

15-Mar-2022

EAA Harbor Springs Chapter 1087 Update



A Note from Pete:

Think Spring? We do live in northern Michigan so it might be a bit early. I hope many of you have had a chance to fly this winter. The ice circle tour has been wonderful.

In this newsletter we have a wonderful contribution from the Coleman family. Four generations of pilots to read about, and it sounds wonderful.

At our next breakfast meeting we will be talking about future events that members are interested in as well as possible dates for them.

Upcoming Events

- Regular breakfast meeting Saturday, March 19th, 8 am and every two weeks after that, Southwoods restaurant, Petoskey
- Our IMC/VMC Club March 16th at KMGN terminal

Potential Future Events – for discussion at our next breakfast meeting

- Young Eagles – June, July, Aug? Dates?
- Chapter Summer picnic – July?
- Oshkosh visit – July 25-31. Maybe we can get a small group together. I'll be attending on the opening Monday and Tuesday then departing for a trip to California for a wedding.
- Fly-out to Bois Blanc Island
- Fly-out to Mackinac Island
- EAA Learn to Fly day – May 21
- 3 Young Eagle events - July, Aug, Sept?
- Visit Pete's Carbon Cub project
- More day trip options: Empire, Frankfurt, Drummond Island, Jackson (good restaurant)
- An Easter Egg drop - from KHOU EAA chapter -

Let's start with our annual Easter Egg Drop. This event, although not hosted by our EAA chapter, but supported by it has become a member favorite. It requires a couple hours of prep involving bagging up candy to be given to local attending children followed by a morning egg drop at KHTL. The event draws hundreds to the airport and is paid in full by the sounds and smiles of ALOT of happy kids. This event is also attended by the Markey Township Fire/Rescue trucks and photo ops with the easter bunny. Bring your kids, your neighbor's kids, or grandkids. The drop will be Saturday April 16th. A separate email will be sent with all the details as we move closer to Easter

- Other ideas?

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

Our first 2 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 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 each 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 – The Coleman Family

James D. Coleman

My intro to aviation came at the tender age of 5 when my father strapped me into the front seat of his open cockpit PT 19 and flew around the patch. Truthfully, the idea of ever pursuing an aviation career after that was repressed. But, after med school, the genetic yearning to be in the sky took hold and I signed up for lessons. Within a few years, I was the proud owner of a Rockwell 112A hangared in Ann Arbor. I acquired my IFR certificate and took several trips, including The Highlands for golf on the Heather course. Eventually, after numerous AD's, a growing family and work responsibilities, I sold the Rockwell.

