

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

Oct/Nov/Dec 2023
Home of the Yoopers



Christmas Party



The Prez Sez!

Tom Sullivan

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Bruce and I are really busy so we've kind of dropped the ball on monthly newsletters lately. A follow up on Ford Airport Day 2023; we had a greatly successful event again. Revenue was probably our third best, helping our checkbook for ongoing hangar construction. The car show aspect was the strongest we've had yet. That resulted in significant uptick in lunch food sales. The new venue, using the new county hangar, was a great improvement over our past hosting hangar. Feedback from the food crew was very positive on this change!

David Pasihow took some time and wrote up a list of items we can look for improvement on next year, and noting what WENT VERY WELL. We really need an attraction next year to draw in more gate. Dave has some ideas on this. One nice improvement (for me) was Trevor stepping up, not only with incredible commitment on Thursday and Friday, but taking time at the communication table so I could get out and enjoy some time on the ramp! The Young Eagles aspect of our event this year probably was the most organized and efficient we've ever had. Thanks to Chad and Jordan, and all the pilots, for an awesome job!

So, overall, thanks to our MANY VOLUNTEERS who make this Annual Event such a success! Also thanks to Tim Howen for his (and the county's) commitment. Our sponsors are also a huge contributor to our success. Special thanks are in order for Craig Nowak, for pounding the asphalt and getting financial support! We put on a very great event and it takes a crew to make it a success. There area lot of attendees that appreciate Ford Airport Day. Realize what our event does in education and enjoyment to our community!

With my busy schedule, and winter creeping up fast, I called the City and had them shut the water off for the hangar. I poured RV Antifreeze in all the plumbing drains that might freeze, so basically the hangar is weatherized for this winter. I'm almost two years from my unfortunate engine failure on my Lancair, yet have not started the rebuild. I'm hopeful I can start that rebuild soon, so I need to cut down on other projects if my goal will ever become a reality.



Editor's Section

Hello Everyone, my apologies for the very late newsletter. I definitely dropped the ball on the newsletter going out on time, but sometimes life gets in the way and have to prioritize what's more important; like my son, preparing for my week long simulator training at American ext... Going back to September for those of you who attended Ford Airport Day it seems like it was a huge success. I didn't hear much of any complaining on any end from the car show down to the Young Eagle's. Speaking of Young Eagle's, a huge thank you is owed to Jordanne Schwandt (Chad Kubicks daughter). For an outstanding job, along with the organization and smooth flow of the young eagles area!



Recurrent Training

As everyone knows all airline pilots must attend recurrent training at certain intervals within a year and many online training courses though the year. My week long recurrent training was over the Thanksgiving weekend. Every pilot who works for American Airlines, including myself who flies the Boeing 737 attends simulator training in Fort Worth, Texas (American's headquarters). This year was a different training experience because American just got done building there very own hotel on campus. Instead of getting a shuttle back and forth from XYZ hotel to the training center, you can just take a five to ten minute walk over to the simulator building. The new hotel is also very clean, a huge and full sized gym (I judge my overnights on the quality of the gym), a large cafeteria with a lot of healthy selections on food and best of all no kids or adults running up and down the hall when you're trying to rest/sleep for a four am simulator time. Day one was a commute day down to DFW. I flew out of GRB to ORD on a regional aircraft and then on a Boeing 787 Dreamliner to DFW. Day two was all day in classrooms, many discussions on how we as pilots can become better airmen and airwomen. What we do correctly and what we do wrong. Day three was a warm up simulator event consisting of UPSET recovery, V1 cuts, engine fires, rejected takeoffs, evacuations, and many more scenario's that we don't do on a daily basis. Day four was a repeat of day three except this simulator session we were being evaluated on our performance for each maneuver and graded as satisfied or unsatisfied (my grade was satisfied for all events). Day five was the check ride. Airline check rides are a little different than civilian ones. The setup is, as we are flying from A to B and something is going to happen. They grade us on how we handle situations as a crew, aircraft control and many more aspects. I enjoy this type of check ride a lot more than how it used to be done. They're now checking us on what we do everyday and make it more realistic. I don't know about you but I've never had an engine failure right at V1 so they took that out of the check ride because that's just not realistic, but still have us do those sort of events in days three and four where they beat us up pretty good. Even though most in the group are not airlines pilots I can not stress the importance of continuing education on flying. Some great resources are the FAA Wings program, AOPA, EAA just to name a few.

-Bruce StOnge







EAA Webinars

Register at: Webinars <https://eaa.org/ea/news-and-publications/ea-webinars>

All webinars are 7 pm CDT unless otherwise noted

01/03/24**	Time & Materials Maintenance	Mike Busch
01/10/24*	Chilly Checklist: Tips to Preheat Aircraft Engines	Prof. H.P. Shuch
01/31/24	Young Eagles Coordinator Onboarding	David Leiting

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

Did you miss a webinar? Here's the webpage so you can watch the recording <https://www.eaa.org/Videos/Webinars>

FAA WINGS In person Seminar

<https://www.faasafety.gov/SPANS/events/EventList.aspx>

12/18/2023 Accidents due to Inattention 1800 Central Time

Pilotsmith Hangar 1921 Airport Drive Green Bay, WI 54313

If you fly airplanes then you need to know how easily a flight display discrepancy can lead to a aircraft accident.

Jurg Grossenbacher from the Milwaukee FSDO will take you a quick Wisconsin accident review however the main theme that we will discuss three accidents that occurred both; during a beautiful VFR day and one that occurred at night in Instrument flight conditions. We will discuss the accident and how easily that one item could be missed by a pilot. We will discuss: •Preflight still matters •Checklists still matter •Final check while on runway (Heading on DG vs Runway Heading) •Aeronautical Decision Making •Confess to ATC use CRM •Proficiency is so important! Train, Train, Train, with a knowledgeable, professional Flight Instructor •Simulators are the best tools available.

01/22/2024 Missed Checklist Items 1800 Central Time

Appleton Flight Center N259 Ares Drive Appleton, WI 54914

If you fly airplanes then you need to know how easily a flight display discrepancy can lead to a aircraft accident.

Jurg Grossenbacher from the Milwaukee FSDO will take you a quick Wisconsin accident review however the main theme that we will discuss is this one particular accident that occurred at night in Instrument flight conditions. We will discuss the accident and how easily that one item could be missed by a pilot. We will discuss: •Preflight still matters •Checklists still matter •Final check while on runway (Heading on DG vs Runway Heading) •Aeronautical Decision Making •Confess to ATC use CRM •Proficiency is so important! Train, Train, Train, with a knowledgeable, professional Flight Instructor •Simulators are the best tools available.

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Dues are \$15.00 a year (\$25 for mailed newsletter)! From August 1st Please send them to above address.
Website: <http://chapters.eaa.org/ee439>.