

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

May 2020
Home of the Yoopers



AirVenture 2020 is officially canceled

My fellow EAA'rs. It is May here in Wisconsin, and unfortunately like many of you across the country, we are still under a stay at home order through May 26. Normally, this is the month when we start our preflight planning for EAA AirVenture Oshkosh. By this time, we should have begun ramping up our entire site in preparation for our July convention. Volunteers from across the country and world would have descended on Oshkosh. Together they would have formed work parties, our suppliers would begin start setting up tents and infrastructure. Our EAA staff would be printing wrist bands, campers guides, programs and an assortment of EAA collateral as full-on AirVenture execution begins.

But because of circumstances beyond our control, none of this can happen now. We cannot even get to the hangar so our preflight is left to watching the prog charts. While this certainly makes the ability to prepare for the event a scheduling problem, it does not preclude the bigger issue of predicting what will be the health guidelines in July. Right now, there are three phases that have been defined in Wisconsin as the recommended procedures. As I write this, we are not in Phase 1 yet. Phase 2 restricts gatherings to 50 people. Phase 3 allows for mass gathering with restrictions.

Our convention attracts EAA members not only from the U.S. but around the world. **Today** we cannot predict when we will be at a point that our event meets the all clear Phase 3 milestone for mass gathering with restrictions. As your leader, I see no clear path to meet our own requirements to insure the health and safety expectations our organization demands for our employees, members, volunteers, exhibitors and attendees. That includes sanitization, separation and personal protection requirements.

My conclusion is, like in any good flight planning, don't take the risk. Therefore, I have no choice but to cancel AirVenture 2020. Together, we can come back stronger, safer and ready for AirVenture 2021 and create a memorable world class aviation event. Because of our dedicated and enthusiastic EAA members, our Association is strong. We know that at some point this storm will pass. And over the next 12 months we will continue to support all of you as we again, together, grow EAA in the Spirit of Aviation.

Respectfully,

Jack J. Pelton

Experimental Aircraft Association
CEO and Chairman of the Board

Up-Coming Events

No meeting planned for this month. Hopefully we will be able to met in June. We ask everyone to think about possible sponsors and activities for FAD 2020.

The Prez Sez!

Tom Sullivan

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We are under a "Stay at Home Order" from our Michigan Governor, so meetings are pretty much not possible unless we did a phone /conference type one. Since any business going forward is clearly uncertain, I didn't see a need for a meeting this month. Let's hope this order is relaxed by June so we can start considering what options we have going forward for the hangar project and our Ford Airport Day (FAD) in September. I fear our world will be different for some time in the foreseeable future as a result of this COVID-19 virus. My business is an "ESSENTIAL" business, supporting the transportation industry, so I am still working every day, albeit with a completely different model than prior COVID-19.

Dean Hensel dropped off several 55 gallon plastic barrels to make the "Kiddy Train" we've been talking about for a couple years to use during FAD. Unfortunately, the school group that would have worked on them is out of school! We will need to consider other options for completing those if we are hoping to have them for this year's FAD.

Beth and I did voluntary two week quarantine after our return from Florida. Although it was difficult not being able to go to my dealership, we got a lot of work done on the house remodeling project. Weather deemed most the work be done inside, as it was pretty cold out the first half of April (well, other than a few days, it's pretty much be the same up until now as well). I DID finally get some outside siding work done recently, but most of it was still under pretty cool outside temps.

I've done very little flying since the trip back from Florida, just enough to stay moderately current in the Lancair. I've noticed the skies are pretty quiet on the few flights I've conducted since the original lock downs. I went into Midway about 10 days ago and got the visual approach, cleared to land on the main runway from 6 miles away. Never heard another plane on the frequency until a waiting Southwest Airliner asked for a takeoff clearance while I was on final. Other than a push of about 6 Southwest planes around 7 PM when I was about to leave, by the time I pulled my clearance I was again the only pilot on frequency. I didn't get to far north, basically just past O'Hare, on my SID (Standard Instrument Departure, common coming out of congested airspace) before getting cleared DIRECT to IMT.

Northwood's Airlifeline has had one flight since the lock down. Everything else I had in the scheduling queue has been cancelled. I have some optimistic patients with appointments going into June now, but we will see how those go. It makes me wonder, out of all the serious cancer patients we were transporting, what effect will this virus have on their long term outlook? I feel bad for them, as some were on the fence on whether treatment would save them. Delaying treatments for several months cannot have a good impact on their situations.

