



CHAPTER 1093  
Experimental Aircraft Association

# LOOKIN' UP

The EAA Chapter of Modern Explorers

**EAA Chapter 1093**  
Midland, MI  
Jack Barstow Airport  
KIKW  
February 2019

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**Our next general meeting will be February 2<sup>nd</sup>, 2019 at 10AM**

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**Reminder - EAA SCHOLARSHIPS  
NOMINATIONS DUE BY THE END OF MARCH**  
Think now. Details to follow.

## Discover the joys of flight and share the spirit of aviation (New Young Eagles Registration)



### Become a Young Eagle

Get ready to have the experience of your lifetime. We'll show you how to become a Young Eagle and taste the freedom of flight that most people only dream about. First, read about what to expect on your first flight. Next, find a flight and locate your nearest Young Eagles coordinator. That person will help you get in contact with a Young Eagles pilot, who'll schedule your flight.

Here's how your flight will go:

#### 1. On the ground

Your pilot explains what will happen during the flight. You may talk about the airplane, review an aeronautical chart (or map), and complete a careful "walk-around" preflight inspection of the airplane.

#### 2. Just before takeoff

Your pilot explains the interior of the airplane, including the operation of the aircraft door, safety belts, and instrument panel.

#### 3. In the air

The flight lasts between 15 and 20 minutes. And, if you want, your pilot may let you take the controls!

#### 4. Back on the ground

There's more time for you to ask questions about the flight. Your pilot is happy to tell you more about flying and his or her particular airplane.

You also get an official Young Eagles logbook with a personal code to activate your free EAA Student Membership and Sporty's Learn to Fly Course.

**All pilots and volunteers must register at:**

<https://youngeaglesday.com/>



Young Eagles Day Registration Website

Home Page - You can also use <http://yeday.org> to access this site.

## Member in the News - a Christmas story

Editor note: the following is an excerpt from an article published on December 23, 2018 in the Detroit Press. For a full story click [here](#)

Gaelson was a thin, quiet boy with a soft, high-pitched voice, uneven shoulders, and a birthmark near his left eye, he joined 45 other children at the Have Faith Haiti Mission, an orphanage in Port Au Prince since shortly after the deadly earthquake of 2010. When he got sick, he was sent to a hospital, in hopes of seeing a surgeon who specialized in thoracic work. He was left in a chair overnight because there were no beds, then was put in a hallway because of his cough. He waited five days and never saw the doctor.

All this time, no food, minimal water, erratic IV fluids. Starving to death was suddenly a real possibility. Which is when we decided he had to come to America. Two days. That's how long it took a **Michigan pilot. Cody Welch**, to get a plane together for a flight to Port Au Prince. Welch is a former Northwest Airlines captain who went into private aviation and founded Wings of Mercy East Michigan, a 100 percent volunteer pilot organization that flies medically needy people to get help. They've helped thousands, but usually over a 600-mile distance - not 1,700 miles, the distance to Haiti. But the "Mercy" in Wings of Mercy somehow moved Welch's heart - as well as the owner of the airplane.

"I've never flown to Haiti before," Welch admitted, which was not a problem, he said, until, just as he was about to leave, he discovered a glitch in the flight insurance: it didn't cover Haiti. It caused a one-day delay. Paperwork in Haiti delayed things further. The U.S. Embassy there, and its amazing ambassador, Michele Sison, worked with us to get Gaelson out as fast as possible, but because he had been at a TB clinic, there was a great deal of red tape and clearance required, even though multiple tests had shown he did not have active TB, nor was it likely that he ever had it.

Finally, with paperwork cleared, Welch and his co-pilot, Jason Morford, flew a small plane to Ft. Lauderdale, stayed overnight, then flew into Port Au Prince. Gaelson was taken from the Haitian hospital at 4 a.m., weak, thin, unaware of what was happening or where he was going. And after nine hours of headwinds, and three stops for fuel,

the small plane landed in the cold and dark of a Detroit evening, at City Airport, and an ambulance transported one sick foreign child, who didn't have a chance, to Children's Hospital, where he would get one.

Gaelson has been hugged and kissed and surrounded with stuffed animals and Legos. And after just one day of this, we saw a smile, a shy beaming smile that is, for a child, the beginning of trust and, for an adult, hope.

### **Rusty Pilots - Here's How to Get Back In!**

Think you've lost too much and forgotten everything? Afraid it'll be like starting over? No worries, Rusty Pilots will get you back in the left seat fast!

