



CHAPTER 1093  
Experimental Aircraft Association

# LOOKIN' UP

The EAA Chapter of Modern Explorers  
Experimental Aircraft Association  
Chapter 1093 Midland, MI

December 2010



Cover art from a 1929 Popular Mechanics

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## Calendar of events

- Holiday Party
  - December 2<sup>th</sup>, 6:30-9:00 PM
- Young Eagles
  - December 11<sup>th</sup>, 9-12 AM
- Board meeting
  - December 16<sup>th</sup>, 5:30 PM
- 2011 pancake breakfast dates:
  - May 7<sup>th</sup>
  - June 25<sup>th</sup>
  - September 10<sup>th</sup>



**Christian Smith**, who is a junior at Dow High School, accomplished his first solo flight in a Piper Cherokee 140 on October 8, 2010, at the Clare Municipal Airport in Clare, Michigan. His flight instructor is Linda Langrill and he is being mentored by our EAA pilot Mike Woodley. Christian has also received moral and financial support from his good family friend, Grant Helms. Christian was the recipient of one of our Chapter 1093 Aviation Scholarships and was a student leader at the 2010 Midland Barstow Aviation Camp – which he had attended as a Camper in 2009. His parents are Dave and Lisa Smith of Midland. Christian's future goals in aviation are: to fly for the United States Air Force, hopefully, by going to the Air Force Academy, then later he hopes to be an Aviation Director at a corporation. We Chapter members can share in feeling very proud and pleased with Christian's accomplishments.



**David Druskins** accomplished his first solo cross country on November 6 from the Clare Airport to the controlled field at Traverse City; he also did 3 extra take-offs and landings at Traverse City. Picture is of proud Mom, Linda Langrill, and David.



**Claire Hadley** is a student pilot mentored by Don Weaver. Claire presently has 25 hours with instructor J. T. Rairigh. She is 17 but has already lived in Germany, the Netherlands, Spain, Kuwait, and the Philippines and is presently taking classes at Delta. She plans to attend Taylor University next Fall where she will major in professional writing but hopes to devote all her time next semester to earning her private pilot's license.

## **Don's freshly Printed IFR License!**

EAA 1093 member Don Goeckel obtained his Instrument rating on October 14 after having successfully passed his Oral Exam and Check Ride with Barry Sutton; he had earned his SEL in 2007. Don quickly put it to good use by flying an IFR flight with his wife, Dianne, to Nashville then a few days later to Grand Rapids. His journey to this accomplishment was sadly motivated by the tragedy of losing a daughter to cancer; he started his training with Don Weaver in a glass cockpit 172 G1000 at Lapeer then in a SR22 at Ann Arbor. He also had extra motivation for this goal as when he was in Air Force ROTC at MSU and started wearing glasses he could not go to flight school. For his training, Don said that the best tip he ever got was to take a micro recorder to your final review sessions – relistening and add it to your notes – also, he used his I Phone to photo about 200 setups in the plane and dry board notes – printed them out and studied them. He hopes to fly every weekend that he can and also hopes that Don Weaver will soon have a SR22 based here at Barstow.

Congratulations and well done, Don!!

## **Another Mentor**

John Sorg has graciously agreed to mentor student pilot Kris Anderson. They met November 30 with Kris's parents to get to know each other better and discuss mutual expectations from the program. Kris is 14 years old and a freshman at Dow High School. His Dad, Rob, who is a pilot influenced him the most to start flying. Kris's first flight was with Linda Langrill in N8110C and he is presently taking flying lessons from her. When the Tri-Motor was here he got to be the co-pilot on one of the flights; he attended the 2010 Aviation Camp and found it definitely exceeded his expectations. His other interests are driving, snowboarding, and golfing. Kris plans to volunteer at the Young Eagles' events and

also, perhaps, at the Camp next year. John Sorg, his mentor got his SEL in 1995 and then his Instrument rating in 1997 and presently flies his homebuilt (1200 hours to build) Sonex, N130JX. Before working as an Engineering Technician at the Midland Cogeneration Venture for 22 years he served in the US Coast Guard for 2 years and the US Navy for 6 years. Besides flying for an hour or so on weekends (just sightseeing) John enjoys wooden boats and continues to enjoy learning new things by taking classes in the evenings and he continues to work on his B. S. in engineering. When asked if he had always wanted to fly, John's reply was: "I don't know if I always wanted to fly, but I always did like adventure and travel. What better than flying to embody that! Also, the physical nature of flight I continue to find fascinating." Thank you, John, for volunteering your time and expertise to help this Kris achieve his aviation goals.

## **2011 Chapter board**

The New Year will bring with it a few changes to the chapter's staff.

President	Dave Schmelzer
V. Pres.	Jack Hallett
Secretary	Sarah Lund
Treasurer	Richard Sipp

## **Please use caution!**

The airplane projects at the EAA Building are being constructed with care and with great pride by their builders. Care and respect needs to be used when around these projects. Regarding this, on the evening of November 5 someone pulled a chair up next to my Pitts Biplane project and proceeded to climb in and sit down. In doing so broke the fiberglass fairing around the windshield. The repair will involve removing the previously finished windshield and repairing the damage with considerable time invested. Builders are always willing to describe and answer questions about their respective projects but remember, please don't touch!  
Thank You Dave Schmelzer

## From the Flight Surgeon

CFR 61.53 is the regulation which requires us to medically “self certify” ourselves each time we strap on an aircraft. It specifically requires us to stay on the ground if the pilot “Knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the medical certificate necessary for the pilot operation; or is taking medication or receiving other treatment for a medical condition that results in the person being unable to meet the requirements for the medical certificate necessary for the pilot operation.”

