

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

June 2020
Home of the Yoopers



*These photos were sent to me by Inez Riverside some time ago as part of a collection from World War II
Photos taken by a photographer named Alfred Palmer*

Up-Coming Events

June ??th 6:30pm (CDT) - Chapter Meeting at Tom Sullivan's hangar at Ford Airport.

We will send out an email when we finalize the date, which may not be until Friday. Please come as we discuss the hangar and Ford Airport Day 2020. If you can not make it, but want to participate, the call in Number is 515-604-9910; access code 343613

The Prez Sez!

Tom Sullivan

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Summer is here, the lock down has been lifted, and life is starting to have a little semblance of normalcy (clearly we have a long ways to go yet). Will and I have discussed having a meeting and we think we can get enough space in my hangar to "social distance" and yet get some business done. It's unlikely we will see more than 10 members (boy, wouldn't that be a nice problem), so everyone that can make it, please attend. We were hoping to meet on Wednesday, but circumstances have changed and we are now looking at a night next week. However, that decision may not be made until Thursday or Friday.

The hangar was placed on hold because we felt it would be hard to justify (if questioned) that the project was "essential business". That will be one of the major discussions for the meeting. Deciding when and how we will move forward on the build. I lost my main "right hand man" (Steve) in November, so will be looking for another "go to guy" when needing to complete prep work before our major work bee's. Probably best to leave further conversation on that for Wednesday.

Ford Airport Day may be a reality, being it's in September. I understand the U.P. State Fair has announced they are on for this year (August) and Logging Congress has said they are on if the fair is on. I'm not sure how those events (or ours) will look, but it appears we can at least plan for it at this time. We will probably need to be creative with our event this year, but who knows, there may be some guys with specialty planes anxious to get out and attend due to being shut down most of the summer.

A measuring point on how this virus has affected other aspects of aviation would be Northwood's Airlifeline (NWALL). Although airline traffic is expectedly down, with much of it elective, med flights would not normally drop. This virus hit the entire spectrum of our society enough that even hospitals, in spite of most of them not seeing high demand for COVID-19 cases, dropped (or were forced to drop) all non-essential surgeries and treatments. I am the flight coordinator for NWALL, and normally see 100-130 flights yearly. That would be around 10 transports a month. For a 10 week period we saw one trip!!! Things are just now starting to pick up in the last couple weeks.

Dean Hensel dropped of a bunch of 55 gallon plastic barrels for building the Kiddie Train we've talked about the last several years. Bruce Tapio had graciously offered some kids from the Vocation Center to assemble the units. Well, before they were delivered the whole virus thing hit and schools were closed down. If we are to get those done for this year's show, we'll need to build them ourselves. This will be another topic for Wednesday.

I don't have much more to add, so will sign off. Hope to see a bunch of you next week. Hopefully, it won't rain, so what other projects could you be doing anyway?

Tom

Editor's Notes

Will Kroeger

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I know this whole Covid 19 thing has gotten people down. Our meeting this month will cover our feelings and ideas about hosting FAD 2020. The state has relaxed a lot of constraints but the latest guidance is that there will be restrictions in place for "a while" on the number of people you can host at an event. We would have to adhere to indoor and outdoor limitations which currently are 50 & 250 respectively (Or 250 & 500 depending on how we label our event) unless guidance changes.

I know there are is a wide range of views on the current situation. However, our decision needs to be based on how the community feels about gatherings.

Some of you may not even have flown during this pandemic. I know I spent a lot of time grounded, but not due to Covid 19. As I mentioned in the last two newsletters, my plane was down for upgrades. Well, she is flying again after having some tweets done to insure the new avionics were talking to the old stuff.

Linda and I (and the dog) decided it was time to fly back to the U.P. to test the aircraft on a cross country flight. After 4 hours, I have come to the conclusion that I really like the new autopilot, GPS navigator and how they interact with my two G5s. I feel like I am in one of those new fancy glass cockpit aircraft even though some of my glass is Foreflight running on my iPad. I do have to admit that not touching the yoke from 1000 feet agl after takeoff until in the traffic pattern felt strange.

I need to get some experience flying instrument approaches with all this new stuff. I have done some visual approaches and the autopilot flies right on the center line and glideslope. Now if I could just go faster!

As I have mentioned in the past, there is a time lag between my receiving a magazine and reading it. I am just now reading the May issue of the EAA Sport Aviation magazine. It contains an article written by Lisa Turner titled, "*Secondhand Homebuilt Owner, Part 2*" which is in response to feedback on an article she wrote titled "*Traps and Tips for the Secondhand Homebuilt Owner*" in the February issue. Both of these articles contain good advise on what to look for when buying a used homebuilt. I should have read articles like these before I bought a homebuilt in 1996.

One of the things she talks about is to take a buddy with you when looking so as not to buy on impulse. Well, I did not do that, but then I did not do much of anything these articles talk about doing before buying a homebuilt. I knew nothing about the plane, a Flybaby, except that I liked its look and that the price was good. It had no electrical system; was a taildragger of which I had no experience; had a narrow wheel base; hard struts, no shocks or bungees; heel brakes which had to be pumped before use; a sliding canopy that could be opened in flight but no indicator as to how far back was safe; had to be hand propped which I had never done before; everything on that plane was done at 80 mph. What was I thinking! Needless to say I survived but I felt like a test pilot the first couple of flights. I loved flying that plane for 6 years before selling it.

My second adventure into purchasing a homebuilt was more inline with the articles above. I was looking to purchase a Hatz. I knew a lot about the Hatz as my wife and I had considered building one. We went to Hatz building seminars at Oshkosh and at the Bartels Biplane fly-ins. This time I asked an experienced builder his opinion of the aircraft. He went and looked at it and even flew it. He indicated that flight was one of the scariest he had ever taken because he thought it was going to come apart at any moment. I did not buy that plane.

