

EAA

CHAPTER 1093
Experimental Aircraft Association

LOOKIN UP

The EAA Chapter of Modern Explorers

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MIDLAND, MI**

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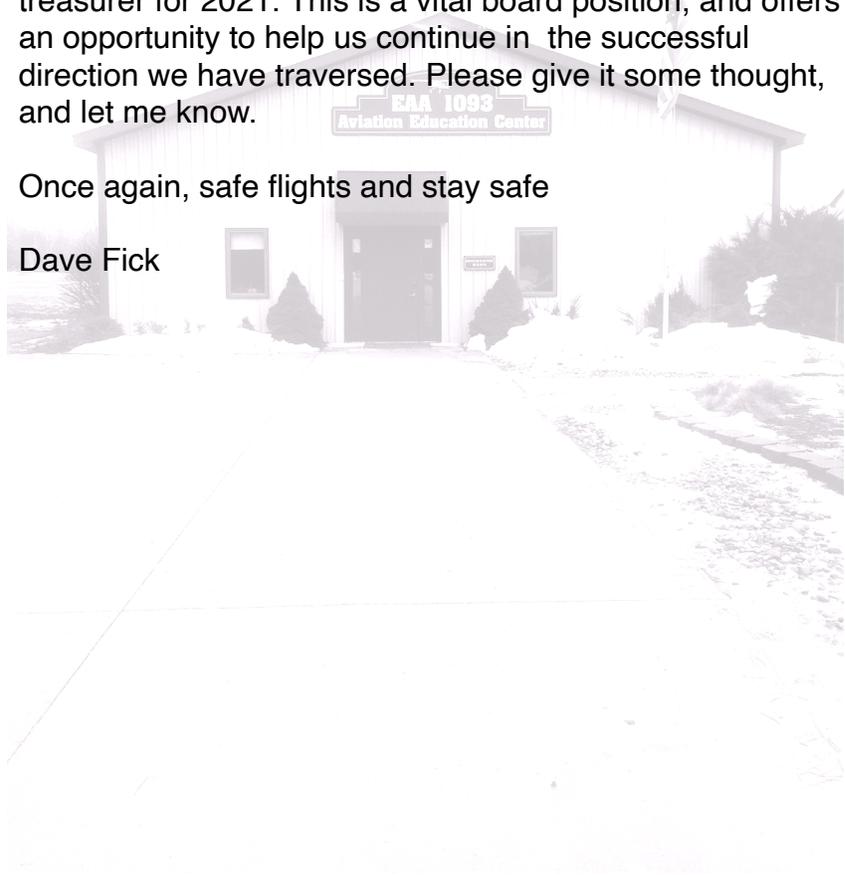
Here's hoping this finds you all safe and well.

As we face a continued challenge to meeting as a group and sharing war stories, I sincerely hope that we will be able to once again meet and share in the near future.

I have to share once again that as of today, we are still in need of a member that is willing to serve the chapter as treasurer for 2021. This is a vital board position, and offers an opportunity to help us continue in the successful direction we have traversed. Please give it some thought, and let me know.

Once again, safe flights and stay safe

Dave Fick



Congratulations, New Pilots!



Sarah Haskett and Nathan Johnson each recently passed their check rides, earning them their private pilot certificates.

Sarah has been a past recipient of an EAA Scholarship and is a local elementary school music teacher. She currently serves as Building Manager on our board and has assisted with Aviation Camp. She plans to pursue her CFI and a career in aviation.

Nathan has been a past recipient of the Dot Hornsby Scholarship and both a past Aviation Camper and assistant at Camp. He is a Freshman at Western Michigan University (**GO BRONCOS!**) where he is pursuing a major of Flight Science and a career in aviation as well.

Congratulations to our two newest pilots. Soar high!



2020 Scholarships Awarded

After pandemic-related delays EAA 1093 has awarded three scholarships to members to help them pursue their pilot license.

Brandon Haskett, Payton Willis and Emily Call have all been awarded scholarships for 2020.

Brandon is a father of two and a professor of music at SVSU. He plans to get his private pilot license for pleasure as well as safety reasons when flying with Sarah and their two kids.

Payton Willis is a student of JT Rairigh and plans to pursue a career in aviation.

Emily Call is a local woman who works for SkyWest. She plans to eventually become an airline pilot.

Congratulations to our scholarship recipients!



From the EAA: Presidential TFR Violations Have Serious Ramifications for General Aviation as a Whole

Since the dark months immediately following September 11, 2001, when general aviation was all but grounded around major metropolitan areas, and EAA along with other aviation associations were fighting for the future of personal and recreational aviation, the use of temporary flight restrictions (TFRs) increased in prevalence and size. Whereas a presidential TFR was once a three-mile restriction, today they are ten times that size — 30 nautical miles of restricted operations with a 10-mile no fly zone in the center. The closure of these massive swaths of airspace become far more frequent and unpredictable during campaign season, especially in a presidential election year.

