

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

November 2020
Home of the Yoopers



Hangar - where we were the evening of Thursday November 12th



Up-Coming Events

We are taking a break from meetings due to Covid 19. However, we are still working on the hangar. It looks like rain for this Saturday, Nov 14th. So, we hope to start getting the apron area between the hangar and ramp ready for concrete and to move scaffolding early next week.

The Prez Sez!

Tom Sullivan

toms1@chartermi.net

A lot of progress has been made on the chapter hangar. The truss installation was a real challenge. We installed the first two with straps off the bucket of a log loader and the 79' trusses flopped around like a wet noodle. It became painfully clear we would need to build a 40' lifting fixture to stabilize the trusses during the installation. I did some research and discovered a stand-off fixture some truss installers were using, although quiet expensive. I designed my own stand-offs and they worked really well guiding each truss to exactly 24" off the previously set one. We had used my scissors lift for the first session, installing the first two, but I decided to rent another from Tool Time for the second session where we got 11 more installed (with the log loader).

The Saturday after that session Scott and I were installing sheeting on the west roof and a good south wind came up and pulled all the screws out of the south wall truss supports and the top off the trusses laid to the north by about a foot. That was panic mode. I ran the log truck around to the south of the hangar, stabilized the trusses and then installed a couple straps to the truck. We installed 4 internal diagonal braces to the trusses and then we got up on the roof and installed 2x4 diagonals reaching out to the top of the trusses knowing Sunday was forecast for 41 MPH winds. Sunday Beth came out to the hangar to inspect if our trusses were going to withstand the winds and I was pleased to see no movement of the trusses from all the bracing (whew!). But then Beth noticed the east wall diagonal supports, extending 16' into the hangar (4 of them) with 300-400 pounds of cement blocks on them, were lifting off the floor. I looked up and spotted the east wall (from a NW wind blowing through the huge hangar door opening) was bowing out significantly. It was essentially a big sail. We spent 1.5 hours stabilizing the supports, adding a strap from the man lift to the top of the wall, repairing two broken diagonal supports, installing a ton more screws, and finding everything in the place that weighed anything laid on those diagonal supports to keep them from lifting off the floor. As we left, we noticed the light pole next to the hangar was swaying back and forth well over a foot! Out of curiosity I called our AWOS to see what the winds were; 28 MPH gusting to 53 MPH. HOLY CRAP!!!

I determined it would be prudent to get Bill Neuens Landscaping to bring Sorny's crane (he had bought it) out to set the remaining trusses. They came out on Tuesday, we had a really good crew (7-8 people), plenty of experience at this point, brought in TWO more scissors lifts besides mine, and we installed the remaining 23 trusses before dark! Refinements to the lifting fixture and the stand-offs made everything work well too. We got quite a bit of OSB sheeting done by Friday and we took the weekend off. This past week we've hit it hard and got the roof OSB sheeting completed and weathered in (snow & ice shield and synthetic roof felt) by Wednesday and over half the metal roof sheeting on by last night (Thursday).

I've got a pretty productive crew doing the metal roofing so looking at bringing those guys in one day next week to finish the roofing. We NEED to get the concrete apron poured so we can run the man lift and scaffolding out in front of the hangar door for sheeting and Tyvek installation. We also need the concrete for operating the fork lift during the hangar door installation. Sooo..... I need some help next week from members, CAP, volunteers, anyone, to get the dirt prep/grading done so we can pour concrete one day next week. I also need to take down scaffolding on the east wall and reposition it on the south wall for sheeting and Tyvek on the south wall gable end. These are good projects for those that are height challenged (working off the ground).

Please let me know, preferably by text, if you can help any day next week. This will help with scheduling labor resources to properly plan the days! My cell number is nine zero six-458-6989.

Tom

Editor's Notes

Will Kroeger

906-241-9070

wkroeger@alphaComm.net

Fast Flying

I am a member of the "Piper Arrow & Cherokee Owners, Pilots & Enthusiasts" Facebook page. Being a Cherokee owner, I find it interesting to read what people have to say and the questions they ask about them. However, like all Facebook pages, some people don't seem to belong because the questions they ask are things that even the most novice owner/flyer should know before they ever get into the plane. I know that sometimes it is done just to spark conversation, but I find those topics are better left to talking conversations versus writing ones. Sometimes these simplistic questions illicit some crazy responses that make me wonder if some of the people flying Cherokees should limit themselves to just riding a bicycle. But what can one expect - it is the internet where personal interaction and sarcasm is hard to interrupt.

