



CHAPTER 1093
Experimental Aircraft Association

LOOKIN' UP

The EAA Chapter of Modern Explorers

EAA Chapter 1093
Midland, MI
Jack Barstow Airport
KIKW
February 2018

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Snow plow at KIKW



Driving a massive machine that features a gigantic plow in the front, a huge rotating broom in the middle and a massive diesel engine is kind of fun. (See more pictures below)

Next membership meeting is

10AM, FEB 3rd 2018

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Winter Flying Wisdom

By JOHN DUNCAN DIRECTOR

In a lifetime of aviating, which has always included a healthy dose of GA flying, I've encountered all kinds of weather. People who know that I lived in Alaska assume it must have required extraordinary preparations to operate in that environment.

In fact, winter flying in Alaska did not require much that doesn't apply to cold weather operations pretty much anywhere when the mercury dips below a certain level. Flying in the forty-ninth state just meant applying those measures more, and more often, and more conscientiously.

Fashion for Frosty Conditions

Let's start with the pilot. As Sabrina Woods explains in her "Chilled to the Bone" article later in this issue, low temperatures affect human performance in all kinds of ways. You'll learn a lot from her findings on this topic, and it's okay if it makes you decide that indoor activities are a better idea on particularly cold days.

If you do decide to fly, proper clothing is essential. A thorough preflight inspection inevitably increases the pilot's cold exposure, so that's one reason. Another is that everyone on board needs to be dressed to survive a more extended cold weather exposure in the event of an off-airport landing. Challenging terrain and sparse population density strongly reinforced that point when I flew in Alaska, but it still applies in Virginia, and on some of the routes I fly to visit family in Ohio. Attentive GA pilots quickly develop an appreciation for the openness of this country, and I'm sure you've noticed the tremendous amount of unoccupied land even in otherwise congested areas. If you had to make an off-field landing, chances are good that you'd be aiming for some of that open space - and you and your companions will be grateful for warm clothing while you wait for assistance.

Even if the flight is normal, GA aircraft heaters are not always as effective as we'd like. You'll appreciate warm clothing in those circumstances as well, and your attention can be devoted to aviation tasks rather than to thinking about how cold you are.

Preheat - More than a Good Idea

There's also a lot of information on getting your airplane ready to fly on a cold winter day in free FAAS Team publications such as "Winter Flying Tips" (P-8740-24), available at www.faasafety.gov.

This pamphlet stresses the importance of preheating your airplane's engine. Preheat reduces the risk of engine fires from over-priming during attempts to start a cold-soaked engine, which is the subject of this issue's "Checklist" department. Preheat also preserves and extends the life of your engine, where many moving parts and multiple metals don't mesh together very well when everything is cold. If you take good care of your airplane and its engine, your airplane and its engine will reciprocate (so to speak) by taking good care of you. The modest cost of hangar space or preheat services is well worth it.

An Icing Escape Plan

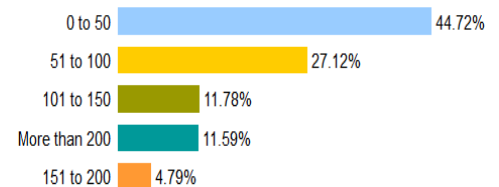
Even if you fly a GA airplane approved for flight into known icing conditions (FIKI), please don't even think of going aloft in the winter without having a pretty good idea of where the ice is (so you can avoid it), and where the ice isn't (so you can plan your escape). There are numerous online tools these days (e.g., through the NWS ADDS website) that offer very detailed information on the location and altitudes for possible icing conditions. The technology isn't good enough (yet) to be more than advisory, but it still provides a lot more information than we GA pilots used to have.

In addition to using these tools and inflight weather updates for weather information, make it a rule to always know the freezing level, and to avoid flying in visible moisture at or above freezing temperatures. For escape purposes, you'll also want to know the nearest above-freezing altitude and, of course, plan so that you can fly in those warmer temperatures without hitting terrain or other obstacles.

Finally, remember that Mother Nature doesn't read the weather forecasts. At least twice in my flying career, including one flight in the vicinity of virga, I have been surprised by ice that wasn't supposed to be where I was. But I had (and exercised) a plan to go elsewhere.

With proper preparation, winter flying can be great. Enjoy!

How many hours did you fly in 2017?



EAA 1093 Board Meeting Minutes

December 21, 2017

President Fick called the meeting to order at 17:07 EST.

