

SKYWRITINGS



EAA Chapter 439
Central U.P. of Michigan

April 2021
Home of the Yoopers



Up-Coming Events

Monday April 19th 6:30pm (CDT) - Meeting at the Chapter Hangar. Please come with any ideas about FAD 2021. If you can not make it, but want to participate, the call in number is 515-604-9910; access code 343613. Yes, I forgot last month, but promise to have it up in April.

The Prez Sez!

Tom Sullivan

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Mother Nature has finally released her grip on winter in the U.P., at least for the time being anyway. If we see any snow and cold going forward we can have some satisfaction in knowing it will be short lived. Some of the weather at the end of March and early this month was unbelievable, the likes of our most optimistic weather normally seen in the end of May or early June. Sure hope everyone took advantage of it. I sure did. I had the hangar door open while working on the "sister" Lancair IVPT (turbine) to mine (my buddies from Columbus OH). I was also able to open up the log cabin while sanding logs and have the wind carry off the sanding dust. In summary, you can tell I enjoyed the unexpected surprise in our warm weather.

I've been on a "planned" agenda for getting Steve's M20E Mooney prepared to sell. Having flown very little in the past 10 years, once the annual, ADS-B upgrade and squawks were completed last fall, I had Joe Trepicone take the plane to Ohio and he flew off 60 hours on it in 6 weeks. Oil consumption came down to normal very quickly (it's amazing how much airplanes LIKE to be flown). After returning the plane we had a fuel tank leak in the right wing which required a strip and reseal, a real PITA job on Mooney's. That was completed about 2-3 weeks ago and after flying it and cleaning it up, I listed it on Mooney Space (an on-line Mooney Forum). I had 3 qualified buyers respond within 12 hours, and a firm offer within a few days. It looks like the plane is going to Austin TX in the next week or so, to be cared for by someone as in love of their airplane as Steve was. I must say though, taking it on the last "test flight" after the fuel tank reseal, sitting in his plane brings back both pleasant memories and a reminder he's not with us anymore. "ARGH", it still hurts. Oshkosh/Air Adventure will never be the same.

Plans are moving forward for Ford Airport Day 2021. Hopefully after a year off and everyone getting a break, we can launch forward with an impressive event this fall. Will is working hard on the planning. Please assess your availability to help in the early stages. The success of the event is reliant on sufficient help on the front side. I have already contacted our keynote speaker and plan to talk to Tye on warbird options. Beth has committed to managing the food concessions. We really depleted our checkbook on the hangar project (under \$1k) and will need funds to finish it. FAD has been our money generating source so let's make 2021 one to remember. Another "member project" we could complete this spring would be turning those plastic 55 gallon drums into a "Kiddy Train" for this year's FAD. We've had positive response on the activities we've provided in the past for kids. Adding another feature would be awesome.

Speaking about the hangar, I was in there the other day and there was a pigeon perched above the second floor window on the north wall. I shoed it out, but looks like we should at least close in the soffits this summer. I suspect with current lumber and steel pricing we might want to defer as much work as possible until prices come back to reality. It's unbelievable what we are seeing building materials priced at lately. I will generate a work list of items that will move us along but not impact our checkbook for now.

Speaking about the checkbook, I've received very few dues and a lot of members are expired. Please update your memberships by sending us a check. Thanks.

Tom

Editor's Notes

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A \$30 Incident

Flying is always an adventure. Some flights offer more excitement than others and this is the story of one. Now, you may think this story will be about some heroic action on my part or some death defying event. It is not. It is about an unexpected event that did provide some humorous relief - or at least my wife thinks so.

On March 22nd we took off from Plattsmouth Nebraska on a direct route to Iron Mountain for our monthly return home. The weather was developing with different forecasts for cloud coverage but the constant factor was icing predicted above 5,000 with turbulence below 6,000. Therefore, we chose 7,500 which gave us a little tailwind and offered the smoothest ride. Our intent was to see whether the northern or southern route around the Volk Falls & West MOAs had the best weather. Being VFR we knew we could just fly through the MOA but being a former military pilot, who had to avoid slow VFR traffic while flying 350+ knots in MOAs, we decided against it.

We had already picked the airports to land for refueling and a potty break along each route. We have made this trip numerous times and had our favorite airports which were offering fuel for \$3.50/gallon. The flight was going smoothly with our decision point to turn for the northern or southern route just 20 minutes ahead when my stomach started to grumble. Now, a grumbling stomach is not a big concern when you're sitting at home or in a car, but at 7,500 feet it does illicit some concern. A few minutes later my stomach started to ache with pressure building. Shifting myself in the seat did not help. I decided it was time to start looking for a place to land just in case the pressure got worse.

