



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 4

April 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	Young Eagles	Sarah Lund	989-839-0185
Publicity	John Wilson	989-465-1993	Bldg. Manager	Bob Harrington	989-496-3887

CALENDAR OF EVENTS - 2007

April 5	Chapter Meeting, 7 pm
April 14	Young Eagles 9 am – 12 pm
April 15	Board Meeting, 7 pm
May 3	Chapter Meeting, 7 pm
May 12	Young Eagles, 9 am – 12 pm

SPECIAL EVENTS - 2007

April 18	- Safety Meeting 6:30 pm
May 5 (Saturday)	- Pancake Breakfast
July 23-29	- Oshkosh Airventure
August 4	82 nd Airborne Jump Demo at 3BS
Sept 16 (Sunday)	- Pancake Breakfast
Sept 28 – 30	- Michigan Air Tour - Marlette
October 13	Celebrate our Midland Airport

Chapter Meeting Thursday, April 5, 2007

Join us at 6:30 p.m. for refreshments and conversation; meeting begins at 7:00 p.m. Our speaker will be confirmed closer to the meeting date.

Newsletter Deadline

The 21st of each month is 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.

“One-Six Right” now at the Midland Grace A. Dow Library

Thanks to Stu Frohm at the Midland Daily News, our Midland public library now has a DVD of “One Six Right.” It is the story of the history and romance and ultimate comeback of the Van Nuys Airport (KVNY) in California and is quite an inspiring story.

From the Flight Surgeon – Dr. Greg Pinnell

The springtime allergy season is around the corner and most of us suffer at least occasional problems. If you use antihistamines remember that FAR 91.17 does not allow "any drug that affects the person's faculties in any way contrary to safety." A smart choice would be to use non-sedating medications such as Allegra, Clarinex or Claritin. Nasal spray steroids are effective also and allowed by the FAA. Fly safe!

Gregory Pinnell, Senior AME
Flight Surgeon



Safety Corner – Dr. James Rieke

Take Ethanol out of the Mix for Aviation Fuel - AOPA has intervened on [two bills in Michigan](#) that would require ethanol be blended with fuel for motor vehicles. Ethanol deteriorates seals in aircraft engines, harms fuel bladders and hoses, and attracts water, which promotes rust that can damage cylinders and pistons. It also can lead to problems in electric fuel pumps and cause inaccurate indications on fuel gauges, according to studies by the FAA.

"Since fuel blends, including ethanol, cannot be used in general aviation aircraft at this time, AOPA strongly supports an exemption for avgas from any legislation mandating a renewable fuel component," wrote AOPA Vice President of Regional Affairs Greg Pecoraro. For more detail and updates, check www.AOPA.org online.

James K. Rieke, Commercial Pilot



Young Eagles – Having Fun!

Saturday March 10th was Young Eagles day for the EAA 1093. Early spring is upon us and the warmer weather was a relief from the cold. The ice however was a bit of a problem. The parking lot at the Aviation Education Center was a glare of ice. It was decided that Young Eagles would be held at the terminal building. A total of 7 young people were flown. Thanks to Mike Klele who flew his Cessna 152 Heavy, Dave Bickmore with Citabria 76V and Dave Schmelzer with RV-6 Blackbird. Noelle Palmer was introduced to handling the paperwork (in exchange for an airplane ride in plane of her choice) and Ruthie Winslow for printing the certificates. Thanks to J.T.Rairigh for the use of the terminal, John Wilson for ensuring the notice was in the newspaper and Linda Langrill for taking pictures. Shown in the photo above are Young Eagles Pilot, **Dave Bickmore**, and new **Young Eagle, Andrew Dyke**. We had a great time. Come on out next month April 14th and join the fun. Contact me if you have any questions regarding Young Eagles.

Dave Schmelzer
Young Eagles Coordinator
schmelzerdavid@sbcglobal.net

This Month's Builder Feature – Jim Powell's Taylorcraft

"I've always wanted a Taylorcraft and now that I have one I will keep it until I die." This quote from Jim Powell explains why he's been willing to spend countless hours restoring this classic plane without any blueprints or manuals to guide him. Since the factory is still in existence – although nearly bankrupt – he can't obtain these helpful items. He has relied on his own basic



building skills with much of it being trial and error; he doesn't rely on information from the internet but has been able to get some suggestions and advice from other builders.