Directors in attendance: Mike Carter, Dave Fick, Jeff Gallant, Dan Graiver, John McPeak, Tom Ryden, John Sorg, Mike Woodley

Directors unable to attend: John Haag, Brett Kischnick, Chris Peden, Michael Sawicki,

Guest EAA members: Don Bonem, Jim Murphy, Dick Sipp

Minutes from October 19th Board meeting were approved (Ryden/Gallant)

Old business:

Woodley reported as Past President:

- AED unit might be donated by Dennis Peden
 - Dobben Memorial Fund monies still undirected by Valerie Smith, need record of donations made via funeral home
 - acquisition of simulator – Jim Murphy to research how other EAA Chapters have done this
 - Clare simulator is essentially unused
 - need simulator software for new computer for use during Midland County Fair in August
 - Fick is checking on purchase of Office software new computer
 - suggested pursuing building an addition (16' x 64') on south side of Chapter building for storage
 - MACF account has \$29K spendable available
 - IMC and VMC clubs are currently dormant
 - Midland R/C Modelers Club has made request to have RC display during pancake breakfasts
 - per national EAA, over 350 EAA members live within 50 miles of IKW
 - suggested reinstating safety seminars, perhaps in coordination with pancake breakfasts
 - insurance requests/notifications for events should be made to EAA national by Chapter Treasurer
- Ryden to order white plastic name tags for members during second year of EAA Chapter 1093 membership beginning in 2018, name tags will not be supplied retroactively

Ryden notifies members re: delinquent dues 4 times per year

Bonem gave Hangar Committee report from 12/16/17 meeting:

- * Committee reviewed charter
- * Reviewed rental pricing - rates need to be adjusted and renters notified

- * All EAA hangars are currently occupied; one hangar will become available soon
- * Four hangar renters are in arrears on monthly payments
- * Committee inspected hangars, prepared list of maintenance/safety items to be addressed

New business:

President Fick outlined his goals for 2018 and beyond, which include programs that members would like to see:

- Fick will send e-mail survey to membership
- Increase availability and funding for scholarships
- More scholarships to younger initial students for beginning training
- Scholarship Committee to create qualifications
- Scholarship Committee to have autonomy to award scholarship to qualified candidate
- Offer builders (or potential builders) assistance to help them in their projects
- Investigate possibility of student involvement (not as an MPS program)
- Dot Hornsby submitted report on scholarship purpose and history
- Fick reported that Chris Peden has lined up a program for each of the 1st qtr. 2018 membership meetings
- Ryden presented changed information for a new tri-fold brochure
- These brochures are placed in IKW terminal and in EAA Chapter 1093 building
- Murphy requested Board approval for placing a bench in memory of Paul Pangborn near EAA building. The board has no objection, but property belongs to City of Midland and project needs City approval
- Graiver noted that articles or information to be included in the monthly newsletter needs to be submitted no later than the last weekend of each month – submit to dgraiver@aol.com
- Dick Sipp suggested that Chapter send letter of condolence to family of Keith Yoder who recently passed away. Keith was younger brother of Jackie Yoder. Jackie was an active and involved member of EAA Chapter 1093 who died in an airplane crash in May, 2001.

He built several hangars and hangar doors at IKW, and donated them to EAA Chapter 1093 through his estate. Secretary will send letter of condolence.

2018 dates:

Pancake breakfasts: May 5, 2018; September 8, 2018

Aviation Camp: June 18-22, 2018

Board meetings: third Thursday of each month at 5:00 p.m. unless cancelled

Membership meetings: first Saturday of each month at 10:00 a.m. except July and September

Young Eagle flights: second Saturday of each month except July and September

President Fick adjourned the meeting at 1808 EST.

Respectfully submitted,
John McPeak, Secretary

**EAA 1093 Chapter Membership Meeting
January 6, 2018**

President Dave Fick called the meeting to order at 1004 EST. Attendance: 20 members, 2 guests
Fick announced that Dick Sipp has been appointed to be the Technical Advisor for Chapter 1093.

Fick asked that any member with information on their experience with a flight simulator contact him to help with Jim Murphy's research on the purchase of a certified simulator and/or new software for the Chapter's current simulator.

Fick reported that the possibility of building an addition to the EAA building is being investigated. Current thoughts are that an addition on the south side, approximately 16'x64', would be optimal.

Aaron Smokovitch presented a program (slides and narrative) on his project to build an ultralight aircraft (Legal Eagle). While in high school, Aaron built the powerplant, a 1/2 VW engine. He is now building the airframe from provided materials, following the designer's complete but sometimes user-unfriendly plans.

