

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

February 2021
Home of the Yoopers



Inside the Hangar



Tom gave me a tour on January 19, 2021. The inside will need to be cleaned before work starts on finishing the inside later in the spring.

Up-Coming Events

We are taking a break from meetings due to Covid 19.

The Prez Sez!

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What is Aeronautical Decision Making (ADM) ?

(extracted from [FAA Safety Briefing – GA Safety Enhancement Topic Fact Sheets](#))

A common thread among many GA accidents is the inability for pilots to execute sound decisions. It could be a dismissal of a known risk, a willingness to press on in conditions beyond a pilot's capabilities, or the absence of information to make a good decision about that flight (e.g., inadequate weather briefing). ADM provides a systematic approach to the mental processes used by pilots to consistently determine the best course of action in response to a given set of circumstances. In other words, ADM is what pilots intend to do based on the latest information they have. ADM is a continuous process from preflight to tie-down. The three major categories of ADM are pre-flight, in-flight, and post-flight. Each has its unique set of concerns. Understand that effective risk management takes a great deal of introspection, patience, and practice.

To help pilots better apply the principles of ADM, the FAA adopted the 3-P Model (Perceive — Process — Perform). This three-step process offers a simple, systematic approach to accomplishing each ADM task during all phases of flight. To use it, you need to:

- **Perceive** the given set of circumstances for your flight. That means gathering all relevant information pertaining to your flight. This allows you to perceive the mission and the environment in which it will be flown. This step begins during preflight but continues throughout the flight.
- **Process** the information you gather, evaluate its impact on flight safety, and determine your best course of action. This analysis continues during the flight as you receive new information.
- **Perform** by implementing the best course of action. Performance results become information to be perceived and analyzed. Based on those results, pilots will decide whether to continue with the action or make a change.

Because every flight has some level of risk, it is critical that pilots are able to differentiate, in advance, between a low-risk flight and a high-risk flight, and then establish a review process and develop risk mitigation strategies. A Flight Risk Assessment Tool (FRAT) enables proactive hazard identification, is easy to use, and can visually depict risk. It is an invaluable tool in helping pilots enhance their ADM skills and should be a part of every flight. Although designs can vary, FRATs generally ask a series of questions that help identify and quantify risk for a flight. The FAA Safety Team (FAASteam) currently offers a FRAT tool that follows the PAVE checklist, covering questions on the Pilot, Aircraft, enVironment, and External Pressures.

For example, you may be asked how much rest you've had, how much time you've had in the aircraft, and what the weather conditions are for your destination. Based on the answers you supply, a total risk score is calculated. No FRAT can anticipate all the hazards that may impact a particular flight, but there are some common hazards that GA pilots encounter regularly. The FAASteam's easy-to-use and GA-focused FRAT can get you started in effective safety risk management. The FRAT is currently available as an automated spreadsheet available at bit.ly/FAASteamFRAT.

A few key factors to identify while working through the ADM process are the ability to: ☐ note that a change has (or hasn't) occurred; ☐ identify your own biases; ☐ be honest with yourself and your ability; ☐ set (and adhere to) personal minimums; ☐ resist external pressures (perceived saving time/ money/face); ☐ prepare (and use) a plan B; ☐ and continuously evaluate the outcome.

Resources

FAA Safety Team Course — The Art of ADM bit.ly/ADM-3P

FAA Pilots Handbook of Aeronautical Knowledge, Chapter 2, ADM (PDF download) bit.ly/PHAKchapter2

FAA Risk Management Handbook bit.ly/2ZlqqFQ

[Jan/Feb 2017 FAA Safety Briefing](#) — Risk Management:

Editor's Notes

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Last month I asked if anyone was willing to share their Aviation Story. Well, David Pasahow volunteered and sent the following article. Thanks David.

No one in my family was in any way associated with General Aviation. Flying was for the Uber wealthy, and my only introduction to flying was a United Airlines Connie between New York and Chicago.

As many of you know, I am half Yooper and half Chicago/Midwesterner...my Mothers family has deep roots in the UP, and I was fortunate to spend all my Summers at Spread Eagle Lake. Childhood memories always include the UP.

One Sunday in August 1966 my Mother organized a road trip to Eagle River. Included in the trip was my Aunt, Cousin and Grandmother. It was a perfect Summer day and the drive over was beautiful.

The challenge came as we started our return trip. The 1964 Pontiac wouldn't start...bad starter. My mother put a call into a family friend who owned the Chevrolet Dealership in IMT for advice. He confirmed the problem after talking to the Mechanic and delivered the news to my Mom...your car is dead.

