



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 1

January 2007

Officers

President	John Abbott	989-631-5244	Treasurer	Mike Rehberg	989-636-1015
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Class II Directors

Newsletter Editor	Linda Langrill	989-631-4530	Programs	Joe Maj	989-631-1562
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Historian	John Sorg	989-835-7796	Bldg. Manager	Bob Harrington	989-496-3887
Publicity	John Wilson	989-465-1993			

CALENDAR OF EVENTS - 2007

January 4	Chapter Meeting
January 13	Young Eagles
January 21	Chapter Board Meeting
February 1	Chapter Meeting
February 10	Young Eagles

SPECIAL EVENTS - 2007

January 17	Open House at the Terminal Bldg.
Feb 2-3	Great Lakes Aviation Conference & Expo
August 4	82 nd Airborne Jump Demo at 3BS

January 4, 2007 Chapter Meeting Features

- Chapter 1093 - Planning the next 5 years – President, John Abbott
- An in-depth look at our chapter's financial structure – Treasurer, Mike Rehberg
- Building a Kolb

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

Money Matters – Dues are Due for the New Year 2007

Chapter dues for 2007 of \$25.00 per member are due. Checks should be made payable to: "EAA Chapter 1093", and mailed to P.O. Box 2464, Midland MI 48641-2464.

Pilots' Night Out at the Midland Barstow Airport Open House

Please join us Wednesday, January 17 at the Jack Barstow Airport Terminal anytime 7:00pm – 9:00pm for some good ol' fashioned socializ'n! Features of the Evening: Pies and Savory Snacks, Door Prizes and Games. Lots of opportunity to get acquainted with your fellow aviation/airport enthusiasts. Spouses or significant others are encouraged to come! For more information and to sign up to bring a dish, call Janine Rairigh at the Terminal at 989-835-3231.

From the Flight Surgeon – Dr. Greg Pinnell

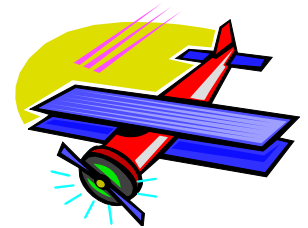
This time of year we frequently need to “self-treat” symptoms with over the counter (OTC) medications due to colds, flu or allergies. Most of us know that these medications can cause drowsiness. But it is often forgotten that the effects of the drugs can last 12-24 hours depending on type. It is always best to wait till all the symptoms are gone and you have been off the OTC’s for at least 24 hours before flying. Fly safe!



Gregory Pinnell
Senior AME
Flight Surgeon

Young Eagles – The Thrill of Flight!

Saturday, December 9th was a great success. Even though we had just endured 2 days of rain mixed with snow, the weather cleared and we had the opportunity to introduce 24 young people to the thrill of flight. And talk about exciting, the feeling you get as a pilot when you look over at the face of your passenger. If you haven't been involved with Young Eagles yet, why not do so in 2007? You can contact me and I will help.



You will take a young person, show them how you do a preflight of your aircraft, and then a short ride, usually about 15 to 20 minutes. If you feel it would be appropriate, you might let them handle the controls a little. You then will sign a certificate that announces that they are now a Young Eagle and their name will be added to the World’s largest logbook at Oshkosh. Five years or more down the road you might not remember them, but they will no doubt remember you for years to come for the gift you shared with them. Your aircraft must be insured and within annual. You as the pilot must be current as well as have a current Flight Review and Medical.

The first Young Eagles Saturday for 2007 will be January 13th from 9 until noon. We will continue through the year on the second Saturday of every month, weather permitting. Thanks to all who have supported Young Eagles throughout 2006, including pilots as well as those who assist on the ground.

Dave Schmelzer
Young Eagles Coordinator

Trivia Question of the Month

Who in the Chapter is restoring a Taylorcraft?
(Answer elsewhere in this month’s newsletter.)

