

21-Nov-2024

EAA Harbor Springs Chapter 1087 Update



A note from Pete:

It's been quite some time since I published a newsletter, so this one is way overdue. The contents will be our upcoming scholarship endeavor, our new tax-exempt status and a review of a couple successful events we had over the summer and fall. I hope everyone will have a wonderful Thanksgiving with their families and friends. And of course, safe flying!

Scheduled Upcoming Events

- Our next normal breakfast meeting on Saturday November 23rd at Southwoods Petoskey.
- Our next monthly IMC/VMC Club Wednesday, December 18th at the KMGN terminal.

To-Be scheduled Event Planning

- Ray Aviation Scholarship applications to be submitted by year end

EAA Chapter 1087 is now a tax-exempt organization

Our chapter has now been determined to be exempt from federal income tax under the Internal Revenue Code Section 501(c)(3). Donors can now deduct contributions they make to our chapter under IRC Section 170. We're also qualified to receive tax deductible bequests, devises, transfers or gifts under Section 2055, 2106 or 2522. Bottom line, this means we are classified as a public charity.

Application for next years Ray Aviation Scholarship

This year we were very successful in qualifying for a Ray Aviation Scholarship from the EAA and we helped Forrest Neff pass his private pilot checkride! Chapters that have successfully mentored at least one Ray Scholar through flight training are eligible for two 25/75 matching scholarships. The chapter commits 25% of the award and Ray Foundation will fund the other 75. If we can solicit donations totaling about \$6k, we would be able to offer 2 scholarships next year. The Char-Em Aviation program has several potential applicants. Earlier this year we had 8 applications for our scholarship.

The applications for the scholarships are due by the end of December. We'll be discussing this topic at our next breakfast meeting.

Rod Cortright (IMC/VMC Club Coordinator)

Our IMC/VMC club meetings have been very successful. We typically have 10-12 members attend each meeting. WE HAVE RECENTLY CHANGED THE CONTENT SCENARIOS FOR THESE MEETINGS! We are now using scenarios and expert analysis from Pilotworkshops.com. November's meeting was excellent as we all had learning takeaways!

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.

Young Eagles at KPLN - September 15, 2024

Gus Serra, our new Young Eagles Coordinator, was able to host a successful first event. Below is his summary:

- Just a quick note to thank everyone who participated with Young Eagles on September 14th. We had a fantastic event, even with the weather delays. 114 kids signed up to fly initially, the two-hour low-ceiling delay trimmed that number down to a final 77 kids flown. We had 5 pilots and 9 ground volunteers, including 3 student volunteers.
- This was our first event where we used the new computer-based registration for youngsters and pilots. The feedback was overwhelmingly positive. There was a steep initial learning curve, and a few lessons learned from our first foray into electronic registration, and I expect that our next event will go even smoother. I promise that next time I'll remember to bring the doughnuts and coffee, my apologies for forgetting.
- Stay tuned for our 2025 Young Eagles event dates. Thanks to everyone who participated, your involvement is what makes all of these events successful. It is truly inspiring to see so much participation from our Chapter 1087 members. Please contact me if you have any suggestions.

Thank you so much,

Gus Serra, Young Eagles coordinator

KDTW Fly-out - August 4, 2024

Ron Bazman once again outdid himself by coordinating a tour of Detroit Metro Airport. We had 6 planes fly into Metro on that August Sunday. The tour included the tower, air traffic control, airport operations, airport maintenance, Delta operations, terminal ground control and more. What an experience! Thank You Ron!



Ron Bazman is now in Antarctica!

Ron has started a 6 month assignment in Antarctica. What an amazing experience it must be. He has sent via email the following letter and photos. He expects to be sending additional updates every month or so. Included in this newsletter is a copy of his current communications and photos. Enjoy!

I hope everything is going great on your end!

I'm pretty much settled in and I thought it appropriate to start with a coincidence here on the ice. For those that gamble, quick, go buy a Lotto ticket! Another one of our staff showed up last week. His name is Kurt Carlson and lives on Powell Road near Round Lake in Harbor Springs! Now what are the odds of that? Kurt was a controller in the USAF and he is down here to help with helicopter flight following. What a coincidence. Currently we have 4 helicopters supporting the mission here operating from a pad next to our building that houses Mac Center, Weather, Airfield Operations, IT, and Air National Guard Units.

