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 at the Barstow airport (KIKW)

Newsletter Volume XVI Issue 1
January 2010

Officers

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Historian	Bob Trent	989-465-9113	Bldg. Manager	Bob Harrington	989-496-3887
Publicity	Dot Hornsby	989-631-4342	Fancy Birdhouse	Joe Maj	

2010 CALENDAR OF EVENTS

Jan 7	Chapter meeting 7 PM	June14-19	Aviation Camp
Jan 9	Young Eagles 9-12 AM	June 26	Pancake breakfast
Jan 21	Chapter Board Meets 5:30 PM	Jul 26-Aug 1	Airventure 2010
May 1	Pancake Breakfast	Sept 11	Pancake breakfast

Holiday Party a Great Success!

The December EAA meeting was a Holiday party at Dot Hornsby's on December 3. Over 30 people attended and the potluck had many, many, delicious food selections – too many to mention. The 'Charlie Brown' Christmas tree was decorated with donated interesting 'unornaments'. Many food items were collected for the Food Pantry; they were delivered the next day to the Crosby Realtor site for distribution and a dollar match per item donated to the Pantry. The 'Amelia' doll sent everyone around the house searching for aviation items – Greg Pinnell was in possession of her at the 'bewitching hour' so led the group in singing 'We Wish You a Merry Christmas'. Justin Bentsen collected a gift certificate for the most consecutive pool balls sunk on one break and Brad Goodall won a gift certificate with the best Pac Man score. Noone found the 'hidden' space shuttle, space station, and earth hidden in a picture. Whether eating, conversing, or playing, all members and guests seemed to have had a 'gala' time!

Ron Schultz Retires

Ron Schultz, EAA Chapter 1093 member and experienced Midland pilot with over 2,000 flight hours, will retire this month from his financial advisor position with Edward Jones Investments. Ron planned ahead by bringing in a young man to work with him who will provide continuity for his clients. He also has a ton of projects to keep him busy after he retires, including finishing his timber frame house, which is attached to his shop, garage and hangar, all adjacent to his lighted airstrip west of Midland. Ron, who was trained in engineering and physics, admits he has enjoyed his previous work in electronics for Dow Corning and his success in starting a financial services business in 1982 and later opening the first Midland office of Edward Jones in 1991. But he has a talent and passion for woodworking and especially enjoys wood turning or lathe work. He has crafted bowls, platters, and more whimsical things such as his 15" wooden alligator puzzle which sports a smile! He could easily begin a third career by filling the requests for his woodwork, which is in demand. Ron was one of the first folks who started the pancake breakfasts at Midland Barstow. He brought his cast iron griddle in to cook on and earned a reputation as the number one sausage chef. Ron will be living the pilot's dream: owner of two airplanes, a Piper Cub and a Piper Pacer, living next to his own runway. Thanks, Ron, for your many contributions to aviation and best wishes for a great retirement.

Thanks Dave!

Dave Schmelzer has generously donated a large double deck tool box filled with hand tools, a floor scrubber, and a high speed floor burnisher to the chapter. The members can put these to good use on projects and keeping the chapter building looking ship-shape.

Mentor Program

Our Chapter presently has 2 mentor-student pilot matches – Tom Tolton with Justin Bentsen and Jim Rieke with Christian Smith. A wonderful article about Tom and Justin was in the November 27 Midland Daily News – if you missed seeing it there is a copy on the bulletin board in the EAA building. Jim Rieke has met with Christian several times and talked about pilot to ATC communications and some safety considerations for winter flying. We have another young student pilot who would like a mentor – if you feel that you might like to try this please let Dot Hornsby know – dotsby@AOL.com.

Young Eagles

On the November young eagles day, 1093 members flew 27 children. The second Saturday of December was bitterly cold, never the less, three flights with 4 children were flown. Let's hope for better weather on the next Young Eagle day, January 9th. Pilots please remember to update your pilot information by contacting me at one of the numbers below.

Mike Woodley
Cell: 586-944-7101
Home: 989-631-4530

Good Cheer Delivered

Thanks to 1093's members Mike Woodley and Dick Sipp, some lucky area children will receive gifts for which they had been wishing. With the Cessna 205 and RV-10 as the sleighs, Mike and Dick retrieved gifts from the Pontiac airport in support of "Operation Good Cheer." Delivered to MBS and Barstow airports, further volunteers from the Child and Family Services met the pilots and took the gifts on the last leg of their journey.

Operation Good Cheer has been an entirely volunteer gift-giving program since 1971. Its mission is to distribute holiday gifts with volunteer aircraft and trucks to a variety of needy youths and disabled adults.

For more information or to participate see: http://www.cfsm.org/OperationGoodCheer.htm

From the Flight Surgeon – Dr. Greg Pinnell, MD

Ok, who turned winter on?? Boy it sure has turned frigid and for those of us that utilize our aircraft over the winter months the weather presents certain challenges such as potential for low body temperature or "hypothermia." Just as many aircraft engines do not start well when cold, pilots do not perform as well either when we are chilled. For example, exposed body surfaces such as hands are prone to frostbite when doing a good preflight. Cooling the body even a few degrees can lead to severe shivering making

manipulation of controls difficult. With further body cooling comes further performance drops when outside for prolonged periods or in an aircraft with poor heating. Ultimately, with further body cooling mental processes degrade which can lead to confusion, inability to think clearly and stiffness in the muscles. The bottom line? Dress warmly in layers, do a preflight inside whenever possible in cold weather, and consider hand warmers to keep your fingers safe and supple. Fly warm and safe!

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

Safety Corner –John Sorg

Checklists are a staple of aviation training. They become second nature as we started learning to fly and add additional ratings and endorsements. Unfortunately, as we become more comfortable in the cockpit, this essential aid often becomes a crumpled, yellowed sheet relegated to the seat pouch, carried only as a requirement. Checklists whether on paper or in electronic form are a foundation of commercial flight procedures. Commercial aviation rigorous adherence to checklists is one of the factors in its lower accident rate compared to GA aircraft. Few pilots operating under Part 61 realize they can customize their checklist as long as the new list contains what was in the original POH. Order and layout of the elements are up to the pilot. Operators of experimental aircraft have even more leeway in configuring their checklists. A newer more preferable layout is by phases of flight rather than one lengthy list that involve everything from preflight to shutdown. My experimental checklist is broken down into segments and has been "tweaked" over time. Making pencil corrections while in the plane and later incorporating the change is a good way to try out and finalize your list.

- Preflight checks
- Before engine start
- Starting
- Before take off
- Before landing
- Shutdown

So don't let a poorly laid out checklist cause you to skip over it. Make your own within the guidelines of the FAR's and enjoy your flight with the confidence and safety of knowing you did not miss an important step.

From the Editor

Thanks to all of this month's contributors! If there are any errors or omissions, I'll apologize in advance. If you have, anything you would like included in the next newsletter please contact John Sorg at johnsorg@charter.net or, at the phone number above.

Now I know what a dog feels like watching TV.

— A DC-9 captain trainee attempting to check out on the 'glass cockpit' A-320

John