

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

June 2022
Home of the Yoopers



Next chapter meeting this coming Wednesday, July 6th at 6:30 PM central held at the new chapter hangar!

Check your membership dues; fifteen dollars (\$15) if you get an emailed newsletter or twenty five dollars (\$25) if you get a mailed newsletter.



The Prez Sez!

Tom Sullivan

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Sorry for the late newsletter. Bruce and I intended to get back to "Monthly Newsletters" again but it's been mostly my fault we needed to do (hopefully just) one more bimonthly newsletter. My schedule has been absolutely crazy but a few items have been checked off the list recently. That said, I intend to start with the metal wall sheeting project next week. I will get a decent start going before calling in a crew, since the initial setting up doesn't need a crew. I will attempt to get a man lift (or two) when we really start hitting it. That should hustle the job along nicely. I'm hoping for some decent help for this as it will go pretty quick if we have it and this will be one of the most rewarding parts thus far, seeing the hangar exterior completely finished!

Our next meeting is scheduled for Wednesday, July 6th, at 6:30 PM at our new hangar. We have a lot of business to cover. Here is the agenda at this point

- FAD Date was moved for the B-25 appearance. There's "some" conflict with Beth and me.
- David Pasihow is asking if we are still confident selling rides in lieu of current gas prices
- Soliciting for FAD Sponsors
- Advertising for FAD
- Preparation for Annual Local Car Show becoming part of our FAD
- Volunteer coordinator
- Help for kitchen
- Membership Renewals / getting notices out on expiring members
- Lifetime Memberships
- County Proposal on Alternate monthly meeting for another airport group (with associated support)
- Hangar Use Policy
- Hangar work bee for installing Steel Wall Sheeting
- Hangar Funds Status / Possible Donations Pending

Tom

Maintenance Surprise! Found when pulling the MT prop installed 3 years ago. No wonder the prop cycle was slow!



Editor's Section

Hello everyone, I hope everyone is doing well! I don't know about you all, but where has this month gone? I'm already behind getting this newsletter out to you. My apologies; it'll improve and be more consistent in the coming months. I know it's early, but one of my favorite summer events is just around the corner. Can anyone guess what that is? The answer is Airventure! If you plan on attending, children eighteen years and younger are free again, supported partly by Boeing!

Just as a friendly reminder to check your local membership dues. If you receive the newsletter electronically, it's fifteen dollars (\$15.00). If you are receiving the newsletter in the US Mail, it's twenty-five dollars (\$25.00).

I saw this unique aircraft in ABQ, so I had to take a picture of the guppy. Unfortunately, the image does not do it justice. I thought, how does this large aircraft fly with all that drag, small wings, and props?



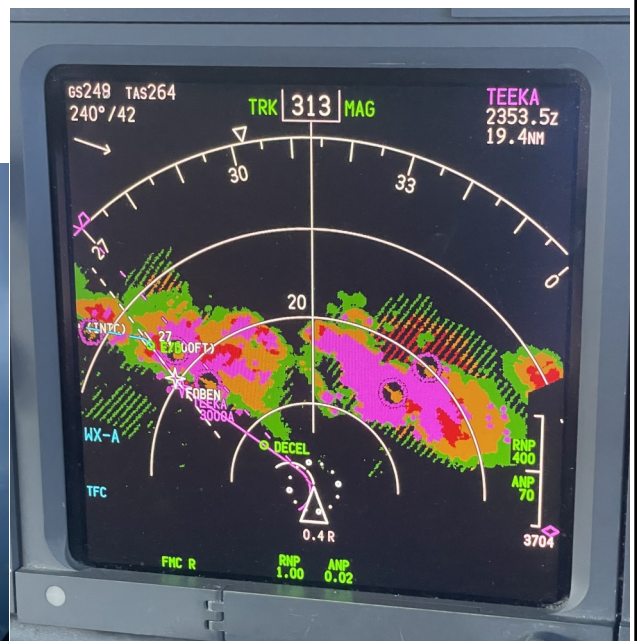
Training Section

It's that time of year again when we get convective activity (thunderstorms) along with very unstable air masses. While flying, we can even see convective activity building with tops towering more than sixty thousand feet (no aircraft can outclimb storms like that unless you somehow got a U2.) This section goes for VFR and IFR pilots; it's a bit more involved with IFR pilots, but the basics of thunderstorm avoidance are similar. When you see a pop-up thunderstorm, what are you going to do? What would you do if ATC tells you that you have a line of moderate to extreme precipitation at 12 O'clock, fifteen miles, and is twenty-five miles in diameter; state intentions?

