



CHAPTER 1093
Experimental Aircraft Association

LOOKIN' UP

The EAA Chapter of Modern Explorers

EAA Chapter 1093
Midland, MI
Jack Barstow Airport
KIKW
November 2018

President

Dave Fick

davef3079@gmail.com

Vice-President

Jeff Gallant

jrgallant@dow.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

John Sorg

jcsorg@att.net

Publicity Chair

Don Bonem

drbonem@gmail.com



Lots of smiles in our recent Young Eagle Flights

Our next meeting will be 10AM, November 3rd, 2018

In this issue:

- Young Eagles Flights 10/13/2018
- Membership Meeting Minutes, October 6, 2018
- Board Meeting Minutes, September 20, 2018
- Memorial Service for Kerry D. Posey
- FAA relaunches ADS-B rebate
- ADS-B Equipage Resource
- Nominations open for Flying Musicians scholarship
- Member in the News, pilots take to northern sky
- NTSB warns pilots and mechanics about worn fuel selectors
- Little Known Aviation History - First across the Pacific
- Pre-registration opens for global emergency aircraft tracking service
- Volunteers needed for Santa Fly-In
- EAA 1093 Board Meeting Minutes, October 18, 2018
- French military hunts down rogue drone

Young Eagles Flights 10/13/2018

...Lots of Smiles...

I wanted to give a big thanks to John Sorg, and all the flight line volunteers as well as a great group of pilots. This was a well-attended event, one of the larger turn outs we have had as of late. The success of programs like these cannot have the impact they do without the help of the membership. Well done all.

Dave Fick, President EAA Chapter 1093



Pictures by Jim Murphy, John Sorg and Dot Hornsby





EAA 1093
Chapter Membership Meeting Minutes
October 6, 2018

President Fick called meeting to order at 1006 EDT with the Pledge of Allegiance.

Fick noted the low attendance at the membership meeting and reported that he will poll members to see what would help increase attendance – different day of the week, different time of day, programs/food, etc.

Fick reported that Don Bonem has been appointed Publicity Chair following Brett Kischnick's resignation.

Fick reported that September pancake breakfast was great success, more than 700 patrons, kudos to Tom Tolton and all of the volunteers.

Fick reported that Adams Elementary Flight Night was well attended, and thanked the EAA Chapter 1093 volunteers for their help.

Secretary McPeak explained the proxy process for voting for Chapter Board members prior to the November 3 membership meeting. A ballot will be sent with the next copy of the Lookin' Up newsletter for use by members who will be unable to attend the 11/3 meeting. The proxy ballot can be sent to the Chapter's PO Box 2464 or dropped off in the mail box in the Chapter office.

Dick Sipp, Chair of the Nominating Committee (members Jeff Gallant, Jim Hohmeyer), presented a slate of officers for the 2019 Board and asked for nominations from the floor. No floor nominations were received, a motion was made and seconded to close nominations (Tazelaar/Hohmeyer), motion passed.

Fick stated that the Building Needs Committee is working on preparing plans and specs for use in requesting estimates from local contractors for construction.

Concern expressed that pancake breakfast patrons were too 'hands on' with the airplanes on the flight line and there were not enough flight line attendants.

Suggestions: make/post signage re: not touching the planes without pilot permission, and children to be accompanied by adult; identify dedicated flight line personnel from EAA Chapter 1093 membership.

Jeanne Brubaker suggested that Simulator Committee investigate collaborative effort with Tom Lind/SpacerX LLC. Jeff Gallant gave extemporaneous report on the new Gallant family project (Diamond DA62 light twin, plus housing in a new hangar).

Mike Woodley presented a slide show of his travels in N4834U during the last year and a half – Mexico, Florida, Maine, Michigan Air Tour, Canada Air Tour, etc.

Meeting adjourned at 1140 EDT; attendance 19 members plus 1 guest.

Members enjoyed 'make-your-own' pizzas following adjournment.

Respectfully submitted,

John McPeak
Secretary
10/6/2018

EAA 1093 Board Meeting Minutes
September 20, 2018

President Fick called the meeting to order at 1706 EDT.

