



EAA

CHAPTER 1093
Experimental Aircraft Association

LOOKIN UP

The EAA Chapter of Modern Explorers
October, 2020

EAA CHAPTER 1093
MIDLAND, MI

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Dave Fick

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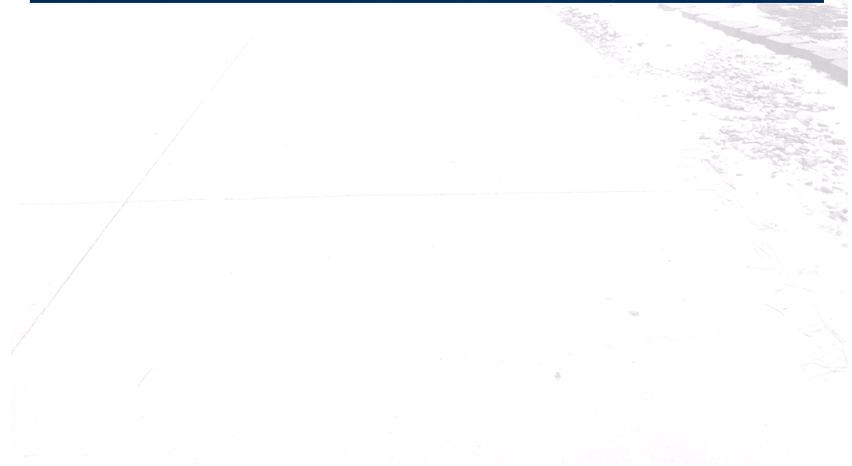
Past President

Mike Woodley

Young Eagles Coordinator

Jeff Gallant

HAPPY HALLOWEEN!



New Terminal Photo Installation



The next time you enter the terminal building from the east door you may notice some new faces greeting you from around the vending machine.

Dot Hornsby diligently procured photos of the many women pilots who have graced the field at Jack Barstow Airport, many of whom are currently or former EAA 1093 members.

Next time you head in for some coffee and a bathroom break take a moment to enjoy the display.

RV Project

Plans have continued to progress toward the building of an RV12is by Chapter 1093 and others who many be interested in this unique learning experience. As we anxiously await the end of the pandemic and the day that we could work side-by-side in groups on such a project we want to be sure to keep everyone up to date and excited for the project.

To that end, I would encourage you to check out this website: <https://www.teenaircraftfactory.org/>. This is an EAA Chapter that began a teen build program which is currently working on their third aircraft.

Our group build will be age-inclusive, and we will see if one plane leads to another, but EAA 180 is a shining example of how group builds can be done.

October Young Eagles a "go"

Weather permitting, and following the covid safety guidelines laid out previously by Young Eagles coordinator Jeff Gallant, Young Eagles will begin again on Saturday, October 10 from the MCADA area. The event will be limited to 10 participants and all social distancing mandates will be followed.



**"HUMAN LIFT"
1093 MEMBERS ASSIST IN
LIFTING A VISITING BONANZA
WITH A RUPTURED TIRE**

EAA, United Airlines Join Forces to Encourage and Promote Flying Careers



EAA and United Airlines are teaming up to welcome and encourage young people to pursue aviation on all levels, with a variety of programs and activities that build on the strengths of each organization.

The joint effort will build on the success of current EAA and United Airlines programs. That includes EAA Young Eagles, which has introduced flight to 2.2 million young people since 1992, and United's Aviate program that offers aspiring and established pilots the most direct and best path to United Airlines.

"United has been involved with EAA at various levels for some time, such as at our annual EAA AirVenture Oshkosh fly-in, but each organization was seeking a way to create a comprehensive pathway for young people to discover aviation and then learn more about the exciting possibilities for their futures," said Rick Larsen, EAA's vice president of

programs, publications, and marketing.

"United's Aviate program offers a terrific new opportunity to provide a pathway for those Young Eagles who seek flying careers, especially with United's reach and visibility in the communities it serves throughout the country."

