



CHAPTER 1093  
Experimental Aircraft Association

# LOOKIN' UP

The EAA Chapter of Modern Explorers

**EAA Chapter 1093**  
Midland, MI  
Jack Barstow Airport  
KIKW  
March 2018

**President**

Dave Fick

[davef3079@gmail.com](mailto:davef3079@gmail.com)

**Vice-President**

Jeff Gallant

[jrgallant@dow.com](mailto:jrgallant@dow.com)

**Treasurer**

John Haag

[johhaa@yeoandyeo.com](mailto:johhaa@yeoandyeo.com)

989-944-4446

**Secretary**

John McPeak

989-205-2969

[jdmcpeak@modernmetalcraft.com](mailto:jdmcpeak@modernmetalcraft.com)

**Past President**

Mike Woodley

586-944-7101

[C205Mike@yahoo.com](mailto:C205Mike@yahoo.com)

**Young Eagles Coordinator**

John Sorg

[jcsorg@att.net](mailto:jcsorg@att.net)

**Publicity Chair**

Brett Kischnick

[bkischnick1@gmail.com](mailto:bkischnick1@gmail.com)



**Next membership meeting is  
10AM, March 3<sup>rd</sup> 2018**

**In this issue:**

- How to talk like a pilot
- An Old Pilot's Reflections
- 2018 Michigan Air Tour (MAT)
- Chapter Membership Meeting Minutes - February
- A message from STEM coordinator
- AOPA 2018 scholarship programs
- EAA Webinars Schedule – March
- Young Eagles vs. Eagles flights
- Midland Flood from the air - February 2018
- Rusty Pilot resources to get back in the air
- You've got mail from ATC
- FAA Safety Team | Safer Skies Through Educations

## How to talk like a pilot - The Basic Elements of Aviation Communication

*Exerts from Jennifer Caron, FAA Safety Briefing*

**Write everything down.** Get into the habit of writing down ATIS information, taxi instructions, and ATC clearances. This is especially helpful for instructions that are complex. Write down basically everything you'll need to read back to the controller.

**Taxi diagrams serve a purpose:** Use them. You can jot everything down on your taxi diagram, either with traditional pen and ink or by using the annotation features in most popular aviation apps. Get into the habit of drawing out the route you're instructed to take right onto your taxi diagram. Do this even at your home airport, and for every flight. This best practice verifies your assigned route and confirms accuracy. It will help you think about what you want to say before you key the mic, and it will also help you avoid runway incursions.

**Use your call sign:** Every time you transmit, identify your aircraft by its call sign - which is your aircraft's type, model or manufacturer's name, followed by the digits/letters of the FAA registration number, aka tail number. Call sign aircraft identification is a mandatory requirement by the FCC (the body that governs radio communications). That said, you can certainly add concise information about color or paint scheme in busy, non-towered airspace (or, as requested, at events like air shows) to help other pilots spot you quickly.

**Learn the Lingo:** Pilots will find the Pilot/Controller Glossary very helpful in learning what certain words or phrases mean. Good phraseology is concise, it's accurate, and it's the mark of a professional pilot. Jargon, chatter, gabbiness, and slang have no place in proper, professional ATC communications. All pilots can benefit from reviewing the P/C Glossary from time to time to sharpen up phraseology and technique.

You'll find a copy of the Glossary here:

[go.usa.gov/xn43f](http://go.usa.gov/xn43f) (PDF download).

If your aircraft is hibernating for the winter or if you haven't flown in a while, stay sharp by listening to [liveatc.net](http://liveatc.net), the live feed of ATC communications. It's a great way to listen to the way controllers speak, keep up on the lingo, and pick up a few phrases you didn't know as you wait for spring.

**Review the AIM:** The FAA Aeronautical Information Manual (AIM) is your one stop, back to basics guide for flight information and ATC procedures. You'll want to check out Chapter 4 on Air Traffic Control and section 2 of that chapter on radio communications, phraseology, and technique. The AIM was recently updated last year. Visit [faa.gov/air traffic/publications](http://faa.gov/air%20traffic/publications) to make sure you have the most up to date version.

