



LOOKIN' UP

The EAA Chapter of Modern Explorers

EAA Chapter #1093 - Midland, Michigan

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

www.eaa1093.org

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

Volume XV Issue 12

December 2009

Officers

President	JT Rairigh	989-513-2841	Treasurer	Mike Rehberg	989-631-6625
Vice-President	Bob Trent	989-839-0491	Secretary	Janine Rairigh	989-615-1103
Advisor/Past President	John Abbott	989-631-5244			

Class II Directors

Newsletter Editor	Linda Langrill	989-631-4530	Programs	Walt Charter	989-687-5891
Membership	Donna Witkop	989-687-5205	Flight Advisor	Pat Howe	989-687-9588
Technical Advisor	Jim Dobben	989-689-4441	Young Eagles	Dave Schmelzer	989-631-7590
Historian	John Wilson	989-465-9113	Bldg. Manager	Bob Harrington	989-496-3887
Publicity	Dot Hornsby	989-631-4342			

CALENDAR OF EVENTS – 2009

Dec 3	Chapter Christmas Party 6:00 pm
Dec 12	Young Eagles 9:00 – 12 noon
Dec 17	Chapter Board Meeting 5:30 pm

Jan 9	Young Eagles 9:00 – 12 noon
Jan 21	Chapter Board Mtg. 5:30 pm
May 1	Pancake Breakfast
June 14-19	Aviation Camp
June 26	Pancake Breakfast
Sept 11	Pancake Breakfast

CALENDAR OF EVENTS – 2010

Jan 7	Chapter Meeting 7:00 pm
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Chapter Holiday Christmas Party – Thursday, December 3, 2009 at 6:00 pm



Our Chapter's Christmas party will be **Thursday, Dec. 3, 6:00 PM** at **Dot Hornsby's house** – 3210 Monroe Rd. between Eastman and Jefferson. The chapter will provide the ham and roast beef and those attending are asked to bring a dish to pass, a food item to donate to the Food Pantry, and optional: an 'un-ornament' from around your house to hang on Dot's "Ugliest Christmas Tree".

Contact Dot Hornsby if you have not already responded to let her know you can come and what you plan to bring. 989-631-4342 or dotsby@aol.com.



From the Flight Surgeon – Dr. Greg Pinnell, MD



Fatigue and sleep disorders are a very “hot button” topic for the FAA right now. The GO Airlines incident in 1997 had the flight passing its destination due to both pilots falling asleep in the cockpit. Many still think the recent Northwest Airlines Flight 188 was a similar situation with the aircraft flying 155 miles past its arrival airport. Sometimes hard to define, fatigue leads to poor vigilance, difficulty in concentration and poor decision making. Combating fatigue involves many factors including

getting adequate rest before flying, reducing stress and avoidance of some medications. Sleep disorders such as Obstructive Sleep Apnea require a Special Issuance which can require a test to see if the pilot can maintain wakefulness. The FAA has a good brochure on fatigue available through their website www.faa.gov. Bottom line is if you think you are too tired to fly, you probably are. Questions? Contact us at www.ok2fly.com. Fly Safe!

Gregory Pinnell, MD

Senior AME/Senior Flight Surgeon USAFR, www.ok2fly.com

Safety Corner - 13 Tips to Keep you Flying Safely – Dr. James K. Rieke

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

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

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

WINTERIZATION KITS are required for many airplane engines. Check the pilot’s operating handbook and make certain the kit is installed on the airplane as required.

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



Chapter Scholarships

The EAA Chapter 1093 Scholarships are to provide financial assistance and moral support to a deserving person who is pursuing a pilot’s license or attaining advanced flight training. The qualifications state: 1) Must be recommended by a present EAA Chapter 1093 member; 2) Must live in Midland or the surrounding area; 3) Minimum age fifteen; 4) Must be pursuing a private pilot, recreational, or sport pilot license or attaining advanced flight training. If any member would like to recommend a candidate for our 2010 Scholarships (could be another EAA member), pick up a nomination form in the office at the EAA Building in January and give it to Dot Hornsby. Our Scholarship committee has three members: Dot Hornsby, Chairperson, Jack Hallett, and Dick Sipp.

Young Eagles will be held Saturday, December 12, 2009

Twenty-six Young Eagles flew on November 14. They were flown by Young Eagle Pilots Dave Bickmore, Dot Hornsby, Linda Langrill, Janine Rairigh, Mike Rehberg, Dave Schmelzer and Dick Sipp. Administrative duties were handled by Jim Rieke and Mike Woodley. Brad Goodall assisted with photography. Check out the Young Eagles website at www.YoungEagles.org.



