

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

August 2020
Home of the Yoopers



I saw Larry Jensen in his hangar as Linda and I returned from a flight around the Felch Township area. It appears he has sold his Piper Cherokee 180 and is now working on an Aerolite 103. He has everything he needs to finish putting it together except for the wing material. It seems the current pandemic has delayed production.

Ford Airport Day Replacement Event

Some of our members were wondering if we could put together some event for chapter members in place of FAD. I was thinking that we could fly to the Oconto fly-in on September 19th. I know they are a competitor in that their fly-in has been scheduled the same day as our for years, but this would give us an opportunity to see what they do. It might give us some new ideas. Of course, this is assuming they still have a fly-in on that date.

Other options are to have a chapter picnic on the concrete slab that is our current hangar. Or to find another place to have a fly-out to where we can practice social distancing.

Please let us know your thoughts. We can discuss it at the meeting.

Up-Coming Events

Tuesday, August 11th 6:30pm (CDT) - Chapter Meeting at Tom Sullivan's hangar at Ford 1airport. Please come as we discuss the hangar. If you can not make it, but want to participate, the call in Number is 515-604-9910; access code 343613. Please bring a Mask per state guidance.

The Prez Sez!

Tom Sullivan

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August is here already. Hard to believe summer is flying by so fast. It has seemed weird not flying out for Hamburger Socials, small airport events, and not going to Air Adventure in Oshkosh. The change in our lives has allowed for projects to move along well, but the social interaction we see in our "normal lives" is really missed (by me anyway).

I had wanted to move forward on the hangar project and was looking for someone to help/push me on it (requested that last month). No one has offered so looks like I need to wrap up a couple projects that are nearly complete and then pull up my boot straps, grab the bull by the horns, and push it forward. The first project is to clean up the work site, get the concrete edges exposed well, and insulate for back filling. I would really like to "cut" the top edge on the south wall and the south section of the east wall of the slab. The soft ground from a lot of rain while we were forming up allowed the cement to PUSH the forms out some. Trimming those edges straight will make wall construction later much easier. There's no structural issue, being it's just extra concrete, but esthetically it would look better. I need to re-quote the materials and determine lead times too. With the lack of very many other social events this summer/fall, the project would likely be able to obtain labor a little easier THIS YEAR.

I thought we should touch on membership. Our chapter membership year expires July 31, with the New Year starting August 1. I have yet to receive a single chapter membership renewal. Just a reminder, dues are \$15 if you receive the newsletter by email. For mailed paper copies the membership runs \$25. The extra cost is for postage, paper, printing costs and a bit of labor for my office clerk to process them. Please check you expiration on our website and renew if you are due. Thanks!! *(Ed note: Our new website currently does not have member info. The only people paid beyond this month are Houseman, Kornder, LeFevre, Nowak, and Sullivan)*

I have had several projects I needed to complete for Steve's family. The first was finishing the siding project he had 80% complete. His son, Chris, came home from Finland in late June/early July and we knocked it out in 5-6 days (albeit LONG DAYS). After that Teresa Louys towed his camping trailer to my house where Beth (mostly her) and I cleaned, fixed, and prepared it to sell. Once it was complete, Teresa towed it to my dealership and we sold it in less than a week. Now, my latest project (and much more involved) is getting his Mooney ready to sell. It was out of annual and had few hours on it over the last 10 years. Mark Teske is helping me (donating his time as he knew Steve very well) so progress has been good. He didn't have ADS-B installed, so that's scheduled with Kubick Aviation for next week. Chad did an AD search for possible applicable AD's, compiled a list, and I am currently going through determining what applies, what has been complied with, and what is open requiring work. Once it's airworthy again I'm going to fly some hours off on it so it can be sold with confidence there are no hidden major problems for the new owner.

We will have a meeting this month at my hangar. Tuesday, August 11th, 6:30 PM. We will socially distance outside or in the hangar. (I will pull out planes if required).

Tom

Editor's Notes

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This is the view we had of a crop duster at 4,500 feet on our flight to Nebraska last weekend. Of course, this is not the actual crop duster as I did not have time to get my iPhone out to take a photo. Also, the duster was about 200 feet above my plane.

Now, how could this happen in this day and age of ADS-B and modern radar?