I would like our next meeting, I am assuming June, to be an "in person" meeting, timed around a day and time that we can meet outside for proper social distancing, but get a little better social interaction than we would if doing by phone. We'll see what our supreme commander "governor" has in store for us by then, but there are lots of measures besides lockdown that prevent virus transmission person to person. We've been using those procedures for 6-7 weeks within my dealership (I had them implemented way before the original Michigan Stay at Home Order was enacted), and, IF FOLLOWED, are pretty effective in keeping people safe. I will be surprised if we haven't moved to the next phase of recovery by then, but not sure what that will look like either.

Stay safe, stay physically healthy, and keep the mental aspect of your lives healthy as well!!! We are proud and hardworking Americans. We WILL GET THROUGH THIS!!!

Tom

Editor's Notes

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I am still looking outside at the beautiful weather and empty skies and wish I could be flying. However, my plane is still “social distancing” from me at the local FBO. It seems their promise of having the annual and avionics upgrade done two weeks ago was not accurate. They did tease me with a promise it would be done on May 1st, but the GNC 355 failed the flight check when comm out quit working. So, here I sit waiting with nothing to do except looking forward to AirVenture 2020.

Oh no! EAA just announced that AirVenture 2020 is cancelled. I've already planned my trip and paid for my camping spot. My plans were to take my camper down the Friday before and put it in my usual spot at Sleepy Hollow Farms. On Sunday my son-in-law was going to fly my plane into Wautoma where I would meet him before flying into Oshkosh. This was going to be his first time flying in. In fact, we already purchased our “I Flew to Oshkosh” 2020 t-shirts so we could wear them on Sunday. Well, I guess we will just have to fly in during that week anyway so we can legally wear the shirts later. I feel sorry for all the vendors and local businesses that rely on money made during Oshkosh to help them get through the year.

As you will note on page 5, there are not a lot of aviation related events taking place. In fact, as I was searching for events, I found more events cancelled. I would imagine that some of the events listed on page 5 will not occur due to state restrictions or personal concerns for safety.

Now about Ford Airport Day. I talked with Eric at Fly High Wi and he indicated he is uncertain of providing a helicopter for our event in September. He is not committing to any events right now since he has suspended operations until the current situation stabilizes. He stated if he is unable to provide rides, he will work with us to find someone else to provide rides.

I believe we may find an uncommitted kind of response from people if we try to find aircraft to participate or solicit sponsors as this time. It might be better to wait until June or July to start detailed planning for FAD. I thought of starting to promote FAD on multiple websites but decided to wait until we knew if there would be some local participation (National Guard, Fire Department, etc.) and what air vehicles might come. However, I will post website ads in July regardless of any lack of commitments at the time. Hopefully by that time we will have a better grasp of the probability of hosting FAD.

Hope to see everyone in June.

Fly Safe.

Will

Update: Good news - I got my plane back! Bad news - I found some interfacing issues during my second test flight. So, I guess it goes back in to fix the bugs.

Also, Tom sent some photos which I will use next month. Thanks Tom. Don't forget to send in your aviation photos.

EAA Webinars

Register at: [Webinars](#)

5/6/20	7 p.m. CDT	Is it Legal to Install?*	Mike Busch
5/7/20	7 p.m. CDT	Critical RV Flying Skills*	Rian Johnson and Mike Seager
5/12/20	7 p.m. CDT	ATC and You: Don't Let That Cloud Mislead You*	Richard Kennington and Bob Obama
5/13/20	7 p.m. CDT	Operation at Towered Airports*	Prof. H. Paul Shuch
5/19/20	7 p.m. CDT	Understanding Hypoxia in Aviation**	Steve Martin
5/20/20	7 p.m. CDT	Getting to Know the Rotax 915 iS Engine**	Jorge Tavio
5/27/20	7 p.m. CDT	Amateur-Built Condition Inspections**	Vic Syracuse
6/3/20	7 p.m. CDT	Predictive Maintenance**	Mike Busch
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

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

The FAA issued a [special federal aviation regulation \(SFAR\)](#) that provides blanket extensions of medical certificates and airman knowledge tests that would have expired between March 1 and May 31 to all pilots regardless of the type of their flying. The [SFAR](#) also provides flight review and instrument currency extensions under very limited circumstances to get pilots back in the air to support the fight against the coronavirus pandemic. Flight instructor certificates that would have expired between March 31 and May 31 and would have been renewed under requirements other than a flight instructor refresher course will have a blanket certificate extension until June 30, 2020.

Extensions applicable to all pilots (regardless of the type of flying) include:

- **Medical certificates.** The FAA extended the validity periods of airman medical certificates that expire between March 31 and May 31 through June 30. However, the prohibition on operations during medical deficiency remains in effect.
- **Knowledge tests.** Applicants whose knowledge tests expire between March and June will have their knowledge tests' validity extended by three calendar months, making the applicants eligible for a practical test for a certificate or rating issued under Part 61 for those additional three calendar months.
- **Flight instructors.** Flight instructor certificates, unlike pilot certificates, expire every 24 calendar months. The SFAR will extend the validity of flight instructor certificates that expired between March 31 and May 31 until June 30 in certain circumstances.