There was no way to get it repaired on Sunday...so how do we get home..? The Dealer offered to send a car to fetch us, but admitted it would be several hours to find someone and then get them dispatched. He suggested one other option...go to the Eagle River Airport and see if someone could fly us back...and he would place a car at the airport. The other alternative was spend the night, hope a part could be located and wait for a repair.

My Mother was not the most aggressive person...and I'm sure she never would have thought of this...but desperate times suggest a different course. A call was made and the Airport Manager/FBO Owner and Charter Pilot accepted the mission. As we headed to the Airport I had no idea what was ahead for me...other than a flight in a small plane.

We presented ourselves and were introduced to the aircraft...a Cessna 172. Now if you are keeping track of the passenger count we were a group of 5...plus a Pilot. My Grandmother took the right seat, my Mother and Aunt in the rear seat...with me between them and my Cousin crouching on her knees in the baggage area.

We taxied to the runway, took off and climbed out to the East direct IMT....the sun was setting behind us...the air was smooth as glass...and my life was forever impacted.

We flew over the Nicolet National Forest and I think I could almost see Lake Michigan. The landing was to the south on Runway 19....and the memory of the strobe lights reflecting off the ground as we touched down is etched in my mind. I'm not sure if I decided subconsciously at the time or if it happened later...but I was going to learn to fly.

I started consuming everything I could find on General Aviation...my Middle School Library subscribed to Flying Magazine...and the Librarian would hold it for me every month...so I could get it first. I found a radio that could get aircraft frequencies, a neighbor through a friend of a friend got me a set of O'Hare approach plates..and I spent hours listening to the inbound traffic.

When I graduated from High School in 1970 I had a Summer job at the Marina on Spread Eagle...and support from my Parents to take flying lessons at Fontana Aviation at IMT. Yes, costs were less...but so was income...C-150 @ \$10.00 hour ...wet. I soloed at 10 hours on August 10, 1970.....and by chance my Dad was there to see my three landings. Celebration that night at the T&T...the original one on the North side.

I went off to College, finished my Private during Spring Break 1971 and became a Private Pilot. I worked for Fontana as a Line Guy from noon to 8 pm for two Summers and had the opportunity to fly the right seat of the Twin Beech Air Mail flights most nights.

I have also been fortunate to able to own a number of airplanes over the years...a Navion, Cessna 205, Pilatus P-3, Piper Lance and my current 1956 Cessna 182. Additionally I found a way to combine my avocation with my professional work...building a successful Consulting Practice serving all the major industry participants. I was also fortunate to be asked to join the Board of The EAA in 1987, where I am today the longest serving Director.

Flying seems to have always been a part of my lifeand as I approach my 50 year mark in General Aviation I fully appreciate the role fate can play in one's life direction.

EAA Webinars

Register at: [Webinars](#)

All webinars are 7 pm CST unless otherwise noted

2/10/21	ATC and You: How to Make the Most of Flying VFR*	Richard Kennington & Bob Obma
2/16/21	Flying Procedures into Canada*	Luke Penner
2/17/21	ATC and You: Balancing IFR Flying and the Efficiency of Controlled Airspace*	Richard Kennington & Bob Obma
2/24/21	Owner in Command: Things I Wish I Knew Before I Knew Them**	Sebastien Seykora
3/2/21	Panthers and Beyond (Homebuilder series)	Dan and Rachel Weseman
3/3/21	How Mags Fail**	Mike Busch
3/9/21	Bong: America's Ace of Aces	Chris Henry
3/10/21	Pushing Past TBO - Running your Rotax Engine "On Condition"***	Prof. H. Paul Shuch
3/16/21	Rolling Fear Upside Down with Aerobatics*	Cecilia Aragon
3/17/21	Sling Aircraft Kits	Mike Blyth
3/24/21	SNAGGED! Dealing with Defects Safely and Legally**	Sebastien Seykora
3/31/21	Engine Care Items Every Pilot Should Know**	Bill Ross

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

Upcoming SportAir Workshop courses hosted at the EAA Aviation Center in Oshkosh, WI.
Save time and money by learning proper techniques right from the start, taught by experienced and accomplished professionals.