#### **Getting Back To Flying: Easier Than You Think**

If you're like more than 500,000 other pilots, you've taken a little breather from flying. Maybe more than a little. Perhaps life threw you a curve. Maybe the pitter-patter of little feet, a growing business, or a medical setback had something to do with it. Whatever the case, things are different now. You're back in the game and would like to start flying again. You've come to the right place. If 5,000 other people with similar stories can do this, you can too! Yes, it will take some time, work and money but if you take one step at a time, you too can return to flying.

#### **No Checkride Required. You Can Do This.**

You may have forgotten that pilot certificates never expire. Once a pilot, always a pilot. You never have to take another test or worry about another checkride. All you need is a Flight Review (formerly known as a Biennial Flight Review). That's it. A little brush-up with your local CFI, enough flights to demonstrate competence again (minimum one hour), and – presto! – you're back in the air. Seriously, that's all it takes.

#### **A Rusty Pilots Seminar Gets You Started**

AOPA has put together a fun, interactive program that gives you all the information you need to get current again. Our dynamic presenters will bring you up to speed on hot-button issues like medical reforms, weather briefings, preflight planning, FARs, and airspace. You'll leave the seminar with a logbook endorsement attesting that you've completed three hours of ground training toward your Flight Review. And we'll help you connect with flight instructors in your area. Best of all, Rusty Pilots seminars are FREE for AOPA members.

[Click here to download a copy of the Rusty Pilots Resource Guide.](#) It's a convenient cockpit and study reference designed to help rusty pilots get back flying.

### **Regard Non-FAA Aircraft Registration Renewal Notices with Suspicion**

EAA is aware of several businesses - with names, web URLs, and logos that may appear reminiscent of a government agency - that notify aircraft owners of impending registration expiration and direct them to a website or mail-in form where they can renew in exchange for a hefty fee. Adding little or no actual value to the transaction, these businesses essentially duplicate the same process that the FAA directly administers for a mere \$5.

### **EAA Seeks Volunteers for Homebuilt Aircraft Council**

EAA'S HOMEBUILT AIRCRAFT COUNCIL, which ensures the organization's continued focus on vital programs benefiting current and future homebuilders, is looking for a few new volunteers. This council represents homebuilders and provides direction for programs, services, and activities that add value for members who are dreaming of, building, buying, and flying homebuilt aircraft. Candidates for the council should be members who are actively engaged in building and flying homebuilt aircraft. The terms are three years, and the council meets two times per year in Oshkosh in addition to monthly teleconferences. Volunteers should plan for a commitment of up to five hours per month. If you are interested in this opportunity to help shape the future of homebuilding, complete the online application at [www.EAA.org/HA](http://www.EAA.org/HA)

### **Engine Oil Leak Detection**

There are a couple of easy ways to help you find the source. One is to thoroughly clean the engine and then liberally sprinkle baby powder all over the engine. Cowl the engine back up and perform a ground run. (If you don't place the cowl back on, the powder will just blow away.) A good ground run of 10-15 minutes, allowing everything to come up to temperature, will usually suffice, but pay attention to cylinder temperature limits. Upon removing the cowl, the leak will usually show up. If that doesn't work, most automotive stores have ultraviolet (UV) dye for around \$3 that can be added to the oil. Then, after running-14e engine, or after a flight, you can find the source of the leak by using a UV flashlight, which can be found on Amazon for less than \$10.





Oil Change - "Someone has to do it!" Tom Tolton and Bob Yahrmarkt

### ATC wants your "pireps"

You're 30 miles from your destination airport in a shallow descent when you hear the pilot of another inbound aircraft tell approach it's pretty bumpy below 5,000 feet. That's important to you, given that you're about 10 miles behind the reporting aircraft and you're descending into the turbulent area.

What's more, that aircraft is twice the weight of yours—which means you may be in for a thrashing. Forewarned, you cinch your belt tighter, advise the passengers to do likewise, and slow to a safe speed for turbulence penetration—all the while giving silent thanks to the other pilot for making the report. Air traffic control is grateful too and has begun asking other aircraft in the area to "say flight conditions." Not an unfamiliar scenario, so here's the question: Do you return the favor by filing pireps of your own? Ironically, many pilots don't, despite having benefited from the information shared by others. That's not necessarily because they are selfish or unconcerned. AOPA surveyed pilots on the issue and learned that many have some unfounded concerns that discourage them from filing pireps.

For example, despite what some pilots think, it's not necessary to go off your assigned ATC frequency to submit a pirep. Just tell it to the controller you are already communicating with. Don't worry about following a specific format or delivering the information in a predetermined order. The controller can relieve you of that burden and rearrange the information for further distribution, as several ATC representatives explain in this [Ask ATC video](#).

