



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 XIII Issue 2

February 2007

Officers

President	John Abbott	989-631-5244	Treasurer	Mike Rehberg	989-636-1015
Vice-President	Jack Hallett	989-837-5401	Secretary	Dick Sipp	989-435-3128
Advisor/Past President	Paul Ries	989-631-9444			

Class II Directors

Newsletter Editor	Linda Langrill	989-631-4530	Programs	Joe Maj	989-631-1562
Membership	Dot Hornsby	989-631-4342	Flight Advisor	Pat Howe	989-687-9588
Technical Advisor	Jim Dobben	989-689-4441	Young Eagles	Dave Schmelzer	989-631-7590
Historian	John Sorg	989-835-7796	Bldg. Manager	Bob Harrington	989-496-3887
Publicity	John Wilson	989-465-1993			

CALENDAR OF EVENTS - 2007

February 1	Chapter Meeting
February 10	Young Eagles
February 18	Board Meeting
March 8	Chapter Meeting
March 10	Young Eagles

SPECIAL EVENTS - 2007

Feb 2-3	Great Lakes Aviation Conference & Expo
July 23 - 29	EAA Oshkosh AirVenture
August 4	82 nd Airborne Jump Demo at 3BS
October 13	Celebrate our Airport

February 1, 2007 Chapter Meeting Features

- Feedback on Chapter Planning for Future – **John Abbott**, Chapter President
- Program: Aircraft Engines – **Jim Dobben**, Technical Advisor for Chapter 1093

Join us at 6:30 p.m. for refreshments and conversation. Meeting begins at 7:00 p.m.

Reminder – Dues for 2007

Chapter dues for 2007 of \$25.00 per member are due by February 1st. Checks should be made payable to "EAA Chapter 1093" and mailed to P.O. Box 2464, Midland MI 48641-2464. Thanks for your continued support of Experimental Aircraft Association Chapter 1093.

Pilots' Night Out at the Midland Barstow Airport Open House



Janine and J.T. Rairigh hosted a fun Pilot's Night Out January 17 at the Midland Barstow Terminal Building. The event attracted over 40 pilots and their families. It was fun to meet and talk with new folks while enjoying the wonderful spread of hors d'oeuvres and

homemade pies. For an icebreaker, Janine broke us all into groups and handed us each a folded piece of paper with a letter of the alphabet. As we came up in groups, the Timer, Jim Rieke, started the clock, and we had only seconds to open our letter, figure out what the aviation-related word was, and put ourselves in order across the front of the room to spell the word. For example: SKYHAWK, AIR FORCE 1 and DISCOVERY.



Matt Jansen, Chairman of the Airport Promotional Committee, gave an update on the activities of the committee, which helped host the Pilot's Night Out. He introduced Jim Pollack, Chairman of the Airport Advisory Commission and also Midland pilot Joyce Woods, Vice Chair of the Michigan Aeronautics Commission. J.T. made announcements of upcoming events at the airport. August 4th the Michigan Chapter of the 82nd Airborne will be holding an event to remember our WW2 veterans. The airport promotional committee will be

planning "Celebrate Our Airport" slated for October 13.

There were prizes for everyone, and special drawings for door prizes for five lucky attendees. Rick Laudeman, Dave Schmelzer, Carol Grasmeyer, Bob Harrington and Hannah Stevens were the lucky winners. Mike Cauchy won the quiz on Airframe Icing. A great time was had by everyone, and we look forward to the next opportunity to get together informally.

Safety Corner – Sport Pilot Requirements?

- What does it take to become a sport pilot?
- A minimum of 20 hours flight time including 15 hours of flight training from an authorized instructor and 5 hours solo flight.
- Flight training must include at least 2 hours cross-country flight training; 10 takeoffs and landings to a full stop; one solo cross-country flight of at least 75 nautical miles; 3 hours flight training in preparation for the practical test; and ground instruction.
- Pass the FAA knowledge test and the FAA practical test (check ride) for the applicable light sport aircraft privilege.

From the Flight Surgeon – Dr. Greg Pinnell

This time of year most of us with single engine aircraft get our cabin heat from a shroud which surrounds the exhaust system. When leaks in the exhaust occur carbon monoxide can enter the cabin and cause serious or even fatal effects.