While the level of in-person campaigning has been dramatically reduced during this presidential election cycle due to the COVID-19 pandemic, the president is still making many stops across the country, often on very short notice, resulting in pop-up presidential TFRs appearing in what otherwise might seem like unlikely places. Further, in the event that the administration changes in November, both the president-elect and the sitting president receive full security protection, thus resulting in even more TFRs.

Whenever a general aviation pilot violates a presidential TFR, a series of event is triggered across the presidential protective service, law enforcement, and the military. It is hard to overstate the seriousness with which these security services take incursions to the restricted airspace, and the response ripples from the president's immediate protective service members all the way through the North American Aerospace Defense Command (NORAD) system. The offending flight is intercepted by fighters, radio contact is attempted, and failing that, flares are released to try to gain attention. Under the gravest of circumstances, if an incursion appears to pose an imminent threat, the use of

deadly force is an option — albeit the absolute last resort.

Thankfully, no incursion has resulted in a deadly outcome to date, but violations of presidential TFRs continue to happen. It is understandable that many VFR pilots who fly, day in and day out, through a given piece of airspace might have no reason to believe that today is any different. But particularly during a campaign season when TFRs are more numerous, no pilot should ever assume that there won't be a TFR along their intended route of flight. Careful pre-flight planning and checking in with Flight Service should be a part of even the most routine VFR flight. Each time there is a GA incursion of a presidential TFR, it not only increases scrutiny on our community from the security and military services tasked with presidential protection, it hardens that viewpoint that more should be done to keep general aviation flights at an even greater distance, an issue that EAA and others have had to repeatedly fight against. Furthermore, incursions attract significant media attention as the press are often in the midst of, or at least witness to, the scramble to protect the president, drawing first-hand attention to the matter. This never fails to paint personal and recreational aviation in a negative light, something none of us want or need.

So please take extra precautions every time you fly, even for the most routine VFR flights, to ensure that your intended flight path will not come anywhere near a presidential TFR. Your extra diligence will go a long way toward ensuring that the freedom of personal flight is not further impinged upon by those mandated to provide protection to our top elected official.

September Webinars:

9/9/20 7 p.m. CDT Keeping your Rotax Alive

Qualifies for FAA WINGS and AMT credit.
Prof. H. Paul Shuch

Like most aviation maintenance technicians, Prof. H. Paul Shuch cut his teeth on Lycoming and Continental engines. In the decade since he bought his first Rotax 912 powered airplane, our presenter has learned a lot about these quirky engines, which now power 80 percent of the light-sport fleet. From operating tips to maintenance tricks, he shares his experiences with you in this FAA WINGS and AMT award webinar.

9/15/20 7 p.m. CDT Unusual Attitude Training Versus Upset Prevention and Recovery Training: What's the Difference and Why Does it Matter?

Qualifies for FAA WINGS credit.
Randy Brooks and Norm Dequier

All pilots must demonstrate recovery from unusual attitudes and stalls during training, and regularly at the professional level. Yet, loss of control in flight (LOC-I) has been the leading cause of fatalities in every sector of aviation worldwide for several decades. Randy Brooks and Norm Dequier will discuss what is missing in current pilot training that allows this persistent threat to continue, and why LOC-I will remain the primary cause of aviation fatalities until we change the way we prepare pilots for recovery from airplane upset events.

9/22/20 7 p.m. CDT So You Think You Can Make a 180 Back on Takeoff? An In-Depth Look at Engine Failure Options

Qualifies for FAA WINGS credit.

Charlie Precourt, Chris Glaeser, Rick Marshall, and Terry Lutz

Test pilots and EAA safety committee members Charlie Precourt, Chris Glaeser, and Terry Lutz will provide instruction on the use of the EAA Flight Test Manual test cards for climb and glide that will enable you to determine your own aircraft's capabilities should you find yourself in an engine failure scenario on takeoff. This presentation expands on the work of Rick Marshall published in the May edition of EAA Sport Aviation.

9/23/20 7 p.m. CDT Founder's Innovation Prize Grand Championship Preview

Terry Lutz

Several Founder's Innovation Prize Grand Championship contestants will share the latest on their solutions that will ultimately reduce the number of fatal amateur-built accidents caused by loss of control. This event will revisit some of the strongest entries from the previous four years, and you will get a sneak peek into next year's postponed Grand Championship event.

9/24/20 7 p.m. CDT EAA Young Eagles Workshops: Day Camp Program for Chapters

John Egan and Megan Hart

Chapters staff John Egan and Megan Hart introduce a new offering for chapters: EAA Young Eagles Workshops that will provide a turnkey day camp program for chapters that want to take their youth engagement to the next level. They will discuss the goal of the program and how chapters can get involved.