

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

September 2020
Home of the Yoopers



Ford Airport Day Replacement Event

As mentioned last month, some of our members were wondering if we could put together some event for chapter members in place of FAD. I was thinking that we could fly to the Oconto fly-in on September 19th as they are a competitor in that their fly-in has been scheduled the same day as our for years.

However, now that we are starting to work on the hangar structure, we have decided to make September 19th a "Hangar Work Day". This work day, along with the work day on Sunday, September 13th, should get us going in the right direction to framing in the hangar before winter.



This is what the hangar looked like last year. Since then the forms have been pulled, Styrofoam installed, area cleaned up, and some framing completed. Come this Sunday to see what the hangar looks like now.

Up-Coming Events

Sunday, September 13th 9:00am (CDT) - Chapter work day at the hangar (slab) at Ford Airport. Sunday was picked because of the weather forecast.

Saturday, September 19th 9:00am (CDT) - Chapter work day at the hangar.

Please come to help get more done on the hangar before Winter.

Saturday, October ??? - Chapter Meeting at Dan Gervae's hangar at Stambaugh Airport in Iron River.

The Prez Sez!

Tom Sullivan

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September has arrived and based on the rapid change in temps, Mother Nature is making sure we know it. We DID have a very nice summer in 2020. I hope everyone was able to enjoy it with family activities since COVID-19 shut down a significant part of our normal social events. Although aspects of the virus have clearly affected all of us in a negative way, there have been some positives to it too. I found I got a lot more done this summer and had a lot more family time with my kids and grandkids. Flying our own small planes was natural social distancing so thankfully, at least for me, that activity was normal or even more frequent than usual.

We had a work bee at the hangar site Saturday, August 29th. Scott Trask went out the week before and removed the remaining forms from the foundation (Thanks Scott!). The CAP came out, in force, and dug out dirt along the foundation and installed the Styrofoam, per the blueprints. Many thanks to that group, especially Bill and the other adults that came out and managed the great pool of young adult labor we had. Their commitment to that phase of the project allowed the rest of us to start the actual construction of walls, installing base plates and sill seal, cutting pushed out concrete along the south wall, and modifying 2x6's into 2x8's (that were unavailable with the lumber shortage) for the south wall. The first floor "west" wall is ready to stand up and the first of three sections of the interior first floor wall is completed too.

I am looking at a session with MY "dealership" crew on Friday from 12:00pm - 4:30pm so expect we will be poised for a strong leap forward with a crew this weekend. Anyone that might want to help on Friday is welcome. I reached out to Cory today for updates on any help/discounting from LP. I suspect sheeting will be needed this weekend so we are getting at a critical point in knowing what route we need to go on the OSB. One thing that would be nice is if we could get the first floor on the west end completed, sheeted and covered with plastic. This would provide us with a covered area so we can bring in more materials without concern of water damage.

I'm on several other projects besides the hangar. Time is a limited commodity, so going to wrap up this month's submission. Thanks to those that sent in Chapter dues! Still have a lot of members that are not current. Please submit your dues, especially since we have no revenue this year from FAD. Current membership rates are; \$15 for the electronic newsletter membership, \$25 for the mailed paper newsletter membership.

Tom

Editor's Notes

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Our Flying Freedoms



I was searching for photos to include in this issue and I found this photo. It is a 1999 picture from Nebraska of me with the brother of my neighbor. I do not remember his name, but I do remember he was a Brigadier (one star General) in the British Air Force. He came to visit his sister and I offered to take him flying.

Now, this man flew fighters for many years all over the world to include the United States. However, he had never flown a general aviation aircraft. He had heard that general aviation flying in the USA was “different” than flying in Europe, but he had no first hand knowledge or experience.

His flying experience in the USA only consisted of flying military jets. Being a former military pilot, I knew there was a big difference between

military jet flying in the USA and private flying. I tried to inform him of these differences before we flew but realized the only way to get the point home was to just take him flying.

He commented that my plane was a “nice little thing” when we pulled it out of the hangar. I immediately recognized that look some military pilots have when they see single engine general aviation airplanes. I have seen it from several military pilots whose only single engine prop flying experience was the few hours they got on their way to jet trainers. I thanked him for his comment and reminded him that it was “my plane” and not one provided by the government. He apologized stating he met no offence but only that it had been a long time since he was in such a small plane.

Before we started the engine he asked which frequency we needed to contact the air controller. I told him we did not need to contact anyone before starting the engine or to taxi or to takeoff or to fly around. He thought I was joking. Surely we needed to contact someone with our flight plan or at least to get permission to fly in controlled airspace. (I think controlled airspace starts at 2500 MSL in the UK) I showed him on the map and told him that if we stayed out of the Class C airspaces to the north and west, we could fly as high or as low as we wanted without talking to anyone.

I think he did not believe me until we took off and started to fly around. As he took control of the plane, he asked me where he could fly and at what altitude. I told him any altitude and anywhere he wanted to. A smile came over his face. He started to yank and bank, but did not go below our initial altitude. After about 20 minutes he asked if we had to stay above a certain altitude. I told him as long as we did not endanger anyone on the ground and stayed at least 500 feet away from people, structures and vehicles, we could go as low as we wanted. His smile got bigger. I did not know until then that he had a lot of low level time. So, it was good that I also had a lot of low and fast time because he went low.

The whole time he kept saying how lucky we were to have such freedoms. I did not fully understand that statement until I started to read about flying in Europe and the restriction they have to endure.

