

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

March/April 2022
Home of the Yoopers



IMPORTANT EAA CHAPTER 439 MEETING
Monday, May 2, 2022
Grace Baptist Church 1205 Pyle Drive, Kinsford, MI



The Prez Sez!

Tom Sullivan

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Our plea for a Chapter Newsletter Editor was answered. I'm proud to announce Bruce St Onge has taken on the position. Unfortunately, we're back to the same challenge with the newsletter!!! Bruce has had his part done for several weeks.....and has just been waiting on ME! I needed to draft the President's page and look over his first attempt (which needs NO WORK!!). One of the improvements we are hoping to accomplish is getting us back to monthly newsletters. Our membership can help with this! Submit pictures or written submissions once in a while. Other than a few significant annual events, the newsletter and monthly meetings are the glue to our organization. There's a choice few that have contributed beyond our big events. Hopefully some of the updates in this communication will excite more of you.

The steel siding order has been firmed up, pending one last check at the hangar today and the order will be submitted today (April 28th). The steel pricing has stabilized a bit, the Tyvek will likely not hold up another year, and I'm hoping this can be ONE PROJECT completed in short sleeves!! I will advise on the ETA of the steel and when we will attempt to start that final outside (of the building anyway) project. We have the funds to cover this but the checkbook will be under \$5k once this phase is completed. We're currently "banking" some through another venue for the electrical work. At this time it might be a stretch to complete the inside enough for the final "rough in" inspection though, with the current OSB prices well north of \$30 a sheet for 7/16" and 2"x6"s over \$10 apiece. We will also need to have the outside stairs completed to the second floor for that inspection as well.

We will be having a meeting on Monday, May 2nd, at 6 PM at the Grace Baptist Church in Kingsford. Address is 1295 Pyle Drive. This will be the first meeting in quite some time. We have very important business to conduct so I'm appealing for a serious turnout of our membership. Our chapter has an opportunity to add a complete new element (group of new members) to our chapter, a productive and motivated addition. This moves us a lot closer to where we desired to be once the hangar is completed and we start our "Youth Aviation Program", where we will educate a committed youth group in aircraft construction with an airplane project. I would venture to say, this meeting will be as important as the one we had were we committed to building a chapter hangar!!

In our next newsletter I will publish the "Current Membership", meaning current in dues. It's not pretty how small that number is. I take a large amount of blame for that because the evolution of our Newsletter LOST the feature that included your expiration date on every newsletter. That was back in the day they were all printed and mailed. I'm open to ideas how to keep everyone more informed on your expirations. It's easy to forget you are not current with your dues when it's not in front of you. That said, if you know you're expired, please forward your \$15 for an electronic newsletter membership or \$25 for a paper copy newsletter membership.

There have been some significant changes in my flying. Experiences not yet shared (and won't be via printed means), return of an old and loved friend, and general updates on my very busy (and challenging) life. I'm open to discussion on these things at the meeting to anyone wanting an update. Please make every effort to make Monday's meeting.

Thanks

Tom

Editor's Section

Welcome Bruce St Onge as our new Editor!!

Hello everyone, I have volunteered my busy time to help construct some content for our monthly newsletter. Some of the things that I will be writing about now that I'm the newsletter editor are my time on the (road) flying across our great country, some training tid-bits to keep in mind as we fly our personal aircraft in the general aviation arena, and my heavy influence on my son who recently took a liking to aviation (this might cost me when he gets older; I hear flight school training cost are going up) haha. If anyone would like to contribute anything to the newsletter by all means bring it to my attention and I'll include your article in it as well, everyone's contributions are welcomed!

The last few months I have started taking my son with me if I go flying and needless to say he enjoys every second of it. His smile reminds me of when I first got to wrap my hands around the controls of a certain Mooney Rocket with a registration number of 1017L. Like with most guys they remember their first car well I remember my first airplane. That airplane has so much more worth than money can buy because of the sentimental value it holds. As I let Valen take hold of the controls and to see him smile and wanting to go back flying when the airplane is put back into the hangar is something special; It's hard for me to explain. His pre-school teacher tells me every time he sees an airplane he tells everyone, "my dad is flying that airplane". I love my son more than anything in this world and I love aviation second. So being able to share the love of flight with him is a surreal moment and every time I get to go with him, I can say I don't take for granted.