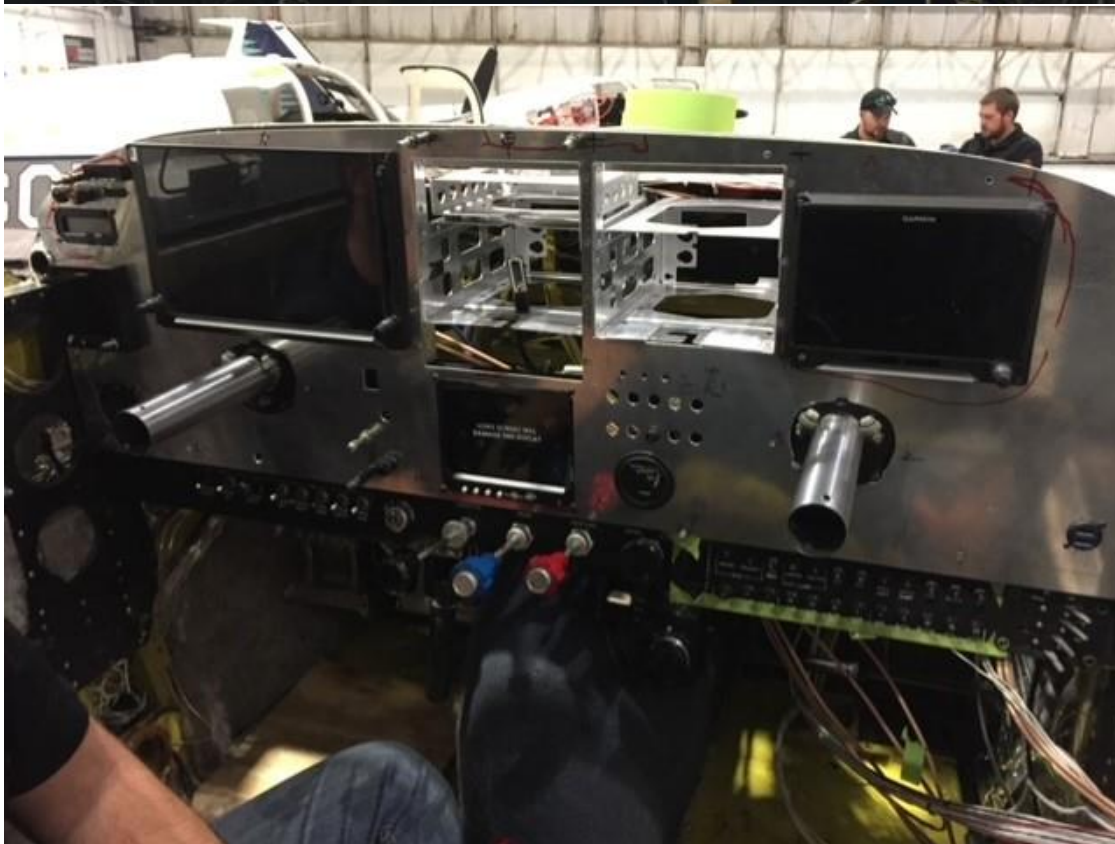
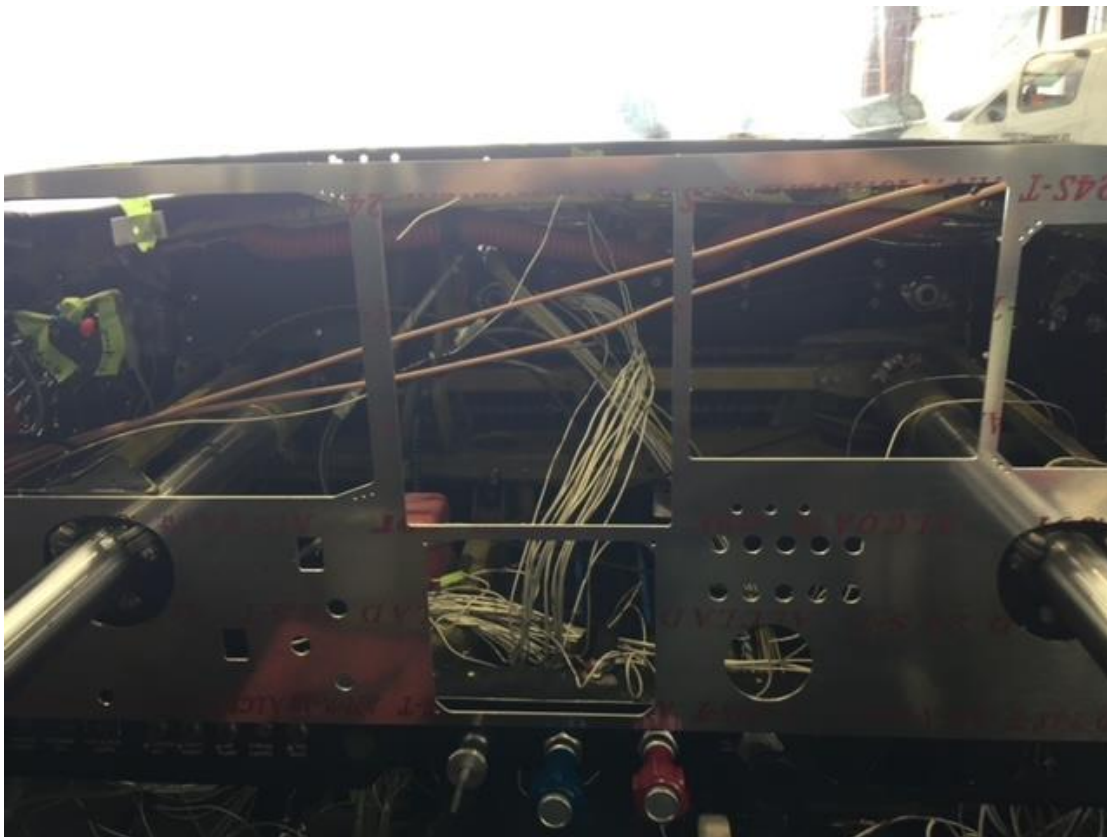
Over the ensuing years, that yearning to fly took hold in both my son, James, a licensed pilot, and my grandson, Christopher, who is in the process of getting his license. A family aircraft seemed the next step, and after much discussion, we settled on our Comanche 400. Aside from a few maintenance surprises, our "rocket ship" has been everything we hoped it would be. Flying it with my son and grandson has been a great joy in my life. Four generations of pilots. I'm sure my father would have been proud, too.