As part of the agreement, EAA will become the Official Youth Aviation Partner of United Airlines, while United will be the Official Airline of Young Eagles. EAA and United will also share visibility, web portals, and links that introduce people to all the programs available from each.

"United Airlines is proud to build upon our long-standing relationship with EAA and become the Official Airline of Young Eagles and EAA's youth aviation education programs," said Capt. Curtis Brunjes, United's Managing Director of Aviate & Pilot Strategy. "We are deeply committed, through our Aviate program, to developing the next generation of airline pilots and this partnership in youth aviation programs at EAA will enable us to better reach young pilot aspirants and the diverse talent we seek."

The agreement brings together the best of EAA's well-established, successful youth programs and United's Aviate program to benefit young people interested in flight. Additional details and opportunities will be announced as the joint programming develops.

Original Story: <https://eaa.org/eaa/news-and-publications/eaa-news-and-aviation-news/news/09-29-2020-eaa-united-airlines-join-forces-to-encourage-and-promote-flying-careers>

FAA Introduces Further Relief Through SFAR Extension

On October 1, the FAA published a second extension of Special Federal Aviation Regulation (SFAR) 118, a collection of rule modifications that provide some relief to pilots from training, checking, and currency requirements during the COVID-19 pandemic.

Of most relevance to the personal aviation community, the FAA once again provided a rolling extension for medical certificates, though the agency reduced the grace period to two months from the previous three (except in Alaska). Those pilots operating in Alaska received a three-month extension, in recognition of the sparse availability of AMEs in some parts of the state. Under the amended SFAR, individuals with medicals expiring between October and January will have an additional two months of eligibility to fly.

EAA pushed for this relief, given the ongoing difficulties with scheduling AMEs as well as the specialists and tests required to maintain medical certificates with certain conditions.

Students whose knowledge test validity expires between October and January also receive a two-month extension, a limited continuation of similar relief in prior iterations of the SFAR. While the flight training industry has been recovering well, the FAA acknowledges that many lapses in training schedules have occurred throughout the pandemic and is providing flexibility to those affected.

Flight review grace periods for commercial pilots and private pilots in limited circumstances (such as medical relief flights or flights for essential supplies in remote areas) were given continued extensions, again on a two-month basis for reviews expiring between October and January. Instrument currency grace periods were not extended.

While the SFAR remains intended for temporary relief, EAA will continue to advocate for additional extensions as needed, as well as working to ensure the FAA is able to perform its essential functions during this time.

Original Story: https://eaa.org/eaa/news-and-publications/eaa-news-and-aviation-news/news/10-01-2020-faa-introduces-further-relief-through-sfar-extension?mkt_tok=eyJpIjoiWm1Vd05qRmhNamxqTURNdylslnQiOiI5OWFhSHdlZEhXbjM3Rzl1MkV0dCtqXC9obDJmc1FqY3ZMc2lPbXVqdUR4NzhbitYQnd6bk41WIIBTncwQWJDa1hzNWtUTXM3TIEybHJWRTU3a1ZhQlhVY0FVYjRYYmo3U25vVEVuMliITIPdDNSRndaK3FZQkRVTUZQdnA3VSsifQ%3D%3D

A Good Instructor Is Always Learning

By Steve Krog, EAA 173799

This piece originally ran in Steve's Classic Instructor column in the August 2020 issue of EAA Sport Aviation magazine.

This morning while a line of thunderstorms passed through, two instructors that work with me were sipping coffee. The three of us began comparing notes on the students that we each have flown with during the past four days.

Each student enrolled in our flight school is assigned a primary instructor. But, after every fourth or fifth flight, a different instructor will fly with the student. We do this as a phase check of sorts to make sure we, as instructors, aren't overlooking something in the flight training process. It also helps students become acclimated to having a different person in the cockpit other than their instructor. Otherwise, the student is not exposed to a different "passenger" until the day of the checkride, causing undue stress when checkrides are stressful enough.

We try to do an abbreviated version of the morning conference each day before our flights begin. However, today we had time to approach it in a much more leisurely and lengthy fashion.

