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 XIV Issue 1&2 January/February 2008

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Historian	Donna Witkop	989-687-5205	Bldg. Manager	Bob Harrington	989-496-3887
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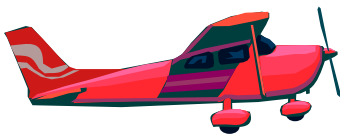
CALENDAR OF EVENTS – 2008

Feb 7	Chapter Meeting 7:00 pm
Feb 9	Young Eagles 9 am – 12 pm
Feb 21	Chapter Board Meeting 5:30
Mar 6	Chapter Meeting 7:00 pm
Mar 8	Young Eagles 9 am – 12 pm
Mar 20	Chapter Board Meeting 5:30

SPECIAL EVENTS – 2008

March 25	Barstow Airport Aviation Advisory Commission Meeting – 5:00 pm
April 8-13	Sun 'n Fun, Lakeland, FL
May 3	Chapter Pancake Breakfast
June 16-21	Midland Aviation Camp
June 28	Chapter Pancake Breakfast
July 28	Airventure, Oshkosh, WI
Sept 7	Chapter Pancake Breakfast

February Meeting: Aircraft Certification & Recertification – February 7, 2008



Gary Knaggs, Program Manager from the FAA Safety Team, will be our guest speaker on **Thursday, February 7**. He will speak on "Recertification of Rebuilt Aircraft and Certification of Amateur Built Experimental Aircraft."

Gary was in industry for 15 years in Part 135 and repair station maintenance facilities primarily in Michigan, where he worked as everything from mechanic to Director of Maintenance. He has been with the FAA almost 10 years, first as a Principal Maintenance Inspector for the Detroit FSDO and more recently for two years as the Michigan FAASTeam Program Manager for Airworthiness for the State of Michigan.

Join us for social time at 6:30 pm and meeting and program at 7:00 pm.

From the Flight Surgeon – Dr. Greg Pinnell

A frequent question I get from pilots is can I fly with cholesterol lowering medications and what documentation is needed. The general rule of thumb is that all the common medications to treat elevated cholesterol are allowed.

When starting a new medication it is wise to allow at least a few days to make sure there are no side effects. If on the medication already and any symptoms occur (such as unusual muscle aches), it is smart to ground yourself until you can consult with your prescribing physician. A simple notation on your next aviation physical is all that is needed. Fly Smart and Safe!

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

Safety Corner – Dr. James Rieke

Last month's Safety Corner cautioned us about winter flying and suggested some of the precautions to take. For January add **Night Flying and Landing** for your review. Darkness comes early for the next few months and late afternoon flights can quickly lead to night flying and landings.

Have one or preferably two good working flashlights. Double check your **Landing Light** and your **Panel Lights** before takeoff and of course do the prescribed number of practice landings for currency. Remember night landings are no different than day landings -- with one exception: You can't see!

James K. Rieke, Commercial Pilot

Chapter Dues for 2008 are Due Now!

It's that time of year to support your Chapter by sending a check for $25 to EAA Chapter 1093, P. O. Box 2464, Midland, MI 48641-2464. Please mail your check by February 15, 2008.

Young Eagles Saturday, February 9, 2008

We have had some great turnouts of both pilots and new Young Eagles this winter. Join us for the next Young Eagles event on **Saturday, February 9** from 9 am – 12 noon.

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

Homebuilder Starduster II – Lew Webster

A pilot friend of Lew Webster in 1993 casually asked him, “Now that your kids are out of college, what are you going to do with your money?” This question led Lew to the Bay City Clements Airport where he started taking flying lessons and he absolutely knew this was where he wanted to ‘spend his money’ when he saw a float plane land on the Saginaw River. He obtained his license in 1995 and the next year purchased a (very) partially built Starduster II bi-plane from pilots in Bay City. Along with the plans came the ‘bible for its construction’ which was the book ‘Building the Gold Duster’ by James McKeehan; the plane was originally designed in 1976 by Louis A. Stolp. Lew was already flying his recently purchased Citabria at the time which is now hangared at the Barstow Airport waiting for his Starduster to keep it company in the hangar.

Since Lew was engineer trained, as a tool and die maker he was competent in reading blueprints and had the building skills necessary to build a plane. Looking back now, however, he didn’t foresee the complexity nor the time required for this project. He admits, “It’s a challenge” and much harder than his first project – which was as a kid his putting two lawnmower carburetors on his family’s rototiller! Lew worked very hard on the Starduster the first two years he had the project, then the work slowed down…another priority emerged - he got married to Cathy!

However, now that their 2 car garage has been enlarged to accommodate his project, he works on it ‘sporadically.’ When finished it will then be a mid-level aerobatic plane able to pull 6 G’s with its radial 7 cylinder W670 250 HP Continental engine. Lew got a ‘2 for 1’ deal so has an identical spare engine for parts. The Sensenich wood prop will be 2 bladed and 93” with a 40 pitch. The Starduster will cruise at 140 mph and consume 12 – 15 gallons of fuel per hour. The plane will be instrument equipped with a flat panel and a Garmin radio and GPS.

