



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 7

July 2007

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| | | | | | |
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CALENDAR OF EVENTS - 2007

| | |
|-----------|-----------------------------|
| July 5 | NO CHAPTER MEETING |
| July 14 | Young Eagles 9 am – 12 pm |
| July 19 | Chapter Board Meeting, 5:30 |
| August 2 | Chapter Picnic 5 – 9 p.m. |
| August 11 | Young Eagles, 9 am – 12 pm |

SPECIAL EVENTS - 2007

June 30 (Sat.) – Pancake Breakfast at 3BS
 July 23-29 – Oshkosh Airventure
 July 29 – Memorial Wall Ceremony, OSH
 11am – Marty Witkop to be remembered
 August 4 82nd Airborne Jump Demo at 3BS
 Sept 9 (Sunday) – Pancake Breakfast
 Sept 28 – 30 – Michigan Air Tour - Marlette
 October 13 Celebrate Our Midland Airport

No Meeting July 5th!

Next Chapter Meeting will be held on Thursday, August 2, 2007

Mark your calendars for **Thursday, August 2nd**. Instead of the regularly scheduled program we are going to have a picnic and aircraft display from **5:00 PM to 9:00 PM**. We will provide hamburgers, bratwurst, buns, plastic utensils, napkins and soft drinks. RSVP to **Tom Tolton**, tjtolton@charter.net. Let him know what dish you would be willing to bring to pass, for example salad, vegetable, desert or munchies. Several builders will have their airplanes on display and will be available to talk about them. This will be fun for everyone!

Pancake Breakfast Saturday, June 30, 7 – 11 a.m.

Why not invite your family and friends to come out to the airport early on **Saturday, June 30** for the **best pancakes and eggs** in mid-Michigan! Tickets are \$6 for adults and \$3 for kids. Fresh, homemade donuts! Kids activities!

Saturday, June 30, 2007 from 7:00 – 11:00 a.m.



Marty Witkop to be Honored at EAA Memorial Wall Ceremony at Oshkosh

There will be a time for reflection, a missing man flyover, and all honorees names will be read when EAA members, family and friends, gather to honor those who have lost their lives and are being remembered during Oshkosh Airventure. **Marty Witkop**, pilot and friend, who died November 15, 2006, will be among those honored during the Memorial Wall Ceremony on **Sunday, July 29, 2007** at 11 am on Compass Hill, adjacent to the Fergus Chapel near Pioneer Airport at Oshkosh. Donna Witkop, Marty's wife, chose the inscription which will read: "Seaplane Pilot, Chapter 1093, Michigan." Donna said, this will mean more to Marty than having a headstone inscribed.

From the Flight Surgeon – Dr. Greg Pinnell

By far the most common chronic medical problem that pilots have is high blood pressure or "hypertension". Sometimes it can be treated with diet modification and exercise. In other cases the treatment by your doctor may require one or two medications and they must be taken regularly to keep your blood pressure down. The FAA allows virtually all of the common blood pressure medications and asks for only simple documentation which doesn't delay your medical certificate and needs only be done at the time of your flight physical. Fly healthy!



Gregory Pinnell,
Senior AME/Flight Surgeon, USAFR

Safety Corner – Ten Factors to Watch - Dr. James Rieke

A recent article in the July 2007 Flight Training magazine was titled "Hazard Ahead, 10 Environmental Factors to Watch." After reading the article, a brief summary of the 10 includes:

1. Winds with sharp characteristics (analyze the windsock)
2. Tailwinds (don't underestimate their effect)
3. Topographical effects (topography may be critical, not just in mountains)
4. Disagreeing windsocks (swirling winds in the immediate area)
5. Dust curls ahead of thunderstorms (gust front and tricky winds)
6. Snow showers or rain squalls with dark hearts (don't poke your nose in)
7. Low ragged ceilings in falling temperatures (freezing rain can be sudden)
8. Rough patches in water or trees near the end of a runway (wind shear)
9. Altitude, temperature, runway, and load (understand the interaction)
10. Narrow dew point spread and ground fog (you may be flying blind quickly).

The article is worth reading.

James K. Rieke, Commercial Pilot

Trivia Question of the Month

Who is the newest Private Pilot as of June 23, 2007 at Midland Barstow Airport?
(Answer elsewhere in this month's newsletter.)

Young Eagles – Having Fun!

Our volunteer pilots flew a total of 9 Young Eagles this month. Thanks to Sue Lyon for caring for the paperwork and organizing the flights. Pilots included Dot Hornsby, Mike Klele and our new Young Eagles pilot, Mike Northrup (see photo). Mike flies a beautiful Cessna 170. Wonder if I can get a Young Eagles ride?