One instructor mentioned having a student that pushes evenly on the rudder pedals so hard it is near impossible to overpower the student when having to "rescue" him from a flight situation needing corrective rudder inputs. You would think the student would eventually



relax his legs before the onset of muscle spasms, but he does not. Vocal reminders to relax do not seem to register with the student.

How would you overcome this obstacle if you were the instructor in this example? Wiggle fingers and toes ...

Years ago, I taught in a university flight school. Each semester I would acquire seven or eight beginning students. In this instance, the fall weather was nearly perfect and I ended up giving seven first flights to seven different students in one day. Under these circumstances, one can become a bit lax with the details by the time the seventh student is introduced to the pleasures of flight.

After demonstrating each of the key controls, aileron, elevator, and rudder to a student, I would introduce the trim system. We were flying Cessna 150s, so the trim system is not only quite accessible but also very effective.

My spiel began with, "Pilots are basically lazy and want to be able to fly with only three fingers and light control pressures." I would have the student try to keep the airplane straight and level while turning the trim to a full "up" position. The student would have to push hard on the yoke with a lot of force to maintain level flight. "This is the type of force a pilot might have to apply without the help of a good trim system," I would add. Then I'd have the student readjust the trim until the student could take both hands off the yoke and maintain level flight.

Once again in level flight I would adjust the trim to the full “down” position with the student struggling to hold enough back-pressure to maintain level flight. Once the point was made, the student would then readjust the trim to reestablish level hands-off flight.

The previous six students had carried out the exercise without flaw. However, student number seven, when asked if he now understood the importance of the trim system, promptly let go of the yoke. Instantly, that poor little Cessna 150 did the first half of an outside loop. Our headsets flew off, and dust, miscellaneous coins, pencil stubs, and sunglasses were flying everywhere! I immediately pulled the power back to idle and regained straight and level flight, but it sure made a lasting impression on me. Thereafter, I never demonstrated the trim system in this manner. A lesson learned! Just when you think you can relax, a student will find a new way to create a situation you may have never before experienced.

On another occasion, I was working with a student in a Piper PA-12 Super Cruiser. He was flying in the front, and I was in back. We were doing takeoffs and landings at a towered airport in preparation for his private pilot checkride. The first two landings were uneventful, and the student was comfortable handling the radio. I began to relax and felt he really had the situation under control. As we approached the runway for the third time, he began to level off. Instantly the plane dropped hard to the runway and bounced about 20 feet into the air. I grabbed the stick, added power, and began initiating a go-around. Before I could ask what he had done, he turned around with the control stick in his hand. The safety pin had fallen out and the stick came out of the control socket just as he was beginning to apply back-pressure.

No harm was done to the airplane, but both the student and I learned a valuable lesson. Always check the safety pin or bolt anchoring the stick to the control

socket. I’ve found one missing lock pin and a couple that were loose and working their way out of the stick fitting.

One warm, sunny summer afternoon, an acquaintance asked if I would ride around the patch a couple of times so that he could become current in a rented Citabria. After looking the aircraft over, we were off. Before attempting the first landing, I suggested departing the pattern and getting the feel of the controls as he hadn’t flown in over six months. A few turns, some slow flight, and a couple of stalls later we were back in the pattern for a normal approach and simple three-point landing. Stretching to look over his shoulder on final approach, I noticed the pilot wasn’t making the necessary power and attitude adjustments. As we got near the runway, I began making corrective comments prompting him to reduce the power a bit, add slight back-pressure, don’t let the nose drop, etc., but the pilot wasn’t responding. I placed my hand on the control stick and tried to move it. It was frozen in place! My verbal inputs became a bit louder but still nothing was happening. Finally, I whacked the pilot hard on the right shoulder and told him I had the controls. We landed without incident, and while taxiing back to the ramp the pilot remained silent.

After shutting down and exiting the aircraft, we sat silently for several minutes at a nearby picnic table. I finally asked the pilot what happened. He replied, “Steve, I don’t know. I just froze! It has never happened before.” I had heard other instructors mention having students freeze on the controls, but it had never happened to me. I learned another good lesson that day. Never relax and never assume the individual flying the airplane is doing what is supposed to be done. Always remain ready!

