



LOOKIN' UP

The EAA Chapter of Modern Explorers

EAA Chapter #1093 - Midland, Michigan
 P. O. Box 2464, Midland MI 48641-2464
www.eaa1093.org

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

Officers

President	JT Rairigh	989-513-2841	Treasurer	Mike Rehberg	989-631-6625
Vice-President	Bob Trent	989-839-0491	Secretary	Janine Rairigh	989-615-1103
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Historian	John Wilson	989-465-9113	Bldg. Manager	Bob Harrington	989-496-3887
Publicity	Dot Hornsby	989-631-4342			

CALENDAR OF EVENTS – 2009

July 2	Chapter Meeting 7:00 pm
July 11	Young Eagles 9 am – 12 pm
July 16	Chapter Board Meeting 5:30

SPECIAL EVENTS – 2009

Sept 12	Pancake Breakfast
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Chris Peden of Orlando EAA Chapter 79 to speak Thursday, July 2

Chris Peden is well known by our local Midland aviation community. He grew up with airplanes and with encouragement from his dad, Dennis, also a pilot. Chris has been active in many aviation events at Midland Barstow Airport and was lead instructor for the 2006 Midland Aviation Camp (see photo at right). We are glad to welcome Chris back home and look forward to his update on his activities and insight on what is happening with EAA in the Orlando area.

Join us for social time at 6:30 pm and program at 7:00 pm at the Barstow Aviation Education Center, July 2.



From the Flight Surgeon – Dr. Greg Pinnell, MD



Asthma is and continues to be a common diagnosis seen when doing aeromedical certification. Its potential to compromise the safety of a flight is obvious both from the perspective of an asthma attack in flight and the fact that the amount of oxygen we take in decreases as we increase altitude. The FAA until last fall allowed medical certification of asthmatic pilots with a simple comment made by the AME at the time of your medical. Due to a change in policy asthmatic pilots are now required to provide documentation from their treating physician stating the asthma is under control. The documentation is required every

two years and generally does not result in a time limited certificate. Questions? Call or email at www.OK2FLY.com and I will be happy to provide you with additional information.

Gregory Pinnell, MD

Senior AME/Senior Flight Surgeon USAFR, www.ok2fly.com

Safety Corner by Dr. James Rieke – How Will it Read in the NTSB Report?



This month's column is an edited version of an article written by Max Trescott, the 2008 National CFI of the year. This and several other articles of a series are published in Aviation Safety magazine. "When in doubt about a possible course of action, I think about how any subsequent NTSB report might read. Recently, a student and I had already started the engine, but the ATIS reported a direct crosswind gusting to the aircraft's maximum demonstrated crosswind capability. The student was ready to go, but I stopped him and terminated the flight.

This scenario ties in directly with my other Safety Tip about using the word "probably" as a trigger to consider whether there are any better options available to you. In the case of the crosswind, in all probability, the wind would not have reached a peak gust at the moment we took off, and we would not have had an accident. To proceed, however, would have been to take a gamble. Although I'd like to think that I'll always be lucky, that's a self-delusionary thought. Realistically, no one can be lucky all the time.

I'd also like to think--perhaps as you do-- that I'm an above average pilot and could rely on my superior flying skills if a problem occurred. That may also be delusional thinking for some pilots. Surveys consistently show that more than 80 % of pilots rate their skills as above average. The logical conclusion is that pilots are a confident bunch and we overrate our abilities. Or, perhaps, 30% of us may have poor math skills, because only 50% of pilots could be "above average".

With the high-crosswind takeoff that my student and I assessed, we were dealing with compound probabilities. To take off would be to hope the wind didn't exceed the aircraft's capabilities, but, if it did, to hope that our superior skills would extricate us from that situation. That's a lot of hope and, candidly speaking, I never want to fly a plane on hope alone.

After we shut down the engine I asked my student, "If we had an accident, how would we have explained it?" The most honest answer I could think of was "that we were stupid." If anything in the article might apply to you, think about what it will read like in the NTSB report. "**I WAS STUPID.**"

Young Eagles will be held Saturday, July 11, 2009



Saturday, June 13th was our chapter's Young Eagles morning. There was a great turn out of both pilots and prospective Young Eagles. Thanks to everyone who helped. We hope to see you on July 11th when we will again take to the skies!

Dave Schmelzer
Young Eagles Coordinator,
989-631-7590

Midland Aviation Camp 2009

We had a great week and a great group of young people attending this year's Aviation Camp. Sixteen high school age campers from Midland, Saginaw, Freeland, Troy and Rochester Hills, spent the week learning about flight, careers in aviation, the history of aviation, the future of travel in space, the operation of our local airport and operations at the MBS airport, flight planning and navigation. They heard from World War II veterans L. G. Brown, Dom and Edie Gagliardi. They learned about aircraft engines, jet engines, corporate aviation, aircraft maintenance, aircraft instruments and aerodynamics. They visited the hangars and viewed many of the beautiful airplanes hangared at our airport. They participated in a riveting workshop. They planned a flight on Friday and flew it with their volunteer pilot on Saturday.



Thanks to the staff who planned the camp, the instructors who facilitated the camp, the volunteer speakers and pilots who made the camp possible, and especially to the parents and grandparents of the campers who supported their camper with transportation, lunches, patience and pride!

View more photos of this year's Aviation Camp at [AviationCamp](#).

Linda Langrill
LLangrill@chartermi.net