There are mainly three different resources that pilots have. Number one is ATC; they have weather radar on their scopes, then we have ADS-B/XM (NEXRAD weather radar); You will see it go by different names, but it's the same in application. Finally, we have onboard radar (if you have it installed on your aircraft). Each has operational limitations that we must be aware of and mindful of. ATC is an excellent resource because they can give you the big picture and provide you with another routing that could keep you clear of the weather. You're likely not the only one looking for deviations for weather so ATC can tell you where the other aircraft have been going. The limitation on ATCs radar is that it's usually old information. It can be anywhere from two to fifteen minutes old on a fast-moving storm that can be incomplete information.

The great thing about our modern avionics is that we can project radar images onto the moving map. The problem is just like ATCs radar; the radar is usually old, so on a fast-moving storm, you could potentially go into it if that's what you are using to avoid the weather. I would never advocate using just the ADS-B/XM NEXRAD for weather avoidance. It's a great tool while in the air to give you the big picture of what the storm is doing and where it's going. The onboard radar will provide you with the most precise level of precipitation (radar only gives you precipitation levels, not clouds). With every sweep of the onboard radar disk, it's updating at a high rate of speed; the most it's ever out of date is five to ten seconds. The onboard radar also has its limitations depending on the radar disk itself. It can only see up to a maximum mileage; usually, the more powerful ones can see eighty to one hundred and sixty miles. At those ranges, you can see the weather, but you have to wait to get closer to see the actual definition of it, in a range of forty miles or less. Another limitation of onboard radars is that if you're flying in mountainous terrain, the radar will paint the mountains and thunderstorms, so you have to be proficient at using your radar on your aircraft to differentiate the mountains vs a storm.

Tail Winds -Bruce



EAA Webinars

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

All webinars are 7 pm CDT unless otherwise noted

7/6/22** TBO 5000
7/13/22** Squawk Talk– All About Radar and Transponders
8/10/22* Handling In-Flight Emergencies in Small Airplanes
8/17/22* Traffic Patterns at Non-Towered Airports

Mike Busch
Prof. H. Paul Such
Rod Machado
Steve Krog

* 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>



Fly-In's

All times are central time unless noted



7/8/22 - (0800-1500) Northern Lights Fly-in
7/10/22

TKV

Northern Lights Fly-in PPG, PPC, & Ultralights welcome \$25 camping all weekend \$25 pilot fee.



For more Information: Eric Lear (715) 614– 5894

7/16/22 (0830-1230) EAA Chapter 234 Young Eagles
EASTERN Pancake Breakfast and Fly-In

TVC



7/16/22– (1000-2000) Shiocton Airport Fly-In
7/17/22

W34
(Aprox. 20 NM West of GRB)

Saturday, plane rides 10am to dusk. Saturday evening band. Food (brats, hamburgers, fries, onion rings) 10am to midnight. Sunday, plane rides 8am to dusk. Sunday morning only - breakfast 7am to 11am, Potato & wheat pancakes, sausage, eggs, coffee, juice, milk. Sunday afternoon band. Large gun/cash raffle at 5pm. Food (brats, hamburgers, fries, onion rings) 11am to 8pm.

www.facebook.com/flyshiocton

Leap-1B Engine Fan Blades



Slushie truck going around the ramp, however it was just for the outside employees (ramp) needless to say we were bummed they didn't stop.



Leap-1B engine on the 737 Max



I think I may have an influence on my son when it comes to aviation.





737 Max upgraded Flight Deck



USS Midway



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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>.