have young adults interested in a career as an Air Traffic Controller, the FAA will be accepting applications May 5-8, 2023. Interested candidates should go to Be ATC - FAA Hiring Air Traffic Controllers | Federal Aviation Administration (<https://www.faa.gov/be-atc>) for more information on the application process, training, hours, pay, and benefits. To be eligible for consideration, applicants must:

- Be a U.S. citizen.
- Be registered for Selective Service, if applicable (Required for males born after 12/31/1959)
- Be younger than 31 years old before the closing date of the application period (with limited exceptions)
- Have either three years of general work experience or four years of education leading to a bachelor's degree, or a combination of both.
- Speak English clearly enough to be understood over communications equipment.
- Be willing to relocate to an FAA facility based on agency staffing needs.

For anyone applying, make sure to go to [www.usajobs.gov](http://www.usajobs.gov) shortly after midnight on 5/5/23. Typically, the site is swamped with applicants and it is slow going to submit your application. Past years have seen over 30,000 applications submitted in 3 days. This will most likely be the only application period in 2023, and the hiring plan calls for 1500-1800 new air traffic controllers in the upcoming fiscal year. Interested individuals that would like to talk to a former controller about the career or hiring process may call Ron Bazman at 810-923-1306.

## [Member of the Month Feature- Dan Nolan](#)

### **Daniel J Nolan – My History with Airplanes**

#### **1951 to 1975**

I was born March 23, 1951 in Detroit MI, the second of seven children, 4 brothers and 2 sisters. General aviation came into being in our family in around 1956 as the result of having a cottage on Mullet Lake and my father moving the family up north after school, then coming up on the weekends, either driving or taking the train. Back in 1956 there was no I75 and the trip in an auto took 6 hrs., my father must have thought there has

got to be a faster way. Flying! He got his pilot's license and bought a Cessna 120 and started to fly up North to Campbell Pratt in Indian River on Fridays and back to work on Monday mornings or Sunday if the weather was questionable. His home base was Mettall Airport in Plymouth, MI nearer to work. During the school year, on Saturdays, my father would take my brother and I out to Mettall and hang out or go flying, that was after he bought his second airplane, a Cessna 170. (See picture)



The end of the 50's and early 60's my father had owned a Piper Comanche 180 and a Bonanza.

Some time in my early teens I started to build balsawood airplane (Guilow's) kits. I must have built 5 or 6 different planes, a couple of bi-wings and WW2 fighter planes, and I have a Cessna 170 in process now (Covid build).

Around 1966 my father had purchased 2 Cessna 150s to lease back to the Mettall FBO but brought one of them up north to PLN and asked if I and my sister wanted to learn how to fly. I said yes, my sister may have taken a couple of hours, so in the summer of 66, after 5 to 8 hours of dual instruction I soloed out of PLN, I can remember to this day taking off and landing on 32 PLN!!! My training continued at Mettall during the school year. When exactly I passed my private is fuzzy because I lost my original logbook around 1993. I would guess I was 17 or 18 years old.

One of my earliest experiences with flying after passing my private, occurred when my father wanted me to fly the 150 up to Grayling from Mettall. It was about a 2.5-hour flight, the weather was perfect. When I arrived at Grayling the airplane took 23 gallons and only held 24. I did not lean the engine, never thought of it, do not remember my instructor ever schooling me in leaning an engine!!!

Fall of 1970 I went to Western Michigan University and enrolled in the Aviation Management and Technology program. There were different areas of this program, Engineering, Technical or flight school. I started in the engineering program but after Calculus, I switched to the Tech option. The tech classes were held at the facility at Kalamazoo airport. I also was a member of the Sky Broncos; the only thing I remember about the Ski Broncos was a competition of dropping flower sacks out the window of a 150 trying to hit a target on the ground in a competition against other schools. I left WMU in December of 1975 with an incomplete in one class. I left to go work in the family stamping business while I finished up my degree and did not pursue a job in aviation.

## **1976 to 1992**

Flying was on the back burner, Father no longer had the 150's so the cost to fly was significantly higher, and I didn't want to spend the money. I changed things up in 1985 with a new sober lifestyle and in 1988 I got married to my wife, Jennifer. We moved around the Metro Detroit area a couple times, we got into sailboat racing near Ann Arbor, and then moved to Holland MI in 1992.

## **1993 to 2019**

After a couple of years living in Holland, I thought this would be a good place to fly an airplane. I got a physical, went to the local TBO, found an instructor and got my biannual check ride. I then rented a 152 for a couple of hours and every time I went up it was hazy, the visibility was very poor, so it was not a good place to fly!!! Sailboat racing, cross-country skiing and ski racing were the things that occupied my time, along with the training needed to compete. Jennifer and I continued to spend weekends at the cottage on Mullet Lake, mostly Holiday weekends.

In March of 2014 I retired from Metal Flow Corp. at 63, I had had enough!!! I had made enough money to be secure, besides, Jennifer was still working. After a couple of years of retirement, I thought I would get back into flying. I found a FBO at Executive airport in Zeeland MI. This FBO had a Cessna 150 and a Cherokee 180 for rent, chose the Cherokee because I never flew a low wing plane, found an instructor and restarted my flying. I got about 15 hours with a couple of different instructors and then we moved to Harbor Springs in November of 2019. Shortly before we moved, I started to get involved in EAA by becoming a member and went to my first Air Adventure in 2019 for 5 days.

