



EAA

CHAPTER 1093
Experimental Aircraft Association

LOOKIN UP

The EAA Chapter of Modern Explorers

**EAA CHAPTER 1093
MIDLAND, MI
JACK BARSTOW KIKW**

President

Dave Fick

davef3079@gmail.com

Vice-President

John Sorg

johncsorg@gmail.com

Treasurer

John Haag 989-944-4446

johhaa@yeoandyeo.com

Secretary

John McPeak 989-205-2969

jdmcpeak@modernmetalcraft.com

Past President

Mike Woodley 586-944-7101

C205Mike@yahoo.com

Young Eagles Coordinator

Jeff Gallant

jrgDA62@gmail.com

Publicity Chair

Sarah Pagano

sarahkpagano@gmail.com

Dear Chapter Members,

I pray all of you are safe and healthy during these trying times facing all of us. Hopefully “this too shall pass” and we can look forward to getting back to the passive all our passions we all share. Due to the current shutdown of all chapter activities, I wanted to update you all on a couple of items.

As of the moment, the pancake Breakfast is still on hold, and more than likely will have to be rescheduled. We will keep you informed.

The RV 12 project is also on hold, but is still a priority as soon as it is possible to begin.

I also want to urge caution if you do manage to get up in the air. As a reminder, please take precautions when refueling. You can use a wipe to clean off all nozzle and pump surfaces you will contact with, or you can wear rubber gloves, but bear in mind if you do so, have ready place to dispose of them , not in your plane.

Again, my best to you all, and stay safe.

Dave Fick

From Jack J. Pelton, EAA CEO and Chairman of the Board:

My fellow EAAers, I'm writing this to address the status of AirVenture Oshkosh 2020. Today we are still planning on having the event beginning July 20, 2020. In that context, I wanted to let people know how we're approaching the planning process for AirVenture, and to help people understand the timetable as we sort through the ever-changing world events.

Certainly, the world has changed dramatically in recent weeks with the global COVID-19 pandemic, beginning internationally and now at extremely concerning levels within the United States. Most of you reading this are impacted by state-by-state orders to stay home and follow specific CDC guidelines on social distancing, hygiene, and other precautions to slow the spread of the virus. The circumstances have changed rapidly here as well, with Wisconsin enacting a stay-at-home mandate until April 24. We are supportive of those restrictions, and at EAA we have closed our headquarters, with all staff working from home and adhering to the most stringent standards possible. But thankfully, due to the technology infrastructure investments we have made, a majority of our employees continue to focus on their daily tasks, which include production of your monthly magazine, digital offerings, and of course AirVenture planning.

On a daily basis over the past several weeks, I have had countless calls, emails, and teleconferences with EAA members, volunteers, AirVenture exhibitors, sponsors, aviation manufacturers, our board of directors, and EAA employees. This is in addition to assessing the daily influx of CDC data and daily health guidance recommendations from local, state, and federal government.

We are also closely following and assessing many of the larger closures of world events. In the case of the Olympics, the world's athletes have already lost crucial training time because of restrictions imposed in response to the viral outbreak. It also is a completely international event. This meant the organizers were forced to make their "go/

no go/go later" decision early on. The same holds true with the Democratic National Convention being held in Milwaukee, as they too look at every contingency, including allowing time for preparations to host the proceedings online if need be.

As we look at AirVenture, with our own similarly complex but also radically different set of circumstances, we have the rare luxury of making our decisions just a little bit later. While AirVenture 2020 planning began in earnest at the end of AirVenture 2019, the real onsite preparation work for our annual convention doesn't happen until May. That is when many of our dedicated volunteer work parties arrive in force and start the serious work to prepare the convention grounds. We have already identified those tasks that could be deferred until June, while still enabling us to have a safe and successful event in late July.

Currently our timetable for our next major decision point is not until May. In the meantime, we are continually preparing and in planning mode, which includes a variety of "what-if" scenarios. The choices are stay the course, delay, or cancel. Of course, the ability to delay would be dependent on volunteer support and exhibitor commitment and probably could not be later than late August. Again, it is important to consider all options, but it is also possible that even as I gather and digest incoming relevant information, I may not have any significant updates over the next couple of weeks. We will understand a lot more when we get to the end of April. That is the time most stay-at-home mandates could expire.