The closest airport at 15 miles was Northeast Iowa Regional which had fuel listed as \$4.35/gallon. Not my idea of a good price but the next closest airport was 20 miles behind us. I decided to keep going hoping the pressure in my stomach would abate. It did not.

The pressure kept building, then it happened - BOOM. Now what to do? I could keep flying and stop at one of my preselected airports, both self-served with minimum personnel. Or, I could land at Northeast Iowa. The feeling in my pants and the renewal of pressure in my stomach told me - Land Now!

Northeast Iowa regional was it. I informed center I was going to make an unscheduled stop at KCCY, was terminating Flight Following and squawking VFR. I quickly dialed in the AWOS and CTAF, reduced power and proceeded to KCCY. I did think about Shock Cooling of the engine, but had recently read several articles on it being a myth. However, there was no myth in my pants.

In a matter of 12 minutes we were on the ground. As we pulled up in front of the fuel pumps, we realized this was a Full Service airport. Two people started walking towards us. Linda got out of the plane and tried to tell them we could pump ourselves, but they were already at my window. I opened the little window and just asked them to fill it up. However, we just happened to be at one of the friendliest airports where the FBO owner was a Piper expert.

The FBO owner came and put his face right up to the small window opening and started talking about my 180G and the new avionics I had in it. He asked about them and how I liked the interface to the autopilot. The whole time I was squirming in my seat and hoping he did not notice the smell.

After they refueled the plane, the owner said he had to leave but his buddy would walk me in to pay. What could I say, no thank you but I just need your bathroom? I got out of the plane and hoped that social distancing applied here, but since they were not wearing masks I assumed it did not. I was right, now matter how I tried to distance myself, the buddy was right next to me as I waddled into the FBO.

Once inside I discovered I had to pay a third person for the fuel. I also found out that the fuel was \$4.90, it seems Foreflight was a little out of date. I thought I would never get to that bathroom. They just kept chatting, but I felt terrible because, even though I could not smell anything, I was sure I smelled bad. Finally, I was paid up and headed for my date with that bathroom.

Now, like gas stations, most FBO bathrooms are not the best. However, this bathroom was spotless. Something you would find in a magazine. I almost decided not to use it, but that rumbling in my stomach said stay. The moment of truth had arrived. Imagine my surprise and relief when I discovered I had only passed gas and nothing else.

Once outside, Linda looked concerned and asked how everything went. I told her it was only gas. She started to laugh and stated that was a \$30 fart. I heard about that gas attack for the next few days as she had to tell everyone in the family. Now you know, whether you wanted to or not.

Flying is fun!

EAA Webinars

Register at: [Webinars](#)

All webinars are 7 pm CDT unless otherwise noted

4/13/21	The E-1 and the Pursuit of a Record	Eileen Bjorkman
4/14/21	Canadian Airspace 101*	Radek Wyrzykowski
4/27/21	Flying Clubs – Getting Started	David Leiting
4/28/21	Flying Safe with BasicMed*	Dr. Brent Blue and Tom Charpentier
5/4/21	Jabiru Aircraft Kits	Scott Severen
5/5/21	Annual Deadlock**	Mike Busch
5/11/21	The History of Air Racing	Connor Madison
5/12/21	IFR in an LSA: Is it Safe? Is it Legal?*	Prof. H. Paul Shuch
5/18/21	Ultimate Aircraft Buying Guide 2021	Scott Sky Smith
5/19/21	Are you Stumped About Weather? Here are the Top Ten FAQs*	Scott Dennstaedt

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

HOW TO CONDUCT A 'COMPLIANT' SELF-BRIEFING

(Extracted from Aviation eBrief 4/6/21)

According to advisory circular [AC 91-92](#), the FAA recognizes that the majority of pilots “have become more accustomed to performing a self-briefing than calling an FSS,” and it acknowledges that a self-briefing “may be compliant with current Federal aviation regulations.”

What makes a briefing “regulatory compliant”?

It must satisfy [FAR 91.103](#), which requires that “Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight.”

If there is one disadvantage do-it-yourselfers may face, however, it is the lack of structure for the briefing compared to a briefing received from an experienced flight service specialist.

The advisory circular and a video—for which credit is available to participants in the FAA's Pilot Proficiency Wings program—aim to level the playing field. They review the three types of briefing a pilot would request as the proposed departure time for a flight nears, and they break down each briefing type (outlook, standard, and abbreviated) into its components. The information to look for in each of those components is also analyzed, with links to online sources also provided.

Links to additional resources serve up a wide variety of online weather- and safety-related information ranging from weather cameras (Alaska, Canada, Colorado), special-use airspace, and temporary flight restrictions to volcanic ash advisories and the FAA's Air Traffic Control System Command Center, where air traffic delays are noted.