Meet the New President



Congratulations to new Chapter President, John Abbott, left, as he takes over leadership of the Chapter from Past President Paul Ries.

Biographical Background, John R. Abbott

I was born and raised in Muskegon and had a passion for water sports and sailboat racing in particular. Life guarding on Lake Michigan during the week and racing in regattas on the weekend.... what a life. It was at this time that I decided to take flying lessons, however, with my parents totally against it, I ran out of money right after I soloed. I vowed, someday I would return. That day came 41 years later.

After a stint in the Marine Corp, graduate school, teaching at Michigan Tech, and a career in the Dow Chemical Company, I decided to retire... which lasted one week. My short lived retirement ended when I was offered a temporary, 1 year assignment at the Midland Cogeneration Venture Limited Partnership that has lasted 13 years... but will not continue beyond two, maybe three or four more years... maybe. During this 1st retirement period (13 years) I have taken up running, adjunct faculty member at SVSU, lecturing at MBA & International Business colleges/universities in China, received my private pilot ticket, built a Challenger II and am finishing up building a Kolb Mark III Extra.

The essence of my interest in aviation is the sheer romance of flight. From childhood, the force of air and the intoxicating, almost euphoric feeling from altitude fascinated me. Using an unseen force to lift you above the rest of the world and all that it portends, is truly a new lease on life... no matter how short the experience. Whether it is ballooning, soaring, a 757 or a rocket ride on a F18, for me, it is the same. Slow or fast, it is magnetic!

This Month's Builder Feature – Bob Trent's Velocity

Even comments like "He's out bonding with his airplane" from his wife and neighbors can't deter Bob Trent from finishing his composite **Elite model Velocity 172FG**, which first arrived as a kit at his house in July, 1994. Even though Bob didn't get his pilot's license until about the same time as the kit arrived, he had it 'in his bones' to fly and build an airplane. He is an engineer by day, had built boats in his youth, and designed his own house complete with a solar system of energy. In other words, he likes building things!



In his youth boats and sailing were his passion. Bob had formerly teamed with past Chapter member Jeff Nielsen to sail many races together. When Jeff took him to Oshkosh for the first time in the early 1990s, Bob came home saying to himself, "That was really neat." At times in the past he had thought about flying, but this Oshkosh experience cemented his

decision. He and his wife, Cheri, attended ground school together and Bob went on to obtain his private pilot ticket in July, 1994. He had decided at Oshkosh that the Velocity was the plane for him and shortly thereafter had gone to their factory in Sebestin, Florida, where he flew a model of the plane and then ordered the kit.

When the kit arrived with its accompanying thick-ringed manual and 12 hours of videotapes, Bob admits he asked himself, "What have I gotten myself into?" He hadn't anticipated all the reading and learning he had to do before he could pursue his love of hands on building. He spent the next six years working on the plane in his basement and garage. Many people who dropped in to visit asked him what that 'strange boat' was doing in his garage (it was the bottom of the fuselage). In those early days much help and technical expertise came from Jack Yoder, Jon Kabbe, and Jim Dobben. Also the website Reflector gave him access to other people building this same type of airplane, which proved to be a great source of guidance for him.

The kit manual stated that 1500 hours were required to build this Velocity; the small print should have stated "as long as you have already built one." As he passed the 1500 hours, his goal of flying in the 1999 Oshkosh Homebuilt Review was scrapped. Bob now estimates a total of 3500-4000 hours to complete the job. Even though his original prediction of completing the project in five years was off by a few years, he guarantees his next prediction: "The Velocity will definitely go for its first flight on Tuesday at 10 AM." But somehow he failed to mention the day, the month, and the year!