Dave Schmelzer
Young Eagles Coordinator
schmelzerdavid@sbcglobal.net
989-631-7590



Congratulations to Sam Rehberg – New Private Pilot



Saturday afternoon, June 23, 2007, Sam Rehberg, 17, flew with his dad, EAA Chapter 1093 member and chapter treasurer, Mike Rehberg, in their yellow and white Citabria N481AC to Dupont Lapeer Airport to take his Private Pilot Checkride with FAA Designated Examiner, Barry Sutton. Sam had been well prepared by his flight instructor, Pat Sisco. The weather was beautiful, great for a practical test.

Barry put Sam at ease saying, I'm just another set of eyes to make sure you know your stuff and can fly safely. The oral examination was very thorough, but it went well. Then

Sam had a chance to really shine. He had practiced a lot. He was ready when Barry asked him to do a simulated short field landing on runway 18, with displaced threshold and landing distance only between the first and second taxiway turnoffs. Sam set the plane down within a hundred feet after the first taxiway, and Barry complimented him saying, "That was a REALLY good landing!"

Sam said after he passed and Barry handed him his Private Pilot license, he was in awe, shocked, and happy and cheerful the whole night! His family and girlfriend's family met him at the Midland Barstow Airport upon his return, complete with balloons, and shared in his excitement. Sam wants to get other ratings in the future & he definitely wants to continue to fly.



Mike Klele's RV-8 is the Builder Project of the Month

"Hey, kid, if you'll wash my airplane, I'll give you a ride," was the line eleven year old Mike Klele heard to earn him his first airplane ride from the Opa-Locka, Florida, Airport to the Tamiami Airport. His Father, who never got his license but who had restored a Champ airplane, would take Mike and his brother to the Miami Airport to watch planes. Even after his Father had sold

the Champ and the family moved to New York, Mike had these early memories which have turned him into the pilot and builder he is today. Mike took his own children, Brian and Sara, to airshows here in Michigan but never thought about getting his license. Years later his girlfriend, Sue, gave him flying lessons for Christmas and he earned his ticket in 2001.

Driving by his house on Jefferson near the Community Center one could never imagine that behind this house is a three-car 800 square foot garage built with the bricks from a former smaller garage on that site. This state-of-the-art garage houses 'his project'. Part of the motivation for this 'dream' garage was the fact that he had to make everyone in the family happy. So, besides providing 'his and hers' parking spaces the garage has an upstairs where Sue has space and cabinets to house her supplies and equipment for her love of gardening. Mike, of course, was delighted with a building site a few paces from his back door. He infringed a bit on Sue's upstairs space as he has a trap door in the ceiling with a hoist that will take his finished parts of the plane up to this upstairs area to store.

He purchased the kit for the tail of his Van's Aircraft RV-8 project in August of 2005, a year before he could move the kit into his newly completed garage. He finally got to start working on his taildragger RV-8 in August, 2006. Mike says that his project is very similar to Pat Howe's but that his plane will take off and land differently since it's a taildragger. With the tail completed by Oshkosh, 2006, he then ordered the wings kit which he later picked up in its wooden shipping box in Lansing.



After an 8-hour engine building class at Oshkosh, he is eager to assemble his future 180 HP fuel-injected engine. His plane will cruise at approximately 200 mph with a constant speed prop and a fuel burn of about 9 gph. The plane will be 21 feet in length and have a wingspan of 23 feet and will gross out at about 1,800 pounds with a 700 pound payload. There is a flop tube in both wings for inverted flight and Mike is very tempted to install the oil tank fittings so that he can do aerobatic flying in it. He has found that flying aerobatics with Dave Schmelzer has been fun and thinks he likes 'being upside down once in a while.' He knows that he will need additional training if he decides to do this in his RV-8.

When asked what has been the most difficult part of this project so far he laughed and said, "The Garage!" Since he had previously spent several years helping Bruce Tucker build his Mustang II, he was fairly familiar with many of the procedures for building an experimental aircraft. He did admit that the tank sealant is a very messy job but he takes his time doing it so has found no particular problems with that part of the project. He predicts that the canopy will be the most difficult to assemble when it arrives in the future. His plane will have a glass cockpit with backup instruments and he envisions making it an IFR plane in the future.

Even though Mike works full time as an Estimator/Project Manager for a local electrical contractor, he has been able to spend many hours on his project; he credits this to the proximity of the project to his house. He talked Sue into coming out and bucking a couple of rivets but has



done all of the other work himself. In fact he admits, "I can build a lot faster than I can afford." If he does need help he quickly goes to his computer which is sitting a few feet away from his project. He considers himself lucky to be able to be actively flying as a part owner in Dave Schmelzer's "Cessna 152-Heavy" while working on his project. Bruce Tucker had let him use his Cessna 172 for his primary training and later for general flying so he has been able to keep his pilot skills up to date while he's completing his project.