Directors in attendance: Dave Fick, Jeff Gallant, John Haag, John McPeak, Tom Ryden, Dick Sipp, John Sorg

Directors unable to attend: Don Bonem, Mike Carter, Dan Graiver, Michael Sawicki, Mike Woodley

Guest EAA member: Dot Hornsby

Minutes from August 16 board meeting were approved as corrected (...10 members from 2018 still...), motion by Ryden/Gallant.

Treasurer's report: Chapter liquid assets up ~\$10K year/year.

Account balances:

EAA Chapter	\$8,136
Clubhouse	\$ 843
Fancy Birdhouse	\$9,553

Motion to approve Treasurer's report passed (Gallant/Sorg).

Membership: Ryden reported that there are still some members who have not paid dues for 2018.

Hangar report: Fick presented Bonem's hangar report. Keys have been made for some FBH hangars, expect to need several more specific door keys. Expect to purchase seals for hangar door hinges and bottoms. Currently two hangars are vacant.

Old business:

* Fick reported that Clubhouse LLC operating instructions/agreements will be sent to Board members for approval at October Board meeting.

- * AED unit is ready for installation in Barstow terminal by city personnel, Ryden authorized to suggest location change from current proposed location. Ryden presented proposed wording for plaque, wording approved as amended.
- * Discussion re: purchase of simulator tabled again until Simulator Administrator can report to Board.
- * Fick reported that Building Needs Committee will prepare report for Board re: Chapter needs/goals, scope-of-project document, cost of potential addition, budget estimates, etc. for October Board meeting. Committee is preparing plans/specs for Board review, then will request estimates from local contractors. Committee has not re-sent survey to full membership, survey to include more information including sketch of potential addition.
- * 'Courtesy car' donation offer has failed, discussion re: possibility of Chapter supporting purchase and maintenance of car via FBH income stream, maybe apply for MACF grant.

New business:

- * Pancake breakfast report: large turnout, over 700 patrons, good fundraiser. Midland R/C Club had swap and show that weekend, their members usually help with flight line monitoring, minimal personnel on flight line resulted in children in planes, people touching planes without pilot permission, unauthorized people on taxiways and beyond while planes were taxiing. Scarcity of volunteers meant that many volunteers worked the entire day, 0600 to 1200, without a break. Suggestions will be passed along to Tom Tolton, Chair of the Pancake Breakfast Committee.
- * Discussion of allocation of additional funds for scholarships - Scholarship Committee was directed to report to Board re: source of funds used for scholarships, status of funds still available (Dobben fund, Pangborn fund, Chapter funding).
- * Nominating Committee reported that most Director positions have a candidate, a slate will be presented at October membership meeting and nominations will be accepted from the floor then.

2018 dates:

EAA 1093 Board meetings: third Thursday of each month, 5:00 p.m., unless cancelled

EAA 1093 membership meetings: first Saturday of each month, 10:00 a.m., except May/July/September

Young Eagle flights: second Saturday of each month 9:00 am – noon, except July and September

President Fick adjourned the meeting at 1820 EDT.

Respectfully submitted,

John McPeak

Secretary

EAA Chapter 1093

Memorial Service for Kerry D. Posey

Kerry Posey, former EAA 1093 Chapter member and private pilot at Gladwin, passed away September 24, 2018 in St. Louis, MI. A memorial service was held on Saturday, October 6, at Gladwin. Kerry and Mike Hargraves hosted one of our EAA meetings at the Gladwin Airport two years ago to show us the progress on the restoration of the BT-13.



Linda recalls she worked with Kerry in 2012 and 2013 when he earned his private pilot license in his C-150, N5979G. He was definitely an aviation Enthusiast!

Kerry was born in Pontiac, Michigan on April 10, 1950, the son of Grant and Leona (Schultz) Posey. He married Janet Yager, who predeceased him in 2014. He was the owner/operator of the Main Street Café in Beaverton and the Beaverton City Manager. He was employed at the Gladwin County Sheriff's Department and Beaverton City Police.

