



CHAPTER 1093
Experimental Aircraft Association

LOOKIN' UP

The EAA Chapter of Modern Explorers

EAA Chapter 1093
Midland, MI
Jack Barstow Airport
KIKW
May 2011

President

Dave Schmelzer
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Vice-President

Jack Hallett
989-708-3008

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Dick Sipp
989-832-2528

Secretary

Sarah Lund
989-750-3412

Past President

JT Rairigh
989-513-2841



NEXT MEMBERSHIP MEETING

Thursday, May 5

6 pm social hr,

7pm meeting

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Upcoming events

- May 5th -Regular membership meeting. (7pm)
- Breakfast dates:
 - May 7th
 - June 25th
 - September 10th
- June 13-18-Aviation Camp

Spring cleaning

A good turnout of volunteers made quick work of getting the chapter hangar and grounds spruced up for the season. Dot Hornsby, (AKA the “cleanup Grinch!”) organized the 13 chapter members who contributed their efforts. Thanks go out to; Mike Carter, Christine Smith, John Sorg, Mike Woodley, Linda Langrill, Al Jerome, Dot Hornsby, Pat Sisco, Dave Schmelzer, Bob Harrington, Pete Swan, Janine Rairigh, Paul Ries.

Pancake Breakfast

Soon the first of our three scheduled pancake breakfasts is happening. These are a major source of income for the chapter. The general overseer, Tom Tolton; has a roster of volunteers, but can always use additional help. **Help is also needed for the breakfast set up. This is scheduled for Friday May 6 at 1:00 PM.** Now if that Michigan weather would just cooperate!

Noelle Palmer

Aviation Camp Notes:

I think there are many of us who can reflect back to a significant life changing event in our lives. The Midland Aviation Camp has done this for many young people since our first camp in 1995. One of these young people is Noelle Palmer, who attended the camp in 2006. She was selected as one of our Kids to Oshkosh that year, and that event influenced her to change her career path to aeronautical engineering.



Noelle will graduate May 15 this year from the premier Embry-Riddle Aeronautical University in Florida with a BS in Aerospace Engineering. As an

extracurricular activity there she has been part of an all female team for the Baja SAE (Society of Automotive Engineers) competition where engineering students are tasked with designing and building an off-road vehicle that will survive the severe punishment of rough terrain – even water. She has accepted a job offer with Lockheed Martin Aeronautics Company in Patuxent River, MD, doing flight test work for the F35 STOVL and Carrier variants.

For several years following her experience as a camper, Noelle volunteered as a camp leader. She also designed our present camp T-shirt while in a graphics art class at Midland H. H. Dow High School. For all of those who enable the camp to continue, she sends a big ‘thank you.’

By Dot Hornsby

Why would anyone buy an airplane that you can't even fit a mini-suitcase in? You might say, "That's the pits." Indeed it is the Pitts – a sleek looking black, white, and gray 1994 two hundred twenty-five horsepower aerobatic model S1 that will be flown by co-owners Jack Hallett and Dave Schmelzer to "Have great fun boring holes in the sky in every attitude!"



Dave had noticed the fuselage of this long- abandoned plane in a corner of Doug Dodge's FBO hangar at the Bay City Airport; he had inquired several times if it were for sale and the answer was always 'no' until last Fall it turned into a 'yes'. Dave wanted a 'good partner' for the plane and Jack Hallett's reply with a big smile was, "He had to settle for me!"

It's interesting that the tail number is N21DJ (Dave, Jack) – was this plane destined to be owned by these two?

They ascertained that the fuselage was in good shape despite its years of neglect and then they traveled to Alpena, Michigan, to inspect the dismantled wings. They nodded in agreement but then found it difficult to get the check to the allusive owner. Finally, all was in order, and they took Dave's trailer to Bay City to

pick up the fuselage but found that the tail was too wide to fit – a rented flat bed the next day enabled them to transport it to the EAA Hangar. Next chore was to make the 2 ½ hour drive to Alpena with Dave's sailplane trailer to pick up the wings; they were joined by Pat Sisco and Bob Harrington. They were greeted by torrents of rain as they loaded the wings – Pat and Bob wondered why they had come along - but were easily placated with a free lunch along the way. By the end of the day the wings were reunited (but not attached!) with the fuselage in the EAA Hangar.