We will be together when I'm working at McMurdo Center, enroute non-radar sector up to FL600 from the 60th south latitude to the south pole. I will also be at the Williams Tower where we conduct Class D surface operations on two "skiways" while running the non-radar approach control. I had to remove some serious cobwebs for some of this type of controlling but it's coming back slowly, but surely. As you might expect, I'm already being a pain in the ass questioning the Class E airspace design and drawing attention to some operations conducted to the airport when the NOTAM listed it as Aerodrome Closed. They are operating with a unique mix of rules here and it is kind of like the FAA, Airforce and Navy/DOD. No one really claims to have authority even though FAA Flight Check was here checking the Instrument Approach Procedures (IAPS), Standard Instrument Departures (SIDS) and Standard Terminal Arrival Procedures (STARs) last week.

We also have Transponder Landing Systems at both Phoenix Field and Williams Field. For the pilots, it looks just like an ILS and the instrumentation in the cockpit is no different. However, it captures the transponder code we give them, and it sends out signals that the aircraft equipment interprets as standard localizer and glideslope frequencies. On the ground, the antennas look different and there isn't a localizer or glide slope critical area. I met the US Marine Corp Colonel in charge of the Corps' Air Traffic folks and they are evaluating the equipment for purchase. I also befriended the TLS system engineer and consultant assistant. Fascinating! Both Phoenix and Williams airfields have TACAN, RNAV GPS, Airborne Radar Approaches (ARA), and the TLS approaches that I mentioned.

The flight from DFW to SYD was 17 hours.....UG. Then on to Christchurch, New Zealand where I was outfitted with extreme cold weather gear and participated in training. A C17 took us from Christchurch to Antarctica where we landed at Phoenix Airfield, the uncontrolled airfield just for heavy wheeled aircraft. They groom the snow on the runways to provide friction and eliminate the snow drifts. There were 22 of us on board the C17 and I also shared space with 3 helicopters on the way. We landed on sea ice 55' thick that is part of a glacier that moves on the average of 14' a month. By the way, it was -25 degrees F when I landed. Landing was on the ice 10 miles out from the shore on an open frozen ocean. We are on an island called Ross Island, about 2200 NM south of Christchurch, New Zealand.

I certified through weather observations this past week and again, they have their own system here. It is pretty much like the Limited Aviation Weather Reporting System (LAWRS) that we use in the states, but they add different remarks such as "Surface Definition and Horizon Definition" to describe the shadowing effects of light on the snow, the obscuration of the sun, and blowing snow. Climbing the ladder to the top of the building sometimes takes your breath away, both from the view, and the wind slamming ice crystals into your exposed face. Close in communications are VHF but long-range communications are on the HF frequency band width. Typically, we can communicate 1000 miles out except during solar flare disruptions. They are more frequent than I care for. On those days, we communicate via "InReach", a digital communication system much like ACARS. Somedays, it is with satellite phones from the aircraft. I think we would have more luck with 2 tin cans and a string.

October 19, I worked a morning shift and was then asked to help with changing a communication dish on top of Crater Hill, a dormant volcano. It was my 63rd birthday. My father passed away at 50 of a heart attack and here I was climbing a volcano in Antarctica for my 63rd. I reached the top and couldn't help but to reflect on my father, the differences between our generations, and the opportunities presented to me. I admit, I teared up a little bit while taking in the whole picture and reminiscing about friends such as you that have enhanced my time on this planet. Before I forget to say it, thanks for allowing me to be a part of our group. I never anticipated that our move to Harbor Springs would spur such great friendships.

I've attached several pictures to give you a glimpse of the station and the views. Spectacular! The building photo is the Air Traffic, Weather, and Airfield Operations building. For now, I work there 100% of the time but will soon train in the tower. The airfields are 6 and 10 miles out onto the ice and it takes us about 45 minutes each way to drive there. The roads and runways are marked with flags. Air Traffic, TechOps, IT and Weather all bunk together in the same dorm. Food is served cafeteria style. We have laundry facilities and a lounge in our dorm with a big screen tv hooked to a computer for movies and satellite TV, popcorn machine, microwave, and internet / Wi-Fi in the building. We aren't exactly roughing it, but there isn't a tree or something green for 2000 miles. Think of the Station as a mining town marrying a small college. The entire complex is built on crushed lava rock and some sort of dirt. To call it soil is totally incorrect.

I've attached several photos of the wildlife here including a seal with a new pup and a penguin out at Phoenix field. The other day, we had to shoo them off the runway. I really liked the picture of the

penguin and it reminded me of a curiosity I had. I often wondered why there are no dead penguins on the ice in Antarctica. Penguins are very ritualistic birds that live an extremely ordered and complex life. Also, the penguin is very committed to its family and will mate for life, as well as maintain a compassionate contact with its offspring throughout theirs. If a penguin is found dead on the ice surface, other members of the family and social circle have been known to dig holes in the ice, using their vestigial wings and beaks, until the hole is deep enough for the dead bird to be rolled into, and buried. Crazy, huh? Well, it gets better...as the male penguins then gather in a circle around the fresh grave and sing "Freeze a jolly good fellow", "Freeze a jolly good fellow."