His memory will be forever cherished by his sons and 11 grandchildren. Funeral services were conducted by Brad Lower on Saturday, Oct. 6, 2018, 2 p.m., at Hall-Kokotovich Funeral Home in Gladwin. Memorial contributions in lieu of flowers may be made to the Gladwin Airport.

www.hallkokotovichfuneralhome.com

FAA relaunches ADS-B rebate

The FAA reopened the \$500 rebate program to support Automatic Dependent Surveillance-Broadcast (ADS-B) Out equipage. The agency is making \$4.9 million available under the new rebate program, which will help to fund 9,792 new ADS-B Out installations.

This is the last opportunity for GA aircraft owners to take advantage of the FAA rebate in meeting the 2020 deadline. The previous rebate program, which ran from Sept. 19, 2016, to Sept. 18, 2017, issued more than 10,000 rebate payments.

A number of avionics manufacturers have recently released [lower cost products](#) that meet compliance regulations. The Appareo Stratus ESG and Garmin GTX 335 transponders are both \$2,995 plus installation, and the Garmin GDL 82 universal access transceiver - which works in conjunction with an existing transponder - is \$1,795 plus installation. uAvionix has promised lower cost products that replace aircraft navigation lights, including the skyBeacon, a UAT priced at \$1,849 plus installation, which is eligible for installation on certified aircraft as well as experimental and light sport aircraft.

As before, there are five steps aircraft owners should follow to meet the mandate and receive the \$500 rebate. First, purchase the equipment and schedule installation. Second, get a Rebate Reservation Code by reserving a position online. Third, install the equipment. Fourth, conduct the required equipment performance validation flight and get an Incentive Code. Fifth, claim the \$500 rebate online using the Rebate Reservation Code and Incentive Code.

A number of aircraft owners have seen issues with the [performance validation flight](#) requirement of the original rebate program, in order to minimize the odds of failing the validation flight. Full rebate rules are available on the [FAA website](#).

ADS-B EQUIPAGE RESOURCE

If you're concerned about getting your installation completed before January 2, 2020, and especially if you're willing to fly your aircraft outside of your local area, give the Equip ADS-B website a try (www.equipads-b.com). Its founder, Stephen Smothers, has been working to add more shops, which will increase the number of options for aircraft owners who seek ADS-B capabilities.

The site is designed to match aircraft owners with shops able to install ADS-B avionics during the owners' desired timeframe. "I'm trying to level the playing field for aircraft owners, because as time

goes on, installations are going to get squeezed," said Smothers, a retired Delta Air Lines pilot who also flew as a Textron Aviation test pilot.

There is no charge for either aircraft owners or avionics shops to use the site. Like many online entrepreneurs, Smothers hopes to earn some revenue from ads within the site. He said he has revised the site several times based on suggestions from both aircraft and shop owners.

Steve Judd used the website while researching ADS-B upgrades for his employer, a Part 135 operator flying several Cessna Citations. "I learned a lot from all the quotes and bids. It was a great education," he said. "Stephen saved us a bunch of money and a bunch of hassle."

Nominations open for Flying Musicians scholarships

The [Flying Musicians Association](#) (FMA) has opened the floor for nominations for the 2019 FMA Solo program.

According to FMA officials, there is a correlation between learning to fly and learning music. The path is unmistakable: Practice, precision, working with others, multitasking, and ultimately performance, officials note.

The Solo Scholarship Program is open for nominations from music directors through Jan. 31, 2019. FMA is excited about the fifth year of this scholarship program because of the impact it has on the student, the community, aviation, and music.



Candidates must be a junior or senior high school music student with a passion for music and

aviation. All nominees will receive a sponsored FMA student membership, including an FMA shirt and other items donated by FMA sponsors. "FMA loves assisting others who share our passions of flying and music," said FMA President/CEO John Zapp. "To be able to assist and watch our student members grow through aviation and music is such a rewarding experience. We have now soloed six students, with two in the wings! There are now three additional private pilots that have come from this program." The 2019 FMA Solo Packet is now available [online](#).

Member in the News: Promoting aviation, pilots take to northern sky

Tereasa Nims – excerpt from the Midland Daily News

Many Canadians joined Michigan pilots Saturday at Gladwin Zettel Memorial Airport for the annual Michigan Aviation Education Foundation air tour (MAEF). Twenty-eight pilots along with their 21 passengers flew into the airport for breakfast before flying out to Bois Blanc Island, then to Sugar Springs Airpark. The tour officially began Friday, but the planes were grounded for weather.