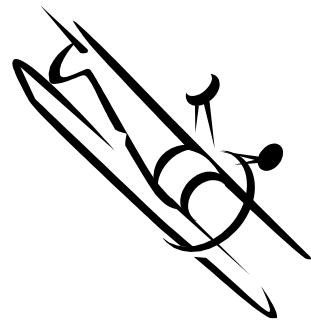


This plane, built in Detroit from plans, had an AD on the prop; meanwhile it was sold to the second owner who removed the original prop, purchased a new one then planned to get it up and flying with a smoke system and rewiring. However, he got busy with other things and thus it sat in the Bay City hangar for many years just collecting dust. The present owners, Jack and Dave, were delighted to find that a brand new \$15,000 three bladed constant speed prop in its original wood box was part of the package.

Once in our EAA Hangar their first chore was to get all the dirt and grime off; Jack spent hours with his hands in a soapy water pail. When all the scum had been removed, they were both surprised to find the paint was black and not the blue color they had thought when they purchased it – black is good! Dave installed the new radio and transponder that came with the plane, rewired it, put on new tires, and installed a five point ratchet harness. The paint job needed little attention but a special touch was added with the stenciled names of Jack Hallett on the ‘port’ side and Dave Schmelzer on the ‘starboard’ side of the plane. The engine needed very little attention and it started up immediately on the third blade.

This plane at 960 pounds is rated for plus or minus 9 G’s and climbs at 4500 feet per minute which takes special pilot training to fly. Dave attended Transition Training in Scottsdale, Arizona, this winter and Jack will renew his Pitt’s skills with further training – he last flew a Pitts 30 years ago when he was an instructor in Salt Lake City, Utah.

‘Fly Day’ is fast approaching this spring; this long neglected Pitts has found two excited guys who can’t wait to hop in and go vertical! There’s a rumor that we might see some special helmets and uniforms on these pilots as they ‘bore holes in the sky’!



Sightings

From time to time some pretty unique aircraft pass through Barstow Airport. Well, the Erickson Air-Crane is definitely something you don't see every day! The Air-Crane arrived at Barstow in preparation of work at the Dow Kokum battery plant construction. About 40 lifts were completed. The helicopter is unique in that it has 3 pilot stations, one which faces aft at the load. The Air-Crane can lift #25,000



Erikson has an interesting website that shows the wide variety of missions.

<http://www.ericksonaircrane.com>



Thanks to Linda Langrill for providing the pictures.

Safety Corner

A new Advisory circular reminds us of how dramatically varied the flying characteristics of our airplanes can be.

New AC: How to Stay Safe in Unfamiliar Aircraft

Notice Number: NOTC2890

While too lengthy to put in the newsletter, I have attached a PDF of the complete notice. (I do know the EAA has disputed some of the statistics.)

Here are a few of the key points:

- Experimental aircraft have a much higher accident rate than GA aircraft.
- Experimental aircraft do not have to comply with certificated flight characteristics.
- Builder's changes can make each plane fly differently.
- Spend the time to learn what to expect when flying an experimental plane for the first time.

Airplane pictures on the wall

Is your airplane picture on our 'WALL'? If not and you would like Dot Hornsby to either frame one you have (8 x 10) or take a new picture, please let her know.

From the Flight Surgeon

Fatigue continues to be a problem in the aviation industry as evidenced by the recent spate of ATC controller sleeping incidents. Unfortunately it is still a significant factor in General Aviation accidents as well. 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. 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. Fly Safe!

Gregory Pinnell, MD
Senior AME/Flight Surgeon USAFR
www.OK2FLY.com

Young Eagles

During the last Young Eagles day, there were approximately 20 youths given flights. Thanks to pilots included, Dot Hornsby, Mike Woodley, and Bob Trent for supporting the program.

Classifieds

Please submit your ads by the 24th of each month. You can reach me at: jcsorg@att.net or 941-7704

If you have anything you would like included in the next newsletter, please get it to me by the 25th of the month to ensure it will be included. Please note, my new e-mail address is: jcsorg@att.net

Reoccurring chapter events

- First Thursday of each month is the regular membership meeting at 7 pm. Social hour starts at 6 pm.
- Second Saturday of each month is Young Eagles flights. 9 am -12 am.

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	Dave Schmelzer	989-631-7590
Vice-President	Jack Hallett	989-708-3008
Treasurer	Dick Sipp	989-832-2528
Secretary	Sarah Lund	989-750-3412
Past President	JT Rairigh	989-513-2841

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Find us on the Web: <http://eaa1093.org/index.html>

John Sorg
1093 Newsletter