The video [course](#), *Conducting Preflight Self-Briefings for Student and VFR Pilots*, is hosted on the FAA Safety Team website. It uses scenarios and real-world examples to provide guidance “on how to conduct a safe and regulatory compliant preflight self-briefing using automated weather resources. The objective is to ensure that the pilot understands aviation weather basics and learns to apply meteorological and aeronautical information in a systematic manner to plan a safe flight.”

“The Wings course and the advisory circular are the result of a collaborative effort between the agency and our stakeholders to provide guidance to pilots using automated resources,” said FAA Director of Flight Service Kathleen Edic. “Flight Service is committed to maintaining safe operations in the National Airspace System and continues to serve pilots as we innovate and modernize the way services are delivered.”

Flying Events (within 200nm): (B) Breakfast (L) lunch (D) Dinner *All times CDT unless noted*

Wisconsin/Gooper Flying Hamburger Socials are a go for 2021 Go to www.wiflysocial.com

Apr 13-18	Sun 'n Fun	Lakeland, FL (LAL)	
Apr 26	FAA Safety Event "Accidents Incidents and Pilot Proficiency" Register Here	Houghton CO (CMX) Calumet, MI	6:00pm
May 15	Fly-in (B) pancakes	Cherry Capital (TVC) Traverse City, MI	9:00am - 12:00pm
May 29	Fly-in (B)	Fremont, MI (FFX)	9:00am - 2:00pm
June 5	Fly-in (B) pancakes	Amery, WI (AHH)	7:00am - 11:00am
June 12	Fly-in (B)	Superior, WI (SUW)	7:30am - 12:00pm
June 20	Fly-in (B) pancakes	Waupaca, WI (PCZ)	7:00am - 12:00pm
Jul 26-Aug 1	AirVenture	Oshkosh, WI (OSH)	
Aug 8	Sawyer Fest	Sawyer International (SAW), Marquette, MI	
Sept 4-6	Aerobatic Competition	Sawyer International (SAW), Marquette, MI	
Labor Day	Antique Airplane Association Fly-in	Antique (IA27), Blakesburg, IA	
Oct 2	Fly-in (L)	Ontonagon County (OGM), Ontonagon, MI	11:00am - 3:00pm

Task-Based Phase I to Revolutionize Flight Testing

After years of hard work and advocacy by EAA, the FAA has published [draft guidance](#) to implement an optional task-based Phase I program for Experimental Amateur-Built (E-AB) aircraft. Under the program, once an aircraft completes a flight test plan that meets FAA standards, Phase I is complete. The standard 25- or 40-hour flight test period for Phase I will remain an option for all E-AB, and Experimental Light-Sport (E-LSA) continues to carry a 5-hour test period.

The program is part of an upcoming update to Advisory Circular (AC) 90-89B. Flight test programs do not need specific approval by the FAA, but the Circular lays out certain required flight test points and requires the use of test cards for data collection in flight. Users of the EAA Flight Test Manual should find it a straightforward way to complete the requirements of the task-based Phase I program, but anyone may draft a flight test plan that meets the FAA's outline, including kit manufacturers and other experts.

Task-based Phase I ensures that every hour spent in flight testing is meaningful and is contributing to both validating the airworthiness of the aircraft and gathering the data necessary to build a detailed operating manual. This will benefit the builder in ensuring full exploration of the aircraft's operating envelope, and it will benefit subsequent owners in having access to quality data on the aircraft. In exchange for this work, the aircraft will be released from Phase I when it is ready, not based on an arbitrary time requirement.

"This is the result of more than eight years of work by EAA and the FAA and we couldn't be happier that it is now nearing completion," said Tom Charpentier, EAA Government Relations Director. "This will be a true paradigm shift in E-AB flight testing."

This program comes on the heels of EAA's publication of its Flight Test Manual in 2018, which has sold thousands of copies to date. EAA is continuously working to improve it and create new materials and programming based upon the manual.

Task-based Phase I is yet another example of the EAA working collaboratively with the FAA to achieve a win-win solution that benefits the community and enhances safety. The groundwork for this change was laid by the EAA/FAA working group that created the Additional Pilot Program (AC 90-116), which allows another pilot into the cockpit to enhance safety during flight testing.

The Advisory Circular is in draft form and [comments will be accepted](#) through April 29. Please note that the relevant language on Task-Based Phase I is housed in Chapter 1, Section 1 of the draft. The rest of the document contains advisory information on flight testing and is not part of the task-based program requirements.



Lloyd Cudnohufsky(Kitfox), Scott Trask (Kolb) , Arron Gustafson (Kolb) somewhere around 1996-1999.

Planes of Ford Airport Days





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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>.