JT Rairigh reported on possible projects on and around Barstow: construction of additional hangar space; removal of trees encroaching in legal airspace off ends of runways.

Meeting was adjourned at 11:03 EST.

Respectfully submitted,
John McPeak, Secretary

EAA 1093 Board Meeting Minutes

January 18, 2018

Directors present: Dave Fick, Mike Carter, Mike Sawicki, Tom Ryden, Dan Gravier, John Sorg, Jeff Gallant, Brett Kischnick, Mike Woodley (via facetime), John Haag

Directors excused: John McPeak, Chris Peden, Dick Sipp

Other 1093 members: Jim Murphy, Dot Hornsby, Don Bonem, Linda Langrill

President Fick declared a quorum present and called the meeting to order @ 5:00 p.m.

In absence of John McPeak, Tom Ryden agreed to record meeting minutes.

Minutes of December 21, 2017, Board meeting were unanimously approved (Gallant/Gravier).

Membership report: Ryden reported a third of 1093 members so far have paid 2018 dues.

Old Business: President Fick reviewed his summary of his general EAA 1093 membership survey issued on January 4 soliciting open input for any chapter improvement/ideas or comments. Of the many replies, Dave summarized feedback comments into 7 groups and intends to address these throughout the year.

- Youth activities/involvement
- Scholarship enlargement
- EAA hanger reports/transparency
- Establish yearly and short term goals
- Publish overall budget
- EAA Education Building addition
- Dedicated space for aviation builders

New Business - Scholarship funding:

- * Having Treasurer create a separate accounting subject item.
- * Using investment account interest to help fund scholarships.
- * Continue using our account in Midland Area
- * Community Foundation for students seeking advanced ratings (per previous Dot's report) \$2500/year has been historically funded by our EAA 1093 General Fund.

Treasurer Haag reported:

- \$2350 is available for Youth Education via Paul Pangborn Fund.

- \$925 is available for Aviation Scholarships via Dave Ward Fund.
- \$4455 is available (pending Valerie Smith line item approval) via Jim Dobben Fund.

Motion by Woodley, seconded by Gallant to allow the Scholarship Committee to continue the application process and issue all designated monies donated for scholarships.

After much discussion, Sawicki motioned an amendment to include wording to involve our Treasurer with the process. However, it was the consensus of the Board that formal amendment language was not necessary. Treasurer Haag agreed to set up a new accounting/budget item for transparency. Thus, Sawicki respectfully withdrew his amendment and the original motion unanimously passed.

The Committee was encouraged to include the specific scholarship name during award presentation to each recipient.

The Scholarship Committee consists of Jim Murphy, Dot Hornsby, and Jeff Gallant.

Education Building addition:

Discussion initiated last month for a building addition (16’ x 64’) on the south side continues. It was confirmed that the 16 foot dimension is a maximum allowable due to structure distance requirements from Jacobs Drain. New discussion included exploring the idea to expand the building due east.

President Fick is soliciting members to help look further into different scenarios, for which Fick and Woodley volunteered. **Please note: Anyone who is interested in this project to help and explore the building expansion possibilities is welcome to join the new project committee.** Please Contact Dave Fick directly.

Simulator update:

Jim Murphy presented his findings in a 26 slide PowerPoint review. His presentation highlighted 3 vendors that are BATD (Basic Aviation Training Device) FAA approved. He gave brief pros/cons of each device (Red Bird vs Elite vs TFS), approximate costs, and investment scenarios.

Jim Murphy will continue to contact other EAA Chapters which own such devices and feedback more information. It was encouraged to copy his presentation to the EAA Chapter 1093 Dropbox for review.

EAA Chapter 1093 Budget:

Haag agreed to present a Treasurer’s report to the Board, due sometime this Quarter, as stated in our Bylaws, Article XIII.

Meeting adjourned @ 6:15 p.m.

Respectfully submitted

Tom Ryden, Acting Secretary

Clearing the snow at KIKW



The goal is to clear things down to bare pavement so airplanes are not slipping and sliding on runways as they take off and land.



It's not as simple as hooking a plow onto a truck and pushing the snow out of the way.



The snow can be piled only so high, for visibility and aircraft wing clearance.

EAA Webinars Schedule - February

EAA Webinars are free to all aviation enthusiasts, but pre-registration is recommended since space is limited to the first 1,000 registrants.