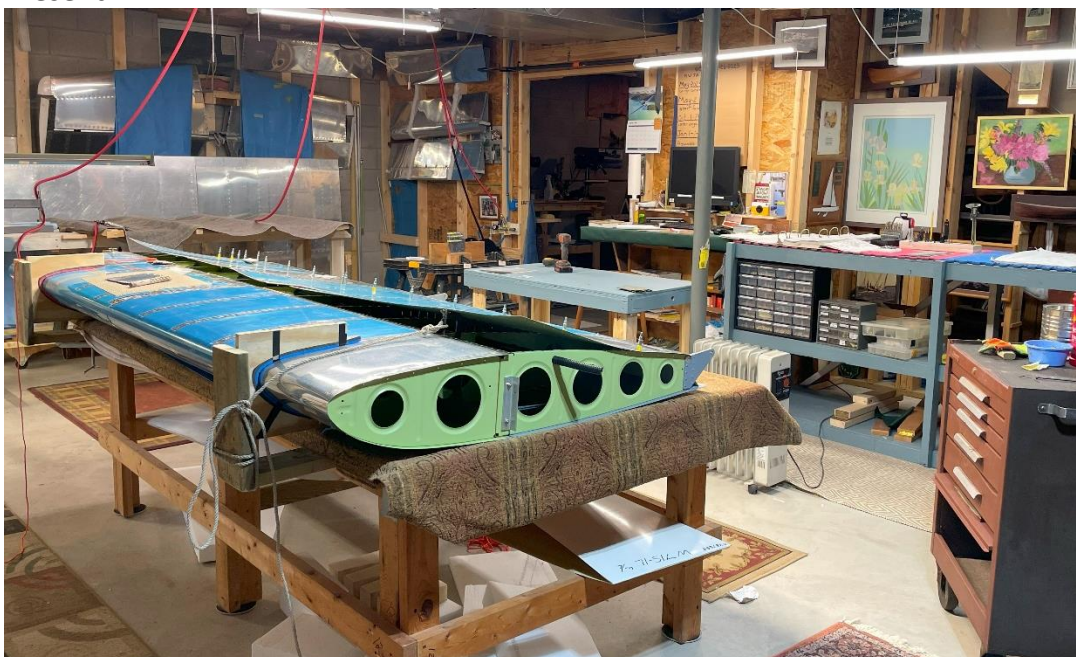
After moving to HS I found out about the Charlevoix Flying Club from Jerry S. and put in an application and was accepted into the club. Jerry became my instructor; 5 hours later I passed the flight review. I got involved in the local EAA chapter 1087 in HS and the chapter in Indian River.

We bought a house in west Traverse township in July of 2021 and sold our house in Holland, MI June of 2021. The house we bought was a good place to start an airplane build so I ordered an empennage kit for a Vans RV7, because of Covid there was a 6 month or more lead time, in the meantime, I found a person in Charlevoix who was building a RV7, sent some emails but was never able to meet up. In early 2022 I met a builder at the How to Build an Airplane presentation at the local college. Lou was the presenter, a few months later this RV7 builder said he was selling his build and asked was I interested in buying it. I went and looked at the build alone and then again with Andy. He gave me a good price with a lot of tools, the tail feathers, ailerons, flaps were all finished, the left wing was 90% and the right was 70% complete, 2 months later with a little help from my friends, the plane was in my basement and garage.



It took a few months to set a workplace for the build, tables, benches, and air system installed, plus learning about how to build! Summer of 2022, I signed up to help build the One Week Wonder Sonex airplane, did 12 hours over 2 days, learned a lot, except Sonex are all pull rivets!!! In fall of 2022, I went to Atlanta Georgia, to take a one-day class in metal working put on by former Van's employees. Not having built a plane, researching the process takes the most time. My goal is to have the wings finished May 1, 2023, then start working on the fuselage, and be flying in 2026!!!

#### **Present:**



Continue to learn how to build an airplane, fly an airplane , ask for help, go to EAA Fly club meetings, help out with Young Eagles, looking for a Cessna 140 to buy and living the Dream in the Tip of the Mitt, Michigan!!!!

Anytime you want to come and look and/or help, the door is always open.



### IMC/VMC Club for our Chapter – Rod Cortright (IMC/VMC Club Coordinator)

Our IMC/VMC club meetings have been very successful. We have had 10-12 members attend each meeting. Each meeting has had one video scenario presented for VMC and IMC. The discussions that followed were very interesting. Seems like we never had consensus on a specific outcome but there were several possible directions one could take for each scenario.

The IMC/ VMC Club promotes visual and instrument flying, proficiency, and safety. We present two video scenarios at each meeting—one in VMC and the other in IMC. After each video, we 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 each month at the Harbor Springs Airport. Whether they are EAA members or not, all area pilots are welcome to attend.

### 2023 Chapter Dues

If you have not already done so, 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

### Chapter 1087 Board Members:

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