I had a student who was working on a private certificate several years ago. It was finally time to send him on his long solo cross-country flight. He had completed a shorter cross-country flight the previous day, and all had gone well.

The weather had been checked, all calculations made, and he was ready to launch. The Cub he had been assigned holds 24 gallons of fuel, so there was plenty on board for a safety margin, even though he had calculated that it would take a little more than three hours to complete the flight.

The student launched at about 1 p.m. When 4 p.m. arrived, there was no sign of the Cub, nor were we able to reach him by radio. Then 5 p.m. arrived and still no Cub. As his instructor, I was becoming concerned but still had faith that he would soon turn up. Maybe he had gotten lost for a while.

When 6 p.m. arrived, I was genuinely concerned. If he had been flying continuously, he would have experienced fuel exhaustion by now! Thankfully, this flight occurred in late June, so we still had plenty of daylight.

Finally, as the clock approached 7 p.m., a Cub appeared southwest of the airport. The student called in and proceeded to fly the pattern and land. After counting to 100 several times over, I approached him and firmly inquired as to where he had been. Had he experienced some kind of trouble? Did he get lost? I was probably speaking about 500 words a minute, so he knew I was just a bit upset.

He waited for me to calm down and then said, "You didn't tell me I had to fly the route and return right away. When I landed at one of the airports on my route, I noticed some hangars were open and there were a number of interesting airplanes. I decided to stop and check them out and forgot about the time."

Ah, another lesson learned by a then somewhat frazzled flight instructor. I must be more specific about what is allowed and what is off-limits when sending a student on solo cross-country flights!

The positive experiences I have lived and learned from while flight instructing far outweigh the negative experiences.

However, there are days when one wonders, "Why do I do this?!"

I do this because I have a true appreciation and love for flight. And, even more important, I love to share that love of flight. There is nothing more satisfying to me than seeing the smile on a person's face when they taxi up to the hangar after the first solo flight! That erases all frustrations and makes the effort most worthwhile.

Steve Krog, EAA 173799, has been flying for more than four decades and giving tailwheel instruction for nearly as long. In 2006 he launched Cub Air Flight, a flight training school using tailwheel aircraft for all primary training.

Original Story: <http://inspire.eaa.org/2020/09/09/a-good-instructor-is-always-learning/>

October Webinars

10/6/20 7 p.m. CDT \$500
HUD: HOMEBUILDERS WEBINAR
SERIES

John Marzulli

This is a presentation on a \$500 Head Up Display that is legal to use in any airplane. It is a free and open-source system that builds on the data available from ADS-B receivers.

10/7/20 7 p.m. CDT The
Looming Mechanic Shortage
Qualifies for FAA WINGS and AMT credit.
Mike Busch

What if your airplane breaks and there's no one to fix it? Many maintenance shops have gone out of business, not because of lack of demand, but because they can't find enough qualified mechanics. In this webinar, maintenance expert Mike Busch A&P/IA relates the experiences of a number of his colleagues who own and operate maintenance shops, and the difficulties they have had with staffing. Mike discusses why the continuing deterioration of the maintenance infrastructure for piston GA airplanes should be of concern to every aircraft owner.

10/14/20 7 p.m. CDT
Strategies for Limiting, and
Protecting Yourself from, Liability
as an Aircraft Owner or Renter
Jack Harrington, Paul Herbers, Alan
Farkas, and Jim Anderson

This webinar will cover contractual liability that may affect an aircraft owner or renter through hangar leases, airport use agreements, and agreements with FBOs or other entities. It will also reference aviation-related waivers that might either limit or increase an airman's exposure to potential liabilities. The session will provide specific examples of common injury and property damage claims that arise in aircraft operations. The presenters will comment on effective utilization of aviation releases and their legal effect. The webinar will also address the realities of aviation insurance coverage in this day of increasing premiums and limited liability coverages. Finally, council members will explain the relationship between the aircraft owner's or renter's insurance coverage, and the coverage provided by EAA for Young Eagles flights.