I want to ensure you that as our AirVenture planning continues, I will keep you posted. I want to thank everyone for their patience as we weather the "storm before the calm." Frustrating as it is, we're in a holding pattern right now. The best thing we can do is keep a watchful eye on the conditions and make the best decisions as factual information comes in, to ensure the health and safety of everyone attending our event. As aviators, we know that this, like all storms, will pass, and whatever transpires over the next couple of months, EAAers will see it through with the mutual support and fellowship that have been the cornerstone of our organization for the past 67 years.

2020 Ray Scholarship Recipient: Daniel Libbey



EAA 1093 is proud to announce the 2020 Ray Scholarship Recipient from our chapter: Daniel Libbey.

Daniel is 19 years old and has had a longstanding love

of aviation. He attended the Midland Barstow Aviation Camp in 2018 and was chosen as a Kid to Oshkosh. You may have seen him around the field as he currently works at Barstow Airport. His aviation goal is to one day work as a pilot. Daniel took instruction from Mary Moylan, but has recently moved to Midland and is continuing his lessons with Pat Sisco.

Congratulations, Daniel! 1093 is excited to see where your wings will take you.

C150 For Sale



EAA Chapter 1093 was graciously donated a Cessna [150A](#) (N7131X). We have decided to sell the aircraft. All funds from the sale of the aircraft will be placed in a scholarship fund.

The aircraft is partially dismantled. A full inventory of all components has not been completed. The engine and various avionics equipment as well as boxes of

documentation are included in the sale. There are no log books. We are in possession of the last airworthiness certificate and the last registration. The aircraft has *not* been registered to EAA 1093 or any of its members.

We are opening the sale of this aircraft and all related components and documentation, in its entirety and as-is, to EAA members. These will be sealed bids. Buyer shall assume all responsibility of transportation of aircraft from its current location in Fancy Birdhouse as well as all responsibility for the registration of the aircraft.

Bids must be received by 1800 [on Saturday, April 4, 2020](#). Chapter 1093 reserves the right to reject any or all bids. Bids are to include the name of the bidder, their phone number, their email address and their bid amount. Place bid in a sealed envelope labeled "SEALED BID FOR CESSNA 150" and send it to:
EAA 1093
PO Box 2464
Midland, MI 48641.

The person whose bid is accepted will be notified no later than [April 25](#). From the date they are notified the purchaser will have one week to remit payment. Purchaser will then have one week after payment to have the aircraft and all related components and documentation removed from its current location or to have made an arrangement for the aircraft to remain in the rental space in Fancy Birdhouse.

Any questions or to arrange a viewing of the aircraft please contact:
Sarah Pagano
989-525-5206
Sarahkpagano@gmail.com

As of this writing there have been minimal bids placed. If you wish to bid please do so.



Former Camper Highlight

This month's highlight of former campers feature Christian Smith, Justin Bentsen and the business they have created: Interactive Aerial.

Christian Smith



Commercial Pilots License & CFI Certificate.

Christian Smith was an aviation camper in 2009 and came back to volunteer instructing each summer until he went to the University of North Dakota Aerospace in 2012. He graduated from UND in 2016 with a business degree in Aviation Management, along with a

Justin Bentsen



He volunteered at the camp each year until going to Northwestern Michigan College (NMC) in 2013. Justin enrolled in the drone program and became a UAV instructor for the college in just 6 months.

Justin Bentsen began his involvement in aviation through RC airplanes at seven years old. His first interaction with manned aviation was a Young Eagle flight through Chapter 1093, ultimately leading him to the aviation camp in 2008 & 2009 as a student.