Midland pilot **Mike Woodley**, who started aviation classes the day he turned 55, was ready to fly the open skies Saturday in his 1963 Cessna 205. Woodley began flying in the MAEF air tour in 2003 and now also flies in the Ontario, Canada, air tour. "I love running into old friends on the tours and making new ones," Woodley said, noting that the weekend tour already introduced him to four new friends from Ontario. "I love the comradery and sharing one of my great passion for aviation," Woodley said. He said the thing he loves about the tours is pilots pick their own routes, their own speeds and they gather together once they arrive at their destination.

The air tour groups are a place of being welcomed and a great comradery. The MAEF tour began in 1929, promoting airports, aviation and raising money for aviation education. Then there were only 60 airports in Michigan and 20 were in Detroit. Now there are 236. In the U.S. there are about 15,095 airports, with about 5,000 with paved runways. Others are just grass air strips.

According to the MAEF, many communities are trying to rid airports to make room for housing or other commercial endeavors. The air tour attempts to demonstrate the economic importance of airports. Each year the tour changes routes and frequents different airports. MAEF officials gather information from the tours for the state, to show how much social value and money the airports contribute to their community. Many people don't realize their community has an airport or the economic contribution they make. Airports are also hurting to get new pilots and aviation mechanics. Which makes the MAEF more important to promote the activity.

NTSB warns pilots and mechanics about worn fuel selectors

by [General Aviation News Staff](#)

The [National Transportation Safety Board](#) has issued two Aviation Safety Alerts — one for [pilots](#) and one for [mechanics](#) - warning of fuel starvation and loss of engine power from worn fuel selectors.

The safety alerts come after the NTSB investigated several recent accidents where worn fuel selectors contributed to the cause of the accident. A companion video (below), featuring aircraft investigators discussing the safety issue, has been posted on the agency's [YouTube Channel](#).

Little Known Aviation History - First Flight across the Pacific

October 4-5, 1931

THE FIRST NONSTOP aerial crossing of the Pacific was made by Clyde Pangborn and Hugh Herndon Jr. The duo left from Japan - after a tumultuous beginning involving arrests and misinformation - to cross the Pacific Ocean in 41 hours and 13 minutes. The 4,500-nautical-mile crossing was made in Miss Veedol, a Bellanca monoplane. During the flight, the aircraft's landing gear struts stuck when the pilots tried to jettison the landing gear, so Pangborn walked out on the wing in his bare feet over the water in 100-mile-per-hour winds to attempt to remove the strut. Miss Veedol landed in Wenatchee, Washington, without wheels. Known as "Upside-Down Pangborn" because of his barnstorming feats - he would slowly roll the airplane on its back and glide upside down - Pangborn was awarded the Aviation League's Harmon Trophy the same year.



Pre-registration opens for global emergency aircraft tracking service

Aircraft owners can now pre-register for a free, global Aircraft Locating and Emergency Response Tracking (ALERT) service.

The [Aireon](#) ALERT service will provide the last known position of an Automatic Dependent Surveillance-Broadcast ([ADS-B](#))-equipped aircraft that is in distress or experiencing a loss in communication. The service, only available to aviation, offers precise position reports, free of charge, according to company officials.

The Aireon ALERT system is expected to be operational in the first quarter of 2019 and will be operated out of the [Irish Aviation Authority](#)'s North Atlantic Communications Centre in Ballygirreen, County Clare, Ireland.



Enabled by Aireon's space-based ADS-B service, Aireon ALERT will give aircraft owners, regulators, search and rescue organizations and Air Navigation Service Providers access, on request, to exact position data for an aircraft in distress over the oceans, remote areas, and anywhere else they may need aircraft position information in an emergency.

