

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

August 2022
Home of the Yoopers



***Next chapter meeting this coming Tuesday, August 16th at
6:30 PM central held at the new chapter hangar!***



The Prez Sez!

Tom Sullivan

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I hope everyone had a good time at Oshkosh / Air Adventure this year. Weather was pretty great considering how many years it's extremely hot and we have other weather challenges. From everything I have heard it was a record turnout. It is quite the sight to look out at the campers in Camp Scholler and see the magnitude of people camping in one place for this event. My visit, as it's always been, was a relaxing one with no work duties or volunteering other than some Lancair Type group duties. I made up for that the week prior (with much appreciated help) by putting in some crazy hours over the course of 8-9 days getting the Chapter hangar steel wall sheeting installed.

Speaking of the Chapter hangar work, special thanks to the crew; Pete DeCreane, Craig Novak, John Erickson, David Pasihow, Bryan Granholt, and Beth Sullivan. The Monday of the week we started I staged a fork lift, two man lifts, all the materials and the bulk of the tools to start the project. Tuesday started slow, sheeting the West wall with a whole bunch of windows, a door and an electrical meter to cut and fit around (as well as moving and repositioning fencing). Wednesday we finished the West wall, completely covered the East wall, and got about 25% of the south wall covered. Thursday we got a good start on the north wall, working around 3 windows and a door, getting the siding complete to the hangar door. Friday John and I nearly completed the area above the hangar door. Saturday I went out and installed J channel on all the rest of the eaves and two of the corner trim outs to make the last work session move faster. The following week we completed the North East section, the south gable end, and all trim. One hot, labor intensive, physical and tiring job COMPLETE!

Ford Airport Day planning is going very well. We've raised a record amount of sponsorship and funds. Craig (and a little bit from Maxine) Nowak has been pounding the turf like no one has ever done, and it's paying off! With this being our primary venue for funds to build our chapter hangar thus far (and not a dollar has been borrowed yet), this year's show will hopefully get some funds in the nearly depleted checkbook to finance work we now want to complete inside. There are still a few good sponsorship opportunities that have either been approached or are pending someone to solicit them. The poster was held off waiting for, what looks like, a promising possibility of Boss taking a very large sponsorship spot. Hopefully that will come to fruition very soon. I've been in contact with First Bank several times and they may come through with something significant.

As I was enjoying Air Adventure, Mike Ackerman, my retired weld shop foreman, did a "Great Circle Tour". He headed out with a small boat trailer and a pick-up truck with my Turboprop engine, prop hub, and prop governor for Deland Florida to deliver to my engine shop. He headed from there to Uvalde TX to pick up a lower fuselage shell for repairing my aft fuselage on the Lancair. Then he headed north to Kennett MO and picked up my Mooney Rocket Engine, having been torn down and inspected for compliance of the Continental Service Bulletin for a prop strike (that the prior owner had NOT completed). The point to me noting this, I have a ton of work ready to start on in my hangar. The Mooney work will commence shortly, so I have a flying airplane again. I need to clean up a bunch of other projects though before Lancair restoration begins.

We are looking at Tuesday, August 16th for our next Chapter Meeting. We are hoping for an awesome turnout as we have a lot of business to complete. We will host the meeting at the new Chapter Hangar at 6:30 PM.

Editor's Section

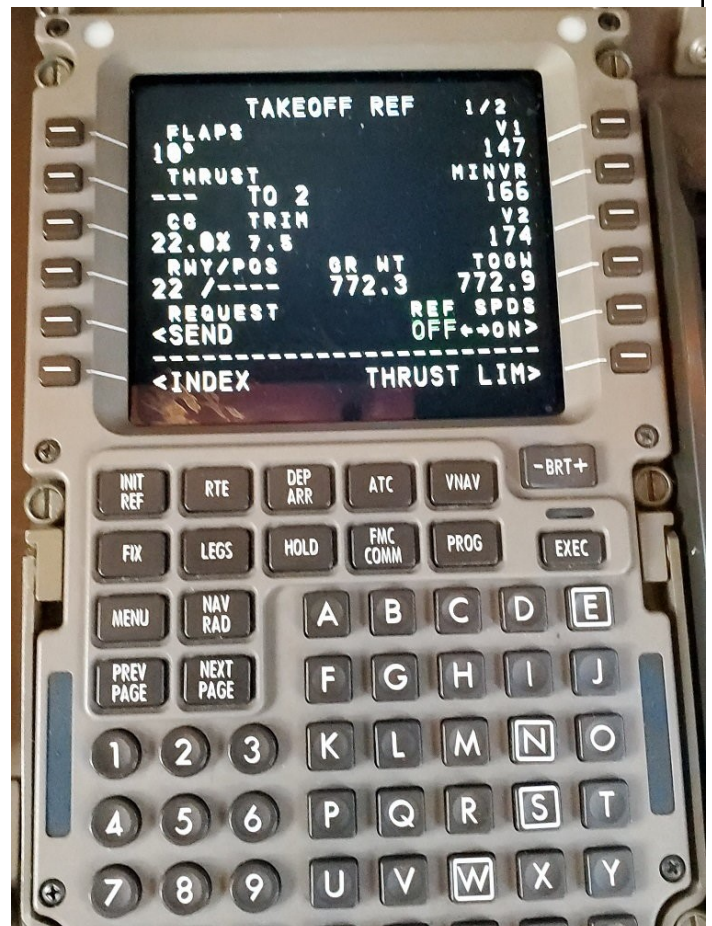
Hello everyone; I hope everyone is doing well! I don't have much to say in the editor's section this month; however, newsletters will be complete and delivered by the 12th of each month (longer if you have one mailed to you). I would say that Oshkosh was a success; it was nice having cooler weather this year. I took my son to Oshkosh again, and he loved every minute of it. The only pitfall this year with my son getting older and more and more curious, he was disappointed he couldn't sit in every single airplane on the field. We spent a significant amount of time at the pedal airplanes; he would go from the blue one, to the red one, and back to the yellow one. He turned four years old at Oshkosh, and we had some cake and ice cream for him. Those that are parents know how kids go into the (why) stage. To say the least, my son's why(s) were elevated that week; you could even ask Tom who we camped next to. Of course, Tom will tell you that the apple doesn't fall far from the tree. He told me I remember a kid at one time asking hundreds of questions in a garage with a Lancair being built in it. When I would be cooking dinner, my son would be playing with some Montessori toys or going up into Beth's lap. Needless to say, Tom and Beth were a big help. Thank you for the help!



