

03-Oct-2022

EAA Harbor Springs Chapter 1087 Update



A note from Pete:

I've been doing a lot of traveling lately and have missed several of our breakfast meetings. However we had some nice recent events and they are highlighted with sections below. This newsletter also features our member of the month, Lou Seno. Please enjoy!

Upcoming Events

- Regular breakfast meeting Saturday, October 15th, 8 am and every two weeks after that, Southwoods restaurant, Petoskey
- Our IMC/VMC Club October 19th at KMGN 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-Nov TBD
- Build an Adirondack chair – Pete's woodshop - [EAA Chapter Adirondack Chair Program](#) | [EAA](#)
- Other ideas? Our events seem to be thinning out as we move towards winter...

Young Eagles at Pellston – August 13th

We had an excellent Young Eagle event at Pellston on August 13th. It was an amazing follow up to our equally successful event at Boyne City in July. We flew an almost record 95 young ones from across our community. Here's a few pics from the event thanks to Charlie and Ryan.





Fly Out to Bois Blanc Island (6Y1) September 10th

We had a wonderful flying day and great participation in our fly out to Bois Blanc Island. We enjoyed our picnic lunch together while meeting some of the extremely friendly locals who would love to have us back next year. Here's a few select pics showing the good time that was had by everyone.





Member of the Month Feature – Lou Seno

By Lou Seno

My love affair with aviation started shortly after my second birthday when my late Father, Lou Seno, Sr. (EAA Lifetime Member Number 1472), strapped in the seat next to him his 1946 Piper Vagabond – that would have been over seventy years ago! Dad was also a flight instructor and I have his signature in my first logbook that goes back to 1957.

Growing up as the son of an avid EAA'er, it seems like we always had a project going on in the basement of our Chicago suburban home, which also is where I learned to fly. Our first project, which began in 1956 and first flew in 1961 was a Corben Baby Ace. A two place Corben Junior followed and then there was a Wag Aero Sport Trainer (a/k/a Cuby) which won a bronze Lindy award for outstanding workmanship during AirVenture 1988. Dad wanted to try his hand at a composite aircraft before he retired from homebuilding so, with the help of my younger brother, we tackled a Pulsar project.

I was fortunate enough to be able to solo shortly after my 16th birthday and earned my Private Pilot license shortly after my 17th birthday. Commercial, instrument and multi-engine ratings came along in my early twenties. In my mid-fifties, I was fortunate enough to have access to an early serial number Cessna CJ light jet. With the help of two great CFI's, I was able to pass the ATP written and then received my Cessna 525"S" Type Rating (with a single pilot endorsement) as well as my ATP ticket all in one check ride. Shortly thereafter I went

down to Jack Brown's Seaplane Base in Winter Haven Florida and knocked out a single engine commercial seaplane rating in one of their well-used J-3 Cubs. The most fun rating I ever received was my last one – a Multi Engine Commercial Seaplane certificate earned in a 1944 Grumman Model G44 "Widgeon".

After flying the Wag Aero Sport Trainer for several years, I sold it and purchased a 1977 Maule M-5-235C Lunar Rocket. My job then started taking me to Chicago on a regular basis, so I purchased a 1972 Beechcraft Baron Model B-55, which I used to commute on a regular basis between Pontiac Airport and Chicago's Meigs Field. After selling the Baron to my good friend, Larry Johns, I purchased a piece of a new Model A 36 Bonanza in a quarter share program out of Oakland Pontiac Airport (PTK). When the partnership dissolved, I then purchased my present Bonanza, a 1991 Model F33A Bonanza, from a doctor in Flint during February of 2012. The aircraft seems to have gone through a long-term restoration and upgrade regimen ever since!

After retiring my full-time position at the end of 2013 (I still work part time and sit on the Board of JSSI), we became snowbirds and moved to Florida for the Winter months. At that time, I started taking some advanced float plane dual in both a Husky as well as a beautifully restored De Havilland Beaver. This really ignited my passion for water flying and led me to the purchase of a 2001 Aviat Husky Model A1-B on Wipline Model 2100 amphibious floats that I now fly on a regular basis.

I am a big believer in recurrent training (especially at age 73) and each winter, go through the American Bonanza Society (ABS) BPPP Ground School and then fly with an ABS instructor. Each Spring, just before returning to Harbor Springs, I head to Ryan Aviation up at Flagler County Airport and go through a full day of Husky recurrency.

Aside from my parttime duties at JSSI, I serve on two major industry trade associations boards that occupy some more of my time. I represent our company on the Board of Directors of the Washington, DC based, General Aviation Manufacturers Association (GAMA). I was elected to the EAA Board in 2014 and serve on the association's audit committee. You can always find me in Oshkosh the entire week of AirVenture and was fortunate to be present this past July when our Chapter received the award for thirty years of continuous service to The Young Eagles Program!



IMC/VMC Club for our Chapter

– Rod Cortright (IMC/VMC Club Coordinator)

Our first several 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

If you haven't yet paid your dues, 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