It's also not true, as some pilots believe, that controllers don't want to handle your pireps and won't pass them along outside their facility, said Rune Duke, AOPA senior director of airspace, air traffic, and aviation security.

Rather, there is widespread appreciation of the fact that pireps and safety are intimately connected. Pireps

can also be [submitted online](#) at the Aviation Weather Center. Registration is required.

In July 2016, AOPA participated in a National Transportation Safety Board forum to discuss the importance of pireps and the limitations of the current distribution system. It was an eye-opener about pireps and misconceptions about them. "Following that forum, the NTSB published a special investigation report that included references to an AOPA survey that highlighted that three-quarters of pilots consider pireps to be valuable and frequently reference them in preflight planning. However, pilots shared concerns about how ATC disseminates pireps, and many expressed the view that ATC does not want to receive pireps - which is not the case." AOPA works to dispel those misconceptions—or myths, if you like - with continuing coverage that exhorts pilots to share reports of their flight conditions on a routine basis.

In Alaska, many pilots hunger for more in-flight weather information, and AOPA has worked with the FAA to remove barriers to submitting and transmitting pireps that the NTSB identified. "One change was to allow pireps to be submitted up to five hours after they originate, which the NTSB also recommended," he said. (Older pireps, although of limited value for in-flight use, can still help meteorologists refine their forecasts.)

In a related effort, the FAA is reviewing air traffic control personnel's understanding of their responsibilities for soliciting, accepting, and relaying pireps. [AOPA supports that effort](#) and is collaborating with the National Air Traffic Controllers Association and industry groups to encourage greater ATC participation in the pirep system. And in another measure to mainstream pireps with pilots, the FAA has adopted an AOPA recommendation and is now including the pirep form in the back pages of the [chart supplement](#), along with a page that decodes its abbreviations.

### Going to Oshkosh?

Greg Nagley, private pilot from Midland, is planning on his first trip to Oshkosh with his oldest son this July. They plan to drive and probably stay 2 or 3 days. Is there anyone from our chapter who might be interested in car-pooling to get to Oshkosh? If so, contact Greg at [gnagley@yahoo.com](mailto:gnagley@yahoo.com).

## EAA 1093 Chapter Membership Meeting Minutes

January 5, 2019

President Fick called the meeting to order at 1004 EST with the Pledge of Allegiance.

Fick welcomed new member Robert Ross, and Tom Ryden introduced guest Dave Kasper who is the Manager of the airfield at Sugar Springs (5M6).

Fick reported that the Chapter is in good financial position. Report from Simulator Committee led Board to table indefinitely the issue of a simulator purchase. Building Needs Committee is temporarily inactive until summer, will report to Board by or before June meeting. Young Eagles program continues to be strong, Fick thanked all of the pilots who have flown Young Eagles in the past several month.

Fick outlined some of his goals for 2019 – increase attendance at Chapter membership meetings, and increase participation of members in Chapter activities. Fick asked for input from members re: thoughts about how to increase membership and participation, might be a survey that will follow-up on the National EAA surveys of 2017 and 2018.

Sarah Pagano presented a program on the new Young Eagles registration process. In addition to on-site-day-of registration, parents/guardians can pre-enroll children at [YoungEaglesDay.org](http://YoungEaglesDay.org). The information will flow to a registration form and certificate which will be available at the Chapter Classroom on the day of flight. Pagano also encouraged Chapter pilots to sign up on [EAA.org](http://EAA.org) website to confirm that pilot is current with National EAA dues and Youth Protection Training registration.

Meeting adjourned at 1036 EDT; attendance 20 members, 1 guest.

Respectfully submitted,  
John McPeak  
Secretary  
1/5/2019

## Airline humor

Submitted by Stuart Frohm

After every flight, Qantas pilots fill out a form, called a "gripe Sheet", which tells mechanics about problems with the aircraft. The mechanics correct the problems, document their repairs on the form, and then pilots review the gripe sheets before the next flight. Never let it be said that ground crews lack a sense of humor. Below are some actual maintenance complaints submitted by Qantas' pilots

P=problem reported S=solutions recorded by the maintenance engineers.

P: Left inside main tyre almost needs replacement.

S: Almost replaced left inside main tyre.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks caused throttle levers to stick.

S: That's what they're for.

P: IFF inoperative.