Behind the door

Flight deck crew only

This month I figured I would talk a little about what goes on behind the flight deck door, things that most people wonder about but don't see; I'll touch on a subject every other month. We have all been on an airliner, and departure time has come and gone, and you ask what are they doing? You hear one of the pilots come onto the PA system and tell you we are waiting for our final numbers and last-minute paperwork, but what does that mean? The pilots aren't waiting for paperwork (a few years ago, yes, it was paper, but most everything is electronic now). What's happening (in most cases) is that we are waiting for the baggage handlers to upload their baggage counts so the gate agent (the person that scans your boarding pass) so they can do a final closeout of the flight (simply verifying how many customers, fuel and bags are on the aircraft) the agent will hit the closeout button on their computer. When that is done then, the computer will then calculate our takeoff numbers (V speeds, flaps, runway length required, engine failure procedure (hopefully we won't need it but just in case), and any other particular kind of necessary takeoff). If you're near the front of the airplane and hear a ding-dong from the flight deck, no, it's not a doorbell or horn. It's an alert telling the pilots that they have their final numbers, so all that is needed is to review and program them into the airplane's flight system. That's all there is to it, clear as mud! There are many different moving parts to make just one flight leave. Until next time



EAA Webinars

Register at: Webinars <https://eaa.org/eeaa/news-and-publications/eeaa-webinars>

All webinars are 7 pm CDT unless otherwise noted

8/17/22* Traffic Patterns at Non-Towered Airports
 8/31/22* IFR Routing Tricks for Efficiency and Workload Reduction
 9/7/22** What Price Speed
 9/14/22* Crosswind Conundrum

Steve Krog
 Thomas P. Turner
 Mike Busch
 Prof. H. Paul Shuch

* 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

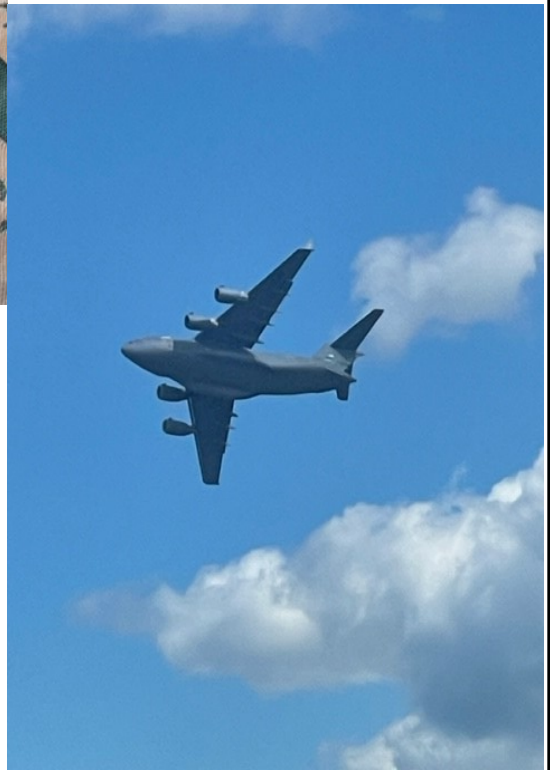
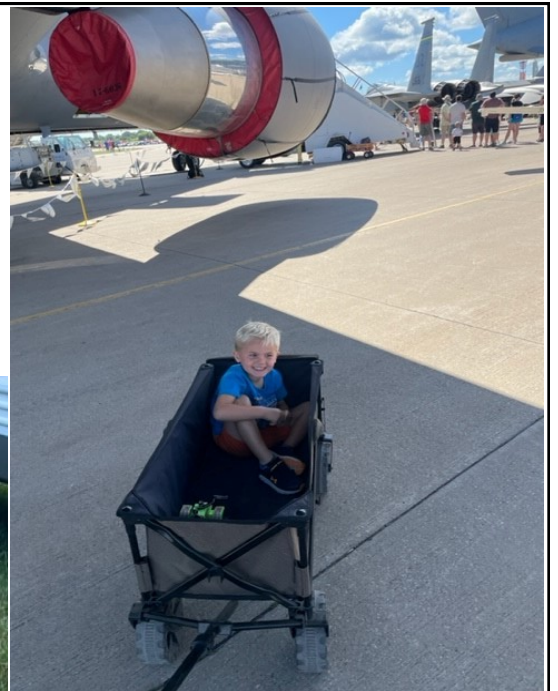


9/3/22 0730-1100 Fly-In Breakfast Shell Lake,WI



9/10/22 0730-1100 Fly-In Breakfast Oshkosh,WI







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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>.