



# 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 XIV Issue 11 November 2008**

### Officers

|                        |             |              |           |                |              |
|------------------------|-------------|--------------|-----------|----------------|--------------|
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| Technical Advisor | Jim Dobben     | 989-689-4441 | Young Eagles   | Dave Schmelzer | 989-631-7590 |
| Historian         | Donna Witkop   | 989-687-5205 | Bldg. Manager  | Bob Harrington | 989-496-3887 |
| Publicity         | Joyce Woods    | 248-613-6746 |                |                |              |

### CALENDAR OF EVENTS – 2008

|        |                               |
|--------|-------------------------------|
| Nov 6  | Chapter Meeting 7:00 pm       |
| Nov 8  | Young Eagles 9 am – 12 pm     |
| Nov 20 | Chapter Board Meeting 5:30    |
| Dec 5  | Chapter Holiday Party 6:30 pm |
| Dec 13 | Young Eagles 9 am – 12 pm     |

Dec 18 Chapter Board Meeting 5:30

### SPECIAL EVENTS – 2009

|         |                             |
|---------|-----------------------------|
| May 2   | Pancake Breakfast 7 – 11 am |
| June 27 | Pancake Breakfast 7 – 11 am |
| Sept 12 | Pancake Breakfast 7 – 11 am |

## November 6th Meeting features Jeff Nagel, Airport Manager, MBS International

Jeff Nagel, Airport Manager at MBS International Airport, will discuss the new airline terminal project including how they made the decision, where they are and where we go from here. He will also discuss other topics of interest to the members and will allow plenty of time for questions.

Jeff is a graduate of Florida Tech in Aviation Management. He worked for Piedmont Airlines in Grand Rapids and also for Cherry Capital Airport in Traverse City in administration and operations for 13 years. He was hired as Assistant Airport Manager at MBS in 2002 and was named MBS Airport Manager in 2004. Social hour will begin at 6:30 PM and Jeff's presentation starts at 7 PM.



## Cody Welch Retires from Northwest Airlines

Congratulations to Cody Welch who retires from Northwest Airlines October 31, 2008. Cody says he will miss the people, but "It is time to sample more of life's buffet" including making a renewed commitment to Grandkids, the Airpark, Wings of Mercy, Malibu sales and most of all-to each other. Congratulations Cody and Jackie!

## From the Flight Surgeon – Dr. Greg Pinnell

### Another Change in FAA Policy

The FAA has now mandated that all pilots who are on Special Issuance for medical conditions now must carry their Special Issuance letter from the FAA as well as any Statement of Demonstrated Ability (SODA) certificates while exercising the privileges of their airman certificate. This move continues the FAA's attempts to align the USA with the International Civil Aviation Organization (ICAO) standards.



If you have a Special Issuance or SODA please make sure you keep a copy in your flight bag as you may be asked for it if you get ramp checked! Please feel free to contact me at [www.OK2FLY.com](http://www.OK2FLY.com) if you have any question about this change.

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

## Safety Corner by Dr. James Rieke – Winter Reminders

As I sit at my kitchen table and hear the cold rain sprinkled with solid pellets spatter against the window I am painfully reminded that winter is just around the corner. I remind myself I have yet to make some decisions about my bird. Should I plan to fly this winter or store it until spring? Of course I should wash and polish the machine in any case. If I decide to store, then I should change oil, remove the battery (to store in a warm place) and either drain the fuel tank or fill it completely.

Because I will undoubtedly be around, I will probably fly. Thus I need to check my engine heaters, and it's also nice to have a cabin heater to warm the instruments. Are they in the hangar and do they work? Of course a little lubricant in appropriate places is a good idea, too. I hope my reflections will remind my fellow pilots that it is time to protect their airplane from the ravages of Michigan winters as we all think about spring.

## Young Eagles on Saturday, November 8, 2008

I would like to thank the pilots who turned out this month for our Chapter's Young Eagles event. They include Mike Northrup, Dick Sipp, Dot Hornsby, Dave Bickmore, Dan Graiver and Linda Langrill. Jim Rieke and Mike Klele helped with ground duties and Jim volunteered his airplane for flights. Without volunteers such as these, the event would not be possible.



This month we flew upwards of 25 Young Eagles, many of whom were very excited and appreciative of the flights. Looking forward to next month, I know of a group of 24 Boy Scouts who are planning on attending as well as others from the community. If you are able, why not plan to participate on November 8<sup>th</sup>.

Dave Schmelzer  
Young Eagles Coordinator  
989-631-7590

## MISSION – ACROSPORT II – Mike Klele



On Wednesday, September 17, 2008 Dick Sipp in his RV10 took off on a mission from the Midland Jack Barstow Airport at 7 am with a crew of 3 – Mike Klele (to possibly purchase an Acrosport II Bi-Plane) – Jim Dobben (an A & P with an IA endorsement), and Dave Schmelzer (to fly this bi-wing, tail dragger Acrosport II back to Jack Barstow).

