



LOOKIN' UP

The EAA Chapter of Modern Explorers

EAA Chapter #1093 - Midland, Michigan

P. O. Box 2464, Midland MI 48641-2464

Monthly Meetings held on the first Thursday of each month at 7:00 PM - Barstow Airport (3BS)

Volume XIII Issue 12

December 2007

Officers

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Historian	John Sorg	989-835-7796	Bldg. Manager	Bob Harrington	989-496-3887
Publicity	John Wilson	989-465-1993			

CALENDAR OF EVENTS – 2007-08

Dec 6	Chapter Party 6:30 pm
Dec 8	Young Eagles 9 am – 12 pm
Dec 13	Chapter Board Meeting 5:30
Jan 3	Chapter Meeting 7:00 pm
Jan 12	Young Eagles 9 am – 12 pm
Jan 17	Chapter Board Meeting 5:30

SPECIAL EVENTS – 2007-2008

January 8, 2008 Barstow Airport Aviation Advisory Commission Meeting – 5:00 pm
 April 8 – 13, 2008 Sun 'n Fun, Lakeland, FL
 July 28, 2008 Airventure, Oshkosh, WI

Chapter Holiday Party December 6th at Alpine Village Club House



Thursday the 6th of December was the overwhelming choice for our Christmas party. Thanks to Janine and J. T. Rairigh, it will be held from **6:30 PM to 10:00 PM at the Alpine Village Club house**. The Alpine Village mobile home park is directly west of Barstow's Runway 18/36 on the west side of Sturgeon Rd. Go north on Sturgeon turn left on Alpine Drive and follow the road until you reach the office and club house at the end of Alpine Drive.

We will be enjoying a pot luck dinner. The village club house has a kitchen with stove and refrigerator. We are looking for appetizers, finger food, salads (green, fruit, or pasta), vegetables, meat and desserts. Try and make it a favorite food of yours that you might serve during the holidays. Let Tom Tolton (989-835-5828) know what dish you plan to bring.

To show our EAA spirit and sensitivity to those less fortunate, please plan on bringing a simple toy in some way related to flying. We will contribute them to Toys for Tots.

From the Flight Surgeon – Dr. Greg Pinnell

This time of year we frequently need to “self-treat” symptoms with over the counter (OTC) medications due to colds, flu or allergies. Most of us know that these medications can cause drowsiness. But it is often forgotten that the effects of the drugs can last 12-24 hours depending on type.

It is always best to wait till all the symptoms are gone and you have been off the OTC's for at least 24 hours before flying. Fly safe!

Gregory Pinnell, MD
Senior AME/Flight Surgeon USAFR
www.ok2fly.com



Safety Corner – Dr. James Rieke

With this month's Safety Corner I would like to remind you that winter will soon be (is already) here. Take note and take a few moments to prepare. A few suggestions follow:

WINTERIZATION KITS are required for many airplane engines. Check the POH and make certain the kit is installed on the airplane as required.

ICE can form quickly. Keep a watchful eye on leading edge surfaces and your temperature probe. The 180 degree turn may be the safest out when ice is encountered!

FROST on the wings is a major deterrent to lift. Remove any frost before taking off.

SNOW squalls can come suddenly and one becomes an IFR pilot immediately. Practice some “attitude” flying just in case!

James K. Rieke, Commercial Pilot

New Members – Rob Anderson and Kris

We welcome our newest Chapter 1093 member, Rob Anderson, pictured here with his son, Kris, who is also very interested in aviation. Rob's family has been involved here at Barstow for many years. The Meyer's OTW (Out to Win) airplane was restored in his father Bob's hangar (the hangar which is now owned by Dr. Ben Mayne). The OTW is presently in the EAA Museum at Oshkosh. Our first Chapter 1093 meetings were held in this hangar. Rob's wife is Melissa and he has another son, Nick. He is a business owner of Quick and Reliable Printing, Inc., and Double R Transport. Rob flies a Meridian Aero Club Cessna 172, N61635, hangared at Barstow. Welcome to our Chapter!



Homebuilder's Update – John Abbott's Kolb Mark II Extra



If you drop in at the EAA hangar you will immediately notice the progress that John Abbott has made on his Kolb Mark II Extra (for wide) since his builder's article in our January newsletter.

He has put the wings and tail feathers on and mounted the prop. He has finished the interior of the cockpit which features an interesting instrument pod. John also has all

attachments on his Jabiru 4 stroke 85 HP engine and has the mountings now for his BRS (Ballistic Recovery System) – a parachute!

John has taxied the plane several times already and is very happy that everything seems to work. He knows that winter is coming fast so it might have to be early spring before he takes his first flight. Dot Hornsby



New Project started by Dave Schmelzer



Dave Schmelzer's hands have to be busy building 'something.' This new 'something' is a partially built Baby Great Lakes. The original owner from the Caro Airport died and the new owner was going to use this project as a lawn ornament. Dave didn't want that to happen, so he flew to the Caro Airport and made the owner an offer and now the project is in our EAA hangar. Since the original builder was a machinist, the workmanship on this 50% completed Baby Great Lakes is good. The airframe is welded and the wood wings are fabricated.

Dave just received his ordered prints for the plane (they were missing when he bought the airplane) and he is now in the process of critically inspecting the quality and specifications on the completed parts of the plane. The engine will be a 108 HP Lycoming O-235. The plane will cruise at 118 mph and will be able to pull 9 G's. It will have a gross weight of 850 lbs. and the rate of climb will be 2000 feet per minute. The color scheme will be white with orange trim. Dave estimates he has 20 hours in on the job and is predicting another 600 to go.

