

# SKYWRITINGS

EAA Chapter 439  
Central U.P. of Michigan

October 2019  
Home of the Yoopers!



## FAD 2019



FLIGHTS  
ON  
WEATHER  
Hold until  
?  
We will contact you  
on a later date if you  
registered today.



## Up-Coming Events

**Monday October 14th 6:30pm (CDT) - Chapter Meeting at Kubick Aviation at Ford Airport**

*Please come with any comments on FAD 2019 & the Tribute to Veterans events and any inputs on how to improve, or recommended changes for, future events.*

# The Prez Sez!

Tom Sullivan

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Ford Airport Day was a pretty decent success, albeit weather being a bit challenging and pretty much eliminating Young Eagles Flights and Adult rides. The B-25 was a pretty good draw, especially since few got a "pre-viewing" of it on Friday with it getting in late due to low weather on Friday morning as well. The Veterans Tribute Ceremony went really well. We had the Kingsford Band doing all the music for the event, including Taps. The Veteran Tribute motorcycle group appeared as well as the Kingsford Honor Guard. Will exceed the event with Joe Stevens being our main speaker. Joe did a very nice job and we followed his speech with a 6 minute video on a white screen (and audio over the PA system) of Sam Elliott doing a tribute to a WWII Vet that was on the landing at Omaha Beach. If you haven't seen it, you should. It's an amazing story of sacrifice.

<https://www.pbs.org/video/sam-elliott-pays-tribute-sgt-ray->

lambert/ It was pretty evident the video captured the hearts of almost everyone at the ceremony. Beth and her crew supplied lunch for everyone afterwards.



We had one B-25 pilot from WWII show up, driving over from Gladstone with his family, for the Veterans Tribute on Friday morning. He spoke a bit after the ceremony and had his log book and a compiled book of his war time experiences with pictures. After he ate lunch, we encouraged him to wait for the B-25 to arrive. It didn't show until after 3 PM, but he waited and seeing his expression when seeing the plane taxi up was priceless. He got a chance to talk with the crew (Sean Elliot, his son and the other 2 crew members). He gave Sean and his son a signed copy of his book. He was able to look up inside the bomb bays at the cockpit, and mustered up enough strength to walk up the air stair and stand inside the plane. I'm sure it's a memory that vet will never forget!

We only had a few planes make it in for the event on Saturday. I think the car show people had a sizable good group go through and look at the planes. This is one year they clearly added a lot to our event. Kubick Aviation brought over a Conquest and a C-340 for airplane eye candy, and Northwood's Airlifeline had their two planes on display as well. Valley Med had two planes on display and some of the local pilots brought over their planes too. So despite very little flying going on, we had a full ramp of airplanes to look at. The Snoopy simulator had a line every time I looked over at it and the pedal planes in the kiddy corral were busy all day. (Boy it would be nice to get the kiddy plane train done for next year!!). Gate and food receipts were down, but with controlled costs on our featured planes, we are looking like the bottom line will be decent this year.

The CAP was an incredibly important aspect of our event this year. The man power, work commitment, and amazingly respectful manners of their group of young adults are really hard to grasp. We welcome this group as part of any activities we do, and look forward to them having access to our hangar for future activities. I'm not sure how our event could be successful (and what level of stress we would see) without them.

The hangar project is firing back up, after a bit of a lag due to my recent hand surgery. The gate project is completely done, thanks to the airport crew for doing most of that project! That was absolutely required since the slide by gate was sliding into our building footprint. The plumbing crew should have completed the plumbing in the floor, so we are down to a little finish up on the forms, some more grade work, then re-rod installation and some tie in features between slabs as prerequisites before pouring concrete. We also need to provide a chase for the water line at the southwest corner. But, essentially we are really close to pouring some cement. I will be looking at some work bees this week. Cold weather is right around the corner so we are on a short calendar for getting cement poured. I will likely use texting to alert on work session times, but if you're not on my normal radar, please advise so you can be included in the text alerts on work sessions. Tom

# Editor's Notes

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## ***Tribute to Veterans and Ford Airport Day 2019***

Both of these events are in the “books” as they say. The planning for these events did not follow the “normal” planning cycle of the last two years. Most of the work - getting the display aircraft, getting sponsors, coordinating advertising and media, obtaining volunteers and the other tasks needed to insure the event would take place - all occurred in the two months before the events. In fact, most of the work for the Tribute to Veterans event took place during the three weeks before even though work to coordinate with the VA started months before.

