



# LOOKIN' UP

## The EAA Chapter of Modern Explorers

EAA Chapter #1093 - Midland, Michigan  
 P. O. Box 2464, Midland MI 48641-2464  
[www.eaa1093.org](http://www.eaa1093.org)

Monthly Meetings held on the first Thursday of each month at 7:00 PM - Barstow Airport (3BS)  
 Volume XV Issue 2 February 2009

### Officers

President	JT Rairigh	989-513-2841	Treasurer	Mike Rehberg	989-631-6625
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Technical Advisor	Jim Dobben	989-689-4441	Young Eagles	Dave Schmelzer	989-631-7590
Historian	John Wilson	989-465-9113	Bldg. Manager	Bob Harrington	989-496-3887
Publicity	Dot Hornsby	989-631-4342			

### CALENDAR OF EVENTS – 2009

Feb 5	Chapter Meeting 7:00 pm
Feb 14	Young Eagles 9 am – 12 pm
Feb 19	Chapter Board Meeting 5:30
March 5	Chapter Meeting 7:00 pm
March 14	Young Eagles 9 am – 12 pm
March 19	Chapter Board Meeting 5:30

### SPECIAL EVENTS – 2009

March 24	Airport Advisory Commission Mtg. 5 pm at Midland City Hall Council Chambers
May 2	Pancake Breakfast
June 27	Pancake Breakfast
Sept 12	Pancake Breakfast

## Chapter Meeting February 5, 2009 Features Don Weaver

**Don Weaver** will be our featured speaker for the February 5, 2009 meeting. His subject will be "Aerobatics, Weather, or some Aviation Myths." Don is always entertaining and informative. Join us at 6:30 pm for social time. The meeting and program begins at 7:00 pm.

## From the Flight Surgeon – Dr. Greg Pinnell, MD



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, MD  
 Senior AME/Senior Flight Surgeon USAFR, [www.ok2fly.com](http://www.ok2fly.com)

## Meet our Newest Chapter Member - Mike Woodley



Membership Chair Donna Witkop with Mike Woodley

How do you buy an American airplane in 2007 while you are working in Bagdad, Iraq? Mike Woodley, while working as an electrical contractor on the new U. S. Embassy there, found a way to buy his 'dream' plane. He had been looking for a Cessna 205 for at least a year and a half when he saw a 1963 2500-hour one on the internet; it had the long range tanks (80 gallons) and the STOL (Short Take Off and Landing) modification he wanted. He next engaged (which they literally are now!) his U.S. 'agent', flight instructor Linda Langrill, to fly to West Palm Beach, FL, to have a look at it. Mike liked her report, so then hired an IA to do the

mechanical inspection and a few weeks later, after the contract was approved by the American Judge Advocate General in Bagdad! - the plane was purchased. Then Linda, along with Jim Dobben, flew Mike's red & white 260 HP Cessna back to Michigan. The 6-seat airplane cruises at 125 knots with a burn of 13 gallons per hour and will soon be hangared in his newly purchased 'blue' hangar on the east side of our field.

His search for this plane had not been easy – over the previous year and a half he had looked at many airplanes. One particular weekend while he was working in Las Vegas he journeyed by car to Tulsa, Houston, and Oklahoma to inspect and fly potential planes at each place; his co-workers couldn't believe how he had spent his weekend but he came home empty handed (or empty planed?). Since purchasing his Cessna 205, Mike has added an Aspen MFD (Multi Function Display) installed by Huron Avionics in Port Huron. Its 4 x 8 inch screen displays flight instruments and is very readable in any light and even from the right seat; he retained most of his 'steam' instruments except for the DG. He is actively working on this transition to glass cockpit flying.

