

14-Nov-2021

EAA Harbor Springs Chapter 1087 Update



Upcoming Events

- Regular breakfast meeting Saturday November 20th 8am and every 2 weeks after that, Southwoods restaurant, Petoskey
- An IMC/VMC Club starting in January – see upcoming paragraph below
- Other suggestions appreciated as we get into the winter season

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

In January of 2022, the Harbor Spring EAA Chapter will be starting a local chapter of the EAA IMC/VMC Club. The IMC/ VMC Club aims to promote visual and instrument flying, proficiency, and safety. 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 one night a month at the Harbor Springs Airport. All area pilots, whether they are EAA members or not, are welcome to attend. More information will follow.

Our Chapter 1087 Website update

Special thanks to Gus Serra on working to get our chapter website updated. The EAA provides a web environment for all chapters. Ours has been (not surprisingly) seriously out of date. It was used only for posting the Young Eagle photos in the past. Since last year the EAA has completely changed the environment and our website was reset and essentially had NO CONTENT at all.

So far, we have only updated our contact information and added our newsletters. We will be adding information on the IMC/VMC Club, updating our Events on the Calendar. Any interest in submitting a picture of the aircraft you use? We could create a member aircraft photo library. We will also post Young Eagle photos once again.

You can access our website at: [Chapter 1087 \(eaa.org\)](https://www.eaa.org/chapter/1087)

Member of the Month Feature – Grant Case

By Grant Case

A chance encounter with a family member that resulted in a flight in a Super Decathlon is what led me to spend my hard-earned paper delivery money on flight lessons and a lifetime in aviation. Between delivering the Washington Post early in the morning and pumping gas at the FBO after school I somehow managed to get my PPL completed just as I was graduating from high school.

I pursued Air Force ROTC while in college and was even able to find a local airport with a few C172s to rent so I could continue building time with slow flights over the peaks and valleys of West Virginia and Maryland. In 1989 I finally earned my commission in the USAF as a 2nd Lieutenant and was off to Columbus AFB, MS for pilot training. The training came fast and furious and after 300 hrs of aerobatics, instrument and formation flying I graduated and earned my wings. My first assignment was to stay at Columbus AFB and instruct new USAF pilots in the T-37. Looking back at those days of instructing in the mighty T-37 Tweet seem very rewarding now, but at the time all I wanted to do was get out of Columbus and see the world through the windscreen of an Air Force jet. So off to the C-5 Galaxy cargo plane I went. I quite literally went from the smallest plane in the Air Force to the largest plane in the Air Force or to put it another way...my butt went from being 2 ft off the ground when the 2 main wheels touched down in the T-37 to being 60-70 ft off the ground when the 20 main wheels of the C-5 touched down. Over 5 years of flying humanitarian support, combat support, heavy lift for Army and Navy, as well as presidential support missions I visited all the continents including Antarctica. It was an incredible experience for a “kid” in his late 20s.

Choosing to leave the Air Force in 2000, I began my airline career with United Airlines on the 727 as a First Officer. This was short lived however due to 9/11 when I was laid off. Another chance encounter with a friend led me to Frontier Airlines in 2003. I was hired into the first class of pilots being trained on the Airbus as Frontier was transitioning to an all-Airbus fleet. The FAA considers the A318/319/320/321 family of aircraft to be a single type rating and I have flown all these aircraft at Frontier Airlines.

Presented with the opportunity to finish my military career, I re-entered the Air Force Reserve and was qualified on the General Dynamics MQ-1 Predator and MQ-9 Reaper Remotely Piloted Aircraft and headed to the desert of Las Vegas, NV. My squadron was responsible for continued weapons testing and airspace integration of the aircraft in both the combat environment and the civilian airspace environment. On top of that we provided manpower to the combat squadrons where I was fortunate enough to hold a few key leadership positions. These positions required me to deploy twice to better understand the complex mission taskings and environment we operated in.

In 2016 my dad and I decided to jump into the experimental aircraft segment of GA and built a Glasair Sportsman taildragger as part of the Two Week to Taxi program. It was an amazing experience at the Glasair factory for the two of us and we successfully flew it back to Las Vegas in July 2016. Having finally retired from the military and returned to Frontier Airlines as a Captain flying out of Chicago it is great to have the Sportsman in northern Michigan where my father and I seldom fly above 3000 ft or go faster than 120 kts.



2021 Chapter Dues

- If you have not done so already, please be prepared to give Rod your \$20 at the next available opportunity.

Chapter 1087 Board Members:

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