James C. Coleman

My early childhood was spent in Dearborn Heights and then our family moved out to the Orchard Lake/West Bloomfield area the summer before fifth grade. After graduating from West Bloomfield High School in 1991, I headed off to Alma College for an undergraduate degree and Central Michigan University for a masters. Seven years were spent in Naples, FL before returning to Michigan in 2009 to continue my career in banking with First Community Bank. The fifth generation of Clarke family own and operate First Community Bank, which is a real rarity today with all of the consolidation within the banking industry.

While visiting my folks in Naples, FL during the 2015 Thanksgiving holiday, my father asked if I had given some thought to finishing up my flying lessons; something that I had put on hold since the 1988-89 timeframe. Shortly thereafter, I joined the Charlevoix Flying Club and began training with Jerry Schmidt in March 2016. By July, I had passed the knowledge test and checkride, thereby earning my private pilot certificate. An instrument rating followed in June 2017. After accumulating a couple hundred hours in the air, Dad and I began looking for airplanes in 2019. We found a thousand-hour TT 1965 Piper Comanche 400 (1 of 146 400s made for public consumption) in Virginia that was as fast as some twins but didn't suffer from the high cost of having two of everything. Having only a handful of high performance and complex hours in my logbook, the insurance company required 25 hours of dual with an instructor and 40 takeoffs and landings before I could fly the plane solo. Shortly after completing this transition training with Tom Palmer in Cheboygan, our plane was flown to Kubick Aviation at KIMT. While the plane was updated in the 90's with steam gauges in a standard 6-pack configuration and a rudimentary Apollo GPS, among other upgrades, we had big plans for the panel in this classic airplane post-purchase. In addition to touch screen avionics from Garmin, a new S-Tec autopilot and JPI engine monitor, it was important, as a safety measure, to move the circuit breakers from underneath to the front of the panel. A final panel layout was agreed upon and work began. As of this article, I've amassed close to 500 hours in the logbook and truly enjoy flying the Comanche, Archer, and various Cessna planes through my membership in the Civil Air Patrol (<https://mi031.cap.gov>). I certainly cherish the hours spent with my father and son in the cockpit, the challenge that flying presents, and the close-knit aviation community.







Christopher J. Coleman

I was born in Naples, FL and we moved to Michigan when I was two. Even before my father earned his private pilot certificate, he was really into flight simulation and had a yoke, throttle quadrant, and rudder pedals hooked up to our home PC. I spent many hours on my father's lap learning how to control an airplane. My

first flying lesson was on Halloween 2015 (see picture below). Dad arranged to have a flight instructor in a C172 fly from Gaylord to KMGH to pick me up and provide an hour lesson for my 9th birthday, which was actually two days prior. I absolutely loved the experience and was elated when we joined the Charlevoix Flying Club several months later. I'm 15 now and have accumulated approximately 70 hours of dual instruction. Flying is a passion of mine that I would like to turn into a career, and I'm fortunate enough to have a family that supports me in doing so. While Western Michigan University is closer to home and has a good aviation program, I'm leaning towards Embry-Riddle Aeronautical University in Florida. I'd like to tour the campus with my father and grandfather at some point. Earning high marks in school in an effort to be accepted into an undergraduate program there is a big goal of mine. My sister and I are Cadet Technical Sergeants in Civil Air Patrol (CAP), having recently earned our fifth stripe on our collars. The leadership and STEM skills I'm learning through CAP are certainly transferable to real life. I'm looking forward to continuing to progress through the CAP cadet program and its rank structure. Robert Bowden, our squadron commander, along with other senior members, dedicate a lot of time and effort to making the program what it is today. I'm proud of what they've been able to accomplish in such a short time, having only brought the program to the Harbor Springs area during the latter part of 2020 and my sister and I being the first cadets (youth) to join in Spring 2021. While we were meeting virtually for a while, it has been nice to meet in person again. Flying drones and getting some right seat time in a CAP Cessna T206 have been highlights of the CAP cadet program for me.



Here I am at 9 getting my first flight lesson on Halloween 2015

Chapter 1087 Board Members:

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