I want to thank all the people who made these events a success. However, I do want to give a special thanks to Beth Sullivan for continuing to take charge of all aspects of the lunch for the Tribute to Veterans event and both the breakfast and lunch for FAD. I also want to give a Special Thanks to the Civil Air Patrol officers and cadets who helped us get the hangar ready for these events, worked during FAD, and stayed to take down and put away all the tables, chairs and other stuff. Our workload was reduce by their assistance and dedication.

Some facts about these events:

- FAD Paid Attendance: Adults – 442 Children – 161 (not bad considering the weather)
- Main aircraft attraction this year was the EAA B-25 “Berlin Express” The Wings of the North T-6 cancelled about a week before while the Stearman was unable to attend due to weather.
- Sponsors: We had 10 sponsors for a total of \$13,683 in cash or in-kind.
- Advertising:
  - Flyers were sent to 26 local airports
  - Internet - Posted on Minnesota, Wisconsin, Michigan, EAA, AOPA & other aviation websites.
  - Radio ads ran on 9 stations starting 10 days before event and were updated after 5 days to include the Tribute to Veterans
  - Posters were completed by August meeting and displayed in at least 20 locations
  - Newspaper – three ads were run: one for Veteran program; two for FAD; also ran a “Thank You’ to sponsors
  - Total Advertising cost was \$1,504 (a \$1,200 reduction from 2018)
- How people heard about FAD: Radio - 12; Paper - 14; TV – 2; Road Signs – 27  
Other – 37 (family 2, internet 2, repeat 33)
- Expenses before we even held these events - \$2,087 (a \$9,754 reduction from 2018; mainly due to cost savings of not having to pay for the EAA B-25)
- Volunteers: Enough to cover all aspects of the event, thanks to CAP for the manpower
- Young Eagle Flights - We instituted a new YE process, but did not get to test the entire process due to weather

Come to the meeting on Monday to get more information as we debrief the good, the bad, the funny, and moving moments of preparing for and executing these two events. All helpful comments are welcome. Will

## **EAA Webinars**

Register at: [Webinars](#)

10/9/19	7 p.m. CDT	ADS-B Update: Equipping for 2020 and Reviewing the Latest Portable Receivers*	John Zimmerman
10/15/19	7 p.m. CDT	Decathlon Airplanes: Evolution in Fifty Years of Production**	Jody Bradt
10/16/19	7 p.m. CDT	Improving Your Flight Proficiency*	Steve Krog
10/23/19	7 p.m. CDT	Engine Leaning Made Simple**	Bill Ross
10/29/19	7 p.m. CDT	EAA Flying Clubs - Growing Participation in Aviation	David Leiting Jr
10/30/19	7 p.m. CDT	Loss of Control – Root Causes and Innovation Opportunities - Part 2*	
11/6/19	7 p.m. CST	What is Preventive Maintenance?*	Mike Busch
11/12/19	7 p.m. CST	EAA Ray Aviation Scholarship – 2020 and Beyond	David Leiting Jr.
11/13/19	7 p.m. CST	The First 400 Feet*	Tom Turner

\* Qualifies for FAA Wings credit.