- **[Midair Collision Physics, Gambles, and Myths](#)**

Qualifies for FAA WINGS credit.

7 p.m. CST, 1/31/18

Presenter: Robert Patlovany

Robert Patlovany will discuss midair collision safety and zero-cost techniques for stopping the triple-failure sequence that causes every collision. Robert will relate his extensive research on midair collisions and show analytically how it is possible to reduce the likelihood of a midair collision with another aircraft.

- **[What? No smoking gun?](#)**

Qualifies for FAA Wings and AMT credit

8 p.m. CST, 2/7/18

Presenter: Mike Busch

It can be enormously frustrating for an aircraft owner when he puts his aircraft in the shop complaining of a significant malfunction, and subsequently has it returned to service with the malfunction seemingly in spontaneous and unexplained remission, and with no definitive diagnosis. Owners sometimes accuse their mechanics of failing to properly troubleshoot such problems and just being parts replacers. Mike Busch weighs in on this topic, offering opinions and war stories that you might find surprising.

- **[IFR Decision Making: Chasing Choices](#)**

Qualifies for FAA WINGS credit.

7 p.m. CST, 2/13/18

Presenter: Andy Miller

Processing information and making clear decisions while flying in IMC conditions can be challenging. Join Andy Miller as he analyzes accident scenarios where pilots made questionable decisions under the stress and confusion that IMC flying can sometimes bring. This webinar will include analysis of what led to the suboptimal decisions, and how can we avoid task-saturation and ensure solid decision making when flying in IMC.

- **[Become A Better Chapter Leader - President/Vice-President](#)**

7 p.m. CST, 2/15/18

Learn the traditional roles and responsibilities associated with being an EAA chapter officer. This webinar is

hosted by our EAA chapters department staff who literally wrote the book on how to operate an EAA chapter. The President and Vice President Officer Roles webinar will provide insight on the necessary tasks associated with the president and vice president positions, as well as tips on chapter management, critical due dates for chapter-related events, and an overview of a year in the life of a chapter. Make this webinar a must see if you are either currently a chapter officer or are considering stepping into this role in the future.

- **[So, You Want to Build a Jet?](#)**

7 p.m. CST, 2/21/18

Presenter: Lance Hooley

Lance Hooley discusses his Jet EZ project.

Looking much like a Long EZ, his jet is different in many ways, most of which, it is powered by a jet engine. He tells the story of its design, building process and flying characteristics.

- **[Avoiding the Base to Final Spin Accident](#)**

Qualifies for FAA Wings Credit.

7 p.m. CST, 2/27/18

Presenter: Gordon Penner

Gordon Penner, master CFI-Aerobatics and FAA Gold Seal instructor, presents simple and clear explanations of the elements leading up to a base to final stall/spin accident. This webinar highlights how to recognize and stop these elements, and discusses the true nature of stalls and spins that most pilots have not been taught.

- **[Become a Better Chapter Leader - Secretary/Treasurer](#)**

7 p.m. CST, 2/28/18

Presenter: John Egan

Learn the traditional roles and responsibilities associated with being an EAA chapter officer. This webinar is hosted by our EAA chapter's department staff who literally wrote the book on how to operate an EAA chapter. The Secretary and Treasurer Officer Roles webinar will provide insight on the necessary tasks associated with these positions, critical due dates for related responsibilities, and an overview of a year in the life of a chapter. Make this webinar a must see if you are either currently a chapter officer or are considering stepping into this role in the future.

2017 was a banner year for EAA's impact

750,000

People experienced aviation through EAA sponsored programs.

53,000

Young people flew with 4,000 EAA members through Young Eagles.

6,000

Students participated in an EAA educational program.

310

Chapter leaders attended leadership academy.

Member in the News

Thank you to Aaron Smokovitz for sharing with us the story of how he built a 1/2 VW engine in his bedroom! We look forward to hearing updates on his legal eagle protect. It's awesome to see such



enthusiasm and talent in a young pilot and, I'm sure, we will see great things from Aaron in the future.

Next month, Kyle Franklin will be here from Kalamazoo ATC to share ATC updates from inside the biz! He will touch on ATC consolidation, the inside news on privatization and hold a Q&A. Don't miss it!