Provisions tied to specific types of flight operations include:

- **Flight reviews.** Wholesale extension of flight reviews and proficiency checks only applies to operations requiring a commercial certificate or higher. Extension of flight reviews for private pilots is limited to those with a total time of 500 hours, with 400 hours as PIC, and having logged 50 hours PIC in the last 12 months, and only for flight in support of a business, for humanitarian relief operations, for family medical needs or transportation of essential supplies for personal use, or to reposition the aircraft for required inspections. *(this paragraph from EAA eHotline 4/3/20, replaces the AOPA paragraph which had errors.)*
- **Recent flight experience, pilot in command.** The FAA only provided relief for instrument recency. The SFAR extends to June 30 the requirement to be instrument current under FAR 61.57(c) for those who meet the applicability requirements. A pilot must have performed and logged, within the nine calendar months preceding the month of the flight, six instrument approaches, holding procedures and tasks, and intercepting and tracking courses through the use of navigational electronic systems. An additional eligibility requirement is that the pilot must have logged, in the preceding six calendar months, three instrument approaches in actual weather conditions, or under simulated conditions using a view-limiting device. Pilots who are unable to meet the instrument experience requirements before June 30 may still reestablish recency in accordance with FAR 61.57(d), but the number of months available to attain the instrument experience before having to take an instrument proficiency check "will depend on when the person last established instrument recency" in accordance with the regulation. *(from AOPA ePilot 5/1/20)*

Editor Note: Recommend you read the SFAR if any of the above applies to you and talk to your insurance company.

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 **starting May 22** Fly-in (L) Central County (68C), Iola, WI Noon, requires \$10 for life time membership

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

Varying dates Wisconsin/Yooper Flying Hamburger Socials Go to www.wiflysocial.com

May 9	Fly-in (L) Brats	Empire, MI (Y87)	10:00am - 2:00pm (EDT)
May 24	Fly-in (B) pancakes	Portage, WI (C47)	7:00am - 12:00pm
Jun 7	Fly-in (B) pancakes	Houghton Lake, MI (HTL)	7:00am - 11:00am (EDT)
	Fly-in (B)	Fort Atkinson, WI (61C)	8:00am - 12:00pm
Jun 13	Fly-in (B)	Muskegon, MI (MKG)	8:00am - 12:00pm (EDT)
Jun 14	Fly-in/Drive-in (B)(L)	Wild Rose Idlewild, WI (W23)	7:30am - 3:00pm
	Fly-in (B) pancakes	Dodge County (UNU), Juneau, WI	8:00am - 12:00pm
Jun 18	Fly-in BBQ Social	Hangar 8A, Superior, WI (SUW)	5:00pm - 7:00pm
Jun 21	Fly-in (B) pancakes	Waupaca, WI (PCZ)	7:00am - 12:00pm Pilots free
July 11	Fly-in (B)	Hangar 8A, Superior, WI (SUW)	7:30am - 12:00pm \$7
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 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

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.

FAA to scale back ATC service as traffic declines

(from multiple AOPA sources)

The FAA plans to [reduce the operating hours of air traffic control personnel](#) at about [100 ATC towers and terminal radar approach control facilities](#) in late April to limit employees' exposure to the coronavirus as the pandemic slows flight activity in the national airspace system. No end date was given for the downsizing that will affect ATC facilities in Class C and D airspace where traffic volume has declined as much as 96 percent.

Things to consider are:

- Conduct a thorough preflight by checking notams for destination, departure, and alternate airports, and also check notams for centers you will be flying through. The FAA provides a [website](#) listing ATC facilities affected by COVID-19, but it is updated infrequently and does not replace notams.
- The FAA has previously issued [temporary flight restrictions](#) when an ATC zero event has occurred. Although this is not always the case, pilots should still ensure they are checking closely for any relevant TFRs along the route of flight.
- For a flight under IFR or a flight not in the vicinity of an airport, pilots should check for any known traffic delays. These delays are published on the Air Traffic Control System Command Center [website](#) under the [products](#) list.
- If flying in an area where a tracon or center has limited or curtailed operations, be prepared for potential delays and reroutes. Fuel and plan accordingly for what can be a dynamic situation.
- Due to reduced staffing at many ATC facilities and potentially high workload, practice approaches and VFR flight following may not always be available.

This month I thought I would show some photos of planes that were to perform or be at Oshkosh 2020.





1993 - the first year at Oshkosh with my plane.

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Dues are \$15.00 a year (\$25 for mailed newsletter)! From August 1st Please send them to above address.
Website: www.eaa439.org