

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

August 2021
Home of the Yoopers



Oshkosh - AirVenture 2021 Numbers

(From EAA)

Attendance: Approximately 608,000 – Only the third time attendance has surpassed 600,000 and within 5 percent of 2019's record total. Comment from Pelton:

"We went into this year not knowing what AirVenture would look like and how big of an event was possible. The aviation community spoke loudly, though – it was ready to come to Oshkosh and we were happy that we could welcome them. Our theme was 'The Wait is Over,' and indeed it was. And the wait was worth it. There was joy and excitement throughout the grounds and it set the stage for the return of AirVenture, making us very excited for the future."

Total aircraft: More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone, there were 16,378 aircraft operations in the 10-day period from July 22-31, which is an average of approximately 116 takeoffs/landings per hour when the airport is open.

Total showplanes: 3,176 included: A record 1,420 vintage aircraft registered, plus 1,089 homebuilt aircraft, 354 warbirds, 148 aerobatic aircraft, 112 seaplanes, 33 ultralights, and 27 rotorcraft.

Camping: More than 12,000 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.

Volunteers: More than 5,000 contributing in excess of 250,000 hours.

Commercial exhibitors: 747.

Forums, Workshops, and Presentations: A total of 1,055 sessions hosted throughout the week.

Social Media, Internet and Mobile: More than 18.95 million people were reached by EAA's social media channels during AirVenture, with engagement of 1.08 million; EAA video clips during the event were viewed 3.48 million times.

International guests: Despite travel restrictions that greatly limited the number of attendees from other nations, EAA still welcomed visitors from 66 countries during the week.

The Gathering shines: The EAA Aviation Foundation's annual event to support its aviation education programs attracted more than 500 people and raised more than \$1.7 million dollars that will be focused on EAA's mission of growing participation in aviation.

Media: 567 media representatives on-site, from four continents.

Economic impact*: \$170 million for the five counties in the Oshkosh region (Winnebago, Outagamie, Fond du Lac, Calumet, and Brown). * - based on 2017 University of Wisconsin Oshkosh economic impact study

If you did not get to go to Oshkosh this year, EAA has a great [website](#) to view photos of the event.

Up-Coming Events

Monday August 16th 6:30pm (CDT) - Meeting at Chapter hangar on the east side of Ford Airport (KIMT) Iron Mountain, MI. Let's talk about FAD. 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

toms1@chartermi.net

I can't believe it is August already! Another Air Adventure is in the books too. I hope everyone had a good time at Oshkosh this year. It was pretty refreshing to be able to enjoy this fantastic aviation event, especially after nearly every significant national event being cancelled last year. It made me feel that our world "MIGHT" get back to some semblance of normal again. The crowds looked to be pretty decent. I camped with Bruce St Onge and Ron Knutson. We got to see some quality father / son time with Bruce and his son Valen. We were amazed how well he behaved and didn't seem to get bored while at the show for a week. Probably a lot can be attributed to Bruce's strong commitment to be a good father. I'm pretty sure my boys would have never been as engaged.

I've always had my Lancair Owners Banquet on Thursday evening during Air Adventure. Because of the night air show, that group has decided to move their event to Tuesday evening next year. That means for the first time in many years I might be able to make it over to the EAA Chapter 439 event on Thursday evening. I never got a chance to stop by this year, but I don't know that many of the group that camps there anymore. If the few core members that camp are gone, I look like a lost soul walking around looking for something I lost. Inez just sent me a check for quite a few memberships she collected this year.....Thanks Inez!

We are getting close to Ford Airport Day! I spoke with Tye Halvas and he's trying to rally up some WWII warbirds to attend. We've got kind of minimal sponsorships thus far. It would be really great to pick up some more. I will be working on a couple I've got ties to; one that usually considers supporting us. If everyone out there would consider knocking on a few doors, raising sponsorship funds would be a lot easier on Will. Relying on primarily gate receipts will not get us into a very profitable situation. In the past, our most successful years were when we had significant sponsorship.

No news or updates on the chapter hangar, other than yours truly has not had time to squeeze in another project yet this summer. I was really hoping to get the soffit and fascia completed but would need to rely entirely on chapter members for help. My staff at my dealership is extremely busy and my primary outside helper has had a challenging medical issue this summer. I might have one individual available (for hire), but that's about it. Building material costs seem to have peaked, and maybe even dropping a bit, but are still exceptionally high by recent comparison. It would be nice to completely finish the outside, but I will be watching steel pricing (for wall sheeting) to see if pricing comes down enough to warrant moving forward yet this year.

