

# SKYWRITINGS

EAA Chapter 439  
Central U.P. of Michigan

Jan/Feb 2025  
Home of the Yoopers



Washington DC  
(DCA)



# The Prez Sez!

Tom Sullivan

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The crazy busy schedules of Bruce and I are still prohibiting us from being able to supply monthly newsletters, as much as we both are trying to stay committed to it. I'm sure Bruce will explain in his comments, but between half our time in Florida, with a TON of projects keeping me going from waking up until retiring at the end of each day, and work, Lancair Rebuild, and keeping the Mooney ready for monthly trips to Florida taking up nearly every waking hour when I'm back in Michigan, getting out the newsletter every month is a REAL CHALLENGE. We are still way short of current memberships (new yearly memberships start every August 1). I will be compiling our 2024 Tax Prep soon, so while doing that I will try to get the membership spread sheet current and include it in the next newsletter. I simply don't have the time for that now.

I stopped out at the hangar Friday morning, 2/14/2025 and checked to make sure the heat is working and we don't freeze water fixtures. This is the first year we have had water left on over the winter so I've felt a bit nervous not checking to verify we are okay. Bruce Rutter has been working on mudding the drywall on the second floor, so some times when I stop the heat is set at 60 for the west end of the building, but that's necessary to allow the mud to dry. The main hangar, although not heated, was remarkedly warmer than outside. That is probably a testament to the efficiency of the insulation job across the whole hangar. It was well below zero when I stopped (-14 degrees at daybreak) yet felt not too much lower than 35 degrees inside.

Scott Doda picked up a bunch of DCPA stuff from the old clubhouse and it's stored in his enclosed trailer just outside the 8' utility door on the south side of the hangar. Scott is currently "out of action" with a medical challenge, so asked us to unload the trailer so his crew can use it for work. I will be heading down to Florida next week, for another 2-week stint down there, so hoping someone would consider helping move the DCPA possessions to one (or both) of the bathrooms or along the hangar wall. We don't want the stuff upstairs while doing drywall finishing. If anyone can help, please contact me to arrange it.

We will try to have a meeting, EAA Chapter 439 and DCPA, in early March after my return from Florida. Look for further correspondence, OR, maybe Bruce and I can hammer out a March Newsletter with the info (with a little luck).

Stay warm, stay safe!

Tom Sullivan

# Editor's Section

Hello everyone,

My apologies for a very late newsletter. I'm going to talk a little about the crash over the Potomac River in Washington DC between an airliner and a helicopter. For those of you who don't know, a commercial aircraft and an Army Black Hawk helicopter collided on the evening of January 29th. The airliner was flying the visual approach to runway 1 into DCA. Upon check-in with the controller, the controller asked if they could accept runway 33. The airliner said yes (the airliner was a smaller regional jet one that I have thousands of hours in and have also accepted a clearance like this to this airport many times in the past). The US Army black hawk as I understand it was conducting a training mission and said to the controller they were maintaining the visual from the airliner. This has been my biggest complaint about DCA the low-level helicopters flying in every direction. Now before everyone points the finger at anyone let's dig into this a little more. There also was another airliner on final to runway 1. Did the helicopter crew see the bigger airliner with brighter lights than the small one? Did the helicopter crew pick out the airliner that was more in their line of sight than the small one that was in a constant turn to runway 33? The answer is we may never know. With that being said this crash in my strongest belief is not to blame any crew or ATC because as we all know in aviation it's not a problem until it is. The links of the chains all contented in this case with devastating consequences. Flying is very dangerous, yes, I'll say it again flying is dangerous, but we all have contributed to making it as safe as possible with all the extensive training we all go through. Every time we go flying there's a risk however, it is shown that we have the safest air transport system in the world. The risk of something happening is very low but as we know through history unfortunate things do happen. Aviation then responds by putting additional rules and procedures in place to ensure it will not happen again.

Tail Winds

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Find waldo

Can you see what's wrong?



A few of you have asked how Valen is doing. As you can see he's doing well and staying busy of course. I have been able to make every game this hockey season. Here you can see we went to church and then headed to his game in Escanaba. Hockey is his life.



This is when I was in Puerto Vallarta, Mexico (PVR) but unfortunately I didn't get to stay in the warm 85 degree weather. While we were boarding I opened the window to feel the warmth because I knew when I got back to Chicago there would be a large temperature change.



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*All webinars are 7 pm CDT unless otherwise noted*

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