**Listen Before You Transmit:** Many times you can get all the information you need on the active runway just by listening to ATIS. Likewise, when you're switching frequencies, stop, listen, and make sure it's clear you're on the right frequency before you start transmitting. You also want to avoid "stepping on" another pilot who is already transmitting when you join the frequency.

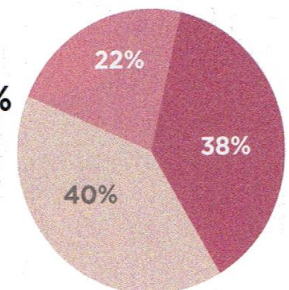
"Pilots should listen not only to hear if someone is talking before they key up, but they should also listen to what is being said," advises Patten. "I can't tell you how many times I've issued an instruction to a plane, only to have someone else immediately check in before the first plane can read back the instructions. That makes it harder for me to verify that the first plane received my instruction, and frequently creates more work for both the pilot and the controller," says Patten.

Likewise, if you're instructed to monitor a frequency, do just that and listen only. The controller will initiate contact as needed.

A good practice when you have a non-urgent request is to let ATC know by transmitting your call sign with the word "request." The controller will acknowledge and let you know when he or she has the opportunity to listen.

### What kind of airplane do you prefer?

High wing	38%
Low wing	40%
No preference; I fly both regularly	22%



*Aviation eBrief poll*

## **An Old Pilot's Reflections**

(by Stan Jensen)

- Pilots are people who drive airplanes for other people who can't fly.
- Passengers are people who say they fly, but really just ride.
- Fighter Pilots are steely eyed, weapons systems managers who kill bad people and break things. However, they can also be very charming and personable. The average fighter pilot, despite sometimes having a swaggering exterior, is very much capable of such feelings as love, affection, intimacy and caring. (However, these feelings don't involve anyone else.)
- Flying is a hard way to earn an easy living.
- Both optimists and pessimists contribute to society. The optimist invents the airplane; the pessimist, the parachute.
- Death is just nature's way of telling you to watch your airspeed.
- As a pilot only two bad things can happen to you (and one of them will):
  - One day you will walk out to the aircraft, knowing it is your last flight.
  - One day you will walk out to the aircraft, not knowing it is your last flight.
- There are rules and there are laws:
  - The rules are made by men who think they know how to fly your airplane better than you.
  - The laws (of physics) were ordained by God.
  - You can and sometimes should suspend the rules, but you can never suspend the laws.
    - About Rules:
  - The rules are a good place to hide if you don't have a better idea and the talent to execute it.
  - If you deviate from a rule, it must be a flawless performance (e.g., if you fly under a bridge, don't hit the bridge.)
- Before each flight, make sure that your bladder is empty and your fuel tanks are full.
- He who demands everything that his aircraft can give him is a pilot; he who demands one iota more is a fool.
- There are certain aircraft sounds that can only be heard at night and over the ocean. Most of them are scary.
- The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.
- "If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs." (President, DELTA Airlines.)
- In the Alaskan bush, I'd rather have a two-hour bladder and three hours of gas than vice versa.
- An old pilot is one who can remember when flying was dangerous and sex was safe.
- Airlines have really changed; now a flight attendant can get a pilot pregnant.

## **2018 Michigan Air Tour (MAT)**

Tour: September 21-23, 2018

Pre-Tour Welcome Party: September 20<sup>th</sup>

Planning is underway. Registration will be open soon. This year's MAT will be hosted from a central airport with fly-outs to other airports around that central location. One hotel; no need to pack and unpack daily. Grass airstrips and airports that have not been on past tours will be included making for new adventures. Spot landing contests are being considered to challenge piloting skills.

Watch for more details coming soon on [michiganairtour.org](http://michiganairtour.org)

Please mark your calendars, plan to attend, and share this information...