Dick's RV10 quickly swallowed up the 475 nautical miles to the St. Mary's Airport (2W6) in Maryland, slightly southeast of Washington, D. C., in three hours. Since Jim had slept most of the way out he was alert to do the pre-buy inspection and deemed it

“A fine airplane.” Dave took it for a 20 minute test flight with the owner, then after Mike negotiated the purchase price over lunch (Mike paid for lunch as part of the deal), this part of the mission was complete.

Dick and Jim left quickly in the RV10; this time Jim had to serve as ‘first officer’ so had to stay awake to copy the IFR clearances back to Midland – they were wheels down at 6 PM at Barstow. About this same time Dave and Mike in the 1999 Aerosport 2, N71431, were about to make their second refueling stop on the way back. Even though the plane has a Lycoming IO-360 engine with 180 HP and a cruise of 120MPH, the fuel tanks have a range of only an hour to an hour and 15 minutes.

With Dave as pilot in the back (tandem seating), Mike in front, and an open cockpit, the pair had taken off from St. Mary's at 3 pm. Their first stop was Winchester, Virginia (KOKV), then over the Smoky Mountains to Morgantown, West Virginia (KMGW). It did get a bit chilly in the open cockpit. After landing they called a taxi only to learn that all the motel rooms in Morgantown were taken by a local Mountaineers' Convention; they ultimately found a nice, clean motel some 10 miles down the road. After a hearty breakfast the next morning at a Bob Evan's, the pair was greeted at the KMGW airport by a representative in a suit and tie from the Morgantown Chamber of Commerce thanking them for landing at the Morgantown Airport. Thus underway around 9 am their first refueling stop of the day was in Mansfield, Ohio (KMFD). Back in Michigan they landed at the Ann Arbor Airport (KARB) where a ‘1/4 mile walk to get a Coney dog’ turned into a 2 ½ mile round trip jaunt (the dog was worth it!). They had chosen all towered fields on the way back to ensure longer runways. They had ‘ducked under’ the Detroit Class B airspace as they weren't sure their transponder was working.

Finally, around 3 pm the Midland Jack Barstow Airport was in sight and Dave did a ‘greaser’ landing (he won't admit it though). Since then Mike has received his dual instruction in the plane and now has it housed in his hangar at the Pinconning Airport. The plane has inverted oil and fuel tanks so he hopes to do aerobatics in it down the road (or runway?).

We don't know if this team can be hired out but you might inquire of their services if you see the need to buy an airplane off the field! Dot Hornsby

## Volunteers Needed for Operation Good Cheer!

Pilots and ground crew volunteers are needed for this year's Operation **Good Cheer** which will be held on Friday, December 5 and Spirit of Good Cheer flights on Saturday, December 6, 2008.

Headquarters are at Pontiac airport, and flights carry toys, clothing, even bicycles, to airports all over Michigan.

Midland's Child and Family Services clients will be recipients of some of this year's Good Cheer. Donations are also needed to help fund Operation Good Cheer. Call 517-349-6226, visit [www.cfsm.org](http://www.cfsm.org), or e-mail [Katie@cfsm.org](mailto:Katie@cfsm.org) to volunteer. Ask Mike Woodley ([mjwoodley@comcast.net](mailto:mjwoodley@comcast.net))

about his experience as an Operation Good Cheer pilot. It was well worth the effort, he says, and very rewarding.



## New Airport Identifier for Midland Jack Barstow Airport

As you may know, Midland Jack Barstow Airport will soon have a new ICAO identifier: KIKW. Our current airport identifier is 3BS, but once we have WX data that is uploaded to the National Weather Service (NWS) and Flight Service Stations (FSS), we will be part of the international ICAO identifier system. This means that we will have an "all alpha" identifier, no numerals, and it will be preceded with "K" indicating we are in the continental United States of America.

It would be nice to have a catchy phrase that would help people remember our new identifier, plus reflect well on the airport. The phrase could include the initial "K", but since all airports that are part of the FAA/ICAO system start with a "K", it is not necessary to include this. I have been hesitant to publicize my ideas, hoping to let everyone else brainstorm, but I guess I will get the ball rolling.

Jack Barstow Airport, Midland Michigan, KIKW: Where everyone is **Invited, and Kindly Welcomed!** If you have more ideas, please let us know. 989-835-3231, [JT@BarstowAirport.com](mailto:JT@BarstowAirport.com). Thanks.

JT Rairigh, Operations Manager,  
Midland Jack Barstow Airport

## Note from the President

"Next" year is only two months away! Your Board has already set dates for our Fly-ins (Breakfasts) and it is shaping up to be another fun packed year. Be a part of next year by telling any Board member of an event or activity you have seen and you think would be something that our Chapter should consider for 2009 or 2010.

It is not too late to make that "to do" list of everything you were going to do with your aircraft but never got around to it. Remember, our hangar is available this winter to accomplish these kinds of items. See Bob Harrington to get on the schedule.

2008 was a very "safe" year for our members, especially considering all of the activities we had. Let's keep safety as our no. 1 priority in 2009.

*John*

John Abbott, President