

# SKYWRITINGS

EAA Chapter 439  
Central U.P. of Michigan

March 2021  
Home of the Yoopers



## *Ford Airport Day (FAD) is coming!*



As I sit here in Nebraska, I know one thing to be true - Ford Airport Day will be here before we know it. I don't really know if we will have FAD this year, but I am hoping the direction this pandemic goes will allow us to host the event. Now all we need to do is to start planning. The first thing we need to decide is what the main attraction will be.

I am sorry to announce that the company which was going to offer helicopter rides last year has gone out of business. I have not checked with the other companies we had bids for last year, but I do remember they were more expensive. I will check with them to get an update on cost and look for other companies. However, I am not hopeful based on the impact this pandemic has had on businesses.

Anyone have any ideas?

Both Tom and I are out of town right now, so we have picked a date we are both available, Tuesday, March 23rd at the chapter's hangar on the east side of Ford Airport, Iron Mountain, MI. This will allow everyone to see it. It will be around civil twilight so it will be a short gathering, but will allow some insight as to the work that needs to be done this Spring. We can move the meeting to Kubick Aviation or Tom's hangar after to discuss FAD.

Let's get together on the 23rd and figure hangar work and FAD out!

## Up-Coming Events

*Tuesday March 23rd 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.*

# The Prez Sez!

Tom Sullivan

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After weathering in our new hangar by nearly December I finally went in and had my right shoulder looked at. I had totally torn off my rotator cuff. Before surgery I was told my full recovery odds were 70-85%. Any more delay would start dropping the success rate seriously because the detached shoulder muscle would atrophy (shriveled up and basically die). So surgery was scheduled for January 14th. My after surgery assessment was 50% of a good recovery (it was in pretty bad shape).

So I'm 2 months from the surgery and physical therapy is progressing well (and every bit as painful as the left shoulder was 10 years ago). I've been able to ditch the sling and with personally committed daily therapy (only twice a week with the PT specialist) my speed on the recovery has been remarkable. I was approved to fly two weeks ago so did a couple Med flights and then headed to Florida for a week (getting home this Sunday). That was my first Florida trip to our Spruce Creek home since last April. I get to grind away at the therapy for another two months and only then will the assessment of my recovery success be able to be made. I'm crossing my fingers!

With weather like we had the last few weeks it's a reminder it won't be long and spring will arrive. We will be able to move forward with finishing the exterior (soffits, fascia, wall sheathing and some other minor projects). Also need to complete more interior wall construction so we can call for our "rough in" inspection. We're not too far from a fully functional hangar!!

While in Florida I was invited by another Lancair IV to fly formation (loose) to Winter Haven for Breakfast on Saturday. This guy has a YouTube website with a lot of his flights documented. He installed a camera in my plane and had several on his. It will be interesting to see his latest video. Flying my Lancair at 2,000' for 90 miles was fun, challenging to stay in formation, and very interesting (to say the least) looking at fuel burn. Shall we say turbines like fuel down low??? Anyway, I got my first air to air photo of my plane now. Pretty cool!

Hopefully we can host a Ford Airport Day in 2021. Our first chapter meeting in a long time will finally happen this month. Hope we can get a decent turnout!!!

# Editor's Notes

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## ***Airport Bum***

What is an Airport Bum? An airport bum is someone who spends a lot of time at an airport. Airport bums often hang around maintenance shops and flight schools, watching pilots take off and land. They often drink a lot of coffee and read the magazines in the lobby. They may or may not know how to fly. Many fliers started out as airport bums.

Not all airport bums are appreciated. There are those ABs who hang around an airport waiting to consume the available oxygen when they meet someone. They have endless useless stories to tell and have been known to cause ankle injuries to those pilots who have made an unplanned about face the moment they see them. Some make it hard for the FBO to get work done due to attention demanded by the AB. Mechanics and pilots have been known to lock the hangar door and turn off the lights to avoid contact with them because they do not have the time to indulge the fancies of a particular AB.

I count myself lucky in that I have only met one AB that meets the above criteria. He was always sitting outside the FBO and only needed a "Hello" to start a lengthy conversation. I found his stories entertaining the first few times I heard them. However, his stories were better than asking him questions which were usually answered with some insulting and vulgar comments about people I never met. Very few of his stories involved flying.

Luckily most airport bums are not like that. The majority are really interested in aviation and just want to be where aviation lives. Some are pilots while others are not.

The best ABs are those who contribute to aviation. For example, I went to get fuel the other today at an airport I hangared for a few months in 1993. The airport manager came out to talk as I was fueling up. I mentioned to him that I had hangared there 28 years ago and had occasionally bought fuel there for 19 years but had not visited in the last 9 years. He asked if I remembered Norm Yeager, whom the terminal building is named after, and wanted to know if I would like to go inside and visit with him. I stated I did not recognize the name, but would visit with Norm.

I recognized Norm the second I walked in the door. He looked a little older, he is 86, than the last time I saw him, but he still had the look of a well seasoned pilot and instructor. I had a very nice visit with Norm, the resident expert on anything and everything at Red Oak airport in Iowa.

I was surprised to find out he still instructed and had two instrument students getting ready for check rides. He was very knowledgeable about the most current GPS equipment and glass panels and we discussed my avionics and how they were integrated with my autopilot. Our conversation reminded me of the first time we met in 1993 and how easy it was to talk with him and how he loved to talk about aviation and to pass along aviation knowledge.

I would say Norm is the model for a perfect airport bum. I believe everyone at his airport knows him, know he will be there when they need advice, and his advice will be honest and helpful. He will not waste your time.