Interactive Aerial



While finishing college, Christian and Justin started Interactive Aerial along with two classmates, going full time in January 2016. The company builds robotic systems for internal inspections, serving industries such as power generation, pulp & paper, petrochemical, maritime & beyond. IA got its start with their drone, the Legacy One, a LIDAR-based UAV made to fly inside of assets, not outside. After growing their inspection services division, they conceptualized their second product while on a job – Zenith – a patent pending camera system in a class of its own. The production units of Zenith were just finished in January 2020 and have been preordered by multiple companies, some of which are DTE Energy, Westinghouse Nuclear, and Dow Chemical. Check out more about the company at www.interactiveaerial.com

EAA Chapter 234

Recently in their spare time, Justin & Christian have become involved in EAA Chapter 234 based in Traverse City. Although the chapter has been around since the 60's, 234 in its recent years has been quite dormant without the help of dedicated volunteers. After being inspired by countless great experiences at EAA Chapter 1093 in Midland, they got involved with other leaders at EAA Chapter 234 in Traverse City to revitalize the organization and put it on the Michigan map. They completed the following in just three months: found and solidified a Chapter office, recruited almost 40 paid members, created the Education Committee & Aircraft Build Committee, and scheduled three Northern Michigan fly-ins to enjoy throughout the year. We invite all Chapter 1093 members to come up and join us for our fly-ins or Young Eagles event on June 13th, plus, a great excuse to come up north and enjoy the beauty!

Pilot Seeks Assistance



I'm Jerry Ernst, a long-inactive pilot who is hoping to recruit someone or multiple someones who could help me relaunch my pre-war Aeronca back into the Wild Blue after decades of neglect. N27302 is a 1939/40 side-by-side Aeronca 65LA, a precursor to the Aeronca 11 series that was manufactured in Middletown, Ohio, after WW II and was called a Chief.

I've owned this airplane since 1972. I probably logged a thousand hours in her to locales as distant as Mississippi, Oklahoma, New York, West Virginia, and Mt. Rushmore before getting sidetracked in the mid-1980s, after which I flew only sporadically and for only a few months. She's been at Oshkosh a few times and at the Antique Aircraft Association national fly-in at Blakesburg, Iowa, a couple of times in the 1970s and 1980s.

She was hangared with friends for many years but sustained some wing damage and was partially dismantled, which became her new status for decades to come. Her 65-Lycoming was also disassembled for reasons I don't understand and will probably never learn.

In the past few months I've had to reacquaint myself with the drastically different aero-environment of today and I have learned that restoration will be a far more difficult, time-consuming and expensive undertaking than I had thought. I can't do it myself.

I started to search for a partner who could do most of the required work while I supplied the airplane and spare engine parts. Alternatively, I hoped to find an EAA chapter

that might be interested in restorations as my old chapter did many years ago. Barring that, I'd consider donating N27302 to a group that provided binding assurance they'd achieve flying status within a reasonable timeline. I'd also consider other strategies that are promising. But my foremost objective is to restore airworthiness to N27302, even if I never get to fly again. I do NOT want her to continue languishing in the dark. That was not the aim of her manufacturer, and this fine airplane has been cheated out of plying the skies for far too long.

I'm looking for leads, basically. For individuals who could join in the quest to reactivate a grand 80-year-old.

If you think you can and want to become involved, or you have leads to share, or are interested in learning more of the history of N27302, I can be reached at 989 725 9307 (Jerry Ernst) or at agrat65LA@yahoo.com. All my photos were wiped out when the basement flooded during a week-long power outage a decade ago, so the provided photo is of a similar Aeronca 65LA.

N27302 is parked in the Jackson area and needs to be moved this summer or maybe spring, so some hard decisions may be looming.

It takes nothing more than the right airplane to trigger a flood of wonderful old feelings and memories. The ingredients are as follows:

One airplane. One or more pilots.

From the EAA Blog: Keep Your Head in the Cockpit

MARCH 26, 2020 BY [HAL BRYAN](#)

Last week, I [suggested](#) some books to read and some movies and TV shows to watch. Now, here are 10 tips for student and active pilots to stay engaged with aviation while waiting for the world to get back to normal.

Student Pilots

Online Ground School: Dive into Sporty's Learn to Fly course (free for [Young Eagles!](#)), or offerings from other companies like ASA or Gleim, and hit the books.