But I digress. One thing I like about the site above are the photos of Cherokees. I like looking at how other people have upgraded their panels, refurbished their interiors, and repainted their aircraft. I know my son-in-law has noticed these photos because he talks about how our 180 would look with an updated paint scheme.

Another aspect of the site are the photos of fantastic ground speeds achieved by pilots. These posts remind me of a time before GPS (1993) when I flew to Oshkosh from Nebraska. I planned to takeoff off at 5am. Flying at 110 knots and using 40 minutes ground time to refuel, I figured I would cover the 374nm flight in about 4 hours to get there around 9am. The weather briefing that morning indicted I would have good weather and was following a front that had blown through Nebraska the night before. Well, the weather was good but I don't remember the forecaster saying anything about a 50 knot tailwind. My ground speed was 165 knots. Needless to say, I did not need to stop for fuel. In fact, I had to orbit before getting to Ripon because the field was not open.

I have not seen ground speeds in that range since that flight until last week. We flew the 454nm trip back to the U.P. in 3.1 hours with an average ground speed of 147 knots. Our highest GS was 162 knots. The wife says she liked the shorter flight time and maybe we should get a faster plane. Of course, she was also thinking about our flight back to Nebraska two weeks before where our average GS was 90 knots.

The Chapter Hangar is the main topic of this month's newsletter. There has been a lot of work on it over the last few months. It has gone from a concrete slab to a building with walls and a roof. We, as a Chapter, can take pride in the work that has been done up to this point.

However, that work would not have been accomplished if Tom Sullivan had not dedicated his time, money, energy, labor, talent and leadership to get it done. We own him a great deal of gratitude for what he has done.

I know Tom is not doing this for any accolades or recognition. In fact, he would probably mention and thank all the people who have worked on the project. Personally I am thankful for his commitment to this project and want to take this opportunity to say:

THANK YOU TOM FOR ALL YOU HAVE DONE!

EAA Webinars

Register at: [Webinars](#)

All webinars are 7 pm CST unless otherwise noted

11/18/20 Cockpit Power Management
12/1/20 RANS S-21 Outbound, All Metal, All Purpose
12/2/20 Good Eyes, Great Catch!**
12/8/20 Aerobatic Airplanes Made Affordable and Enjoyable*
12/9/20 Hot Topics in Aviation Medical Certification*

Phil Lightstone
Randy Schlitter
Mike Busch
Bruce Mamont & Renee Brilhante
Dr. Steve Leonard, Donald R. Andersen,
Greg Reigel, and Patrick Floyd
Larry Bothe

12/16/20 Night Flight*

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.



Experts from every corner of the homebuilt aircraft community will bring their knowledge and information to aviation enthusiasts everywhere during the first EAA Homebuilders Week online event on January 26-30, 2021.

The weeklong online event coincides with the 68th anniversary of the first EAA meeting on January 26, 1953. Homebuilders Week virtual presentations are open, free of charge, to everyone interested in building an

aircraft. The event is supported by Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

"EAA members and the homebuilt aircraft community have always been generous in sharing information and knowledge when it comes to constructing a safe and fun aircraft," said Charlie Becker, EAA's director of chapters, communities, and homebuilt community manager. "Homebuilders Week is a tremendous learning opportunity that celebrates our legacy of, as EAA founder Paul Poberezny often said, using hand and mind to create aircraft that allow us to enjoy the personal freedom of flight."

The daily live presentations will begin at 1 p.m. Central each day and continue until 8:30 p.m. They will include everything from getting started successfully to techniques when building with sheet metal, composites, steel, and wood. New and experienced builders will also find in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. The live sessions will also allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review after the week's presentations are completed.

The technology used during EAA Homebuilders Week is based on the success of EAA's webinar series, which has welcomes more than 200,000 viewers for presentations over the past decade. Homebuilders Week also incorporates technology used during this past summer's EAA Spirit of Aviation Week. Updated schedule and presentation information, as well as registration details, is available at Eaa.org/ea/aircraft-building/homebuilders-week

"Homebuilders Week is an excellent opportunity for aviation enthusiasts and EAA chapters to gather to learn more together, or for individuals to acquire the knowledge they need to be confident, successful aircraft builders," Becker said. "These presentations add to the resources EAA already makes available to anyone who wants to participate." (from EAA 11/12/20)

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.

