

**14-Dec-2022**

## **EAA Harbor Springs Chapter 1087 Update**



### **A note from Pete:**

**Merry Christmas and Happy New Year** to all our members and their families! I hope everyone has some time off to enjoy this special time of year with their loved ones. Reflecting on this year, I think about the 30 year Young Eagle award, our 3 very successful Young Eagle events, our VMC and IMC meetings, the trip to Bois Blanc island, and of course all our breakfast meetings. Hopefully next year we can keep all this going and more. Again, Happy Holidays!

### **Upcoming Events**

- Regular breakfast meeting Saturday, December 24<sup>th</sup> 8 am and every two weeks after that, Southwoods restaurant, Petoskey
- Our IMC/VMC Club December 21<sup>st</sup> at KMGH terminal

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

- Help Pete move his Carbon Cub wings and fuselage from pole barn to wood shop for covering over the winter – mid-Jan TBD – I'm currently completing the covering of the tail feathers.
- Build an Adirondack chair – Pete's woodshop - [EAA Chapter Adirondack Chair Program | EAA](#)
- Other ideas?

### **Member of the Month Feature – Bob Rose**

**By Bob Rose – one of our long distance members from Ohio**

As with many of my friends "why I fly" stories, I fell in love with flying at approximately age ten. I wrote a list of all the things I wanted to do in my life which included the fantasy of being a pilot. Unfortunately, my family had no interest in nor ability to fund my interest. My first Christmas present from Carolyn after our wedding was flying lessons .. then age 32. HOWEVER, I got incurably airsick every time I got into a small plane. Doctors supposedly couldn't cure it, so I gave up and raced sailboats on Lake Erie for the next thirty years. Go figure!!!

In early 2004 we were ready to leave the boat show at Cleveland's convention center when Carolyn diverted to the women's room instead of exiting. On the way to it, we passed a booth which immediately captured my attention. Hearing her gasp at seeing the hang-gliding wing attached to an inflatable dingy, I thought that she

would drag me away. Instead she merely declared "Bob.. that's YOU." I bought the Polaris FIB (Flying Inflatable Boat) without ever having flown anything and journeyed to Florida for lessons.



Sailing Lake Erie



The Polaris FIB at boat show



My solo flight for license

A couple of years later the FAA woke up, realized that they wanted to control the ultralight world, eliminated my ultralight license, and created Sport Pilot. After some investigation I decided to obtain a private ticket instead and wandered into a school at Burke Lakefront Airport in Cleveland asking if they could teach an ole fart (then age 60) to fly. One of the two Archer III's at the school came up for sale. I took advantage of the opportunity and purchased it, finished the rating, and still own it.

My wife's family has owned a cottage in Bay View for six generations, but it is an eight-hour drive from our home in Cleveland. The Archer reduced that to three!! We began to head north much more regularly, finding that we could actually spend long weekends there.

Cleveland weather pretty much dictates interest in an Instrument rating, which I got a couple years later. The HOWEVER in that part of the story is that on one trip across Lake Erie on my way to the cottage, circa 2012, the Archer's engine began to run incredibly roughly just as I passed the mid-lake Canadian border, at 6000 ft, in total IMC .. with Lake Erie churning with 6-8 ft waves below. Yup ... the experience defined a not-so-ideal day.

Carolyn and I decided that the solution was a spare engine. I searched for almost two years until finding N83JW in Boston. I couldn't pass up a pristine 1979 Aztec F with new engines, updated panel, new hydraulics etc etc ... so we made the investment. It has reduced the travel time to an average of two hours and has honorably lived up to its "Aztruck" reputation by shuttling hundreds of pounds of critically important "stuff" back and forth to our cottage. EG: we routinely purchase bushels of apples at the Charlevoix festival or squash from Bill's Market ... because, of course, one cannot acquire either in Ohio.



Archer III at KBKL



1979 Aztec F at KMGH

A significant component in our lives has been a devotion to dogs. Flying has fit into that perfectly with the ability to help out with Pilots-N-Paws transports. The cockapoo pictured “before and after” here was slated to be eaten as an aphrodisiac in Korea .. but is now enjoying life here with an aviation mechanic friend and his family.



Before



After



Forest the Spaniel



Operation Good Cheer

The spaniel couldn't move after his were legs trashed in an auto accident, but after our rescue was adopted by an amazing couple who have actually taught him to walk again. Lots of wonderful stories! On a closer-to-home note, Kirby, our rescue Bearded Collie, passed his 450th flight hour mark this summer.

I've also enjoyed “giving back” by flying Christmas gifts for children for Operation Good Cheer out of KPTK as well as helping a bit with Young Eagle flights for both our EAA chapter as well as Chapter 5 at 7G8 in my home area. I'm the AOPA volunteer rep for my home base of KCGF and am a board member of AROGONAUT which is the activity arm of Davis Aerospace and Maritime High School.

Carolyn is retiring at the end of the year from a wonderful legal career and intends to spend entire summers in Bay View ... but I continue to flunk retirement from my day job as third generation running our small metalworking business in Cleveland. So .. I will continue to try hard to “schedule” our time in Bay View to enable me to enjoy Saturday breakfasts at Southwoods .... to frequently visit close friends who own and run the Paradise Coffee Shop on Beaver ...and to look forward to our annual flights past The Bridge, then Pictured Rocks, White Fish Point, the Sioux and on to a meal on Drummond Island

Happy Holidays to everyone from Ohio!

### [New Commercial Rating in the Coleman family](#)

James Coleman earned his commercial pilot certificate on September 30. Civil Air Patrol members donated their time and instructor talents to work with James, often traveling great distances to do so. He was given access to a beautiful CAP G1000-equipped Cessna 172 to train and take his checkride in. He is grateful to CAP, and the wonderful membership within, that rallied around him and made this all possible.

### [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.

### **2022 Chapter Dues**

At this point I wouldn't worry about 2022 dues, but please note that the 2023 dues will be collected in the Jan/Feb timeframe.

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