Practice Makes Permanent: If you're already doing ground school, now is a great time to take some practice tests. Keep hitting them until you consistently score in the 90s.

Learn in a Flash: Flash cards can be really useful when studying for both the written and oral exams, but it can be hard to find the time to sit down and actually write them. Give it a try.

See How They Did It: Spend some time online reading blog posts from other students to see what helped them study and prepare. I'm pretty biased, but we strongly suggest you start [here](#).

Viva Video Chat: Work with your CFI to do some ground instruction over Skype, FaceTime, etc.

Watch and Learn: Check out training videos on YouTube, especially any that your CFI recommends — they're not all filled with good ideas, of course. Personally, I like [WiFi CFI](#) as a place to start.

Make a Plan: Even if you're not planning on flying, do some practice flight planning. Pick a \$100 flight near your home airport or sketch out your dream flying vacation. Draw your courses, pick your waypoints, do your navlog — it's all great practice.

Apply for Scholarships: It's hard to think of a better time to get some paperwork knocked

out and try to find some financial assistance for your future flight training. Start [here](#).

Say Again: For many students, one of the hardest, or at least most initially intimidating, things about learning to fly is talking on the radio. Get your books out and brush up on phraseology, and try talking through an entire flight, playing both pilot and controller (if you imagine yourself in controlled airspace). For more passive, but still very valuable, exercise, listen to [LiveATC](#) on the web or via their app. Pick an airport you know, or one you don't, and try to follow along.

Only the Flying Is Simulated: Spend some time with your favorite desktop or mobile flight simulator, like Microsoft Flight Simulator, X-Plane, or Infinite Flight. If you have a copy of Microsoft Flight Simulator X: Steam Edition, you can download the first six lessons from [EAA's Virtual Flight Academy](#) for free!

Certificated Pilots

Catch Up on Your Reading: If you're like me, you have a stack of aviation magazines on the coffee table, your desk, or in your hangar. Take a minute to dive into those articles you haven't had time for. Of course, I hope you'll start with EAA Sport Aviation, assuming you don't read it cover to cover the second you pull it out of the mailbox. And don't forget the Sport Aviation [archives](#), where you can read every issue starting with the first newsletters back in 1953.

Give Yourself Some Credit: FAA WINGS credit that is. There are multiple online courses and [webinars](#) that qualify for credit as part of the FAA's proficiency program, and, if you complete enough of them, it counts as a flight review.

And Speaking of Webinars: We've done more than 500 of them over the past 10 years, and they're all archived and available for you to watch [online](#).

Tidy Up Your EFB: If you fly with ForeFlight or any other electronic flight bag app, chances are you've only scratched the surface when it comes to all of the available features. Spend time going through the menus to get more familiar, customize settings and preferences, download map and data updates, etc.

Browse a Museum: A lot of aviation museums, [ours](#) included, have a lot of information about their collections online.

Many even have full-on virtual tours and cockpit climbs. Once you've learned everything there is to know about the aircraft in the EAA Aviation Museum, have a look at some others from around the world.

Of course, the [National Air and Space Museum](#) and the [Museum of Flight](#) are no-brainers, as are the [National Museum of the United States Air Force](#), [Planes of Fame](#), and [Pima](#). But there are some you may not know as well, like the [Hiller Aviation Museum](#), the [San Diego Aerospace Museum](#), the [Port Townsend Aero Museum](#), and the [Carolinas Aviation Museum](#). Since these trips are virtual anyway, don't just stay in the States. Check out the [Flugwerft Schleissheim](#) annex to the Deutsches Museum, the [Canadian Warplane Heritage Museum](#), the [Imperial War Museum at Duxford](#), the [Central Air Force Museum](#) in Monino, Russia, and the [Polish Aviation Museum](#) in Krakow (the story behind their unrivaled World War I collection is worth studying all on its own).

This is a big list, but it doesn't even come close to scratching the surface. Use these as a starting point, and yell at me in the comments about all of the great ones I left out.

