

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

October 2020
Home of the Yoopers



Hangar - where we were the evening of Sunday October 4th



Up-Coming Events

We are taking a break from meetings and hangar work this weekend. See comments on page two. Please contact Tom Sullivan if you can help. We will send out a notice when we start roof truss work.

The Prez Sez!

Tom Sullivan

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Chapter Hangar progress is ripping along pretty well. I have a couple experienced employees from my dealership that are helping me a couple days a week. My fabrication shop has a lighter than normal production schedule so the guys are loving working outside on something different. As of this writing we have 25' of east wall and a short return wall on the NE corner and the stud walls will be all erected. Sheeting and Tyvek is done on the west wall, sheeting is mostly done on the south wall, and we're at a point the fencing can be run up to the east and west walls instead of around the building. I closed of the 9' x 8' utility door opening last night, and I have a temporary man door for the entry.

I told Will I'm not available for a meeting this month. I've done too many of these projects in the past "too late" in the fall, freezing my fingers and struggling with ridiculously poor production, I'm staying on this thing hard until it's closed up for the winter!!

Tom



The hangar as of the evening of Monday, October 5th



The hangar as of the end of Tuesday, October 6th.

All structural wall construction is done. Fence relocated to hangar walls. Just sheeting and Tyvek left on the east wall and some north wall areas. Hopefully one more work session and we will be ready for the roof trusses, scheduled for delivery on October 19th

Editor's Notes

Will Kroeger

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Busy Skies

We have flown several times between the U.P. and Nebraska in the last few months. I commented a couple of months ago that the amount of traffic was light due to the pandemic. Well, if you have flown lately, you know that the situation has changed. We saw a lot of traffic on our last two trips, one of which was to Mackinac Island.

In fact, our trip to Mackinac Island was very interesting. We were 5 miles west of Schoolcraft County airport when I called to let any traffic there know we were 5 miles west and going to be flying over the airport at 5,500 feet from west to east. I made this call because I had seen traffic on Foreflight takeoff from there and depart to the north 5 minutes earlier. About 15 seconds after our call we heard someone else call the same information. We started looking for that traffic right away. I even checked foreflight and did not see any traffic. I made several more radio calls indicating our position and asked the other aircraft (we did not get the tail number) near Schoolcraft it's location. No reply came.

So, what to do? We could not see any traffic. I did not want to descend, climb or maneuver in fear that the traffic was in a blind spot. So we kept flying straight ahead while looking and checking Foreflight. I made another radio call when we were over Schoolcraft indicating once again that we were at 5,500 feet and flying west to east. The other aircraft finally made another position call and indicated they were over Schoolcraft at 5,500 feet. This was freaking us out! This time I yelled into the radio that we were at the same place and asked them by tail number where they were.

They finally answered and stated they were over the water a few miles south of the airport. They were following the coast line. They also turned on their ADS-B out because we finally saw them on Foreflight, which indicated their ground speed was 30 knots faster than ours. We also saw them visually behind us at 4 o'clock. I asked their intentions and they asked me to go to 122.75. So, I did. I waited about 10 seconds then asked their intentions and got no reply. I asked several more times since I could see we were on a collision course, still no reply. I went back to 122.8, while still monitoring 122.75, but no reply.

Finally we heard them on 122.75 stating they could see us and asking what our intentions were. *"To get away from you and not die today"* was my first thought. But instead I stated we were going to turn right to go out over the water and that he should turn left to get behind us to follow the shoreline. He seemed confused as to what I was saying. He kept saying he was going to follow the shoreline. Since he was overtaking us I thought he should maneuver to avoid a conflict. I once again told him we were turning right to go over the water. He then made a turn and went behind us, too close for the wife since he was still at our altitude.

He stayed on our left side for a while then descended. We did not see or hear him again until he made calls to Mackinac County. The rest of our flight was uneventful.

So, what did I learn on that flight? Nothing new, just a reminder that not all pilots know their exact location; some make calls with an estimate. However, this guy was not even over the airport when he made that call. I guess I could have done a wide left 360 or changed my altitude after I saw him, but I thought it was better to keep an eye on him.