By Chris Peden (thesaltypirates@gmail.com)

Don Bonem (drbonem@gmail.com) brought the following Aviation safety seminar to our attention: He is planning on going and would likely have room for at least 2 people in his car. Feel free to contact him directly if you wish to participate: **Michigan Aviation Safety Seminar: Eastern Michigan University Student Center, Ypsilanti**
When: Sat Jan 27, 2018, 8:00 am to 6:00 pm
Where: Eastern Michigan University Student Center, ([map](#))

History: This is what remains of the Great Lakes Aviation Expo that used to be a 2 days event in Lansing/Novi for the previous several years.

Safety and Educational Seminars for Pilots and Mechanics Maintenance Seminars qualify for IA Renewal

Sponsored by: Michigan FAA Safety Team & FAA EMI FSDO

For more information contact [Rick Anderson](#) at [734-487-7285](tel:734-487-7285) or Richard.d.anderson-jr@faa.gov

Pilot schedule click [here](#):

Maintenance Schedule click [here](#):

Drive: 1h 52 min (125 miles) via I-75 S and US-23 S

Who: (Guest list has been hidden at organizer's request)

Attachments:

[michigan aviation safety forum 2018 pilots.pdf](#)

FAA Safety Team | Safer Skies Through Education
"Best Tips Tricks and Sites for Self-Briefing"

Select Number: WP0180426

Topic: Tricks, Tips and Best Sites for Conducting a Safe Self Briefing.

When: Wednesday, January 31, 2018 at 18:00 EST

Description:

In this 90 minute webinar, aviation weather expert Delia will discuss the great new tools to identify potentially hazardous weather conditions.

- What is a "Legal" Briefing?
- 4 Features of 1800wxbrief you may not know about
- The GFA – Graphical Forecast for aviation
-
- Tips for assessing unforecast severe weather

Click [here](#) to register.

FAA Safety Team | Safer Skies through Education

Notice Number: NOTC7562

New Option Available for Online BasicMed

An online medical course is one of the required steps for pilots seeking to operate under BasicMed without an FAA medical certificate. A pilot must first obtain a physical examination from a state-licensed physician using the Comprehensive Medical Examination Checklist (available at:

https://www.faa.gov/documentLibrary/media/Form/FAA_Form_8700-2.pdf).

A pilot must then complete an approved BasicMed medical education course. In addition to the AOPA course that was approved last April

(BasicMedicalCourse.AOPA.org), pilots now have the option to take the online BasicMed course with the Mayo Clinic at BasicMed.Mayo.edu

To date, 25,755 pilots have opted to fly under BasicMed. To learn more about flying under BasicMed, go to:

https://www.faa.gov/licenses_certificates/airmen_certification/basic_med/.

Enhanced Vision Systems

Pilots have always been looking for ways to improve the way they see the world outside the cockpit.

Enhanced Vision (EV) and Synthetic Vision (SV) are two technologies that can help. To learn more about the differences between these two systems and what options are available for GA, see our Safety Enhancement fact sheet at: faa_safety_briefing_2018

Back to Basics

The January/February 2018 issue of *FAA Safety Briefing* takes a forward-thinking journey "back to

the basics" of flying fundamentals. Articles in this edition provide important tips, techniques, and resources that can help you better aviate, navigate, communicate, and mitigate in today's complex operating environment. Learn more about the "basics" by reading Susan Parson's feature article, "Simple? - Defining and Refining Basic Skills in a Complex Environment." Download your copy [here](#). You can view a mobile-friendly version [here](#).

A note from the President

Greetings All,

As we move into the new year some exciting things are afoot in the Chapter.

Scholarship funding has been improved, and the board is moving ahead on several key items.

We are in the process in setting a budget for the coming year, and it will be published as soon as possible. In an effort to attract builders back into the fold, the board is looking at several options to provide a workspace that would allow a built without the interruptions that were present in the past. We also welcome members that would like to assist in this effort. One of the options is to add on to the current clubhouse to free up the hanger, as well as provide space for other programs. The Midland Public Schools are instituting an expansion to the STEM program to include Jr and Sr sign, which will provide the Chapter with many opportunities to attract more youth involvement with in the aviation community. We are also looking into obtaining a certified simulator. As always, the board welcomes your input Keep the gear on the bottom

Dave Fick

2018 local membership dues are due

\$25 (or \$30/family)

Make to payment to: **EAA Chapter 1093, PO Box 2464 Midland, MI 48641-2464**

-or-

Submit dues to EAA Education Bldg. office mailbox

Mailing address for all correspondence:

EAA Chapter #1093,

P.O. Box 2464,

Midland, MI 48641-2464

Find us on the Web at: <http://eaa1093.org/index.html>

Dan Graiver,

email: dgraiver@aol.com