



CHAPTER 1093
Experimental Aircraft Association



LOOKIN UP

The EAA Chapter of
Modern Explorers

EAA CHAPTER 1093
MIDLAND, MI
JACK BARSTOW KIKW

Jan/Feb 2020

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Note from the president

First of all I wish all a Joyful Christmas and Hanukkah season. We had a safe and prosperous year, and I am hoping for the same in 2020. It is my goal to continue growing the chapter by growing our programs, and offer more opportunities for anyone who wish's to share the joy of flight. These programs would not be possible without your continued support and involvement. A hearty thank you to all.

I also want to share that the newsletter will be a bi-monthly now, as I will be filling in, with the hope that another member will step forward and take up role as editor. Again, best for the holiday's, and see you in the air.

Dave Fick



1093 CHAPTER NEWS

Santa fly in 2019

We had another great turn out for our annual Santa fly in event. Many thanks again to all who assisted make this a success. Special thanks to Donna and Jim Murphy for bring the gyro copter out and providing many memorable photo ops for the children.





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1093 CHAPTER NEWS

Congratulations to chapter member Josh Carlson on obtaining his CFII rating

DON'T FORGET MEMBERSHIP DUES ARE DUE NOW.
WHILE THE AMOUNT IS SMALL, THEY HELP FUND MANY OF OUR PROGRAMS

RESTORATION PROJECT A GO

The Chapter Board has approved moving ahead to restore the Cessna 150 that was donated to the chapter. This project will also provide a unique educational opportunity for the local STEM programs by getting interested students a hands on experience in aircraft construction. When completed the sale of the completed aircraft will also be a source of funding for our youth programs. if you are interested in assisting please contact Sarah Pagano sarahkpagano@gmail.com or Patrick Howe rv8tor@charter.net

UPCOMING EVENTS

Member Meeting January 4th @ 10:00 AM
Board Meeting January 16'th @ 5:00 PM



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1093 CHAPTER NEWS

2020 SCHOLARSHIP APPLICANTS WANTED

Next year a variety of Aviation scholarships will be available through the Chapter. There will be at least one Ray Scholarship, to be announced early in the year, and possibly a second announced late

Spring. There will also be Chapter Scholarships, which will be announced at the May Pancake Breakfast. Scholarship eligibility criteria are the same for all scholarships with two exceptions - the Ray Scholarships are open to youth under age 18 who are seeking the private pilot certificate, while the Chapter Scholarships are open to youth and adults seeking pilot or mechanic certifications or who wish to pursue one of the many other aviation related careers. Successful nominees will be those who are active with Chapter 1093 and demonstrate a keen interest in aviation. Nomination forms are available on the Chapter 1093 website, <https://www.1093.eaachapter.org>.

Nominations for Ray Scholarships will be considered during January. Nominations for Chapter Scholarships will be considered during April. If you would like to be considered for a scholarship (it is not necessary to specify which one), or you know someone who should be considered, fill out a nomination form and submit it as soon as possible. Those received by the end of 2019 will be considered for the Ray. For additional information, contact Chapter 1093 Scholarship Coordinator Jim Murphy at coljimurph@icloud.com.

Hint - the more recommendations received for a specific applicant, the better that applicant's chances of receiving a nomination. Similarly, applicants who are active in the Chapter and are known for their work ethic are more likely to receive favorable consideration.

Pioneer Pilot Azellia White Flies West



She took to flying like an eagle to the sky—to her, flying the Taylorcraft in which she first took lessons was easy.

In 1936, Azellia married Hulon "Pappy" White. Five years later, they relocated to *Tuskegee, Alabama*, where Hulon White worked as an airplane mechanic with the Tuskegee Airmen. Azellia White was inspired by a visit from Eleanor Roosevelt in 1941, after which Roosevelt encouraged her husband to let the Tuskegee Airmen fly in World War II. White began training there, flying a Taylorcraft airplane under the instruction of several Tuskegee Airmen. She earned her private pilot's license on March 26, 1946.