EAA Webinars

Register at: Webinars

All webinars are 7 pm CST unless otherwise noted

10/6/20	\$500 HUD	John Muzzoli
10/7/20	The Looming Mechanic Shortage**	Mike Busch
10/14/20	Strategies for Limiting, and Protecting Yourself from Liability as an Aircraft Owner or Renter	Jack Harrington, Paul Herbers, Alan Farkas, and Jim Anderson
10/20/20	Emergency Bailout Procedures for Pilots and Survival Equipment*	Allen Silver
10/27/20	Flying Clubs – Growing Participation in Aviation	David Leiting
11/3/20	Van's RV-14	Greg Hughes
11/4/20	Your Engine's Lifeblood**	Mike Busch
11/10/20	The International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday!	Mike Heuer and Lorrie Penner
11/11/20	True or Magnetic?*	Prof. H. Paul Shuch
11/18/20	Cockpit Power Management	Phil Lightstone

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

Aviation Insurance: Expensive And Getting Worse

This article comes from the September 28th internet issue of AVwebFlash. It contains a link ([here](#)) to a 41 minute video of a roundtable discussion with Aviation Consumer's Larry Anglisano and three insurance experts about what we can expect in the future, if not now.

Pandemic Relief Scaled Back in Latest SFAR Amendment

(from 10/5/20Aviation eBrief)

The [new SFAR amendment](#) that took effect October 1 and was scheduled for Federal Register publication on October 6 reflects the agency's conclusion that "aviation activity continues to increase, and the industry is beginning to address the backlog of required training, checking and testing requirements. However, many of the challenges that existed when the FAA first issued the SFAR in April remain today as the public health emergency continues," the FAA said on its website.

The SFAR amendment eliminates the expanded instrument currency "lookback" period previously allowed for pilots who met certain operational requirements, and no new relief was provided for flight instructors with certificates nearing expiration

According to the table, SFAR 118-2 grants pilots with **flight reviews** coming due between October 2020 and January 2021 a two-month grace period to complete their flight reviews, subject to [eligibility and operational criteria](#). (For example, a pilot whose flight review ordinarily would be due in October 2020 would have until December 31, 2020, to complete it.) Note that the two-month grace period differs from the three-month grace periods the original SFAR and SFAR 118-1 had afforded earlier in the year.

SFAR 118-2 requires **instrument pilots** to follow the customary instrument experience requirements of FAR 61.57(c) to determine whether they may act as pilot in command under IFR or weather conditions less than the minimums prescribed for VFR. Previously, SFAR provisions allowed a nine-month "lookback" period, instead of six months, for determining their status.

The validity of **medical certificates** expiring between October 2020 and January 2021 is extended by two calendar months. Note that this provision is a shorter extension of validity than was available under previous SFAR provisions amending FAR 61.23. However, a three-month validity extension is provided for the medical certificates of pilots who reside in or serve as a pilot of an aircraft in Alaska.

The validity of **knowledge tests** that would ordinarily expire between October 2020 and January 2021 has been extended by two calendar months.

Mechanic applicants whose testing period is set to expire in the October 2020 through January 2021 period will have a two-calendar-month extension.

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.

Some events previously listed have been removed.

Go to <http://www.wiflysocial.com> to check on WI Hamburger Socials; I see some have been added, but check.

Every Friday (L) Central County (68C), Iola, WI Noon, \$10 life time membership <http://centralcountyflyers.org/lmenu.html>

Oct 10 Brats Fly-in (L) Southern WI Regional (JVL), Janesville, WI 11:00am - 2:00pm

Oct 19 FAA Safety Event, "Accidents, Incidents and Pilot Proficiency" and Hamburger Social
Houghton County (KCMX), Calumet, MI 6:00pm (CDT)

Go to <https://www.faa.gov/SPANS/events/EventList.aspx> to search the location and subject for other FAA Safety Events

Oct 25 Pumpkin Drop Contest Dodge County (UNU), Juneau, WI 9:00am - 3:00pm

More info: go to <https://www.wisconsinaviation.com/>

Dec 4-5 Sun 'n Fun Holiday Fly Festival Lakeland Airport (LAL), Lakeland FL



Chapter member Dan Gervae has been very busy over at Stambaugh airport in Iron River, MI. He has been building a PA11 Cub from scratch. He has most of the painting done and is now working on the electrical and fuel system. He has well over 2,000 hours on this project.

Dan has not only been working on the PA11. He also built the hangar it is in. He is currently scrambling to get the hangar insulated and to install a heater so he can keep working on the PA11.

He has invited us to review his project and hangar for one of our future meetings. Maybe we can get over there later this Winter once we get our Chapter hangar completed for winter. Of course, he has to get the heater working.



Some planes from the hangar of a collector in St. Louis





**The Mooney M10
Cadet. Mooney's
attempt at a trainer
aircraft. They modified
the Alon Aircoupe by
removing the twin tail
and putting a Mooney
tail it.**

*(All of the photos on these two
pages were submitted by Tom
Sullivan.)*



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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>.