Training Section

I unfortunately ran out of time constructing the newsletter this month. I was going to write about modern General aviation avionics autopilot and flight mode annunciator (FMA) modes. I will write about it for the May issue. This month lets explore real quick the threats we encounter as we fly. Now we all know airline and General aviation are different in areas of safety but have the same goal in the end and that is to ultimately eliminate all accidents and reduce errors that are made. Even though I fly for the airline I still do a fair amount of General Aviation flying and before I take off I always ask myself what's the greatest threat today? Is it get home itis? Is it the weather like thunderstorms and icing? Is it new avionics? Is it flying into busy airspace that we don't normally fly into? Or more commonly is it compliancy because we've done this a thousand times? Identifying the threat is just half the battle. Now that we identified a threat how are we going to mitigate it from becoming an error? We all mitigate threats internally but thinking more aloud is something in GA that we don't necessarily do or do often.

To mitigate an error in and around weather I'm going to plan far enough in advance to know what I'm going to do for different scenarios and getting home will not be a priority and if diverting is the safest option then that's what's going to be done. A small talk like this can get your mindset in the right direction instead of pressing on when maybe we shouldn't. Lets be honest most all of us pilots have a mission status mind-set to get the job done. We have to talk to ourselves and say that it's ok if the job can't get done because of safety or flight concerns. As we probably all heard at one time or another the worst place you can be is in an airplane where you wish you would've never taken off in the first place.

In summary it may sound odd but I find that it works well for me personally that if I talk aloud to myself (of course I need expert advice so I talk to myself about that too haha I got more awful dad jokes:) Talking aloud of a simple threat and what we may do will get our minds thinking in the correct direction.

Until Next time fly safe and tail winds!

-Bruce



EAA Webinars

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

All webinars are 7 pm CDT unless otherwise noted

04/21/22	Planning for international Young Eagles Day	David Leiting
*04/27/22	Bad News Is Good News: Avoiding Most Accident Scenarios	Tom Turner
**05/04/22	Tulip Fever (Pre-buys)	Mike Busch
06/14/22	Aluminum Overcast, the history of EAA's B-17	Chris Henry & Ben Page
06/22/22	Tips for Flying Into EAA AirVenture 2022	Fred Stadler

* 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



4/23/22 (0730-1100) EAA Chapter 252 Steve Wittman Birthday, Fly-In Breakfast OSH (north side of airport)

EAA Chapter 252 is holding its annual S.J. Wittman birthday celebration, which includes a pancake breakfast of sausage, scrambled eggs, milk, juice, coffee, and all-you-can-eat pancakes. Adults are \$7.00 dollars (free for pilots of homebuilt aircraft that fly in). Children under the age of 10 are \$3.00 dollars. Free airplane rides (EAA Young Eagles event) for kids ages 8-17, weather permitting.



5/07/22 (0830-1230) EAA Chapter 234 Young Eagles, Pancake Breakfast TVC
EASTERN



5/18/22 (1700-1900) EAA Chapter 320 Fly-in food fest Watertown,WI RYV

Come out and join us for some red, white and blue fun as our May Fly-in Food Fest celebrates our veterans. Menu includes Brats and Burgers. Rain date: May 19. www.facebook.com/EAAChapter320



6/11/22 (0900 –1200) Empire Y87 Young Eagles Pancake Breakfast Y87
EASTERN



6/15/22 (1700-1900) EAA Chapter 320 Fly-In food fest Watertown,WI RYV

Come out and join us for a Summer Fiesta with tacos, tacos, and more tacos. Rain date: June 16.
www.facebook.com/EAAChapter320



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

Southwest Airlines Freedom One in tribute
to all those who have served and never
came home.



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Membership Coordinator/Nominating Chairman:
Board members: Officers + Dean Hensel, Craig Nowak, Walter Charter, Dave Houseman, Maxine Nowak

Dues are \$15.00 a year (\$25 for mailed newsletter)! From August 1st Please send them to above address.
Website: <http://chapters.eaa.org/eeaa439>.

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