10/20/20 7 p.m. CDT
Emergency Bailout Procedures
for Pilots and Survival Equipment
Qualifies for FAA WINGS credit.
Allen Silver

Allen Silver is an FAA master parachute rigger and former FAA-designated rigger examiner who will be talking about how to use a parachute in an emergency bailout and some survival equipment pilots can use. Do you have a plan if you have an emergency? Do you have the right parachute fit for you? Once you decided to bail out of your aircraft do you know what to do next? These are some of the questions that will be answered during this webinar. You may download handout material from Mr. Silver's website at www.silverparachutes.com to use during and after the presentation.

10/27/20 7 p.m. CDT Flying
Clubs – Growing Participation in
Aviation

David Leiting

EAA's initiative to support the formation of flying clubs by the members of EAA's chapter network continues to grow, and David Leiting from the EAA will help you learn the ins and outs of forming a separate nonprofit flying club at your local airport!

EAA 1093 Board Meeting Minutes September 17, 2020

President Fick declared a quorum present and called the meeting to order at 1702 EDT. The Board meeting was held via Zoom.

Directors in attendance: Dave Fick, Jeff Gallant, John McPeak, Chris Pagano, Sarah Pagano, Tom Ryden, Dick Sipp, John Sorg, Mike Woodley

Directors unable to attend: John Haag, Sarah Haskett, Pat Howe, Paul Ries

Guests: Dot Hornsby, Don Bonem

Minutes from July 16, 2020, Board meeting were approved as submitted

Treasurer's report: none

Membership Committee report: Chair Ryden reported that one new member application was received - currently 77 paid members for 2020

Hangar Committee report: Chair Bonem reported that the current tenant of the Yonkers hangar is planning to vacate. There are two parties interested in renting a private hangar.

Quotes have been requested for repairs to broken door on hangar 7A2, none received to date. Cessna 150A N7131X parts/pieces still stored in that bay pending sale of aircraft.

Young Eagles report: Chair Gallant reported no recent flights, August and September flights were cancelled. Plan is to resume flights in October on limited basis (maximum 10 participants). Per suggestion of Sipp, there will be a group safety meeting for the pilots prior to flights on 10/10.

Scholarship Committee report: Chair Murphy submitted a written report – 2020 scholarship recipients are Payton Willis, Brandon Haskett, and Emily Call. The Chapter will probably be eligible to apply for Ray Scholarships for 2021, the Committee will be notified in October. Murphy requested that Board members be ready to identify potential candidates by year end.

UNFINISHED BUSINESS:

1050C hangar agreement: Bonem reported that a lease agreement is in place between the Chapter and the owners of N1050C.

2020 FBH budget discussion: tabled

Cessna 150A disposition: McPeak reported that attorney Rob Bourne is still waiting for signatures on a bill of sale from the three current owners.

RV-12 build project: Sipp reported Joe Maj and John Sorg have joined the Committee and Pat Howe has left the Committee. Activity has been delayed due to the pandemic slowdown, Committee expects to kick off the project with speaker Vic Syracuse (builder of several RV aircraft) addressing all interested parties re: what to expect with the build.

Discussion re: use of EAA hangar or Yonkers hangar for the build, Committee was directed to bring recommendation to next Board meeting.

Resumption of Chapter activities: S. Pagano reported that Paul Ries has no program for meetings in October and November, she suggests that membership meetings continue to be cancelled until the Board authorizes indoor in-person meetings.

Building insurance coverage/waiver of liability: Ryden reported that hangar assessments and insurance coverage appear to be in line, research still ongoing.

NEW BUSINESS:

Use of PayPal for hangar rent payments: not needed, current system working well.

Review/discuss EAA Chapter survey results: tabled

Chris Pagano reported that software for maintaining the building calendar has been installed and can be accessed from the Chapter website. Chris will create instructions for calendar use and include the instructions on the website and in an article in Lookin' Up.

President Fick adjourned the meeting at 1818 EDT.

Respectfully submitted,

John McPeak
Secretary
EAA Chapter 1093