S: IFF always inoperative in OFF mode

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

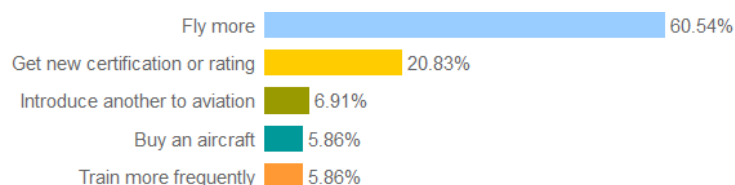
P: Mouse in cockpit.

S: Cat installed.

P: Noise coming from under instrument panel  
Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

## What is your aviation New Year's resolution?



## Midland from the air (Recent pictures from Midland Daily News)



A recent sunny day offered a chance for Midland pilot Dot Hornsby to capture photos of Sanford and Wixom lakes. The views show ice beginning to freeze on Sanford Lake near the U.S. 10 Bridge.



Sanford Lake and the Sanford Dam, looking South, as seen from the air. (Photo provided by Dot Hornsby)



A similar aerial photo of Sanford Lake taken on Oct. 30. (Photo provided by Dot Hornsby)



An aerial photo shows MidMichigan Medical Center-Midland in the foreground and Jack Barstow Municipal Airport in the background. (Photo provided by Dot Hornsby)

## Free webinars cover everything from Garmin Pilot tips and tricks to ADS-B

[Garmin](#) has released its schedule of free aviation webinars through the first half of 2019. Webinars range from Garmin Pilot tips and tricks, cost-effective autopilot upgrades to low-cost avionics solutions for both certified and experimental aircraft.

### Autopilot Retrofits

The Cost-effective Retrofit Autopilot Solutions webinar focuses on the features of the GFC 500 and GFC 600 retrofit autopilots, which offer Electronic Stability Protection (ESP), underspeed/overspeed protection, and coupled approaches. The next seminar in this series will be held [March 21, 2019 at 4 p.m. Central time.](#)

### Low-cost Avionics Solutions

Learn about upgrading an aircraft panel with cost-effective avionics such as the GDL 82 ADS-B Out datalink, the GTX 345 series all-in-one ADS-B transponders, and the G5 electronic flight instrument. The Low-cost ADS-B, Instruments & Avionics webinar is [Feb. 20 at 7 p.m. Central time.](#)

### Garmin Pilot

Get insider tips and tricks for using the Garmin Pilot mobile app to make flight planning, navigation and flying easier - and more fun. This seminar is [Feb. 4 at 4 p.m. Central time.](#)

### Garmin avionics for experimental aircraft

Learn more about the various experimental aircraft avionics solutions available from Garmin, including the G3X Touch flight display, G5 electronic flight instrument and more during the free webinar on [Feb. 28 at 10 a.m. Central time.](#)

### ADS-B Solutions for Business Aviation

This webinar focuses on a variety of Garmin ADS-B solutions available for a wide range of business jets on the market. It is slated for [March 12 at 10 a.m. Central time.](#)

**EAA CHAPTER 1093 SCHOLARSHIPS  
NOMINATIONS DUE BY THE END OF  
MARCH**

Think now. Details to follow.



## Michigan bill would limit flying club operations

A Michigan House bill sponsored by Rep. Jeff Yaroch (R-District 33) that would designate flying clubs as commercial entities and limit combined takeoffs and landings to 10 per day at private landing areas ran into stiff opposition from aviation advocates at a legislative hearing.

Yaroch, framing his measure as a land-use matter rather than an aviation issue, testified in the hearing that he sponsored the bill to restrict activity he considered an effort to “push the boundaries of what the original intent was” of a private landing area. AOPA noted that by lumping flying clubs into commercial operations, the bill’s proposed definitions directly conflict with FAA policy and the state aeronautics code. “AOPA believes that this legislation, if passed as written, will negatively impact the current operation of flying clubs and the formation of future flying clubs in the state of Michigan”. Furthermore, there are many other economically beneficial operations based at private landing areas that could be adversely affected by the legislation including soaring clubs, ballooning operations, seaplane bases, skydiving operations, aerial agricultural operators, medical airlift flights, and maintenance facilities.

Numerous individuals placed their opposition in the record. No supporters of the bill appeared. For a full story click [here](#).

## Applications now being taken for Piper scholarships

by [General Aviation News Staff](#)

Applications have opened for two scholarships from [Piper Aircraft](#) for the 2019-2020 academic year.

**Piper Freedom of Flight Award** - The Freedom of Flight Award is a \$1,000 award that is renewable for up to four years. The scholarship is available to a local graduating high school senior with plans to continue their post-secondary education by attending a four-year college or university, community college, or two-year trade or technical school.