Bob's Velocity is a composite fiberglass-wrapped airplane and the body and wings are like a 'sandwich' with ½" of foam in the middle, and fiberglass wrapped around them. He switched to the gull wing doors after starting his project, and the pusher prop is a wood core with a fiberglass wrap. The wingspan is 32' 4" and the length 17'. The plane has a fuel capacity of 65 gallons and with fuel burn of about 10 GPH and cruising at 165-180 knots, the plane will have a range of approximately 1,000 miles. The kit cost \$19,000, and the half time Lycoming IO-360 2000 HP engine purchased at Sun and Fun in 2001 was \$11,000.



If anyone is interested in dropping by to see his project, Bob is working in his hangar on the east side of the field and starting in February he will have his project in our EAA hangar. His Pot of Gold lies at the end of the rainbow in this photo by Dot Hornsby.

**Article and Photos by Chapter Member,
Dot Hornsby**

In Memory of Marty Witkop

Our heartfelt condolences to Donna Witkop and family following the death of her husband, Marty Witkop, on November 15. Marty's positive outlook and mechanical talents helped our Chapter in so many ways. He will be greatly missed. Thank you to the many individuals who contributed to EAA Chapter 1093 in memory of Marty.

Hangar for Sale

Donna Witkop is offering to sell their hangar, #2B, on the east side of the terminal. Members of Chapter 1093 who are interested may make an offer by mail to Donna c/o Mid State Property Management, P. O. Box 306, Sanford, MI 48657. Offers should be made by December 30, 2006.

Condolences to Joe Maj

The Chapter wishes to extend our condolences to Joe Maj on the recent death of his father, Henry Maj, in Texas.

New Web Page is Coming!

A local advertising firm, A.M.P.M., Inc. is designing a new web page for our Chapter pro bono thanks to Patti LaChance, who works for A.M.P.M. and is the mother of one of our 2006 Aviation Campers, Logan LaChance. She and co-worker, Amy Paeth, are working on a new logo and on the web page design which has been registered as EAA1093.org. A committee from our chapter has been meeting with them to coordinate the set-up and design. We should be up and running in the near future. If you have any input on the web page or would like to serve on the committee, please contact Dot Hornsby at 989-798-6084 (cell).

Request for Volunteers

The Hangar Management Committee is requesting anyone interested in the hangar manager position to contact Bob Trent (989-839-0491) or e-mail rdtrent1@chartermi.net.

Safety Corner



If you have a non-pilot flying companion, check out the new AOPA Safety Foundation on-line Pinch Hitter Ground School Course. At the end of the study section is a quiz. If you pass, you may print out a completion certificate. Also available are the Mountain Flying and Runway Incursion on-line courses. Go to AOPA.org under the Public Section, click on Air Safety Program and then On-Line courses.

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, or by e-mail at LLangrill@chartermi.net. Many thanks to Patti Flint who has served as editor of the newsletter for two years. We appreciate your hard work at keeping us informed.

Letter from the President

Dear Chapter 1093 Members:

In an attempt to come up to speed on the “state” of 1093, I have read the by-laws, mission and vision statements, 503c statement of purpose, the 1996 business plan, current financial reports, talked to several members and even former members. My neurons are beginning to short out due to an information overload so the rest of this letter is my attempt to distill this information into a few salient points.

First, 2007 presents our Chapter with the opportunity to reaffirm our reason for existing and focus on what steps we can take to fully realize our charter. It won't be easy. Clearly, some members hold different views and therefore have different needs. Frankly, I think this is strength and allows for a second look at what we are doing as a Chapter.

Secondly, we are united by our common passion for aviation (flight). Although some are pilots, some pilots and builders, some pilots and aircraft owners and some simply love the aviation environment, all want to learn more about it and see the need to pass it on to the next generation.

The question is... what should we be doing more of...less of... or differently to take our Chapter to the next level of effectiveness?

I believe the answer lies within each of you. My job? To lead and facilitate this effort. We will start down this path at 7:00 pm, Thursday, January 4th 2007. Be there and be a part of it!

John

John Abbott, President
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989-631-5244

Trivia Question Answer: Jim Powell is restoring a Taylorcraft.