The hardest thing so far has been trying to figure out the center of gravity as his engine is 70 pounds heavier than the planned one for this plane. He has talked with others who have tried to modify this center of gravity and they are not happy with the results. So, Lew continues to read and analyze this problem knowing that he has to solve it himself.

He had seen a plane in a magazine that was orange and blue with white trim and has adopted this scheme for his plane (after running it by Cathy who has a feel and work experience for what looks good). The seats will be core seats that are used for race cars which he will then pad and have covered with fabric. Lew used to participate in drag racing so he likes the ‘feel’ of these seats.

When I asked Lew when he thought it would be finished he laughed and said “I’d like to say within 2 years but… then I want to build a WWI French Newport 17.” He already has the plans for this plane as they are becoming harder and harder to find and purchase.

When asked, “How do you plan to use your Starduster?” he replied, “For cross country flying.” When asked if Cathy would ride along he grinned widely and enthusiastically said “YOU BETCHA!” By Dot Hornsby

Midland Barstow, a Premier GA Airport – J. T. Rairigh

There is no perfect way to count aircraft activity. However Michigan Department of Transportation (MDOT) uses the same methods and standards for all general aviation (GA) airports in Michigan. In any test or evaluation, it is most useful to know how well you are doing in relation to everyone else. For instance, if you get 40% of the questions right on a college exam, that sounds pretty bad. But if 100 other people took the same exam, and no one else got more than 30%, you are doing very, very well. In fact they may have to remove your score from the average because it will "throw off the curve" (i.e., make everyone else look bad). So the real test for Barstow is, "How are we doing in relation to aviation in general in Michigan?"

According to the official MDOT data for 2005 (the latest figures available), there are 488 airports in Michigan. That includes public, private, GA (General Aviation), and commercial airports. Twenty-three of those are air-carrier airports or have control towers. Of the remaining 465 GA airports, only 18 are as busy as 3BS, which is 3.87%. So 3BS is among the top 4% of all Michigan GA airports.

If you include the number of based aircraft, only 8 of those 17 other busy GA airports have more airplanes than 3BS. That is only 1.7% of Michigan GA airports that have more based aircraft and aircraft movements than 3BS (those are only around Detroit and one next to Lansing). Furthermore, 3BS is busier than nearly half (44%) of the commercial air carrier airports in MI. We have more based planes than 61% of Michigan Air Carrier airports.

Midland Barstow 3BS is clearly one of the premiere GA airports in Michigan, and a

tremendous asset to the community and the region. From 2005 to present, 3BS has stayed busy despite a doubling of the wholesale cost of avgas, continued economic downturn, and a severe reduction in aviation activity at most Michigan GA airports.

I have no official figures since 2005. However, the economy and especially fuel prices have clearly had a very negative effect on aviation in Michigan. As I talk to folks at other airports, their activity is way down. The most common estimate I hear from other GA airports is activity is down 50%. Our usage at 3BS was down some in 2006, probably because of the large increase in fuel prices, but is probably at least back to normal (pre-2006) levels. The number of planes based at the airport has increased and all currently available hangars are full. If we had more hangars, we would be experiencing even greater growth.

Midland Barstow was one of the busiest airports in 2005 and, relative to the current state of aviation throughout Michigan, we are probably doing even better than in 2005.

Scholarship Presented to Student Pilot Raphael Knaub

Our 2007 EAA Chapter 1093 Scholarship was named in memory of Marty Witkop and was presented to **Raphael Knaub** at our January 2008 EAA meeting. Raphael is a senior at Dow High School and attended the 2007 Barstow EAA Aviation Camp where he was voted the Outstanding Camper. He has volunteered at our Pancake Breakfasts with the children's activities and has already started flight lessons. His future plans are to attend either Park College in St. Louis (alma mater of Jim Dobben) or Embry Riddle University. Donna Witkop assisted in the presentation of the Scholarship award. Congratulations, Raphael!

Newsletter Deadline is February 21, 2008

Would you like to make an announcement or submit an article for the next issue of Looking' Up? If so, please submit to Newsletter Editor Linda Langrill at LLangrill@chartermi.net or mail to 701 Columbia Rd., Midland, MI 48640.

To assure your continuous membership in the Chapter, send your 2008 dues check for $25 to **EAA Chapter 1093**, P. O. Box 2464, Midland, MI 48641-2464 by January 31, 2008. Thanks!

Note from the President

Flying over a Winter Wonderland is a special experience. As I write this note... we just had 8 inches of light fluffy snow. Now, if we only had some sunshine!

Although winter slows down many outside activities, your Chapter Board has been deeply involved in lining up an exciting spring, summer and fall series of events. For example, there will be combinations of fly-in breakfasts and other aviation activities on the same day.

I would like to make a special note of appreciation for JT and Janine Rairigh's tireless efforts to continuously improve the airport facilities. I encourage you to send an email to Brian McManus, JT's Supervisor, at bmcmanus@midland-mi.org and let him know your thoughts.

John

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