Well, our flight (wife and dog were along) was going smoothly. We had been cruising at 6,500

feet in smooth air. The autopilot was holding altitude and following the magenta line from the GPS navigator, the throttle was set with the airspeed steady, and Foreflight was showing traffic and weather. I had nothing to do except monitor all the electronics, watch for traffic, keep an eye on the weather, change the fuel selector every 30 minutes, and to talk to the air traffic controllers when they directed me to change frequency.

On this flight I noticed a lot of activity at the low altitudes. I know 6,500 feet is a low altitude for some of you high flyers, but I am talking about activity just above the ground. It seems the crop dusters were very busy that day. They were showing up all over on Foreflight. I was having fun trying to spot them which was hard to do at 6,500. However, they were easier to spot when we had to descend to 4,500 for weather.

We had leveled off at 4,500 feet a few minutes earlier when something in the back of my mind prompted me to stop trying to find a crop duster on Foreflight out my left window and to scan for traffic. I had already done a scan when we leveled off and Foreflight did not show any other close traffic besides the low one to my left, but that tickle in my mind won out. So I looked, AND THERE IT WAS! A crop duster at two o'clock only 200 feet above me about ready to cross my path.

I did not take any evasive action because it was moving horizontally across my windscreen and was above me which indicated we were not going to collide. However, I did disengage the autopilot in case I needed to take action. I also pointed out the traffic to the wife who calmly said "Holy sh.., what is he doing up here?" We waved as it went by but did not see the pilot wave back. In fact, I am not sure he saw us or it may be he did and that is why he was 200 feet above us.

So, what did I learn or have reinforced that day? 1. ADS-B does not show all traffic. 2. ATC does not see all traffic. 3. Even though ATC is providing traffic advisories, the pilot in command is still responsible for traffic avoidance. 4. It is better to keep a constant watch for traffic at your altitude than to try and find traffic that has no impact on your flight. 5. Don't scare the wife when she is reading a book. 6. The dog does not look for traffic.

Happy to say that the rest of the flight was uneventful. Also, it is hard to believe that we had tailwinds on both the trip up to the U.P. and back to Nebraska.

Fly Safe and may you always have a tailwind.

Will

EAA Webinars

Register at: [Webinars](#)

8/12/20	7 p.m. CDT	Legal Issues in Buying and Selling GA Aircraft*	Kathy Yodice, Pat Floyd & Alan L. Farkas
8/18/20	7 p.m. CDT	Air Shows: Not Just Events, But a Lifestyle!	Grant and Brittany Nielsen
8/19/20	7 p.m. CDT	How to Use Your Pilot's Operating Handbook*	Mike Bauer
8/26/20	7 p.m. CDT	Experiment in the Cockpit: The Women Airforce Service Pilots of World War II	Katherine Sharp Landdeck
9/1/20	7 p.m. CDT	Zenith STOL Airplanes	Sebastien Heintz
9/2/20	7 p.m. CDT	Fresh Annual**	Mike Busch
9/9/20	7 p.m. CDT	Keeping your Rotax Alive**	Prof. H. Paul Shuch
9/15/20	7 p.m. CDT	Unusual Attitude Training Versus Upset Prevention and Recovery Training: What's the Difference and Why Does it Matter?*	Randy Brooks and Norm Dequier
9/22/20	7 p.m. CDT	So You Think You Can Make a 180 Back on Takeoff? An In-Depth Look at Engine Failure Options*	Charlie Precourt, Chris Glaeser, Rick Marshall, and Terry Lutz
9/23/20	7 p.m. CDT	Founder's Innovation Prize Grand Championship Check-In	Terry Lutz
9/24/20	7 p.m. CDT	EAA Young Eagles Workshops: Day Camp Program for Chapters	John Egan and Megan Hart

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

FAA Issues AD For Aspen Evolution 2000 MAX, 2500 MAX Systems

The FAA has issued a new [airworthiness directive](#) (AD) for certain Aspen Avionics Evolution flight display systems due to an “automatic reset occurring when the display internal monitor detects a potential fault, causing intermittent loss of airspeed, attitude, and altitude information during flight.” The AD restricts operation with these systems to day VFR flight. The directive applies to Aspen Evolution 2000 MAX and Evolution 2500 MAX systems running software version 2.10 or 2.10.1 in aircraft where independent attitude, altitude, and airspeed backup instruments have not been installed.

“The FAA approved software v2.10.2 in March 2020 addressing the infrequent but potential reset issue of Evolution MAX series displays and we have successfully implemented this software change for affected customers,” Aspen said. “These design changes are defined in the 900-00003-001, Revision CC, EFD1000, and EFD500 Software Version 2.X installation manual, dated March 2020.”