Plan Your Dream Trip: Fire up your tablet, or if you're still old-school enough (guilty!), lay out the sectional charts and plan a flight. Make it to some place you've never flown but have always wanted to, and really immerse yourself in it. Fill out the navlog, get current weather, make notes about checkpoints and frequencies and the like, and really immerse yourself. And then hold that trip in your mind as a reward that you'll take once things have gotten more normal again.

Plan an Upgrade: If you're a private pilot, spend some time studying for your instrument rating or commercial certificate.

Bone up on constant-speed propellers and retractable landing gear if you're thinking about getting a complex endorsement. Grab a copy of *Stick and Rudder* and study the section on conventional gear if you're considering a tailwheel endorsement.

Make Progress on Your Project: Travel and other restrictions may make this harder for some than others, but if you're building or restoring an airplane and can get to your workspace, then by all means get in there and get to work. Every successful builder/

restorer I've ever talked with has said, wherever possible, "Do a little every day." And if you've finished a project, please be sure to [tell us about it](#) — we'd love to share your story in *Sport Aviation* magazine.

The Next Best Thing: Flight simulators aren't just for student pilots. Spend some time with Microsoft Flight Simulator, X-Plane, Infinite Flight, or whichever happens to be your favorite. If you followed the earlier suggestion and planned a trip, fly it in the simulator. And, when you fly virtually, try your best to hold yourself to real-world standards. These aren't games — unless you treat them as such.

All of the (Rest of the) Above (Too): Yes, you've passed your written, oral, and your checkride, and you've gotten your certificate. But that, as the old saying goes, is just a license to learn. Any one of us could benefit from going back and doing some relearning of the basics, as listed in the Student section above. If you disagree, take a practice written for the private — did you get 100 percent? The experience can be humbling, but that's okay.

Sun 'N Fun Rescheduled

SUN 'n FUN and the Aerospace Center for Excellence are deeply concerned about the developing crisis with COVID-19 and understand our responsibility to help in the fight against the spread of the disease. Our first priority is always the health, safety, and well-being of our patrons, partners, staff and volunteers. With the full support of Polk County, the City of Lakeland, Lakeland Linder International Airport, and the FAA, at this time we have tentatively postponed the 2020 SUN 'n FUN Aerospace Expo until May 5-10, and will make a final determination on our ability to do so no later than April 17th. We appreciate the unwavering support of our patrons, our community and our airshow family, and we hope everyone will come through these unprecedented times safe and healthy.

More updates are pending, please continue to check <https://www.flysnf.org/> for the latest information, or follow us on social media.

EAA 1093 Chapter Membership Meeting Minutes March 7, 2020

Please note: there was no March Board Meeting

Publicity Chairperson Sarah Pagano called the meeting to order at 1006 EST. Pagano reminded the membership that sealed bids for the Cessna 150A will be received until April 4.

Aviation Camp registrations are being accepted, five applications have already been received.

The Board approved a project to build an RV-12IS, volunteers are needed, those interested can contact Sarah Pagano or Pat Howe.

Scholarship Committee Chair Jim Murphy announced the recipient of a 50/50 Ray Scholarship – Daniel Libby, who is expected to be able to take his check ride before his 19th birthday in September.

Current Ray Scholarship recipient Jack Gavin is scheduled to take his check ride on March 28th, his seventeenth birthday.

Membership Chairperson Tom Ryden reported that there are 67 members who have remitted their 2020 dues. Ryden also introduced new member Mary Putnam who has started flight lessons

Member Josh Carlson presented a program on ‘Staying Sharp’ wherein he discussed many of the checkpoints to be covered for a pilot who hasn’t been flying for an extended period (for example, all winter), as well as some suggested exercises for every pilot to practice from time to time to ‘stay sharp.’

Pagano notified the membership that the Chapter is hosting an AOPA Rusty Pilots seminar on Saturday afternoon, May 2nd, after the pancake breakfast.

Meeting adjourned at 1055 EST; attendance 24 members, 6 guests.

Respectfully submitted,
John McPeak

Secretary 3/7/2020