Dave Schmelzer,
Young Eagles Coordinator

New Member Brad Goodall



One of our newest EAA Chapter 1093 members is Brad Goodall, who is a senior at Dow High School. Brad was awarded one of our 2009 Chapter Scholarships and is presently taking flying lessons from Linda Langrill. He attended both the 2008 and 2009 Aviation Camps, has volunteered many hours at our Pancake Breakfasts and Young Eagle Saturdays, and helped us at our Spring Clean-up Day.

Brad is the coordinator for the Dow High School Key Club volunteers for our Pancake Breakfasts. This year he took on several leadership positions at the Aviation Camp and has designed a web page to display the Camp pictures.

He is presently preparing an MCTV program highlighting our Young Eagles Program. Brad hopes to earn his pilot's license by spring. He was recently notified that he has been accepted at Embry-Riddle Aeronautical University where he will pursue a degree in aeronautical engineering.

Congratulations and welcome, Brad!

Notes from the President, JT Rairigh

PAPER OR PLASTIC?

FAR 61.19(h) reads: /"Duration of pilot certificates/. Except for a temporary certificate ... or a student pilot certificate ... the holder of a paper pilot certificate issued under this part may not exercise the privileges of that certificate after March 31, 2010."

The FAA form for applying for a replacement plastic certificate can be found at: http://www.faa.gov/licenses_certificates/airmen_certification/media/8060-56.pdf
Cost is \$2 each

LOST AND FOUND

You probably carry auto/life/home/etc insurance even though you probably do not expect to have a crash, fire, etc, today. You probably carry aircraft insurance and do a careful preflight before every flight. But do you always tell someone where you are going and when you plan to be back? ALWAYS?! You may think, "this is just a short flight, I don't need to tell anyone where I am going." But when you are sitting in a clearing, in the mud, with a broken leg, you will definitely wish you had told someone where you were going and when you expected to be back. File your flight plan with the FSS and with FFS (**family, **friends, someone!)

Before you fly, Please:

=>Make sure Airport Ops has your contact numbers; not only for you, but for your friends and family. If we think you may be overdue we need to try to find out whether we need to be concerned or not and where you might be if you are indeed overdue.

=>Always tell someone where you are going and when you plan to be back. This will help people to know when to start looking for you and where to look.

=> Review your emergency procedures often. Time is of the essence in an emergency. As you come down into the trees 100' short of that nice hay field, you will wish you had that 10 seconds back that you wasted getting glide speed, turning toward a field, etc, because you were rusty on emergency procedures.

If you have a problem:

=> Time is of the essence.

=> Always fly the airplane first: 1. glide speed and 2. head for the "best" field (ie the "best" landing area you see that you know you can make it to, no matter how uninviting. Not "good" field. The "good" landing spot that is slightly beyond glide range is no good at all.)

=> Take a moment to check for the problem (like applying carb heat and switching tanks and boost pump on a "low wing") and immediately switch your transponder to 7700. If you are a couple thousand feet or more AGL this will probably get attention somewhere. An alarm will go off at "Center" and at any nearby approach control. They will immediately know you have a problem and will also know where to look for you.

**Get this code in right away before you get too low.

**Try to use the radio too, but the x-ponder will probably get a faster more accurate response if they can see you on radar. Remember, you don't have to be talking to ATC or getting "flight following" to use 7700. The alarm at ATC will make you the center of their attention.

=> Don't forget to keep flying the plane! You may not be able to solve the problem, and even if ATC knows you in trouble, they will not be able to fix your problem. It is up to you, and you alone, to keep the plane flying all the way to the touchdown!

Keep flying - safely,
JT

Welcome to the Newly Elected Officers and Committee Chairs for 2010

President	JT Rairigh	Historian	Bob Trent
Vice President	Dave Schmelzer	Building Manager	Bob Harrington
Treasurer	Mike Rehberg	Young Eagles	Mike Woodley
Secretary	Janine Rairigh	Program Chair	Walt Charter
Newsletter	John Sorg	Technical Advisor	Jim Dobben
Publicity	Dot Hornsby	Flight Advisor	Pat Howe
Membership	Linda Langrill	Fancy Birdhouse	Joe Maj

The Last Word

It has been three years since I became newsletter editor for Chapter 1093. I would like to thank the three individuals who have contributed to this newsletter on a regular basis over those three years to help keep our members informed.

Dr. Greg Pinnell has provided timely information regarding health issues as they affect pilots. **Dr. James Rieke** has highlighted a variety of safety topics to keep us thinking. **Dot Hornsby** has interviewed members and photographed their aircraft building projects during and after they were completed. She has interviewed new members and highlighted scholarship recipients. She has written much of the content of our chapter website, www.eaa1093.org. Thanks Greg, Jim and Dot, and all who have contributed for making the newsletter a valuable communication tool for our members!



Starting with the January 2010 issue we welcome newsletter editor **John Sorg**. E-mail John at johnsorg@charter.net. Phone 989-835-7796.

Linda