**Bill Cluck Memorial Scholarship** - The Bill Cluck Memorial Scholarship was created in honor of a Piper team member who was committed to mentoring and developing engineers and actively promoted his career field. To help continue his legacy, a scholarship was developed in his name. The Bill Cluck Memorial Scholarship is a \$5,000 scholarship that will be awarded to a college or university junior or senior enrolled in a four-year degree program within the state of Florida.



“College tuition rates are on the rise and the cost to attend college is becoming increasingly difficult to meet. Higher education isn’t just critical for our children, but it’s also the key to ensuring that employers have access to well-educated job candidates,” said Simon Caldecott, president and CEO of Piper Aircraft. “This generation of students deserves the same opportunity so many of us have already had...the chance to learn, to explore, and understand what inspires and stimulates them. In the end, the passions and skills they develop through higher education will only serve all of us for years to come.”

Applications for either scholarship may be obtained by e-mailing [community.outreach@piper.com](mailto:community.outreach@piper.com). Completed applications, along with required supporting materials, are due no later than March 29, 2019, at 4 p.m. and must be mailed to Piper Aircraft, Inc., c/o Community Outreach Committee, 2926 Piper Drive, Vero Beach, FL 32960.

## EAA 1093 Board Meeting Minutes

January 17, 2019

President Fick called the meeting to order at 1702 EST.

Directors in attendance: Don Bonem, Mike Carter, Dave Fick, Jeff Gallant, Dan Graiver, Pat Howe, John McPeak, Dick Sipp, John Sorg  
Directors unable to attend: John Haag, Sarah

Pagano, Paul Ries, Tom Ryden, Mike Woodley  
Guests: Donna Murphy, Jim Murphy  
Minutes from December 20, 2018 Board meeting were approved - motion by Gallant/Sipp.

Treasurer’s report: Treasurer Haag submitted information to President Fick for report: All bills are paid (including rental of PO Box 2464 for calendar 2019)

Account balances:

Chapter - \$4,149.16

Clubhouse - \$1,403.68

FBH - \$12,275.24

Membership: no report

Hangar Committee: Bonem reported two spots still available in hangar 7B. There will be an additional private hangar available at month end as current tenant has purchased another hangar on the field. Had one overnight rental (\$15.00). QAS has short term lease agreement forms with instructions, with copies in a file in the terminal building. No action on cost/revenue analysis for hangars.

Young Eagles: Gallant reported that January 12 event had five pilots, thirteen children flew as Young Eagles. Twelve of the Young Eagles were pre-registered on the YEday.org website, one was walk-in.

### **Unfinished business:**

Condensed versions of 2017 and 2018 EAA National survey results were disseminated, full files were sent to all Board members. Discussion of survey results was tabled to February Board meeting.

Local survey of EAA 1093 members is complete, Sipp will compile results for February Board meeting.

Credit cards have not yet been updated, appropriate personnel have been unable to meet together.

President Fick appointed Dick Sipp, Don Bonem, and Tom Ryden to comprise a By-Laws Review Committee and report back to the Board with recommendations on updating the Chapter By-Laws. The National EAA has a handbook to guide the Committee's review.

AED unit has been installed in public area of terminal building, EAA plaque also has been installed.

### **New business:**

Scholarship Committee: Chair Murphy reported on Ray Aviation Scholarship Fund, application to receive up to \$10,000 for a deserving recipient will be sent 1/23. Murphy went over the application form and requested that Board members submit information to him for inclusion in the application. Motion by Gallant/Sipp to appoint Murphy as Ray Scholarship Coordinator; motion passed.

Fick presented budget figures for 2016 (actual), 2017 (actual), and 2018 (proposed), will request Treasurer Haag to add 2018 (actual) and 2019 (proposed) figures to report so that Board can review/approve the 2019 budget at the February board meeting.

Motion by Gallant/Sipp to direct Chris Pagano to purchase/install a receiver in the EAA Building so that local air traffic communications can be monitored,

total cost not to exceed \$100 – motion passed. President Fick adjourned the meeting at 1803 EST.

Respectfully submitted,

John McPeak

Secretary

EAA Chapter 1093

### **YE flights on January 11, 2019**



### **Important Dates**

Monthly Club Meeting: 1st Saturday of the Month at 10am.

Youth Eagle Flights: 2nd Saturday of the Month 9am – Noon.

Board Meeting: 3rd Thursday of the Month at 5pm.

### **Mailing address for all correspondence:**

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