This 1946 Taylorcraft BC12-D took its first test flight on July 22, 1946, at the factory in Alliance, Ohio, then was flown to its first owner in Norfolk, Nebraska, via Kankalee, IL, Washington, Iowa, and Harland, Iowa. Jim bought it from fellow EAA member, Pat Howe, in June 2005. Pat had driven 15 hours in his car with a

makeshift trailer behind him in 2000 to Harrisville, Missouri, where he picked up the plane. It took Pat and his father-in-law all day to load it on the trailer, then after only 3 hours of sleep they headed back another 15 hours drive to Midland.

For the first year after he bought the plane, Jim didn't get to spend much time working on it as he had some medical challenges that took up a lot of his time. But he has been working on it steadily ever since and he hopes to have it flying by late spring or early summer.



This project is one from the ground up with just about everything new. The 65 hp Continental A65 engine had been overhauled by Pat Howe who is an A & P (Airframe and Powerplant) Mechanic. He received some help from Harold Hamp. Pat had also rebuilt the wings. The prop is metal and Jim expects cruise to be 95 mph with top speed of 110 mph; the tank's capacity is 18 gallons with fuel burn around 4 gph. There is no electrical system in the plane and Jim will fly with a handheld NAV/COM radio and handheld GPS. The panel will have a compass, engine gauges, altimeter and VSI (Vertical Speed Indicator). The Taylorcraft has a wing span of 36 feet and its length is 22 feet.

Jim has chosen the primary color of the plane to be white with bright red on the leading edges and tips of the wings, the wheel pants and the nosebowl. When Jim was quizzed what the N number was he had to slyly look at the plane and admit he hasn't had time to commit N96756 to memory yet. The interior of the plane will be maroon and black – these items were purchased by Pat Howe before Jim took ownership. One of the most challenging tasks so far has been the headliner which is still to be completed.

"Another beauty of this plane is that it will qualify as a LSA (Light Sport Aircraft) since it grosses at less than 1320 lbs. and has 2 seats," added Jim. It meets the other qualifications for LSA in that the max speed is less than 138 mph, max stall speed is under 51 mph; it has a fixed gear and prop and is not pressurized. Another bonus for Jim is that his wife, Lory, who has her pilot's



license, will be able to fly the airplane also (if he ever gives her a chance!). Since purchasing the plane, Jim figures he has spend about \$3,500 in supplies and paint. If the factory were still building Taylorcrafts, Jim figures a new one would cost around \$70,000.

Jim is a long time pilot having gotten his license in 1978, but he didn't do much flying until 1993. In 1994 he bought his first airplane, an Ercoupe, which he sold last year. Jim has another project, a Montana Coyote, which is about 80% finished. Jim can't seem to get enough of this building airplanes as he next plans on building a Sonex exactly like EAA member Dave Schmelzer's so it will be easier to fly in formation with Dave with an 'equal airplane.' One wonders with all of these planes to build when Jim finds time to eat and sleep! By Dot Hornsby

Safety Meeting to be held Wednesday, April 18

Mark your calendar for **Wednesday, April 18 from 6:30 – 9:30 p.m.** for the Safety Meeting at the Aviation Education Center. Janine and J.T. Rairigh are co-sponsoring the meeting with our EAA Chapter and the Midland Barstow Airport. It promises to be a fun, informative evening. Tom Krashen of the Michigan Department of Transportation/Aeronautics will be speaking on two topics: Making (some) sense of the Federal Aviation Regulations and How to get a Good Weather Briefing. Everyone is welcome to attend.

Update on Bob Trent's Velocity

The first taxi for the Velocity 173 FG was about 2:30 pm Sunday, March 18th. We have had five engine starts now and are working out the squaks.

There are a lot of details to finish up including upholstery, vortex generators, elevator trim, weight and balance, etc . MitchArt is working on the vinyl graphics and N-numbers right now and they may be ready to go on this week.



I am going to the Velocity Factory in Florida for transition training in their aircraft next week. I have a DAR ready to work with me on the FAA certification papers and inspection when I get back in April. I see light at the end of this 12-year long tunnel. :<) Bob Trent

Trivia Question of the Month

What year was the Experimental Aircraft Association formed?
(Answer elsewhere in this month's newsletter.)

Dale Johnson's Plane Completed by New Owner

Chapter member Malcomb Brubaker sent this photo of Dale Johnson's plane with this message:



"Here is a picture of Dale Johnson's old Quickie. It may cheer people up to see that it was finished last year by the person I sold it to."