Mike plans on a basic white plane with accent colors of red and blue; the N number will be

N76MK. The 76 has a double meaning for two July 6 birthdays in his family. When asked if there had been any surprises during the building, he couldn't think of any major ones. He and Bruce Tucker together had learned many of the building techniques he now uses for this RV-8. Mike estimates the total cost of the plane to be somewhere between \$90,000 and \$100,000. Since he plans to retire in three years he hopes the money and the end of the construction come out even! By Dot Hornsby

Midland Aviation Camp 2007

Our 2007 Midland Aviation Camp was, again, a wonderful experience for the lucky 16 young people who got into the Camp. We had a waiting list of 18! We covered the usual aviation topics such as aerodynamics, airplane parts, weather and careers. Speakers included members from the Greatest Generation and Gulf War Patrol. Again this year many of our EAA members displayed their planes for the Campers and gave a brief overview of their aircraft. The field trip to the MBS airport, complete with fire station tour, Dow Chemical hangar and the Control Tower visit was enjoyed by all.

A new exciting addition this year was a riveting workshop put on by Dow Chemical mechanic, Paul Fancey. Many volunteers contributed to the success of the Camp. EAA member, Linda Langrill, has been one of the leaders of the Camp for several years. Other Chapter 1093 members who volunteered, in no particular order were: Dave Schmelzer, Jim Dobben, Greg Pinnell, Dick Acker, Bob Baringer, Pete Swan, Jack Hallett, Bob Trent, John Abbott, Dave Bickmore, Jeff Nielsen, Mike Rehberg and son, Sam Rehberg, John Wilson, Dick Corbat, John Sorg and Tom Ryden. A big thank you to all of you!

What has been wonderful about the recent Camps is that many of the former Campers have come back to be part of the staff or have come to give individual talks – as young adults. What a wonderful, positive role model they



offer to the present day Campers.

One of the main youth leaders and teachers at the Camp this year was Marcus Plessner who attended the Camp in 2001. He is presently at Northwestern MI College based at the Traverse City Airport and has his private, instrument, and multi engine ratings. But beyond that he is a wonderful teacher and positive role model for these younger Campers. Marcus was one of our 'Kids to Oshkosh' winners and also was awarded one of our EAA Scholarships. He has his sights on corporate or airline piloting as his career.

Another youth leader this year was Noelle Palmer (her proud father, Jeff) who attended the Camp in 2005. She is a 2006 graduate of Dow High School and is entering Embry Riddle University this Fall to study aeronautical engineering. Noelle received one of our EAA Scholarships this year, has completed ground school, and is presently a student pilot. Her experience as one of our 'Kids to Oshkosh' winners had a profound influence on her changing her career path from nursing to aeronautical engineering. She certainly was a wonderful role model especially for the three young women campers this year. She designed the new logo for the Camp t-shirt.

Our other young helper at the Camp was Logan LaChance, a Camper from last year's Camp and volunteer at our Pancake Breakfasts.

A young man, David Parsons, who had been a 1999 Camper and next fall will be in his last year in the Air Force ROTC program at Western Michigan was an inspiration to those Campers considering a military career. He asked the Campers what career they were interested in and described how the Air Force incorporates all of these disciplines from architecture to computers. He also advised the young people to stay clear of drugs and alcohol as one DUI can ruin any aspirations for an aviation career.

Another former Camper who attended sessions of the Camp in 1997 and 1998 and decided not to go the college route talked with the Campers about his job at MBS. Travis Worthington related the wonderful team work of his co-workers and the perks that a job with an airline offers him and his family. He has his private pilot's license and is working on his instrument rating.

A young woman from the 2005 Camp, Catherine Rousseau, arrived to speak to the Campers in her Civil Air Patrol dress blue uniform and was an enthusiastic and informative speaker. Catherine is headed to the Air Force Academy this year. She also received one of our EAA Scholarships. Listening to her very intently was one of the female Campers who is dreaming of earning an Air Force Academy appointment for next year. She will be a high school senior next year in Millington and her mother drove her the 1½ hours daily each way to Camp.



Marcus Plessner, Catherine Rousseau and Brooke Byerley discuss aviation careers.

Another Camper who is going to be a senior at Dow High School next year had many intelligent questions for Dr. Greg Pinnell who challenged the Campers that they were to be the generation who gets us to Mars - and back! During our 'history line activity' this camper did a wonderful French accent presentation of the Montgolfier Brothers and their first hot air balloon launch in Paris.