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

### ***Top 10 Most Overlooked Maintenance Items***

1. Hardware. This is the top issue with all the airplanes the mechanics worked on. It included:
  - Wrong nuts in the wrong places.
  - Loose or missing jam nuts.
  - Missing or incorrectly routed safety wire.
2. Control surface travel and freedom of movement. When was the last time you put a protractor on a surface? We're supposed to check this at the annual, condition, or 100-hour inspection, but it often goes overlooked.
3. Cables worn and pulleys binding. The things that are most hidden from view will be the things that we overlook the most.
4. Incorrect tire pressures.
5. Worn brake components. Brakes get overlooked for the same reason tires do.
6. Worn seat belts.
7. Loose tailwheel assemblies. This is an item that generally won't be found until flying characteristics indicate there's a problem, like a shimmy or erratic operation.
8. Missing drain holes in fabric covering. Not having drain holes in the right places on fabric-covered aircraft can cause structural failure.
9. Flying wire tension is incorrect. Like tire pressures, eyeballing does not give you enough information.
10. Compass fluid is missing. You may not even see that the fluid is missing, but the compass will tell you in flight.

(Abbreviated from 10/2/19 article written by Lisa Turner in EAA's Flying Tips) To see more go [here](#).

### ***The Aircraft of AirVenture 2019***

See some of the incredible and iconic aircraft that visited EAA AirVenture Oshkosh 2019! [Watch now](#)

### ***Hints for Homebuilders***

If you need help, don't forget EAA has some hints. Go to [here](#).

## Flying Events (within 200nm): (B) Breakfast (L) lunch (D) Dinner *All times CDT unless noted*

Every Friday Fly-in (L) Iola, WI (68C) Noon, but get there early, \$10 for life time membership

Every Thursday (L) Marshfield, WI (MFI), noon till the pizza runs out

Tuesday, Wednesday, Thursday Wisconsin/Yooper Flying Hamburger Socials Go to [www.wiflysocial.com](http://www.wiflysocial.com)

Oct 27 5th Annual Pumpkin Drop Dodge Count (UNU) Juneau, WI RSVP 920-386-2402

Dec 14 Rusty Pilot Seminar Central Wisconsin (CWA) Mosinee, WI 10:00am - 1:00pm

If interested, register [here](#). Free if AOPA member, otherwise \$79

### ***Airport Image***

I have written before about the image (reputation) some airports have earned based on their actions or lack of actions. Some images, good or bad, are accurate and some are not deserved. I have mentioned several airports in my many years as a newsletter editor because I believe we should pass along our experiences to fellow pilots so they can make intelligent decisions where to spend their money. I believe pilots will go out of their way to make a stop at an airport that has a good reputation versus saving a little time and money by stopping at an airport that has a bad reputation.

Therefore, I would like to pass along a recent experience. I encountered a low overcast as I approached Ford airport on my flight from Nebraska to the U.P. for Ford Airport Day. Sadly, I have not kept current on my instrument rating and have not had any simulated time with my new avionics. Hence, my only option was to find a VFR airport and wait out the weather. The closest airport was Merrill, WI.

For those who have not been to Merrill (RRL), the airport has the FBO in one location and the fuel pumps and rest rooms in a modern facility at another location. Even though it was after 6pm, I taxied to the FBO to see if anyone was there. There was not, so I taxied to the other facilities. I checked the weather forecast and discovered I would have to spend the night at Merrill. As I was talking to the wife about my situation and checking for a local motel, a man entered and started to empty the trash and straighten the place up. I asked him for a motel recommendation and if they had a courtesy car or a local taxi I could call.

Gary (one of the airport commissioners and the donator of the piano in the facility) recommended that I stay at the airport. He gave me a tour of the place, showed me where the pillow and blanket were for the lazy boy chair and indicated the chairs would stretch out flat like a bed. He also showed me how to turn off the motion activated lights, turn on the gas fireplace, where the shower was, made a recommendation of which food to heat and eat, and gave me the phone number of the FBO owner in case I needed anything else. He even apologized for the TV not operating because the cable system was hit by lightning the week before. Wow!

I have never received such an exceptional reception from any airport!

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**Dues are \$15.00 a year (\$25 for mailed newsletter)! From August 1st Please send them to above address.**  
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