

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

May 2022
Home of the Yoopers



Watch for an email coming soon. Steel for the hangar walls has arrived and Tom will be scheduling a work bee!

David Pasihow has helped us get the EAA B-25 Bomber, Berlin Express for Ford Airport Day

***Ford Airport Day Changed
September 24th***



The Prez Sez!

Tom Sullivan

toms1@chartermi.net

THE STEEL IS IN (for the hangar wall sheeting)!! As soon as there is an opening in my schedule I will be sending out an email to the local chapter members looking for help to get the outside of the hangar finally completed. If we can get a decent sized crew, the project should go fairly quick. Once the outside is done then we need to frame up some more walls and secure about 50 sheets of 7/16" OSB (hopefully the price will come back down to under \$20, but I'm not holding out a lot of hope). The upstairs needs the east wall and walls around the stairwell built. Downstairs we need some interior walls built. Almost all these walls require OSB because they are structural for the building and called out for in the approved blueprint. The last item before calling for a final permit inspection is getting the outside stairway built coming off the upstairs North West side to the ramp.

I did a deep dive into the "current membership" list, completing research of Treasurer Deposits, my emails and scanned documents of checks by date. Will just supplied me with his latest edition of the membership list. I will update my new Master list and we will be making a better effort of informing members when they are not current. In the old printed newsletter days, Jim Riverside had the last page of the newsletter saved for every member as a blank. That page had the name, address, and date of dues paid up to. That made seeing your currency was as easy as just reading the newsletter. Now that we are electronic, this feature cannot be implemented in the same manner. We've got a few ideas, but are open to suggestions as well. I found, reviewing our financials and fixed chapter costs, we are barely covering our

yearly EAA Chapter Renewal costs (mostly because too many members are expired and don't realize it). The Renewal will nearly double when the hangar obtains an occupancy permit because EAA has a pretty steep addition to our yearly renewal if we own or rent a hangar.

Left, the return of an old friend!!

Tom



Editor's Section

I hope everyone is doing well! I don't know about you all, but I'm thrilled that the temperatures are finally rising! I've been spending a lot of time outdoors now with my son, and instead of going to the gym to exercise, I can enjoy the fresh outside air! Who enjoys camping? I know I do; well, if you want to fly your airplane into Tomahawk and camp under the wing, you can! There's more information on it in the fly-in section of the newsletter. Earlier this month, I visited my son's pre-school to read to his class in my pilot uniform. Needless to say, I was told that all the kids are now talking about airplanes!



Notices To Airmen

(NOTAMs)

EAA Chapter 439 Meeting Minutes, May 4, 2022

Meeting Started at 6 PM

Location; EAA Chapter 439 Hangar

Attendance; Scott Trask, Tom Sullivan, Walt Charter, Bruce St Onge, Andrew N., Mackenzie W., Kayle U., Chad Kubick, Bruce Rutter, Jim Cihak, Tina Hren, Davie H., Hailey P., Mereta P., Jace S., Kimberly P. Todd P., Zoey M., Jerry R., Mark S., Mathew O., Roger St. John, Ray Kaldor, Pete DeCraene, Bryan Granholt, Bill O'Brian, John Olson, Mike Jarosh.

Bill O. and Ray K. approached our chapter, prior to this meeting, and discussed our chapter goals and openness to expanding our chapter base with a group of young adults. The meeting date was established (and changed due to conflicts). At this meeting there was a significant discussion about the long term goals of the Chapter, as far as the purpose of the hangar and our vision for a youth aviation program. Although we are still a bit premature on a full ramp up of the program (still trying to finish the hangar at this time), the youth and parents attending our meeting were interested in what, where, why, and how that program would look like if they decided to join our chapter. It has been the interest of our chapter from well before the decision to build a hangar was made to develop a youth aviation program. The actual drive for building our own hangar was partially motivated by the youth program we intend to start. Having a facility for chapter functions and more open public events was part of the drive as well. The new group had a meeting scheduled for the following week and we expect to get feedback on that soon.