The younger brother of twin brothers who had attended the Camp in 2003 was determined to follow in their footsteps and shared his Camp experiences with them – actually inspiring one of



them to perhaps pursue an aviation career. Another Camper whom the Mother related was a very quiet individual came home from the Camp each day and couldn't stop talking about the things he had done that day. A Camper from Hemlock would like to attend medical school but is interested in aviation as a hobby.

One of our Campers from Utah heard about the camp from Jack Hallett, and other Campers came from out of state as they were staying with their Grandparents. Linda Langrill's son and daughter, David and Tina Druskins, were able to attend the Camp and Pat Howe's

daughter, Ali, also joined us. Every Camper had a special story to tell and the experiences of the week will influence all of them in one way or the other in the years to come. Dot Hornsby, Director, Midland Aviation Camp

A Note of Thanks to Angela Lackey, Reporter for the Midland Daily News, who visited Aviation Camp on Thursday and wrote an excellent article published on Saturday, June 23, 2007.

Report from the Airport Advisory Commission June Meeting

How many of our Jack Barstow Airport Advisory Commissioners can you name? (They are listed below). This Commission meets bi-monthly and has a great influence on all of us as members of Chapter 1093. These members volunteer their time and efforts to improve our airport by not only dealing with the day to day issues but looking ahead to future improvements for Barstow Airport.

The last meeting was held June 5, 2007 at 5:00 p.m. at the City Council Chambers. The meetings are videotaped and may be viewed later on MCTV. Assistant Airport Manager, J. T. Rairigh, gave the monthly Activity Report for the airport. In May there were 14,191 total movements at the airport which was nearly double those of a year ago. He reported 75 aircraft based on the field, 2 balloons, and 115 pilots. He has been busy mowing the grounds and cleaning up brush on the field. There are presently two rental planes available at the airport.

Matt Janson, Chairperson, reported on the activities of the Barstow Promotion Committee. J. T. and Janine Rairigh have sent out flyers to airports in Michigan listing the activities and attractions in the Midland area. The committee is working on an Observation Area to the west of the terminal building. The concept includes a raised area for viewing, picnic tables and benches, and signs depicting the runways and history of the airport. Other business included the discussion of the control of tall towers in the area of the Barstow Airport and an update on the AWOS (automated weather observation system) for the airport.

The Commission members are Brian McManus, Airport Manager, Jim Pollock, Commission President, Stuart Bergstein, Matt Janson, Richard Siemer and Rohde Woodruff. These meetings are open to the public. By Dot Hornsby

Note from the President

Now that summer is officially here and the flying weather is "great", our June 30th fly-in is perfect timing. We can use your help in making this a memorable occasion for everyone involved. Dave Schmelzer is again, heading up the event. Contact Dave if you can help.

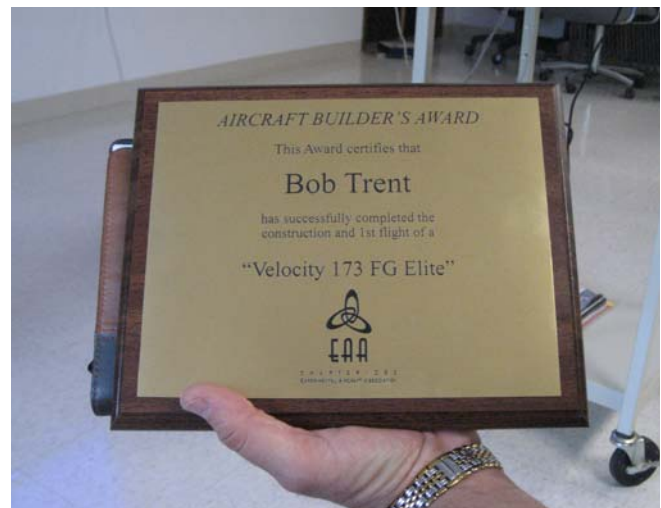
Tom Tolton is our new Program Chair and has a excellent line up of programs planned all the way into next year. Also, in the interest of recognizing the 4th of July is an annual family event that ties up most of the days around that date, we are canceling the July 5th Chapter meeting. The next Chapter meeting will be August 2nd.

Finally, 1093 members have an open invitation to come to our Chapter Board meetings and observe your Board members in action. It is important that you are aware of the types of problems they deal with and who knows, you may be nominated for that position next year!

Clear Skies and Altitude,

John

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



Bob Trent received a plaque from President John Abbott at the June chapter meeting commemorating the completion and first flight of his Velocity aircraft.