Mike has just joined our Chapter coming to us from the Port Huron Blue Water EAA Chapter 979. He grew up in Warren, Michigan, and raised his own family on a mini-farm near Port Sanilac. Mike has worked in the electrical construction business all his life; one of his more recent jobs was working on the electrical systems and then the mechanical equipment in the penthouse of the new U. S. Embassy in Iraq. Some of the security he had to go through to get this job entailed 8 hours on the computer filling out forms to get his 'Interim Security' – printed out it was 68 pages long! Once approved, this permitted him to go to Washington D. C. to look at the classified drawings for the Embassy; this 102 acre complex which contains 25 buildings has just opened in Bagdad.

After raising his family – son, Mike, and daughters Sue and Pam – who all now live in the east



Detroit area, Mike said to himself, "Time to do it." – referring to his getting his pilot's license (after lessons sprinkled through the 1980's years) so got his ticket in December 1999. Shortly after that he bought a 1967 Cessna 182 which he sold in 2005. He has since flown over 300 Young Eagles and has participated in Operation Good Cheer as well as flown flights for Challenge Air. When asked for his most interesting plane trip, he hesitated then admitted that he couldn't make a choice between two of them. His 5 week trip to Alaska in 2005

got him as far north as Barrow and as far west as Nome. His 6 week (R&R after Iraq) trip in 2007 to Baja was highlighted by attending at least four of the weekly Saturday night 'Mulege Pig Roasts.' These are put on by an American who owns a motel complex which surrounds a pool, and the pig roast draws pilots weekly from the area (California also).

Mike looks forward to being a member of Chapter 1093 and is willing to help in any way he can. He thinks that he may be able to help keep us informed of statewide and national aviation issues and also might help coordinate a Young Eagles Day at other airports that don't have a regular program, perhaps with the Clare Municipal Airport. We all welcome Mike Woodley as our newest EAA Chapter 1093 member! Dot Hornsby

## Safety Corner by Dr. James Rieke - Emergency Knowledge and Skills



The recent emergency landing of an Airbus in the Hudson River should remind all of us pilots to review our knowledge about emergency procedures and then practice the techniques for the airplanes that we fly. Do you remember the best glide speed and the ratio of distance forward to altitude loss? A typical ratio for most single engine trainers is 9/1. Most training manuals have fairly extensive sections on a variety of emergencies that pilots may encounter during their flying career. But for each airplane the Pilot Operating Handbook for that plane has specific recommendations.

Why wait to read the POH? Do it now and practice the techniques. Other good sources of information are the training manuals generally available. For example, William Kershner's The Student Pilots Flight Manual. Chapter 18 provides a comprehensive treatment for dealing with many emergencies. Your life may well depend on your knowledge and skill when an emergency occurs!

## Young Eagles to be held Saturday, February 14, 2008

Our Chapter hosted the Young Eagles Program on Saturday, January 10. We had another successful day with 16 new Young Eagles from the Beaverton Cub Scouts and Webelos, Pack 3755. If you are a pilot, check with me and I'll let you know how to get started in the program. Thanks to this month's pilots, Linda Langrill and JT Rairigh. Volunteers on the ground helping to keep things running smoothly included Jim Rieke (who also volunteered his airplane for the Young Eagles flights), Sue and Mike Klele, Mike Woodley and Brad Goodall, who took pictures to provide a memory for each Young Eagle.



Join us on **Saturday, February 14** from 9 am – 12 noon. Youngsters ages 8 to 17 are invited to experience the joy of flight. We fly kids on the second Saturday of each month, weather permitting and with their parent's written permission.

Dave Schmelzer,  
Young Eagles Coordinator,  
989-631-7590

## 2009 Dues Payable Now

Keep your membership active for 2009 by sending your dues, \$25 payable to EAA Chapter 1093, to Treasurer Mike Rehberg, EAA Chapter 1093, P. O. Box 2464, Midland, MI 48641-2464.

## Termination of Satellite Monitoring of 121.5 MHz ELTs

Termination of satellite monitoring of 121.5 MHz ELTs will happen beginning February 1, 2009. On that date, the International Cospas-Sarsat 1[1] Organization (U.S. included) will terminate



processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs). Pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of over flying aircraft and/or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site. When you fly, look out for your fellow pilots and when possible monitor 121.5 MHz.