A good idea when struggling to make the decision whether to fly or not that day is to keep the phone number of a trusted fellow pilot or your AME close by so you can “vette” the intended flight by an objective source to help make the call. Two (or three) heads are always better than one. Fly safe!

Gregory Pinnell, MD  
Senior AME/ Senior Flight Surgeon USAFR  
[www.OK2FLY.com](http://www.OK2FLY.com)

## Cessna 150 Restoration Project



JT reported that the C-150 project donated by Warren Cooper of Ohio was now in the Fancy Birdhouse. It was noted that the transportation of the project was accomplished by Mike Woodley, Paul Ries, David Druskins, and Pat Sisco who drove to Ohio, loaded up and then unload all the parts at the Fancy Birdhouse hangar.

Editor: I'm sure I speak for all chapter members in saying thanks to Mike, Paul, Dave and Pat for collecting the project for the chapter.

### A reminder



Please remember to pay your regular 1093 Local Chapter dues by the end of December.

## And now the news.....

Dot has provided some old news articles that provide a glimpse into past aviation in our town. Thanks!

### Local Pilots Fly To Big Rapids

Eighteen Midland fliers of the Dawn Patrol took off from Barstow field on their first group cross country, a breakfast flight to Big Rapids, Sunday morning, at 8 a. m.

Lead by James Lyons, nine planes taxied out to the field and took off in order. They flew together, stopping for several minutes at Mt. Pleasant where they were joined by five planes from that field.

The pilots and students arrived in Big Rapids in time for breakfast.

The group returned to Midland at noon with more cross country flight experience, a better acquaintance with other nearby airports, and more flying hours to their credit. Already the fliers are looking forward to another Dawn Patrol, planning to make the breakfast flights a regular event.

The pilots from Midland who flew to Big Rapids were Miss Helen Ankrom, Mrs. Carroll Irons, Miss Elaina Sterling, Mr. and Mrs. Bion McPeak, James Lyons, Floyd Wright, Parker Frizzell, Amos Collett, Floyd Coppus, Ralph Lee, Steve Arbury, Bernard Dittenber, Alden Hanson, Stewart Ball, Carl Bloom, Sam Garrett and Bert Chase.

### Fliers Brave Snow Storm In Cadillac Flight

Dawn patrollers of Midland, flying their light airplanes to Cadillac Sunday morning for breakfast, flew into a heavy but brief snowstorm a few miles before reaching their destination.

Of the seven planes and their 14 pilots and passengers which took off from Barstow field at dawn, approximately 7:30 a. m., two planes returned to Midland, evading the snow. The remaining "stormy weather pilots" landed at the Cadillac port where they ridded themselves of chills and then were driven into town for bacon and eggs and wheat-cakes.

The group returned to Midland about noon, the second breakfast flight of many more to come having been completed.

Fliers and their passengers who took the 150-mile roundtrip to Cadillac were Mrs. Carroll Irons, Miss Elaina Sterling, Mr. and Mrs. Bion McPeak, Gerald H. Martini, Dr. J. Valter Seeburger, James Lyons, Floyd Copus, Chauncey Keenon, and Paul Noack. The four who returned without breakfast were Alden Hanson, Dr. C. L. MacCallum, Al Sisson and Frank Olds.

Two weeks ago Midland's first postwar dawn patrol of nine planes and 18 pilots flew to Big Rapids for breakfast.

## First Local Woman Gets Pilot License

Mrs. Mildred Irons, 706 East Pine street, is the first woman member of the Midland Aero club to have been granted a private pilot license.

Mrs. Irons passed her flight test at Bay City on Feb. 28.

Results of the pilots examinations given at the Wheelock-Park auditorium Feb. 22 have been announced.

Passing the private pilot tests were Faith McPeak, Bion McPeak, Don Woodcock, Fred From, Earl Simmons, Chester Bartlett, Carroll Irons and Preston McCutcheon.

Andrew Holzschuh passed the examination for ground school instructor rating.

## Mrs. Bion McPeak Passes Pilot Tests

Bringing the total number of licensed women pilots in Midland to four, Mrs. Bion McPeak has completed her flight tests to qualify for a private license, according to an announcement made today.

Mrs. McPeak, who began flying in the summer of 1944, passed her tests in Saginaw last week.

The four Midland women who are licensed pilots are Mrs. George Miller, Mrs. Carol Irons, Mrs. McPeak and Miss Helen Harger. Mrs. Miller is an instructor.

### Classifieds.

Please submit your ads by the 24<sup>th</sup> of each month. You can reach me at:  
[johnsorg@charter.net](mailto:johnsorg@charter.net) or 835-7796.

### Reoccurring chapter events

- First Thursday of each month is the regular membership meeting at 7pm.
- Second Saturday of each month is Young Eagles flights starting at 9pm.

### About our chapter

The Midland Chapter 1093 was organized in 1995 and presently has approximately 80 members. As a chapter, we support homebuilding, aviation in general and, a special emphasis on aviation education.

#### Officers

President	JT Rairigh	989-513-2841
Treasurer	Mike Rehberg	989-631-6625
Vice-President	Dave Schmelzer	989-631-7590
Secretary	Janine Rairigh	989-615-1103
Past President	John Abbott	989-631-5244

#### Class II directors

Newsletter Editor	John Sorg	989-835-7796
Programs	Walt Charter	989-687-5891
Membership	Linda Langrill	989-631-4530
Flight Advisor	Pat Howe	989-687-9588
Tech Advisor	Jim Dobben	989-689-4441
Young Eagles	Mike Woodley	989-631-4530
Historian	Bob Trent	989-839-0491
Bldg. Manager	Bob Harrington	989-496-3887
Publicity	Dot Hornsby	989-631-4342

Find us on the web:

<http://eaa1093.org/index.htm>

John Sorg

1093 Newsletter editor