Feel free to SHARE this info with other pilots.

For further details contact:

Rebecca Duggan, President

Michigan Aviation Education Foundation

[586-839-7252](tel:586-839-7252)

## **What was the biggest general aviation success in 2017?**

- 75% Third-class medical reform
- 11% FAA Part 23 reform
- 7% Increased GA safety
- 6% Graphical weather information
- 1% Continued integration of drone operations

## **EAA 1093 Chapter Membership Meeting Minutes - February 3, 2018**

Meeting was called to order by Dave Fick with the Pledge of Allegiance.

President Fick recognized three members who received their five year name tags – Don Bonem, Michelle Gallant, and Jim Murphy.

Kassie Miller was recognized for earning her CFI rating.

Jim Murphy announced that the scholarship committee was ready to begin receiving nominations for scholarship, Murphy requested that members get the word out.

There was a brief discussion about the building expansion and the potential to use one of the hangars as a “Builder Shop.” There were some recommendations from the membership, and folks were urged to get their ideas to a Board member or attend a Board meeting (third Thursday of each month at 5:00 p.m.) if interested.

Jim Murphy briefly updated the chapter about his investigation into simulators. Malcom Brubaker suggested investigating the used market.

Dave Fick announced that Treasurer John Haag has submitted a budget proposal to the Board for both the Chapter and Fancy Birdhouse. The Board is working through it, but interested members are encouraged to attend the Board meeting to participate in the discussion.

Our guest speaker was Kyle Franklin from the Great Lakes Center (formally Kalamazoo Center). Kyle discussed changes that are coming to the Kalamazoo Center (future Great Lakes Center) and how that would impact local ATC. He also answered questions from the membership about other aspects of how the ATC works and future opportunities. Kyle was complimentary about our EAA chapter and the involvement we have in both the local community and aviation.

Respectfully submitted,

Jeff Gallant  
Acting Secretary  
2/3/2018

## **A message from STEM coordinator**

Good Morning,

Thank you again for your time on Jan. 17th. It was exciting to gain knowledge about your goals and missions at Barstow and to feel your enthusiasm and willingness to provide students with experiences surrounding your passion and talent, flying. As acting Assistant Principal at Siebert Elementary, I have been dreaming about all of the possibilities that we might be able to offer our kiddos through our partnership. If you are interested and able, I would love to start a conversation asap about a spring event?

Thank you for your time and I look forward to our next meeting!

Have a great day,  
Helena McDonald

Helena McDonald

MPS Administrative Mentee

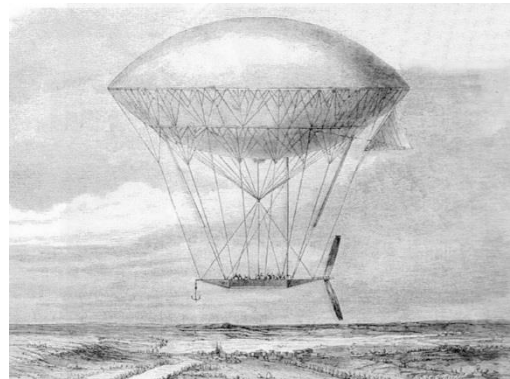
*Siebert Elementary Assistant Principal*

*Secondary Curriculum & Instruction*

**\*\*\* Send your ideas to Dave Fick \*\*\***

## **Little-Known Aviation History**

HENRI DUPUY DE LÔME (Oct. 15, 1816 – Feb. 1, 1885) was a French naval architect who designed warships. During the Franco-Prussian war, early balloonists attempted to get messages, food, and people out of the city during the Siege of Paris. The problem was that the balloons were not navigable. Dupuy de Lôme designed a steerable balloon airship, which was 118 feet long, 95 feet wide, and could travel 6.8 mph. Its basket could carry eight men.