Now I have to admit, I didn't write that. I wish I could take credit for it though. My friend Coleman Hartigan, the Air Traffic Manager of Boston TRACON, sent it to me and I almost snorted Diet Mountain Dew out my nose when I got to the punch line. Thanks Coleman!!

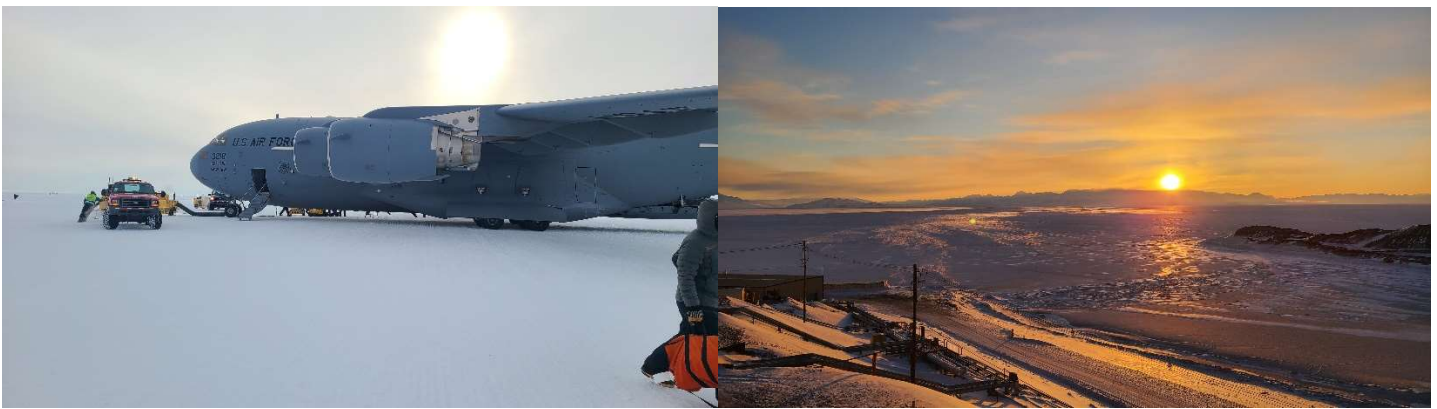
It is slowly warming up with typical highs around 10 degrees now. We are reaching that point where you can see the sun for almost 24 hours straight. It definitely alters one's perception of working the midnight shifts. I sleep with a blanket over the window to block out the light. Currently I'm writing this while working a mid-shift and I divested some of my airspace to Auckland Center so they can work an overflight from Chile, South America to Sydney at flight level 360.

I took my final survival training last week and hope to fly with the helicopters that supply the field camps in the coming weeks. I'm scheduled to head back to the U.S. on 2/19 but they are flexible scheduling return flights out of Christchurch so I'm going to stay a couple of weeks and hike the south island of New Zealand, possibly with Gus Serra. I'm sure by then, I'll be ready to get home. Julie is really supportive of me being here and I couldn't be more grateful for her help getting here. Kent is really supportive also; sending me cards from Charleston, WV. Staffing is increasing there and he'll hopefully join the Air Traffic team at Boston TRACON within the year.

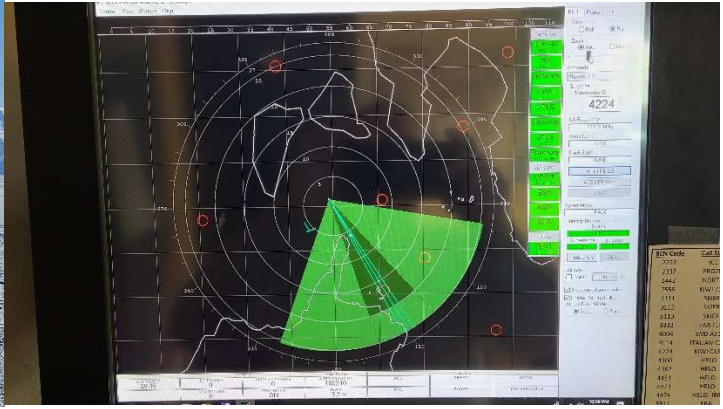
I've already been here for a month and the new experiences just keep coming. As I've always said, if you're satisfied where life takes you, sit at the back of the bus and watch the world go by. But to those that want to experience what life has to offer, sit in the driver's seat and steer!

Best wishes to each of you, and happy holidays.

BAZ







2025 Chapter Dues

Please note that the 2025 dues will be collected in January. 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
- Gus Serra, Young Eagles Coordinator