



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 9

September 2007

Officers

President	John Abbott	989-631-5244	Treasurer	Mike Rehberg	989-631-6625
Vice-President	Jack Hallett	989-708-3000	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	Tom Tolton	989-835-5828
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

Sept 6	Chapter Meeting 7:00 pm
Sept 8	Young Eagles 9 am – 12 pm
Sept 20	Chapter Board Meeting 5:30
Oct 4	Chapter Meeting 7:00 pm
Oct 13	Young Eagles 9 am – 12 pm

SPECIAL EVENTS - 2007

Sept 9 (**Sunday**) – Pancake Breakfast 7-11 am
 Sept 28 – 30 – Michigan Air Tour - Marlette

Chapter Meeting Thursday, September 6, 2007 Links with Andrew Greer



Be sure to set some time aside to attend for our next EAA meeting on Thursday, September 6th. We will start with snacks at 6:30 PM and then have the program from 07:00 PM to 08:00 PM. **Andrew Greer**, CFI and Commercial pilot, will be sharing his experience as an **aerial photographer** long distance from New Zealand using our EAA Chapter's newly added intranet capability. Plus the Kids to Oshkosh will be sharing the excitement of their trip.

Andrew has a degree in Aerospace Science from Middle Tennessee State University. During the summer between freshman and sophomore years, he earned his private pilot's license in a C-172. His curriculum also included instrument, commercial, and multi-engine ratings and later a CFI rating for single-engine. Andrew spent about a year and a half and 500 hours of flying with his local flight school before he was offered a position flying a Piper Navajo, Piper Aztec and a Cessna 206 for his aerial photography.

In May 2007 he traveled to New Zealand and is currently living on the South Island in Wanaka, New Zealand, working for a small bus company as a call center operator. He plans to stay there

through the summer to try out sailing on Lake Wanaka. He also plans to return to the area next March for Warbirds Over Wanaka, which is one of the largest warbird airshows.

Tom Tolton – EAA 1093 Program Coordinator
989 – 496 – 1588 (w)
989 – 835 – 5828 (h)
tjtolton@charter.net



Pancake Breakfast, Sunday, September 9, 2007, 7 – 11 a.m.

The sun will be shining and the griddles will be hot, so come out to the airport early on **Sunday, September 9** from **7 – 11 am** for the **best pancakes and eggs** in the state! Tickets are \$6 for adults and \$3 for kids. Fresh, homemade donuts! Kids activities! Lots of Airplanes!

Tickets are available that members can give out as an invitation. If the member chooses to sign the ticket, it becomes a pre-paid ticket for the guest and the member pays for those tickets that are redeemed for a breakfast.

Dot Hornsby (989-631-4342) and Janine Rairigh (989-835-3231, at the Midland Barstow Terminal Building) have extra invitation/tickets. Dave Schmelzer (989-631-7590 or SchmelzerDavid@sbcglobal.net) will sign you up as a volunteer to help work a shift during the breakfast. **Sunday, September 9 from 7:00 – 11:00 am.** Don't miss this first community fly-in/drive-in social event of the Fall Season! **Quality food, friendly folks, and fun for everyone!**

From the Flight Surgeon – Dr. Greg Pinnell

Fatigue continues to be a significant factor in General Aviation accidents. Sometimes hard to define, fatigue leads to poor vigilance, difficulty in concentration and poor decision making.

Combating fatigue involves many strategies including getting adequate rest before flying, reducing stress and avoidance of some medications. The FAA has a good brochure on fatigue available through their website www.faa.gov. Bottom line is if you think you are too tired to fly, you probably are. Fly Safe!



Gregory Pinnell, MD
Senior AME/Flight Surgeon, USAFR
www.OK2FLY.com

Safety Corner - Summer Dog Days and Fun of Flying Safely? Dr. James Rieke

Just thinking about 90 degree temperatures, sudden weather shifts, local thunderstorms, heat exhaustion, and lots of bugs make me wonder about flying safely during the August/September dog days. My solution is to avoid rising cumulus clouds, drink plenty of water and have a small battery-operated fan in the cockpit.



But what about the bugs? What does Bernoulli or Newton have to say about bugs on the plane? We all know about frost and how it affects lift, but what about bugs? Ask your instructor or the FBO for an explanation or provide your own, but clean the bugs from the leading edges of the plane! Even if it doesn't fly better, it will look better.