While credited as the first navigable balloon, Dupuy de Lôme's airship, at a cost of 40,000 francs to the government, never aided in the war effort. Its first flight was on February 2, 1872, after the war ended.

## **AOPA announces 2018 scholarship programs Funding available for primary and advanced training**

By Dan Namowitz

AOPA has announced that applications will be accepted starting Feb. 1 for three scholarship programs, two to help student pilots in training earn their initial pilot certificate, and a new scholarship program to help certificated pilots achieve an advanced certificate or rating. The application deadline is May 2 for the scholarship programs, all funded by generous donations to the AOPA Foundation.

The [AOPA You Can Fly High School Scholarship program](#), a component of AOPA's You Can Fly initiative to support and build the general aviation pilot population, announced the awards it will issue in its third year of opening pathways to a life in aviation for deserving scholarship recipients.

The 2018 program will award 20 scholarships of \$5,000 each to provide current high school students ages 15 to 18 with funds that can be used to pay for an initial pilot certificate, including a sport, private, or recreational pilot certificate.

The winners will be announced in early June, said Cindy Hasselbring, AOPA senior director of the You Can Fly High School Aviation Initiative. For more information about the scholarships, eligibility requirements, or to apply online, visit the [AOPA You Can Fly website](#).

Continuing the work of the AOPA Flight Training Scholarship program that made its first awards in 2011, applications are now being accepted for the AOPA Foundation's [Primary Certification Scholarships](#).

The program will issue multiple grants from \$2,500 to \$7,500. Funds awarded can be applied to training for an initial pilot certificate including a sport, private, or recreational pilot certificate. To be eligible for an award, an applicant must be age 16 or older, and must be an AOPA member.

The AOPA Foundation Advanced Rating Scholarships will provide multiple scholarships ranging from \$3,000 to \$10,000. Winners can use the awards to help fund training for an instrument rating, commercial pilot certificate, flight instructor certificate, instrument flight instructor certificate, or multiengine flight instructor certificate. AOPA membership is required to be eligible for an [AOPA Foundation Advanced Rating Scholarship](#). Age requirements will vary depending on the certificate or rating sought.

## **EAA Webinars Schedule - March**

<https://www.eaa.org/en/ea/aviation-education-and-resources/aviation-videos-and-aviation-photos/ea-webinars>

Below are upcoming webinars that you can enjoy from the comfort of your home. EAA Webinars are free to all aviation enthusiasts, but pre-registration is recommended since space is limited to the first 1,000 registrants.

[Making Metal Behave](#), Mike Busch\_ 3/7/18 at 8 p.m. CDT

### **Qualifies for FAA Wings and AMT credit.**

*The unique properties of metal are what makes it so useful for aircraft construction. Mike Busch explains the unique characteristic that sets metal apart from other materials, and discusses some of the ways that metal's properties - hardness, toughness, springiness, malleability, etc. - can be manipulated to create strong and durable metal components for aviation use.*

[What TBO Really Means: Why I Bought a New Plane](#), Prof. H. Paul Shuch



3/14/18 at 7 p.m. CDT

*Time between overhauls (TBO), which is usually used to infer the remaining lifetime of an aircraft engine, is simply a manufacturer's recommendation. In no way is it an FAA requirement under Part 91 recreational flying. Yet there are circumstances in which the aircraft operator is compelled to comply. In this FAA WINGS and AMT Award qualifying presentation, a flight school operator explains why he was forced to sell off a perfectly good aircraft when the Hobbs meter ticked over to the magic 2,000 hours, and buy a new plane.*

[Aw Chute!](#) Boris Popov\_ 3/21/18 at 7 p.m. CDT

### **Qualifies for FAA WINGS and AMT credit.**

*Boris Popov, founder and director of BRS Aerospace, presents a brief history of BRS ballistic parachutes, and current and future developments of parachute recovery systems for homebuilt, LSA, general aviation, and VTOL aircraft. Popov will also describe some of the more spectacular saves, as well as discussing how the integration of emergency parachutes has positively affected aviation safety.*