I see EAA Chapter 850 is having another Young Eagles Event on August 21, 2021. Their group has been outstanding supporting us during Ford Airport Day. Hopefully we can reciprocate with some planes and pilots flying up there for their event. They are pretty organized, so if you intend to fly, you better make sure you register with them prior to the event. I think they conduct all the flights on scheduled time slots. I also believe they are using the preregistration for both the YE's and the pilots. Either way, contact Ted and find out what they need before just flying up there. Also verify, if in doubt, your background check is current. You can do so by logging in to the EAA website and check under the "Pilots" tab, Volunteer YE Pilots, and finally under Youth Training Protection Look Up. If you require registering again to be current, it can take up to 10 days.

A final item and reminder, check your expiration for your chapter membership. Make sure you are current. The email which contains the newsletter will let you know if your membership has expired and in what year.

Tom

Editor's Notes

Will Kroeger

906-241-9070

wkroeger@alphaComm.net

My first two days of Oshkosh

This year started out as one of the busiest Oshkosh's I have ever experienced. It could be because Linda and I pulled the camper down with our two grandchildren and the dog the Friday before Oshkosh. This was done after traveling from Nebraska with the grandkids the week before to spend a week at our place in the U.P.. That week involved a lot of late nights, sleep being interrupted frequently by the kids, early mornings and a lot of daily activity. To say that we were tired before leaving for Oshkosh is an understatement.

Our 2021 Oshkosh experience started with getting the camper in position and setting it up. We have done this a lot, but it was the first time we had the "help" of a 2 & 4 year old. They wanted to help screw down the jacks and level the camper, attach the water hose, attach the gray/black water tank hose, attach the electric connector, disconnect the camper from the truck and get the interior ready. It was amazing how their help added time to the process. However, it was the most fun we have ever had setting up the camper. The people at Sleepy Hollow Farm had a good time watching us.

The next task was to get the dog to a local doggie motel for his Oshkosh experience. Simple task until we realized the road in front of the facility was torn up with no instructions as to how to get there. A forewarning for our next big event.

The next morning we left Oshkosh for Wautoma to meet our daughter and son-in-law who were flying in from Nebraska. The plan was for me fly into Oshkosh with my son-in-law since this was his first time and I had done it a lot. Of course, my last experience flying in was more than 15 years ago. We had hoped to takeoff from Wautoma before 9am in order to beat the mass arrivals which were to start at 10am. My wife, daughter and grandkids were going to drive.

Well, it appeared the weather had a change of heart from the forecast and decided to turn nasty with clouds, rain and wind. On our drive to Wautoma we ran into a lot of rain and low clouds. The decision was made for them to land at Portage which required us to drive longer which would cut the margin of time before the mass arrivals.

Once we got to Portage it appeared the weather gods had decided to bless us with adequate weather to make it in, while at the same time delaying the mass arrivals with bad weather. So, we flew in with only a few aircraft in front of us, had runway 27 all to ourself, landed and turned into a close row, and had 5 people help us back the plane in. My son-in-law had one of the easiest arrivals into Oshkosh. The only hiccup was being instructed to turn base inside the orange dot when we had already passed it.

The rest of Oshkosh was a breeze.



My daughter, son-in-law and 2 grandkids slept in this tent for one night before she and the kids decided papa and nana's camper was more comfortable.

EAA Webinars

Register at: [Webinars](#)

All webinars are 7 pm CDT unless otherwise noted

8/17/21	Alluring Figures in Aerobatics: What the Rules Say, What Judges Like, and What Pilots Do*	DJ Molny
8/18/21	How to Become a CFI*	Radek Wyrzykowski
8/25/21	Tundra Tires Rule: Alaska Style*	Laura Herrmann
9/1/21	Machine Learning**	Mike Busch
9/8/21	Avoiding Carburetor Icing - A Cool Pilot's Guide to Carb Heat**	Prof. H. Paul Shuch
9/14/21	Air Racing History - Part 2	Connor Madison
9/21/21	Buying Your First Aerobatic Airplane	Budd Davisson
9/29/21	Flying With the iPad — Your Digital Co-Pilot*	Bret Koebbe

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

LODA Requirement To Last Four Years

FAA Administrator Steve Dickson says it will take about four years to rewrite regulations governing flight instruction in aircraft other than those in the standard category and until that's done instructors will need extra paperwork. Speaking at the annual Meet the Administrator event at EAA AirVenture last Thursday, Dickson told the generally disappointed crowd that in the meantime instructors will need a letter of deviation authority to teach people to fly experimentals. If they want to teach on limited or primary category aircraft, they will need a written exemption. Dickson said he agreed the process is a "big documentation exercise, no doubt" but it is also a legal necessity. "I am not any happier about this situation than you are," he said. *(para from 8/2/21 AVwebflash)*

(Ed Note: Dickson stated the LODA was a four letter word and that he was no happier than we are about the LODA. I call BS and feel he was just placating the audience. He is the perfect example of government inefficiency.)