The **Quickie Aircraft Corporation** was founded in Mojave, California in 1978 (25 years after the EAA was formed in 1953) to market the Quickie homebuilt aircraft which were designed by Burt Rutan and founders Gene Sheehan and Tom

Jewett. The company sold over 2,000 kits.

Michigan Air Tour 2007

Who needs a good excuse to fly? We've got a great one coming up on **September 28 – 30, 2007** when the Michigan Air Tour takes off from Marlette (77G) for Gladwin (GDW), then on to Alpena (APN) for an overnight stay. Saturday it's off to Greenville (6D6) for lunch then Dowagiac (C91) for overnight. Sunday the tour flies to Mason Jewett (TEW) for lunch. All the while the tour promotes the economic impact and importance of general aviation airports in Michigan, meeting with local city officials and media, flying, eating, presenting Air Tour plaques, eating, flying. Register for the tour at www.miaviation.org or call 248-435-0441 to have information sent to you. Sponsored by the **Michigan Aviation Association**, tour registration includes a one-year membership in the association which promotes aviation education.

Paul Poberezny Subject of Biographical Report



Young Eagle, Tina Druskins, a 7th grader at Northeast Middle School in Midland, chose the book Poberezny, The Story Begins, the story of Paul Poberezny and the founding of the Experimental Aircraft Association, for her biographical book report this semester. Paul had signed a copy of the book for Tina at Airventure 2006, and she had her photo taken with him. For her oral report she donned a borrowed leather pilot helmet and goggles and a World War II leather jacket and gave her report from Paul's perspective. It was difficult to keep her report short since there was so much to say about the life of Paul and Audrey Poberezny.

Hands-on Aircraft Building Workshops

EAA SportAir Workshops will be conducting hands-on Aircraft Building educational sessions April 14 and 15 in Belleville, Michigan (Detroit area) at the Michigan Institute of Aviation and Technology's Willow Run Airport Campus. Workshops include **Introduction To Aircraft Building, Composite Construction, Electrical Systems, Wiring and Avionics, Sheet Metal Basics, and What's Involved in Kit Building?** The first four workshops run two days and tuition is between \$229 and \$289. The last one is a three-hour Saturday evening seminar and pizza dinner for \$25. Family discounts are available

Pre-registration is required. To enroll or learn more about the EAA SportAir Workshops, visit their website www.sportair.com or call 1-800-967-5746. From Mark Forss, Oshkosh

Notice from Lansing Flight Service Station

The Voice Retrieval System is out of service at Lansing Automated Flight Service Station. The loss of this unit means that the facility Greeting, TIBS, and Fast File functions are all out of service. Pilots calling in will get ringing and no announcement or further instructions. However, the FSS is still open for business until April 9, 2007. Specialists are still answering the phone calls. Pilots should remain on the line. DO NOT HANG UP.

Lansing AFSS will close on Monday, April 9, 2007 at 12:01 am for refurbishment and employee training on the new FS21 system. Re-opening is scheduled for May 21, 2007. Calls into the facility will be routed to the DCA hub. Pilots should continue to call 1-800-WX-BRIEF.

Letter from the President

Dear Chapter 1093 Members:

Spring is here officially and that means sunny, warm skies are just ahead. It also ushers in a very full program of events for Chapter 1093 members. Please review the calendar of events and decide now to get involved. Make this year's flying season a "time to remember." The success of our Chapter is totally dependent on your involvement.

Contact any of the officers to find out how you can make the difference in 2007.
Straight & Level

John

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

Post Script: Tribute to Harold Langrill, December 1918 – March 3, 2007

My Dad always wanted to be a pilot. He faked out the Army Air Corps docs about his color blindness and managed to log 9 hours in a Piper Cub in 1942 before they caught him with the colored yarn sorting test and sent him over to the Engineering Corps. But he never lost his love of aviation.



He was always supportive of my flying activities. His company sponsored me in my first Michigan SMALL Race in 1979 (the trophy I won that year was for "Newest Pilot"). He came to Saginaw Browne in 1991 to help with the SMALL Rally and was on hand at Midland Barstow to help with the 2003 SMALL Rally. Always eager and willing. Always there when I needed him. That was my dad! I will miss him.

Linda

Harold and Linda Langrill,
Michigan SMALL Rally at Midland Barstow Airport, 2003