James K. Rieke, Commercial Pilot

BARSTOW AIRPORT ON MCTV

Thanks to the efforts of **Don Beckwith** in conjunction with our Barstow Public Relations Committee, there will be a series of TV programs about our airport on the local Midland Community Television (MCTV) channel.

The first program, Barstow Airport History, will be shown in the next few weeks on MCTV Channel 5. During the program Bob Baringer shared his memories of our Midland Airports with Dot Hornsby and Don Beckwith. You can check the program times for this series in the Sunday issue of the Midland Daily News. Some of the future programs will include our EAA Pancake Breakfast, a tour of the Midland Jack Barstow Airport, a feature on the builder projects, and the 82nd Airborne Division Day which was held at the airport in August 2007.

Dot Hornsby

Young Eagles Saturday, September 8, 2007

Saturday, August 18th was Young Eagles Day this month as several of the pilots were busy giving airplane rides in Bay City the week before to raise funds for Wings of Mercy. Young Eagles Day is the second Saturday of each month throughout the year. This month we gave 11 rides to young people. All were first time Young Eagles and were very excited. Harrison Ford, Young Eagles Chairman, summed it up when he said "Each Young Eagle flight is an opportunity to excite kids by sharing a passion for flight and to show them that they, too, can learn the skills to participate in aviation."

I would like to extend many thanks to the pilots who participated this month: **Richard Sipp, Mike Northrup, Dave Bickmore, Dave Schmelzer, Mike Rehberg**. Also thanks to those who assisted on the ground: **Sue Lyon, Mike Klele and Jim Rieke**. All in the chapter can assist by passing the word around about our program, Church, Scout groups, ball teams, school. Let's work together and keep this program and general aviation alive in our area. Join us on **Saturday, Sept. 8**.

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

Trivia Question: What Michigan cities will the Air Tour visit this year? Is Midland one of them? (Find the answer elsewhere in this newsletter.)

Lee Ostergren's Glasair Super II S FT Homebuilt Project



One would think that after owning 3 Cessnas, a Grumman, and building a Long Ez, Chapter 1093 member, **Lee Ostergren**, would say 'that's enough.' But this former speed boat racer started a Glasair Super II S FT composite airplane sometime in the early 1990's. When quizzed why, his reply was, "Just goofy in the head." Even though it's a kit airplane his progress has been slowed by something called 'a day job at the Dow Chemical' and lately, several serious medical problems. But Lee in his 'hangar within a hangar' plugs away on this project; he has built a small heated insulated work space inside his hangar to handle this job.

The Lycoming 200 HP engine is already installed; cruise will be 216 mph with a stall with full flaps at 73 mph. A very interesting, unique feature of this plane is that it can be equipped with **wing tip extensions** which will make it more docile (recommend for the first flights) and add an extra 100 lbs. useful load besides improved performance. They will also increase the range from 1200 miles to 1475 miles. He's looking at approximately an 8 gallon per hour fuel burn at 55% power with a wing load of 25.8 lbs. per square inch.



When asked when his project was started, Lee answered, "I don't know exactly when, but Jack Yoder picked it up for me in a 6 ft. x 6 ft. x 30 ft. box from a freight depot in Saginaw sometime in the early 1990's." The construction was started in his garage then later moved when he purchased his present hangar at Barstow. Neil Fuller (who passed away in 1999) was a great help in the early years of this project. Lee plans on red trim to contrast with the white airplane and an EFIS panel in the cockpit. The N-number will be N642G very similar to his Long Ez's N42 LE (left to the reader to determine the letter part of the N number).

Lee grew up in Midland and first started to fly with a friend who had a twin Beach Travel Air. Lee



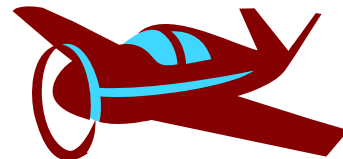
thought it would be fun to get his license, which he achieved in the early 1970's. He plans to 'travel the country' in his Glasair when it's complete and his wife, Lana, is cheering him on. She started her SEL rating and will probably pursue it at a later time. Lee is hoping that retirement will come at the same time that his plane is ready to 'travel the country.'