Symptoms of carbon monoxide poisoning vary but usually include light headedness, headache, dizziness, shortness of breath and confusion. Keep a carbon monoxide detector in your aircraft. Both paper and electronic versions are available. If you smell fumes in the cockpit or your detector goes off, immediately vent the cockpit and land as soon as possible. Fly safe!



Gregory Pinnell
Senior AME
Flight Surgeon

Young Eagles – The Thrill of Flight!

We had the opportunity as a chapter to introduce aviation to two young folks on Saturday, January 13th. It was interesting that we had a small window of weather that day, since the weather before and after was terrible. That may have kept some away.

I would like to thank the pilots who shared their time by being available, Linda Langrill, Mike Klele, Jim Rieke and me. Three individuals have recently received a Certificate of Appreciation and a pin from EAA in Oshkosh for their help in caring for the paperwork and scheduling involved in the program. They are Sarah Lund, Jim Rieke and Mike Klele. If you are a pilot and have not yet become involved in the Young Eagles program, contact me and I will help get you started in sharing in the fun.



Dave Schmelzer
Young Eagles Coordinator

Trivia Question of the Month

Who in the Chapter is building a Skylite?
(Answer elsewhere in this month's newsletter.)

This Month's Builder Feature – John Abbott's Kolb – Second Time Around!

It is the second time around for John Abbott as a homebuilder. However, this time around John's new experimental plane will have a BRS (Ballistic Recovery System – some people call it a parachute) and side-by-side seating so his wife, Sharron, can fly with him. He smilingly said that in an emergency that required deploying the chute, it would be better to have it overhead rather than looking at her and saying, "I wish I would have...."



John waited a few years after building his first plane, a Challenger, before deciding that the tube and fabric Kolb Mark III Extra (for wide) was the plane for him. He wanted the side-by-side seating, its good resale value when certified as a LSA (Light Sport Aircraft), and the possibility of instructing in it some day. He had first seen this plane in a magazine, started checking it out, and was pleased to find out that it had recently been redesigned to have a wider fuselage and also more power than previous models.

John was encouraged after talking with former Chapter Kolb builders Pete Swan and Bob Baringer, so he visited the Kolb factory in London, Kentucky. He was pleased with the quality of the product he saw there, the technical people, and the support offered, so the order for the kit was put in. The factory was surprised when he said he would pick up the kit himself. His Challenger's fuselage had been sliced through by a forklift in shipping, and John was determined that it wouldn't happen to this kit. Since most the parts (except ribs and fuselage)

came in one large tube approximately 24 feet long and 32 inches in diameter, he had to devise a special trailer to convey the tube from London, Kentucky to Midland. He ended up cutting a round hole in the front and back of the trailer siding large enough to accommodate the tube. He slid it through the hole, secured it, then hung a flag on the end of the tube, and he and his son were ready to transport it back to Midland.



Construction, which started in his hangar in April, 2004, has now moved into our EAA hangar. John has approximately 800 hours completed and about 100 more to get the Kolb flying this spring. Having already built an experimental plane has helped him immensely in this construction, and he credits Bob Baringer and Pete Swan with much advice to speed up and make this project technically sound. He benefited greatly by their pictures taken during the construction of their Kolbs. However, he was surprised at how difficult the task was of attaching the boom and tail

feathers to the cockpit cage. They had to be exactly in plumb with the wings that weren't yet attached. It took him nearly 8 hours using a laser, levels, and a lot of help (especially from Bob Trent) to get the job done. It was rather traumatic to finally drill those 8 crucial holes to wed the two parts together.



When finished the Kolb will weigh in at approximate 1100 lbs., have a wing span of 30 feet and length of 24 feet. The fuel tanks will carry extra fuel at 12 gallons and burn about 2 ½ to 3 gallons per hour with a cruise of 90-95 mph and a stall speed of 40–45 mph. The cockpit is 42 inches wide with dual controls and the instrument panel will be standard for VFR flying.

The Jabiru 4-stroke 85 horsepower engine arrived in a sealed wooden box at the EAA hangar on December 18. I happened to be there doing this interview when it arrived, and I have never seen so much excitement from John and Chapter members Jim Dobben, Pete Swan and Joe Maj as they pried the top off the box – something like opening a special present on Christmas Day!