Sad to say, but in my experience, not many airports have fixtures like Norm anymore. It may be that the limited time I spend at most airports has not afforded me the opportunity to interact with the local airport bum. Maybe in the future I will just need to plan more time at my fuel stops.

## **EAA Webinars**

### **Register at: [Webinars](#)**

*All webinars are 7 pm CST unless otherwise noted*

3/16/21	Rolling Fear Upside Down with Aerobatics*	Cecilia Aragon
3/17/21	Sling Aircraft Kits	Mike Blyth
3/24/21	SNAGGED! Dealing with Defects Safely and Legally**	Sebastien Seykora
3/31/21	Engine Care Items Every Pilot Should Know**	Bill Ross
4/6/21	Wittman Tailwind & Buttercup	Earl Luce
4/7/21	How Risky is Maintenance**	Mike Busch
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
5/11/21	The History of Air Racing	Connor Madison
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.

## **GAO Report Reviews FAA's Flight Sharing Policies**

*(extracted from AOPA Online 2/25/21)*

The Government Accountability Office released a [report to Congress](#) on the FAA's regulation of flight sharing—a practice that allows private pilots to share aircraft operating costs with passengers provided the pilots do not run afoul of prohibitions on engaging in “common carriage” for compensation.

The GAO interviewed AOPA and 14 other private-sector stakeholders for the report, which was mandated by the FAA Reauthorization Act of 2018. Another mandate of the law was for the FAA to publish advisory guidance clarifying how pilots may share expenses, which resulted in the FAA publishing [Advisory Circular 61-142](#).

The GAO report also provided examples of actions the FAA permits as expense sharing and those that it forbids as “holding out” an offer of air transportation. It also listed actions the FAA could take against pilots who violate expense sharing regulations.

The report added that the FAA recognizes that “private pilots flying in general aviation environments cannot meet the higher levels of safety required of air carriers,” so the agency “set policies that generally limit pilots to seeking expense sharing passengers from among the group of people with whom the pilot has a pre-existing relationship.”

## **FAA Approves Johnson & Johnson COVID-19 Vaccine**

The FAA has approved the Johnson & Johnson “one-shot” COVID-19 vaccine for pilots and others who “perform safety sensitive duties.” Previously, the agency had approved the Pfizer-BioNTech and Moderna vaccines and, as with those, the J&J alternative carries a brief waiting period before resuming duties. The approval came on the same day the FDA issued emergency approval for the vaccine.

## **Terrafugia Transition Receives SLSA Airworthiness Certificate**



Terrafugia announced that it has obtained a Special Light-Sport Aircraft (SLSA) airworthiness certificate from the FAA for its Transition roadable aircraft. While designed to meet both FAA and National Highway and Traffic Safety Administration (NHTSA) safety standards, the initial version of the Transition is a flight-only model. Terrafugia says intends to produce and sell the flight-only version with the goal of having the vehicle both sky- and road-legal by 2022. *(from AVweb 1/27/21)*



## Flying Events (within 200nm): (B) Breakfast (L) lunch (D) Dinner *All times CDT unless noted* **Wisconsin/Yooper Flying Hamburger Socials are a go for 2021** Go to [www.wiflysocial.com](http://www.wiflysocial.com)

Mar 22-25	HAI Helo-Expo	New Orleans, LA	
Apr 13-18	Sun 'n Fun	Lakeland, FL (LAL)	
Apr 26	FAA Safety Event	Houghton CO (CMX) Calumet, MI	6:00pm
	"Accidents Incidents and Pilot Proficiency"	<a href="#">Register Here</a>	
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	

### **Sun 'n Fun 2021:** **Fewer Exhibitors and Attendees, But Ready With COVID-19 Precautions**

Sun 'n Fun 2021 will launch in five weeks and although the show will have fewer exhibitors and slightly restricted attendance, organizers have taken extraordinary steps to mitigate COVID-19 risks. In recent years, Sun 'n Fun has had about 500 exhibitors, but this year expects about 390. Plans for forums and workshop are still in flux but participation will be reduced because participants will be more spread out. Evening programs are not planned as a COVID-19 precaution. Masks will be required to enter the grounds and in any of the exhibitor hangars. When outside and away from others and in the food courts, masks won't be required. Attendance will be limited at the gate to no more than 30,000 a day. (extracted from AVwebFlash 3/5/21)

### **Old Oshkosh Memories** (From Scott Trask)



This occurred in the late 90s. Flying from Lansing, Alabama, and Texas, these gentlemen met up at my place, spent the night and we all flew in to Oshkosh together in the morning. One gentleman who isn't in the photo is Lloyd Cudnohufsky. He met us at Ford airport in his Kit fox. When we arrived at OSH, one after another, landing on the grass strip on the south side of grounds (ultralight arena), the guys from the Kolb company greeted us and gave each of us free wristbands. The pilots are Rick Nielsen, John Hawk, John Williamson, and in the photo (without his airplane) Aaron Gustafson. The 2 Johns flew Cobra helicopters in Vietnam. John Williamson is no longer with us. He was killed years ago when he crashed his airplane, hitting his wing tip and cartwheeling down the runway, due to too much hot dogging. John Hawk flew his Kolb to Alaska twice, one time Barrow, Alaska from Alabama. He's been all over with that little Kolb MKIII. Everyone built their own airplanes. Good memories.



Another Oshkosh memory was meeting Cliff Robertson.

(Editor Note: A little know fact - Cliff Robertson was flying a private Beechcraft Baron over New York City on the morning of September 11, 2001. He was directly above the World Trade Center climbing through 7,500 feet when the first Boeing 767 struck.)

## *Types of planes I have flown*







***Aircraft I have flown and owned***



***What are your aircraft?***

Will

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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>.