"We are proud to host and operate the world's first truly global aircraft locating and emergency response tracking facility, based on the Aireon system's capabilities," said Peter Kearney, IAA CEO. "Our facility will be providing Aireon ALERT services 24 hours a day, seven days a week, 365 days a year. As long as an aircraft is broadcasting on 1090 MHz ADS-B, we will be able to locate it anywhere worldwide. This is a unique and secure cloud-based service, designed to the highest data protection standards."

"Aireon is proud to support a much-needed solution to the aviation industry," said Don Thoma, Aireon CEO. "For the first time, the Aireon ALERT service will deliver the most precise location data for emergency and distress situations over the oceans and remote areas, typically void of ground-based infrastructure. We recognize that our system has unique capabilities, and with that comes a responsibility to help prevent future tragedies."

Users of the service do not need to be customers of either Aireon or the IAA to use the service. They simply need to be registered. Once registered and

approved for Aireon ALERT, should an emergency arise, users can contact the 24/7/365 operations facility to obtain the last known position of its aircraft. This will include a map of the last 15 minutes of flight, with one plot per minute and a 4-dimensional report including altitude, latitude, longitude and time information. Based on the situation, additional tracking information may also be provided, company officials noted. Aireon ALERT will be provided as a public service, free of charge to those who are registered. To pre-register, click [AireonAlert.com](#).

Volunteers needed for Santa Fly-In

The holidays will be upon us soon and with that: the Santa Fly-In!!

This year the fly-in will take place on **Sunday, December 2**. Crafts will be from **11-12**, with Santa (Jeff Gallant) landing at noon. If you are able and willing to help with this fun, cheer-filled event please let me know! The amount/type of crafts that we will do depends wholly on how many volunteers we have.

I have attached the flyer for the event as well as created an event on Facebook. Please share the event and flyer with those you know who may be interested in coming.

Sarah Pagano

sarahkpagano@gmail.com

(989) 525-5206

Santa Fly-In



Sunday, December 2

Midland Barstow Airport

Kids Crafts 11:00-12:00

Santa lands at Noon

Free Event!

EAA 1093 Board Meeting Minutes **October 18, 2018**

President Fick called the meeting to order at 1705 EDT.

Directors in attendance: Don Bonem (via Skype), Mike Carter, Dave Fick, Jeff Gallant, Dan Graiver, John McPeak, Tom Ryden, Dick Sipp, John Sorg, Mike Woodley

Directors unable to attend: John Haag, Michael Sawicki

Guest EAA member: Dot Hornsby

Minutes from September 20 board meeting were approved - motion by Woodley/Gallant.

Treasurer's report: will be e-mailed to Board by Fick and/or Haag.

Membership: Board directed Ryden to notify 6 'members' who are delinquent in dues for 2017 and 2018 that they will be dropped from membership. 13 'members' in arrears for 2018 will be notified that they will be dropped from membership if dues are not paid by year-end.

Hangar report: Bonem reported that two hangars are currently available, there is a transient in one hangar for five days (\$15/day rent; contract in place). Bonem is updating keys for hangars. Bonem has asked the Treasurer for financial information so that he can prepare a cost/revenue analysis for the hangars, individually and in aggregate.

Young Eagles report: Sorg reported that five pilots flew 33 Young Eagles on October 13.

Nominating Committee report: Slate of Directors was presented at October 6 membership meeting, nominations were closed

Chapter President	Dave Fick (incumbent)
Chapter Vice President	John Sorg
Chapter Secretary	John McPeak (incumbent)
Chapter Treasurer	John Haag (incumbent)
Program Chairperson	Paul Ries
Membership Chairperson	Tom Ryden (incumbent)
Young Eagles Coordinator	Jeff Gallant
Historian/Librarian/Webmaster	none
Chapter Facility Manager	Mike Carter (incumbent)
Newsletter Editor	Dan Graiver (incumbent)
Publicity Chairperson	Don Bonem (incumbent)
Technical Advisor	Pat Howe
Flight Advisor	Dick Sipp

Secretary McPeak presented proxy process – ballot will be published in November issue of Lookin' Up with directions re: filling out ballot and mailing it to PO Box 2464 or placing it in the mail box in the Chapter office. Motion by Woodley/Ryden to approve proxy process – passed.

Scholarship Committee report: no report re: scholarship fund status. Committee was directed to investigate EAA's Ray Aviation Scholarship Fund and report to Board at next meeting.