If a 121.5 MHz ELT is heard on guard, report to the nearest air traffic control tower, the time and location of when you first detect the ELT, when it is the loudest and when it drops off your radio. Listening and reporting may well be the difference that saves a life.

Cospas-Sarsat System (U.S. included) has been and will continue processing emergency signals transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation at [www.beaconregistration.noaa.gov](http://www.beaconregistration.noaa.gov)). Therefore, a simple telephone call often solves a 406 MHz alerts without launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert.

For these reasons, the search and rescue community is encouraging aircraft owners to consider retrofit of 406 MHz ELTs or at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB) which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail. For further information concerning the termination of 121.5 MHz data processing visit [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov) or contact [Switchto406@noaa.gov](mailto:Switchto406@noaa.gov) with any questions.

## Hornsby Aviation Scholarship Available

Besides our EAA 1093 Aviation Scholarship there is another aviation scholarship at the Midland Area Community Foundation and it is targeted for young people ages 15 – 22 who are interested in attending ground school, taking flying lesson, or attending college with an aviation major. To get an application for this Hornsby Aviation Scholarship, you can pick up an application form at their office at 76 Ashman Circle, or call 839-9661 for more information. You can also go to our web site [EAA1093.org](http://EAA1093.org) to download the application form. The deadline for applications will be early March.

## Member Contact List

In an effort to make communication among our chapter members easier, the chapter Board discussed a proposal to publish a list of member's e-mail addresses and make it available to members only. If you would like to remove your e-mail address from the list prior to publication, please let your newsletter editor know by February 16, 2009. Linda Langrill, [LLangrill@chartermi.net](mailto:LLangrill@chartermi.net).

## **Airport Advisory Commission Meeting for March**

The next Jack Barstow Airport Advisory Commission meeting will be held on March 24 at 5:00 pm at the Midland City Hall Council Chambers. Members are invited and encouraged to attend.

## **Tri-Motor DVD Available**

The current MCTV program on the Ford Tri-Motor's visit to the Barstow Airport is running now on the local channels 3 and 15. Check the back of the Midland Daily News's TV section (be sure to look to the far right for Channel 15) to get the times. Roger Briggs has done a wonderful job with it. If anyone has an interest in buying a copy (probably around \$10), please let Dot Hornsby know ([dotsby@aol.com](mailto:dotsby@aol.com)).

## **President's State of the Airport Address**

Many EAAer's planes have spent way too much time in hangars this season. Saginaw apparently was within a few tenths of an inch of the all time record for December snowfall. At least one December storm dropped 8 inches of heavy wet snow on Barstow Airport, while Saginaw got mostly rain. So I unofficially declare this to be Barstow's all-time snowiest December ever (at least since the ice age). Last year we completely smashed the 100 year old record for snowfall in February by 33%! Imagine anyone beating the all time weight lifting record or the mile run by 1/3. That's a lot! We also had the 3rd most snow in history for the entire season last year. Looks like this season is trying to beat last season's total accumulation. I hope not. If it weren't for all the great people here, I think I would be looking for a job in Arizona. Not Flagstaff. Maybe Phoenix. Phoenix stores up enough heat in August to last all winter!

But there are things coming this year even more exciting than Big Deep Snow and 15 below! The AWOS is in and will (eventually) be calibrated and approved by the FAA so we can start using it. The frequency will be 119.525. There will be a phone line to call, and the WX information will be available on any weather site that displays the NWS data. Our airport identifier will change to KIKW. We expect to have the new fuel farm in sometime this year. And we definitely, positively, absolutely will have new and much more efficient snow removal equipment (SRE) by next winter. The new SRE tractor will do a much faster and better job of snow removal and will also save the airport a lot of money. The latter is very important because all City departments have to cut their budgets.

Next month we will discuss alternatives to jumping out of a perfectly good airplane after a market crash! ... Hang in there! :^)

*JT*

JT Rairigh, President,  
EAA Chapter 1093