After World War II ended, the Whites moved to South Houston. Together with Tuskegee Airmen Ben Stevenson and Elton "Ray" Thomas, they founded the Sky Ranch Flying Service in 1946. Located on the Taylor-Stevenson Ranch, the Sky Ranch Flying Service was an airport for Houston's black community and provided charter flights as well as flying lessons. Azellia White was not an official owner, but was popular around the airport. Flying students often asked her to take them for rides, and she would sometimes play pranks on them in midair, taking them by surprise with stunts. Because travel by land exposed African-Americans to potential harassment or assault, she would sometimes fly from town to town with her niece to go shopping. Sky Ranch Flying Service closed when new laws restricted the use of the GI Bill and caused business to slow.

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Legacy

In April 2018 White was inducted into the Texas Aviation Hall of Fame (housed in Lone Star Flight Museum). In Houston, the Aviation Science Lab at Sterling High School was named in her honor. Principal Justin Fuentes called her "a powerful reminder to our students that they can be anything they want to be and achieve anything they want to achieve. No one can stop them. White received the Trailblazer Award from the **Black Pilots of America** for her "pioneering spirit in forging a path to the field of aviation.

White died on September 15, 2019, aged 106.

TIS THE SEASON

**The FAA say's most icing incidents occur due to lack of proper preflight planning and a pre-planned action
Just a couple of reminders reprinted from an FAA advisory bulletin**

Increasing weight and drag

Structural ice accumulation disrupts the airflow around the aircraft, causing adverse effects on the aircraft's performance. For example, ice build-up on the wings increases weight, and reduces lift. Icing on the aircraft's propeller increases drag and reduces thrust. Without the balance between the forces, the aircraft may become uncontrollable.

Increased stall speed

As ice forms on the leading edge of an aircraft's wing, it causes the wing to stall at a lower angle of attack and at a higher airspeed. Even a thin layer of ice can have a large effect on **wing stall**. In many cases, increasing speed is required to maintain level flight. Ice can also build up unevenly between the two wings, which may throw off balance and cause roll control issues.

Reduced visibility

Ice or freezing rain may form on the aircraft's windscreen, often occurring during takeoff or landings. An iced-up windscreen dangerously reduces the pilot's visibility of important features such as the runway, terrain, or approach lights. Aircraft may be equipped with an electrically heated windshield or a fluid spray bar to prevent ice.

Induction system icing

Induction icing is particularly dangerous because it impairs engine performance and can occur even when structural icing conditions aren't present. When ice buildup blocks airflow to the engine, it can lead to a reduction of engine power or even complete engine failure. For example, ice forms in the aircraft's carburetor, it can reduce the fuel and air mixture flowing to the engine and restrict engine power.

Carburetor ice can form at any phase of flight but may be remedied by using carb heat until normal engine power returns.

EGO or GO AROUND

The following is a reprint of a recent accident report Good food for thought

RV-10 hits power line while landing

During a night approach, the runway precision approach path indicator lights indicated that the Van's RV-10 was on a proper glide-path, according to the pilot.

Shortly after, the plane encountered a "strong gust of wind" and "lost significant altitude."

He added engine power and raised the airplane's nose to intercept the glide-path.

A few seconds later, he felt a slight bump and heard a scraping noise to his right. He looked to the right, and when he returned his focus to the approaching runway, he noticed that the airport lights were no longer lit, and the airport was in "complete darkness."

He added that he "couldn't really see anything and wasn't sure exactly where the runway was, but he knew he was going to have a hard landing."

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He then pulled the power back, moved the mixture to idle cut off, and turned the fuel selector off.

The airplane landed hard off the runway at the airport in Limon, Colorado, bounced, slid sideways, hit a tree, and then came to rest.

The airplane sustained substantial damage to the fuselage, both wings, and empennage.

Following the accident, it was discovered that, during the approach, the airplane struck a power line that supplied the airport power.

According to the FAA inspector assigned to the accident, the power line was estimated to be 75' above the ground and 1/2 mile from the runway threshold. The power line crossed perpendicular to the runway.

The automated weather observation system at the airport reported that, about the time of the accident, the wind was from 330° at 6 knots. The pilot was on a visual approach for Runway 34.

Probable cause: The pilot's unstabilized approach and failure to go around at night, which resulted in the airplane hitting a power line and a subsequent hard landing.