Nov 14	Young Eagle Rally	Racine, WI (RAC)	9:00am - 1:00pm
Nov 18	ATC Offline Event "What the Heck is ATC-Zero?" Register here	Wisconsin Aviation, Madison, WI (MSN)	7:00pm
Nov 30	FAA STeam Program "Accidents - What Can We Learn From Them?" Register Here	Platteville, WI (PVB) (about 217nm,)	5:30pm
Dec 4-5	Sun 'n Fun Holiday Fly Festival	Lakeland Airport (LAL), Lakeland FL	
Apr 26	FAA Safety Event "Accidents Incidents and Pilot Proficiency" Register Here	Houghton CO (CMX) Calumet, MI	6:00pm

GOING DOWN FAST

Emergency Descents are the fastest way to get an airplane out of the sky. - The Finer Points

There are two accepted ways to do emergency descents. Pilots often ask which one gets the airplane down faster. It's no comparison. [Click here](#) to see the video. (From 11/12/20 FunPlacesToFly.com)

Van's Up-Powered RV-14A Walkaround

What's new with the RV-14A? Van's Greg Hughes walks us through the changes for the '14 and the updates surrounding the Lycoming IO-390-EXP119 engine. [Click here](#) to see video. (From 11/12/20 FunPlacesToFly.com)

AD to mandate Cessna tail cone and stabilizer inspections

The Federal Aviation Administration has adopted an airworthiness directive requiring the inspection of the tail cone and horizontal stabilizers of 6,586 Cessna 180s, 182s and 185s for corrosion and cracking. [Click here](#) for more information. (from Aviation eBrief 11/12/20)

EAA Mourns Death of Audrey Poberezny

The EAA community and all of aviation were saddened on Sunday, November 1, as Audrey Poberezny, wife of EAA's late founder Paul Poberezny, died peacefully in Oshkosh, Wisconsin, at age 95. [Click here](#) for more information. (from EAA 11/5/20)

To see the EAA "Timeless Voices" video with Audrey, [click here](#).

Your Engine's Lifeblood.

There's a lot more to piston engine oil than you might think. The lubrication requirements of slow-turning direct-drive Continentals and Lycomings are quite modest, but aircraft engine oil needs to do lots more than lubricate. We also depend on it to clean, cool, seal, and protect against corrosion. It takes a complex package of additives to do all this. In this webinar, Mike Busch offers a guided tour of the complexities of aircraft engine oil, and offers recommendations on selecting the best oil for your engine. [Click here](#) to see video - note: you have to sign in to EAA to see this video.

Learn Aircraft Building Skills in Two Days!

Oshkosh, WI | January 23-24, 2021
Hosted at the EAA Aviation Center

If you're ready to build or restore an aircraft and are missing Oshkosh this year, join us January 23-24, 2021, at the EAA Aviation Center for a SportAir Workshops course! Save time and money by learning proper techniques right from the start, taught by experienced and accomplished professionals. Better yet, enroll with a buddy and learn together! Share this email with an interested friend!

Hangar progress





EAA Chapter 439
P.O. Box 264
Quinnesec, MI 49876

EAA CHAPTER 439 OFFICERS

Chairman of the Board: Whitey Jensen N3079 E-Bar D RD Iron Mountain, MI 49801 906-774-5550 tljensen13@gmail.com

President/Treasurer: Tom Sullivan P.O. Box 264 - Quinnesec, MI 49876 906-774-0098 toms1@chartermi.net

Executive Vice President: Chad Kubick, 400 Vulcan St, Iron Mountain, MI 49801 906-779-5500 chad@kubickaviation.com

Vice President: Scott Trask N4592 Bass Lake Road, Iron Mountain, MI 49801 906-779-9157 sctrask@icloud.com

Secretary/Newsletter Editor: Will Kroeger P.O. Box 159 Felch, MI 49831 906-241-9070 wkroeger@alphacomm.net

Web Editor: Mike Betti W8310 Johnson Road Iron Mountain, MI 49801 906-779-1368 mbetti59@charter.ne

YE Coordinator: Scott Trask N4592 Bass Lake Road Iron Mountain, MI 49801 906-779-9157 sctrask@icloud.com

Membership Coordinator/Nominating Chairman:

Board members: Officers + Dean Hensel, Craig Nowak, Walter Charter, Dave Houseman

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>.