<b>Young Eagles vs. Eagle Flights</b>		
Participant ages	8-17	18-plus
<b>Pilot requirements</b>		
Current EAA membership	✓	✓
EAA Youth protection program And background check	✓	
Valid airman certificate (sport or greater)	✓	✓
Current medical, Sport pilot privileges Or <u>BasicMed</u> as required	✓	✓
Current flight review	✓	✓
Current in the airplane you plan to use	✓	✓
Must use airworthy aircraft	✓	✓
Have aircraft liability insurance	✓	✓
Adhere to all applicable FARs	✓	✓
Complete Young Eagles registration form Before flight with pilot and parents signature	✓	
Complete Eagles flight registration form Before flight with pilot and parents signature		✓

FAA Safety Team | Safer Skies through Education -  
Notice Number: NOTC7602

### **Your ADS-B Questions Answered:**

**Question:** *Is ATC actually using ADS-B? I asked a controller to verify that my equipment was operating properly and she told me she did not have that information. How else can I verify that my equipment is operating properly?*

**Answer:** The FAA provides a free, easy way to check your Automatic Dependent Surveillance-Broadcast (ADS-B) performance. The ADS-B Performance Monitor (APM) captures all the broadcast ADS-B information in U.S. airspace. The APM captures your aircraft's ADS-B broadcast automatically, every time you fly. To verify the performance of your system, request a Public ADS-B Performance Report (PAPR) after any flight. Make your request by going to: <https://adsbperformance.faa.gov/PAPRRequest.aspx>. You may do this anytime, at no cost. The PAPR will identify any erroneous information your equipment broadcasts. You can take the report to your avionics installer who can help rectify any issues. We encourage operators to check the performance of your ADS-B equipment after installation and annually thereafter. ATC first began using ADS-B at selected sites in the United States in 2010, and the FAA has steadily expanded integration and use throughout the NAS. There are still some TRACONS in the NAS that require modernization to be able to utilize ADS-B,

but the FAA is on track to enable ADS-B use at these remaining facilities before the 2020 mandate. The FAA's ADS-B network collects your broadcasted ADS-B information and passes it to the ATC automation system. ADS-B data is then combined with other surveillance data (where available), to create a single track of your aircraft for the controller's display.

ADS-B messages contain many different information elements that are combined and simplified for presentation to ATC in a way that supports their primary mission of maintaining safe separation of aircraft. This simplified presentation tells a controller whether an aircraft is equipped with ADS-B and whether ADS-B is contributing to the presentation. It does not give the controller any insight into how well the ADS-B is performing or if all information elements comply with the requirements of the ADS-B mandate. Therefore, we discourage pilots from asking controllers for ADS-B performance details since this can add to workload and frequency congestion.

### **Don't Get Left in the Hangar. Equip Now!**

There's only 22 months remaining before the January 1, 2020 ADS-B Out equipage deadline. For more information, please visit the Equip ADS-B website [www.faa.gov/nextgen/equipadsb/](http://www.faa.gov/nextgen/equipadsb/). **Questions about equipping?** Please see our [FAQs](#) or contact us at [adsb@faa.gov](mailto:adsb@faa.gov).

## Midland Flood from the air February 2018

Pictures by Dot Hornsby



## Rusty Pilot resources to get back in the air

[https://www.aopa.org/training-and-safety/lapsed-pilots/rusty-pilots?utm\\_source=eBrief&utm\\_medium=email](https://www.aopa.org/training-and-safety/lapsed-pilots/rusty-pilots?utm_source=eBrief&utm_medium=email)

Think you've lost too much and forgotten everything? Afraid it'll be like starting over? No worries, Rusty Pilots will get you back in the left seat fast!

### Getting Back To Flying: Easier Than You Think

If you're like more than 500,000 other pilots (that's right, half a million), you've taken a little breather from flying. Maybe more than a little. Perhaps life threw you a curve. Maybe the pitter-patter of little feet, a growing business, or a medical setback had something to do with it. Whatever the case, things are different now. You're back in the game and would like to start flying again. You've come to the right place.