Old business:

Building Needs Committee: no report, tabled until November board meeting.

Simulator Committee: no report, tabled until November board meeting.

Ryden reported that the AED unit has not been installed, City is considering installing unit in public area of terminal building. EAA plaque will be installed after AED unit is installed.

Discussion about status of courtesy car, Fick will pursue acquisition of vehicle from Tom Lind and/or local automobile dealership. Woodley will pursue City involvement via Aviation Advisory Commission. Discussion re: potential of Chapter purchase of vehicle and donation to QAS.

All Board members had not received Clubhouse LLC operating instructions/agreements for approval, Fick to send information to Board members before November Board meeting.

New business:

Woodley presented information re: new program from EAA for Young Eagles, Young Eagles Day Registration. Program has codified YE protocols, parents/guardians can register online prior to day of YE flights, paperwork has been streamlined. Next YE event at Barstow in November has been included on website (youngeaglesday.com).

Santa Fly-In will be on Sunday, December 2. Sarah Pagano is heading up the event and will be contacting members for help. Jeff Gallant will be wearing the red suit and white beard this year.

Fick requested Board member input re: low turnout at membership meetings. Sipp suggested that specific detailed questionnaire survey be created to send to entire membership, Fick and Sipp agreed to create survey and present to Board prior to sending survey to membership.

Fick asked Board members to bring ideas for holiday party to next meeting, or send to him directly.

2018 dates:

EAA 1093 Board meetings: third Thursday of each month, 5:00 p.m., unless cancelled

EAA 1093 membership meetings: first Saturday of each month, 10:00 a.m., except May/July/September

Young Eagle flights: second Saturday of each month, 9:00 a.m. – noon, except July and September

President Fick adjourned the meeting at 1810 EDT.

Respectfully submitted,
John McPeak
Secretary,
EAA Chapter 1093

French military using winged warriors to hunt down rogue drones

A golden eagle grabs a flying drone during a military training exercise at Mont-de-Marsan French Air Force base, Southwestern France.

Following incidents of drones flying over the presidential palace and restricted military sites – along with the deadly 2015 Paris terror attacks – the French Air Force has trained four golden eagles to intercept and destroy the rogue aircraft.



Aptly named d'Artagnan, Athos, Porthos and Aramis – an homage to Alexandre Dumas' "The Three Musketeers" – the four birds of prey have been honing their attack skills at the Mont-de-Marsan in southwestern France since mid-2016. "A drone means food for these birds," Gerald Machoukow, the military base's falconer, told FRANCE 24. "Now they automatically go after them."

The use of hunting birds – normally falcons and northern goshawks – by militaries around the globe is common practice in the fight to scare other critters

away from runways and so cut the risk of accidents during takeoff or landing. But it wasn't until 2015 when the Dutch started using bald eagles to intercept drones that other militaries started to see the benefit of these winged warriors.

The French bred the four golden eagles – three males and one female – using artificial insemination since eagles are a protected species and harvesting wild eggs is strictly forbidden. They chose the golden eagle because of the birds hooked beak and sharp eyesight.

Also weighing in around 11 pounds, the birds are in a similar weight class as the drones they're sent to destroy and clocking in at a top air speed of 50 miles per hour, with the capability of spotting its target from over a mile away, the eagles are deft hunters. To protect the eagles from drone blades and any explosive device that might be attached to them, the French military designed mittens of leather and Kevlar (an anti-blast material), to protect the bird's talons.



A golden eagle carries a flying drone (2017). "I love these birds," Machoukow told Agence France-Presse. "I don't want to send them to their death." The birds are first taught to attack in a straight line before graduating to diving from heights. Soon they'll be patrolling the skies over the Pyrenees Mountains in southern France and could possibly be deployed at airports and special events, such as political summits and soccer tournaments. The French air force already expects four more eagles to join the fleet.

Mailing address for all correspondence:

EAA Chapter #1093,

P.O. Box 2464

Midland, MI 48641-2464

Web address:

<http://www.1093.eaachapter.org/>

Dan Graiver,

email: dgraiver@aol.com