Dave is being assisted by Bob Harrington and ever



standing guard over the process will be the Baby Lakes Guru of the Barstow Airport, Bob Baringer. Bob's Baby Great Lakes, which he finished in 1977, has over 1300 hours on it. Perhaps we'll see them side by side at one of our upcoming Pancake Breakfasts. Dot Hornsby

January 3, 2008 Speaker, Joyce Woods, MAC Chair The Michigan Aeronautics Commission, *Where the Buck Stops (& Starts)*

Ever wonder how the network of Michigan airports stays alive? How projects are funded? The Michigan Aeronautics Commission is responsible for the general supervision of all aeronautics within the state. It oversees activities of the MDOT Bureau of Aeronautics, and is empowered to make rules governing airports, flight schools, etc. Joyce Woods, private pilot and Chairperson of the Michigan Aeronautics Commission, will explore these questions at our January 3, 2008 chapter meeting.

Joyce Woods was appointed to the Michigan Aeronautics Commission in February 2006 and was recently elected Chairman. She earned her private pilot certificate in 1994, holds a multi-engine rating, and is an aircraft owner. She has been an active supporter of airports and general aviation in Michigan. Joyce is a Board Member and past President of the Michigan Aviation Association and served as Co-Director of the Michigan Air Tour in 2003 and 2004. She was a speaker at the 2006 Great Lakes International Aviation Conference. She is a member of AOPA and EAA Chapter 1093 in Midland. Joyce has a chemical engineering degree from Montana State University and has worked for The Dow Chemical Company for 28 years. She is currently a business director in Dow Technology Licensing.

Young Eagles Saturday, December 8, 2007



Here is a photo of Dot Hornsby and new Young Eagle from the November 10 Young Eagles.

Join us for the next Young Eagles event on **Saturday, December 8** from 9 am – 12 noon.

Dave Schmelzer, Young Eagles Coordinator
schmelzerdavid@sbcglobal.net
989-631-7590

From Your Newsletter Editor

I would like to thank the chapter members who have helped make our newsletter newsworthy and fun to read. John Abbott, Dot Hornsby, Greg Pinnell, Jim Rieke and Dave Schmelzer have written articles or columns every month. The year has truly flown by. My best wishes to each of you and to your families for a healthy, happy new year. Linda

Emergency Position Indicating Radio Beacons

(Ed. Note: This is the response from our speaker, LTJG Jeremy Loeb, U. S. Coast Guard, Traverse City, Michigan, via e-mail. Emergency Position Indicating Radio Beacons or EPIRBs send a signal of maritime distress; Emergency Locator Transmitters or ELTs signal aircraft distress, and Personal Locator Beacons or PLBs send a digital signal of personal distress.)



At the November 1, 2007 EAA Chapter meeting, a gentleman asked a question about the 406 MHz EPIRB. Through a little research, I discovered the answer along with one other interesting point.

406 MHz EPIRBs - These EPIRBs include a 121.5 MHz homing signal, allowing our aircraft and small boats to quickly find the vessel in distress. This signal is very accurate, although proximity of radio antennae and structures may "bounce" or interfere with the signal.

2) The Office of Search and Rescue at Coast Guard Headquarters recommends that general aviation pilots switch their 121.5 ELTs to 406 MHz ELTs as soon as possible, even though there isn't the requirement to do so yet. On February 1, 2009, the satellite processing of these signals (121.5) will be terminated.

The 406 MHz ELT was designed to operate with satellites. The digital signal frequency (406 MHz) has been designated internationally for use *only for distress*. Its signal allows a satellite local user terminal to accurately locate the ELT (much more accurately -- 2 to 5 km vs. 25 km -- than the 121.5/243 MHz devices), and identify the aircraft (the signal is encoded with the aircraft's identity) anywhere in the world. [However, the ELT must be equipped with an integral GPS receiver.]

LTJG Jeremy Loeb
HH-65 Pilot / Public Affairs Officer
Air Station Traverse City, Michigan
(231) 922-8273

Enroute Low Altitude Charts Reconfigured

Instrument rated pilots need to be aware of the recent "Charting Notice" from the FAA. The total number of Enroute Low Altitude Charts has been reconfigured from 28 to 36 charts. They are now on a larger, more readable scale. More information may be obtained from the National Aeronautical Charting Group (NACG) at www.naco.faa.gov or by calling 800-638-8972.

Letter from Paul Poberezny

TO: ALL EAA CHAPTER PRESIDENTS, NEWSLETTER EDITORS

When I read through the history of your EAA, living every day for half a century plus, I truly know how time flies. I want to share with you some of the thoughts of our members as they appeared in our *Sport Aviation* magazine back in 1963.

The organization of dreamers, homebuilders and fellow aviation supporters building/designing their aircraft under the CAA/FAA 51% rule we worked so diligently for and earned is something

to be treasured. One can build his or her airplane for educational and recreational purposes and friends can work with you for their own educational value. Really, we can build one half of it – the other half, such as engines, propellers, wheels, brakes, instruments, radios, items not normally within the capabilities of those who work with hand and mind can be purchased. Now we are faced with a situation of the FAA amateur building program being used for commercial purposes – from building complete aircraft or well over the half mark ... not within the intent of the program given to us by those CAA/FAA folks who believed in us. *Let's hope we don't lose this privilege.*

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION

Paul H. Poberezny

Founder and Chairman of the Board

Link to the Article: "Experimental or Not" by [the late] Joe Kirk, EAA 2023

http://www.eaa.org/sportaviation/2007/november/1963_02_kirk.pdf

Published in *Sport Aviation* magazine; February 1963

Note from the President

Clear Prop!

It is time to start your engine(s) and enjoy a good time with your Chapter friends next Thursday. We do something like this in the summer (BBQ) but this is an opportunity to bring a little of that "cheer" into winter. I am almost certain you won't be flying that night, so come and enjoy the good food, fun, and fellowship.

See you there!

John

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