By Dot Hornsby

The MAC – Part II

Part I of this article on the Michigan Aeronautics Code (MAC) appeared in the August 2007 issue of "Lookin' Up."

Flying clubs, MCL 259.4(c) & MCL 259.91: "A flying club shall be a nonprofit entity organized for the express purpose of providing its members with an aircraft for their personal use and enjoyment. The ownership of the aircraft shall be vested in the name of the flying club or owned in equal shares by all of its members. The property rights of the members of the club shall be equal and any part of the net earnings of the club to be distributed to the members shall be in equal shares to all members. The club shall not derive greater revenue from the use of its aircraft than the amount necessary for its actual operation, maintenance, and replacement or upgrade of its aircraft. Flying club aircraft shall not be used by members for rental, or by anyone for charter or lease."



Aircraft registration, MCL 259.76: Aircraft in Michigan must be registered with both the FAA and, annually, with the State. Even if an airplane's ownership is out of state, it must still be registered in Michigan if operating in Michigan for more than 90 days. A plane in unflyable condition does not need to be registered.



The position of "**Airport Manager**" is not just a perfunctory administrative office established by local municipalities to run airports. It is a State requirement. The airport manager is responsible not only to the city but also to the State and has considerable authority to manage the airport and airport users. "An airport manager or his or her designated representative at all times may take such action authorized by law as may be necessary in the handling, conduct, and management of the public in attendance at the licensed aeronautical facility." MCL 259.80a (3).

Prohibited conduct:

- Reckless operation of aircraft MCL 259.180
- Tampering with markings of airports MCL 259.181
- Allowing domestic animals or fowl on airport property MCL 259.182
- Felony stealing or damaging an aircraft MCL 259.183
- Trespassing on an airport MCL 259.184
- Operating an aircraft while under the influence MCL 259.185
- Garage keeper lien MCL 259.205 (be sure to pay your mechanic!)

J. T. Rairigh, Assistant Airport Manager, Midland Barstow Airport

FAA Launches Flight Service Station Comment Line, Thanks to AOPA

Acting on an AOPA suggestion, the FAA has activated a toll-free "flight service comment line" (888/FLT-SRVC or 888/358-7782) for pilots to comment on service they receive from the Lockheed Martin flight service station (FSS) system, operated under contract with the FAA. The FAA says the 888/FLT-SRVC hotline will record comments as voice messages. Pilots can leave a message of up to three minutes. Pilots can also report FSS problems on the FAA's website (www.faa.gov/pilots) and Lockheed Martin's website (www.afss.com). (Excerpted from AOPA e-pilot, 7-27-2007.)

Note from the President

Dear Chapter Members:

Wow! What a summer...packed with so many activities that were very successful. Of course, they were successful because everyone pitched in and made it happen!

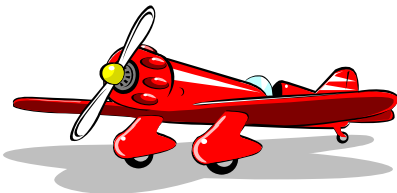
There are some unsung heroes that keep our Chapter buildings and surroundings looking sharp. Folks like Pete Swan cutting grass, Jeanine Rairigh cleaning up the kitchen, and many others that make our facilities enjoyable.

No one person can do it all but one that comes close is Dave Schmelzer. While spear heading the Young Eagles, Dave has been the key factor in developing a high quality Fly-in breakfast. He is a man you want in the kitchen. Speaking of breakfast, September 9th is our final Fly-in breakfast. See Dave for you to help make this one our best yet!

How do you like your eggs?

John

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



Trivia Question Answer: The **2007 Michigan Air Tour**, sponsored by the Michigan Aviation Association, will visit six Michigan airports on September 28 – 30: Marlette (77G), Gladwin (GDW), Alpena (APN) overnight; Greenville (6D6), Dowagiac (C91) overnight; and Mason Jewett (TEW) on Sunday morning. Since the first Michigan Air Tour in 1929, each tour explores different Michigan airports, focusing attention on our State's aviation infrastructure and the economic importance of aviation to Michigan and to our local communities.

No, Midland is not one of the stops this year. See the Michigan Aviation Association website (www.miaviation.org) for more information or call Susan Siporin 248-789-5026 or Nancy Walters 248-435-0441 to register. It's not too late - - and it is a lot of fun! Linda