### No Checkride Required. You Can Do This.

You may have forgotten that pilot certificates never expire. Once a pilot, always a pilot. You never have to take another test or worry about another checkride. All you need is a Flight Review (formerly known as a Biennial Flight Review). That's it. A little brush-up with your local CFI, enough flights to demonstrate competence again (minimum one hour), and – presto! – you are back in the air. Seriously, that's all it takes.

### A Rusty Pilots Seminar Gets You Started

AOPA has put together a fun, interactive program that gives you all the information you need to get current again. Our dynamic presenters will bring you up to speed on hot-button issues like medical reforms, weather briefings, preflight planning, FARs, and airspace. You'll leave the seminar with a logbook endorsement attesting that you've completed three hours of ground training toward your Flight Review. And we'll help you connect with flight instructors in your area so you can take the next step and quickly get back to active flying status. Best of all, Rusty Pilots seminars are FREE for AOPA members.

[Meet Our Instructors](#)

### Resource Guide

[Click here to download a copy of the Rusty Pilots Resource Guide.](#) It's a convenient cockpit and study reference especially designed to help rusty pilots get ready for the left seat!

## You've got mail from ATC

By Dan Namowitz

Don't worry, you haven't done anything wrong. ATC knows it's a good idea for you to practice flying approach procedures "in the system." Some terminal radar approach control facilities come right out and encourage the activity.

ATC needs to keep the mix of practice sessions and other operations orderly, however, so individual tracons may issue letters describing procedures for you to follow when practicing in their airspace, and explaining why they may sometimes have to ask you to please come back another time.

You don't have to maintain a vigil at the mailbox or scroll back through your email to find the letter that spells all this out.

As with many FAA communications on operational matters, you will find your tracon's letter—if it has issued one - in [notices to airmen](#) for the airport with the ATC facility, and sometimes for a satellite airport. Check for a notam titled "Practice Instrument Approaches" or "VFR Practice Instrument Approaches."

So that's what that notam is. You've likely seen it before, but perhaps didn't pay much attention. Clicking on the notam should take you to a letter to airmen from the local ATC facility. Here are examples [from Greater Rochester International Airport](#) in New York; [from Bangor International Airport](#) in Maine; [from Hudson Valley Regional Airport](#) in New York; and [from Frederick \(Maryland\) Municipal Airport](#). The letters - also searchable under letters to airmen - can help you plan practice sessions. Study the list of airports served, and note procedures.

For example, "When requesting a practice instrument approach, state type of aircraft, type of approach desired and how the approach will be terminated (full stop landing, touch-and-go, missed approach)," instructs New York Tracon's letter to airmen in a Hudson Valley Regional Airport notam.

Bangor's tracon provides practice approaches at six outlying airports, and at its Class C airspace-centered airport. Its letter to airmen notes that ATC makes practice approaches available "in an effort to provide the highest level of service to the aviation community."

In return, the letter reminds pilots to report termination of their approaches, to avoid delaying IFR traffic waiting to use the airspace.

FAA Safety Team | Safer Skies through Education

## "Six Steps to the Perfect Preflight Brief"

**Select Number:** WP0180863

**Topic:** How to Conduct a Safe, Thorough Preflight Brief in About 5-10 Minutes.

**When:** Friday, March 2, 2018 at 12:00 EST,

**Description:** In this 60 minute webinar, Delia will show you her favorite sites and tools for conducting a SAFE preflight briefing;

- Learn the 6 elements you MUST CHECK in any brief
- How to significantly reduce the mountain of needless data
- Using the new graphical forecast for aviation
- When severe weather doesn't qualify as an adverse condition

**Plus we'll walk through a standard weather brief, followed by Q&A**

To view further details and registration information for this webinar, click [here](#).

## 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](mailto:dgraiver@aol.com)