The warp-drive prop will be carbon fiber with a nickel leading edge. John hasn't decided yet on a 2-bladed or 3-bladed prop. Unlike most builders, John opted to do his own painting which was accomplished in Jack Hallett's 10 x 30 foot paint shop in Jack's hangar on the field. Since most of the surface required three layers of paint (one more for an extra color), John spent nearly a month accomplishing this task. The first layer was to fill the weave; the second layer was for UV protection, and the third layer for the basic white color. The color scheme is Bahama blue on white with yet to be designed decals of red for the fuselage. The N-number will be N415SB.

John envisions much local flying with his Kolb and several cross county trips a year, especially to Indianapolis where his grandchildren are. Never one to stop dreaming, John says, "I might build a gyrocopter next!"

By Dot Hornsby

A Little Florida Sunshine!

Midland - Kitty Hawk – Hilton Head Island – Gainesville - Naples

When Dot Hornsby proposed flying her Cessna 182 SkyLane N546K to Florida, it sounded like a fun trip. It turned out to be a fantastic adventure!



First Flight Airport, Kitty Hawk, NC

We started out December 27, 2006 on our way to Kitty Hawk, NC, and made a quick stop at Morgantown, WV, for a lunch and stretch break. The weather was excellent and we made it to Kitty Hawk First Flight Airport (KFFA) by mid-afternoon. We took turns making a landing at the airport adjacent to where the Wright brothers made their famous flights in December 1903. On our last takeoff, we encountered a dozen or so deer, including a buck, several does and three young deer.

We flew down the coast that afternoon to view Cape Hatteras, saw the famous Cape Hatteras Lighthouse that looks like a black and white barber pole. We returned north to the Manteo Airport (KMZI) just south of Kitty Hawk and Nags Head shortly after sunset. The pink sky at night assured us of more beautiful flying weather the next day.



Dot & Linda with Wright Brothers Memorial in background



Sunset at Cape Hatteras

Thursday morning we walked a mile or so to breakfast and back along the main street of Nags Head, drove to the Manteo airport and were on our way along the Outer Banks coastline to North Myrtle Beach Grand Strand (KCRE) airport where we stopped briefly. As a touch of southern hospitality, there was a two-person porch swing in front of the FBO! Much of our flight along the coast was at 2,000' msl and VFR.



Duncan and Corey Burns, Gainesville, Florida

We arrived at our destination, Hilton Head Island Airport (KHXD) just after sunset. The Carolina Air Center staff was great, and we were met at the airport by Dot's friends from college years, Shirlee and Don Corderman. We enjoyed their hospitality, dinner and a tour the next morning of the entire island, including a little shopping. Hilton Head Island is truly a golfer's paradise, but Dot and I were happy to see the island from the air as we departed south the next afternoon for Gainesville, Florida and a visit with her brother and sister-in-law, Jim and Charmie Burns and their family and grandchildren.

After a relaxing evening and a visit by Jim and Charmé's grandchildren (see photo of Duncan and Corey Burns) to the Gainesville Airport (KGNV) the next morning, we were off to Naples, following the shoreline route to Jacksonville, then a southwest course towards Tampa and shoreline route south to Naples Airport (KAPF). We passed the NOLF Whithouse airport just west of Jacksonville where the Navy pilots practice their dry land carrier landings on a specially marked runway.



Dot at the Naples, Florida Airport

Arriving at Naples, we were just one little blip on the radar as the landing traffic converged on the airport and jockeyed for parking spots on the ramp. It had taken us four days and just over 12 flying hours to get there, but what a trip! We were treated to a week of Florida sunshine and above normal temperatures for December and January. This was a great, relaxing start to the new year. Thank you, Dot!

Linda Langrill

Newsletter Deadline

The 21st of each month will be the deadline for submitting information for the newsletter. Contact Linda Langrill at home, 989-631-4530, cell 989-859-9268, by mail at 701 Columbia Rd., Midland, MI 48640 or by e-mail at LLangrill@chartermi.net. Trivia Question Answer: Joe Maj is building a Skylite.

Letter from the President

Dear Chapter 1093 Members:

Sunday night, the board started a process of examining, confirming and planning Chapter activates that will increase the value of our Chapter to all members. Last night we took the first step in that process and will be presenting that work to the membership this Thursday night. Please make every effort to be there so you can let the Board know how you feel about the results.

In order to make our Chapter meeting more meaningful, we need your help in identifying any interesting speakers on aviation subjects that you think would be of interest to the members. We need everyone looking for good possibilities for our Chapter programs.

See you Thursday, February 1st.

John

John Abbott, President
Midland EAA Chapter 1093
jrabott@midcogen.com
989-631-5244