Take Action On Critical Flight Training Issue

(From EAA 8/13/21 email)

Earlier this year, a federal court determined that compensated flight instruction in experimental, limited, and primary category aircraft, even instruction obtained in an individual's own aircraft, was contrary to FAA regulation. While the FAA has used letters of deviation authority (LODAs) and exemptions to temporarily address the issue, a long-term fix is years away under the normal rulemaking process.

This is unacceptable to EAA and the rest of the general aviation community. That is why we are backing the Certainty for General Aviation Pilots Act to quickly address the issue. With the help of EAA, twin bills have been introduced in the Senate and House that would require the FAA to recognize flight training and the Additional Pilot Program for homebuilt flight testing as permitted activities not requiring any special authorization. The Senate bill is S.2458, introduced by Senators James Inhofe (R-OK), John Boozman (R-AR), and Angus King (I-ME), and the House bill is H.R.4645, introduced by Representative Sam Graves (R-MO).

Contact your members of Congress today and ask them to cosponsor the Certainty for General Aviation Pilots Act. While personal phone calls, emails, or letters are the most impactful ways to make your voice heard, EAA has set up a convenient way to send a note of support to your congressional delegation.

[TAKE ACTION](#)

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

2nd Saturday of Month - Jay's Breakfast Antique Aerodrome (9WS2) De Pere, WI		7:00am - 9:00am Turf
Aug 18	Fly-in Food Fest Watertown, WI (RYV)	5:00pm - 7:00pm
Aug 21	It's time to fly! The newest airport in Michigan, Clare Denton Farms, MI1 is hosting a flyout Saturday morning from 8 AM to 11 AM with Cops and Doughnuts goodies and coffee. Please confirm attendance by sending an e-mail to aaa.chapt.234.com , texting/calling 231-268-0117 as parking is limited.	
Aug 21	Reopening Fly-in Shawano, WI (EZS)	9:00am - 2:00pm
Aug 22	Fly-in (B) pancakes Boyceville, WI (3T3)	7:00am - 11:00am
Aug 28	Fly-in (B) pancakes Rusk County (RCX) Tony, WI	7:00am - 11:00am
	Annual Deaths Door BBQ Washington Island, WI (2P2)	10:00am - 5:00pm
Sept 4-6	Aerobatic Competition Sawyer International (SAW), Marquette, MI	
Sept 4	Fly-in (B)(L) events Mauston/New Lisbon, WI (82C)	7:00am - ????
	Fly-in (B) Shell Lake, WI (SSQ)	7:30am - 11:00am
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

FORD AIRPORT DAY



Ride a Helicopter (\$35 - \$79)

SATURDAY, SEPTEMBER 18th

8AM to 4PM

PLANES, CARS, FOOD

\$7/person (Under 8 free) or \$20/family

Free Aircraft Rides for Youth 8-17

(Registration 9AM TO 11AM)

Wings of the North Aircraft

Brought to You by EAA Chapter 439 & U.P. Truck Center

Major Donor - Bacco Construction



ALL VETERANS ARE WELCOME

TO ATTEND THE

“Veteran Tribute” Event

AT

FORD AIRPORT

FRIDAY, SEPTEMBER 17TH

AT 11:00AM

SPEAKER: Denny Olson

(Breitung Township Supervisor & Veteran)

FREE LUNCH

Thanks to our Sponsor – M.J. Electric

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

EAA CHAPTER 439 OFFICERS

Chairman of the Board: Whitey Jensen N3079 E-Bar D RD Iron Mountain, MI 49801 906-774-5550 tljensen13@gmail.com

President/Treasurer: Tom Sullivan P.O. Box 264 - Quinnesec, MI 49876 906-774-0098 toms1@chartermi.net

Executive Vice President: Chad Kubick, 400 Vulcan St, Iron Mountain, MI 49801 906-779-5500 chad@kubickaviation.com

Vice President: Scott Trask N4592 Bass Lake Road, Iron Mountain, MI 49801 906-779-9157 sctrask@icloud.com

Secretary/Newsletter Editor: Will Kroeger P.O. Box 159 Felch, MI 49831 906-241-9070 wkroeger@alphacomm.net

Web Editor: Mike Betti W8310 Johnson Road Iron Mountain, MI 49801 906-779-1368 mbetti59@charter.ne

YE Coordinator: Scott Trask N4592 Bass Lake Road Iron Mountain, MI 49801 906-779-9157 sctrask@icloud.com

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/aaa439>.