After a tour of the hangar by those interested, the chapter held their regular meeting. FAD (Ford Airport Day) was discussed and Tom reported David Pasihow had been working diligently trying to get the EAA B-25 up for our event. He was notified just before the meeting that it was available for September 24th, but not the 18th. The members voted unanimously to change our FAD date to September 24th. Tom informed the members the steel for the hangar exterior walls had been ordered and we had the funds to cover the order. He noted we will be cutting it close to cover the lumber costs to complete the remaining interior walls AND the OSB needed on them for structural support, per the blueprints. Bill O. hinted he might have an idea on help for the OSB. At this time the pricing is pretty crazy again.

The meeting was adjourned at 8 PM

Respectfully Submitted, Tom Sullivan



Thank you to Scott Trask for bringing this to our attention. There appears there may be a scam (or at the least, a company trying to make money on aircraft owners not aware that this is a simple process anyone can complete) when it comes to renew your aircraft registration. So, please be careful, our friends at the FAA only charge five dollars for the renewal on the FAA website and not eighty-five. I would say best practice is to do it on the FAA website and ensure it's only the five dollars. Editor

Training Section

I will talk briefly about modern avionics automation practices (i.e., autopilot usage). General aviation has made great leaps when it comes to avionics. General aviation is actually ahead of airliners when it comes to modern avionics. So, when using your autopilot, it is a great tool and workload reducer, and it is just that; a tool, not something to rely on to save you. The most common thing I hear when the autopilot is not doing what the pilot wants is, "what is it doing now?" Autopilots can increase your workload if you don't know what it's doing. So, this is where we have to be pilots and de-automate (turn the autopilot off and fly the airplane). Ninety-nine percent of the time, the autopilot does precisely what you told it to do. It's usually a pilot error in programming the autopilot, understanding the different modes of the autopilot system and the navigation system that's tied into it. One of the most significant errors pilots make is not ensuring the mode they want is engaged. So, there are two things you have to check when engaging a different mode of the autopilot. When you go from heading mode (HDG button) to LNAV or NAV (depending on your unit). You push the correct switch on your autopilot, and it makes a pretty green light by the button you pressed, and this is where the mistake is made; you have one more thing you have to check. You need to check the flight mode annunciator (FMA) of your PFD to ensure the correct mode is engaged or armed, depending on what you're doing. To bring it all together, the example below is that the pilot pushed the NAV or LANV button on the autopilot unit and as shown on the PFD in the middle is the green LNAV; it took the pilot's request. Now, if where the green LNAV is, and if it still said HDG (for heading), the pilot would know precisely what the autopilot is doing and have to push the NAV or LNAV button and make sure the FMA of the PFD shows what you want. The autopilot unit is what you want, and the FMA on your PFD is the truth (what's actually happening).

Another common mistake, as silly as it sounds, is to make sure you turn the autopilot on. Then again, make sure it's engaged by confirming it on your PFD. On this PFD, it says CMD in green (meaning command/autopilot); others may display a green AP. Regardless of the type of autopilot you have, it means that we know the autopilot is engaged and working. If I made it sound complicated, sorry. If you take away anything from what I said, take this. If the autopilot and navigation you have aren't doing what you want them to do, don't let it drive you into the ground; take the autopilot off and fly the airplane. Tail Winds -Bruce



EAA Webinars

Register at: Webinars <https://eaa.org/eaanews-and-publications/eaawebinars>

All webinars are 7 pm CDT unless otherwise noted

5/25/22*	Pass Your Checkride, The Flight	Larry Bothe
06/14/22	Aluminum Overcast, the history of EAA's B-17	Chris Henry & Ben Page
06/22/22	Tips for Flying Into EAA AirVenture 2022	Fred Stadler
6/29/22	EAA AirVenture 2022 Features and Attractions	Rick Larsen & Dennis Dunbar
7/6/22**	TBO 5000	Mike Busch
7/13/22**	Squawk Talk– All About Radar and Transponders	Prof. H. Paul Such

* 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



6/11/22 (0900 –1200) Empire Y87 Young Eagles
EASTERN Pancake Breakfast

Y87



6/15/22 (1700-1900) EAA Chapter 320 Fly-In food fest RYV

Come out and join us for a Summer Fiesta with tacos, tacos, and more tacos. Rain date: June 16.

www.facebook.com/EAAChapter320



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

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



Pictures from the road

In case you missed it, here's the Lunar Eclipse

Southern California, Compliments Southwest Airlines front window



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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/eeaa439>.