I highly recommend you read the above articles if you are interested in buying a homebuilt. Will

EAA Webinars

Register at: [Webinars](#)

6/10/20	7 p.m. CDT	Pass Your Checkride *	Larry Bothe
6/16/20	7 p.m. CDT	Two Guys, One Airplane, and the 2018 World Advanced Aerobatic Championship	Mike Lents and Aaron McCartan
6/17/20	7 p.m. CDT	The Doolittle Raid Story	Chris Henry
6/24/20	7 p.m. CDT	Your Airworthiness Inspection — Be Ready**	Joe Norris
7/1/20	7 p.m. CDT	Was Justice Served?**	Mike Busch
7/8/20	7 p.m. CDT	Fast Track to Experimental	Prof. H. Paul Shuch

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

Do the SFAR's provisions apply to you?

AOPA has flow charts to help you check.

For Instrument experience requirements (FAR 61.57(c)(1)) go to [here](#).

For Knowledge Test for Part 61 pilot certificates and ratings go to [here](#).

For Flight Reviews (FAR 61.56) go to [here](#).

For 1st, 2nd or 3rd class medical examinations go [here](#).

For CFI certificate validity and renewal go [here](#).

For Small unmanned aircraft systems (Part 107 commercial ops) go to [here](#).

Aviation Organizations ask FAA for more time to meet requirements

The Aircraft Owners and Pilots Association is among several groups requesting that the Federal Aviation Administration prolong the exemptions provided in SFAR 118 beyond the June 30 expiration date, as the aviation industry continues to feel the effects of the pandemic. AOPA, Experimental Aircraft Association, Helicopter Association International and others asked the FAA in a letter to extend the deadline for a month to pilots, certificate holders and operators who need to satisfy testing, training, experience and checking regulations, and to give them until the end of September to comply with experience, testing, checking, duration, medical and renewal requirements expiring this summer. (From AOPA online 6/1/20)

FAA Policy Allows Special Flight Permits for E-ABs Needing Condition

Inspections (From EAA News section)

Following a request from EAA and AOPA, the FAA has [released a policy](#) that will make it easier for some owners of experimental aircraft to obtain special flight permits (SFPs) for their airplanes in order to reposition them for condition inspections.

Rather than requiring a full in-person "condition for safe operation" sign-off from an FAA inspector, which was previously required for SFPs, the policy allows DAR-Ts (designated airworthiness representatives supervised by a FSDO) with appropriate function codes to remotely conduct inspections for the certificates.

While EAA would ideally like to see more simplified flexibility on annuals and condition inspections during the COVID-19 pandemic, this policy will help many experimental aircraft owners, particularly those who have "out-of-annual" aircraft stranded away from their preferred maintenance shop.

"EAA continues to hear from members the need for other policy changes in light of the coronavirus' impact on day-to-day life in the United States," said Sean Elliott, EAA vice president of advocacy and safety. "We continue to seek every avenue possible to find relief from or alternative ways to comply with regulations, and this new policy is a prime example of that. It is a small adjustment, but it will help."

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

These events were still listed on various sites but remember to check before you go.

Every Friday (L) Central County (68C), Iola, WI Noon, \$10 life time membership <http://centralcountflyers.org/lmenu.html>
Jun 13 Fly-in (B) Muskegon, MI (MKG) 8:00am - 12:00pm (EDT)
Jun 27 Fly-in (L) Alpena, MI (APN) 9:30am - 1:00pm \$8
July 15 Michigan Freedom Tour Escanaba, MI (ESC) (B-25 & C-47)
July 16 Michigan Freedom Tour Iron Mountain, MI (IMT) (B-25 or C-47)
July 17-19 Warbird Weekend at KJVL in Janesville, WI has been changed to a Private Event.
July 18 Fly-in (L) White fish boil Washington Island, WI (2P2) 11:00am - 1:00pm
July 19 Fly-in (B)(L) New Holstein, WI (8D1) 7:00am - 3:00pm
Aug 18 FAA Safety Event, "Accidents, Incidents and Pilot Proficiency" and Hamburger Social
Houghton County (KCMX), Houghton, MI 6:00pm (CDT)

Register at: https://www.faa.gov/SPANS/event_details.aspx?eid=99276&caller=/SPANS/events/EventList.aspx

Aviation Flying Events

You probably have noticed that there are not many aviation flying events listed above. In fact, I had to remove several that were posted last month due the events being cancelled. You will also notice that the line for WI Flying Hamburger Socials has been removed. Their website indicates that all events for this year are cancelled, but they will reconsider if the situation improves.

I left the Iola info, but as of 5/5/20 they ask that you check their website at <http://centralcountflyers.org/lmenu.html> to see if they have started back up. As of now they are not.

New Chapter Website

Our chapter website is now hosted by EAA National and is located at:

<http://chapters.eaa.org/aaa439>. You can still use the old domain of www.eaa439.org to get there.

We ask all members to view the new site and provide any comments to Mike Betti.



Failure to properly secure aircraft components can compromise powerplant and control system operation, leading to system and component failures. Properly secure aircraft components with safety wire, ensure that hardware locking mechanisms are properly installed on your aircraft, and check them often to confirm they are taut and ready for flight.

Download a FAA Safety Fact Sheet on Safety Wire [here](#).

***This month's photos are from Tom Sullivan
At Spruce Creek***



A36 Bonanza

C-47



T-6

Gear Up!!!
Mooney





Steve Phillips' Last Cross Country Flight

Hamburger Social
Wausau, WI



Mennonite Family at Young Eagle event



NASCAR driver Bill Elliot's Lancair

Flight Home



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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/aaa439>.