The AD does not apply to MAX displays that have been updated to software version 2.10.2 or any legacy Aspen Avionics displays. 35 instances of display systems automatically resetting have been reported. The AD goes into effect on Aug. 17, 2020, and is open for public comment until Sept. 14, 2020. (from AVwebflash 8/3/20)

Have You Been to Beaver Island?

The most remote inhabited island in the Great Lakes. Great destination for boating, hiking, biking, camping, fishing, hunting, x-country skiing, and more. Fantastic island to fly to, two grass strips and good asphalt. Fantastic Glamping*. New campsite and relaxing getaway. No fees at the airport for tie down. Self-service 100LL. Very friendly place with no crime at all. 2 Airports: Welke (6Y8) and Beaver Island (SJX). (Submitted by Andrew Rapley to Funplacestofly.com 7/24/20)

*Glamping is a portmanteau of "glamorous" and "camping", and describes a style of camping with amenities and, in some cases, resort-style services not usually associated with "traditional" camping. Glamping has become particularly popular with 21st-century tourists seeking the luxuries of hotel accommodation alongside "the escapism and adventure recreation of camping". See Glamping accommodations for Beaver Island at www.glampinghub.com

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.

Go to <http://www.wiflysocial.com> to check on WI Hamburger Socials; I see some have been added, but check.

Every Friday (L)	Central County (68C), Iola, WI	Noon, \$10 life time membership	http://centralcountyflyers.org/lmenu.html
Aug 11	Taco Tuesday	Dodge County (UNU) Juneau, WI	5:00pm - 7:00pm
Aug 19	Hamburger Fly-in (D)	Rock River (RYV) Watertown, WI	5:00pm - 7:00pm
Aug 30	Fly-in (B)	Dodge County (UNU) Juneau, WI	8:00am - Noon
	Fly-in (B) Rutabaga Festival	Cumberland, WI (UBE)	7:00am - Noon
Sept 12	Fly-in (B) Airport Expo	Wittman (OSH), Oshkosh, WI	7:30am - 11:00am \$7
	Fly-in (B) pancakes	Bong (SUW), Superior, WI	7:30am - Noon \$7
Sept 16	Hamburger Fly-in (D)	Rock River (RYV) Watertown, WI	5:00pm - 7:00pm
Sept 19	Fly-in (B)(L)	Oconto, WI (OCQ)	9:00am - 4:00pm \$5
Sept 20	Fly-in (B)(L)	New Holstein, (8D1)	7:00am - 3:00pm
Oct 19	FAA Safety Event, "Accidents, Incidents and Pilot Proficiency" and Hamburger Social	Houghton County (KCMX), Calumet, MI	6:00pm (CDT) (New Date)

Buy Your 2021 EAA AirVenture Oshkosh Tickets

In case you really missed Oshkosh this year and can not wait, EAA wants you to know that you can:

Purchase your EAA AirVenture Oshkosh admissions, camping, parking, flight experiences, and merchandise in advance.

It's fast and easy! With a few simple steps, you'll be inside the gates in no time and ready to take in AirVenture. You'll simply select weekly or daily tickets, enter the number of tickets you'll need for each category, pay by credit card using our secure online system, print your bar-coded ticket(s), present your ticket at any entry point to receive your AirVenture wristband, and breeze through the lines. If you purchased tickets at the preferred EAA member rate, please be prepared to provide proof of membership when you have your e-ticket scanned at the gate.

AirVenture 2021 dates: Monday, July 26-Sunday, August 1. You may purchase a daily ticket for any of the seven days, or a weekly pass, which includes all seven days.

Note: If your EAA membership is not current, please [click here to renew](#), and allow 48 hours for processing before purchasing your tickets at member rates.

Early bird discounted pricing ends June 15, 2021.

NEW THIS YEAR! Free youth admission ages 18 and under sponsored by Boeing.

If AirVenture were held this week, would you GO?

AVweb ran a poll on July 27, 2020 to see if people would attend Oshkosh if it were held. The answers were:

YES	31% (657)
NO	47% (1005)
I wasn't going anyway	18% (395)
I just can't say	3% (71)
Other	1% (22)

A small sample size, but probably representative of EAA members based on the people I have talked to and the chatter on the internet.

In Case you missed the EAA "Spirit of Aviation Week"

Go to <https://www.eaatogether.org/on-demand> to see all of the content from that week.

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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/ea439>.