Electrical Systems & Avionics — March 13-14, 2021

At the end of the course you will be thoroughly knowledgeable on aircraft electrical systems and have the confidence to build and install a system in your aircraft. [Enroll now](#)



Fiberglass Techniques for RV Aircraft — March 13-14, 2021

This course will provide training in composite techniques required for completion of non-composite aircraft kits such as the Van's RV series of aircraft and others. [Enroll now](#)

EAA Posts Initial AirVenture 2021 Health And Safety Measures

Some of the initial decisions made for this year's event, some of which will evolve and change as the event nears, include:

- Masks will be strongly recommended if you are unable to social distance (roughly 6 feet or 2 meters).
- Proof of COVID vaccine will not be required to attend.
- International visitation is dependent on current international travel regulations and mandates in the U.S. and individual countries of residence.
- Increased physical distancing will be encouraged in all areas.
- EAA is adding significant numbers of sanitizing facilities and working with industry-leading companies for continual disinfection throughout the grounds.
- Theater in the Woods, forums pavilions, and other outdoor venues will operate with reduced seating capacity, with social distancing opportunities on the open grounds at that location.
- There will be fewer exhibitors in each indoor exhibit building, creating more walkways and separation between exhibitors. Additional venues on the grounds are being re-purposed to accommodate indoor exhibitors that are moved this year.
- Wherever possible, ventilation will be increased in tents and indoor facilities.
- Several annual events where physical distancing is not possible will not be held this year, including the Monday night concert; the Young Eagles, EAA Lifetime Member, and International Visitors dinners; the Runway 5K run/walk; and large corporate events and receptions.
- High-demand forums and presentations will be scheduled more than once to accommodate demand while allowing for distancing.

Editor Note: Pelton previously stated that the critical go/no-go decisions for AirVenture are likely to happen the beginning of May. Go to www.eaa.org/COVID to keep abreast of Covid impacts to AirVenture.

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.

Mar 22-25 HAI Helo-Expo New Orleans, LA
Apr 13-18 Sun 'n Fun Lakeland, FL (LAL)
Apr 26 FAA Safety Event Houghton CO (CMX) Calumet, MI 6:00pm
"Accidents Incidents and Pilot Proficiency" [Register Here](#)
Jul 26-Aug 1 AirVenture Oshkosh, WI (OSH)
Labor Day Antique Airplane Association Fly-in Antique (IA27), Blakesburg, IA

Top Air Show Performers Commit to EAA AirVenture Oshkosh 2021

Some of my friends do not care who performs at Oshkosh. In fact, I have one friend who has gone for the past 40+ years and never seen an airshow. Well, I care who performs and have only missed two of the afternoon shows while at Oshkosh over the past 32 years. It is one of my favorite highlights of the event.

Among the returning performers and aircraft already on the schedule for 2021 include:

AeroShell Aerobatic Team (T-6)	Nathan Hammond (Super Chipmunk)
Vicky Benzing (Stearman)	Rob Holland (MX-2)
Jeff Boerboon (Yak-110 jet-assisted twin)	Dell Collier (RAD Aerosports Jet Waco)
Wild Blue Rodeo (RV-8)	Jim Peitz (Beechcraft 33C Bonanza)
Bob Carlton (SubSonex JSX-2)	Red Line Air Shows (RV-8)
Kirby Chambliss, Aaron Fitzgerald, and the Red Bull Air Force	Gene Soucy (Grumman Showcat)
Kevin Coleman (Extra 300 SHP)	Bill Stein (Zivko Edge 540)
Kyle Fowler (Rutan Long-EZ)	Skip Stewart (Pitts S2S Prometheus)
Kyle Franklin Comedy Act (Piper Super Cub)	Patty Wagstaff (Extra 330LX)
Mike Goulian (Extra 330C)	Geico Skytypers (SNJ)
Matt Younkin (Twin Beech 18)	David Martin (Beechcraft Baron)

Do you know a girl interested in Aviation?

In honor of International Women's Day (March 8th), Wisconsin Girls in Aviation and 3 Wisconsin Chapters of Women in Aviation will present a live panel discussion with women aviators from across Wisconsin! This interactive event will allow girls to learn about, and ask questions about a variety of aviation paths. This event is geared towards girls ages 12+ and their families.

The Wisconsin chapters of Women in Aviation International thank Vernice/FlyGirl Armour and the Wisconsin Space Grant Consortium for sponsoring this event and aviation outreach activities for girls and families.

This free virtual event will be held Saturday, March 6, 2021 from 10:30am-12:00pm CST. Have them sign up [here!](#) (Info from 2/11/21 EAA eHotline)

Catch up on EAA News

Read about the latest EAA news, features, and program updates. Plus, learn new information on products and innovations happening in the aviation community. Latest news updates [here](#).

New FAA Chart Cycle Starts This Month

Starting February 25, 2021, chart subscribers (and pilots everywhere) will notice an important change to the effective dates of charts. The FAA is shortening the update cycle for VFR charts to match the dates on IFR charts. This means that, whereas sectional charts used to be updated every six months, now all FAA charts will be updated every 56 days.

This month's theme is Military Aircraft; inspired by Superbowl LV Flyover.





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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>.