Today that statement has more meaning than ever before. So, go fly and enjoy the freedom!

Will

EAA Webinars

Register at: [Webinars](#)

All webinars are 7 pm CDT unless otherwise noted

9/9/20	Keeping your Rotax Alive**	Prof. H. Paul Shuch
9/15/20	Unusual Attitude Training Versus Upset Prevention and Recovery Training: What's the Difference and Why Does it Matter?*	Randy Brooks and Norm Dequier
9/22/20	So You Think You Can Make a 180 Back on Takeoff? An In-Depth Look at Engine Failure Options*	Charlie Precourt, Chris Glaeser, Rick Marshall, and Terry Lutz
9/23/20	Founder's Innovation Prize Grand Championship Check-In	Terry Lutz
9/24/20	EAA Young Eagles Workshops: Day Camp Program for Chapters	John Egan and Megan Hart
10/6/20	\$500 HUD	John Muzzoli
10/7/20	The Looming Mechanic Shortage**	Mike Busch
10/14/20	Strategies for Limiting, and Protecting Yourself from Liability as an Aircraft Owner or Renter	Jack Harrington, Paul Herbers, Alan Farkas, and Jim Anderson
10/20/20	Emergency Bailout Procedures for Pilots and Survival Equipment*	Allen Silver
10/27/20	Flying Clubs – Growing Participation in Aviation	David Leiting

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.



While nothing could replace the Only in Oshkosh experience of AirVenture, EAA's inaugural Spirit of Aviation Week brought the flying community together like never before — virtually.

Created in the aftermath of this year's cancellation, the five-day event streamed live and on-demand content to viewers around the world.

The spectrum of flight was showcased through forums, tech talks, workshops, and interviews with industry favorites and historical icons. Participants could also explore new products and technologies through a virtual mall of exhibitors. Thank you for helping us bring together the aviation community during Spirit of Aviation Week!

On-demand videos are still available for a limited time at EAATogether.org. (from 8/21/20 EAA email)

Flying Events (within 200nm): (B) Breakfast (L) lunch (D) Dinner *All times CDT unless noted*

These events were still listed on various sites but remember to check before you go.

Some events previously listed have been removed.

Go to <http://www.wiflysocial.com> to check on WI Hamburger Socials; I see some have been added, but check.

Every Friday (L) Central County (68C), Iola, WI Noon, \$10 life time membership <http://centralcountyflyers.org/lmenu.html>

Sept 12	Fly-in (B) pancakes	Risk County (KRCX), Tony, WI	7:00am
	Fly-in (B) pancakes	Bong (SUW), Superior, WI	7:30am - Noon \$7
	Spot Landing Contest	Timmerman (MWC), Milwaukee, WI	10:00am - 2:00pm
Sept 13	Fly-in (B) pancakes	Watertown, WI (RYV)	8:00am - 12:00pm
Sept 16	Hamburger Fly-in (D)	Rock River (RYV) Watertown, WI	5:00pm - 7:00pm
Sept 19	Fly-in (B)(L)	Oconto, WI (OCQ)	9:00am - 4:00pm \$5
	Fly-in (B) Bessie's Diner	Southern Regional (KJVL), Janesville, WI	8:00am - 2:00pm
Oct 19	FAA Safety Event, "Accidents, Incidents and Pilot Proficiency" and Hamburger Social		
	Houghton County (KCMX), Calumet, MI		6:00pm (CDT)

Go to <https://www.faa.gov/SPANS/events/EventList.aspx> to search the location and subject for other FAA Safety

Events



Sun 'n Fun has announced that it will be hosting a holiday flying festival and car show at Florida's Lakeland Linder International Airport (KLAL) on Dec. 4-5, 2020. Event activities will include an aircraft display, air and car shows, food vendors, live music, a short takeoff and landing (STOL) competition and AOPA-sponsored general aviation Town Hall. According to organizers, the festival will take place exclusively outdoors.

"We are extremely excited to bring this unique event to the people of Polk County and our flying community," said CMO and Air Operations Director for Sun 'n Fun Greg Gibson. "In cooperation with the Lakeland Linder International Airport and the City of Lakeland, we have crafted the weekend's activity in total compliance with all local, state, and federal health guidelines to ensure that anyone attending can feel very comfortable that they and their families are safe while still having a fantastic show."

Admissions and aircraft parking are free for the event, while car parking is \$20 per vehicle. Festival proceeds will benefit the Aerospace Center for Excellence's science, technology, engineering and mathematics (STEM) education programs. (From 9/7/20 AVwebFlash)

AOPA Airport Support Network (ASN) Volunteer

I received an email from AOPA asking if I wanted to become the ASN volunteer at Ford Airport. It is something I would consider if I did not spend half of my time in Nebraska. Basically, the functions of ASN are:

- Be a liaison to local pilots and/or local pilot groups, airport management, etc. at the airport.
- Monitor and report to AOPA on city and county (sponsor) meetings and notify AOPA of pending problems that may arise.
- Notify AOPA of any questionable operational restrictions (curfews, noise abatement procedures).
- Assist in direct/indirect promotion of local airport activity to enhance favorable image of airport (i.e., open houses, airport support groups, and more).
- Help educate local officials and community neighbors about the value of their airport.
- Provide local newspaper clips and media alerts on airport issues to AOPA Airport Support Network staff.

If you are an AOPA member and are interested in this position, contact [AOPA](#).



Don't be one of these guys!

Fly safe!

Drive Safe!

Not the crop duster I saw in last month's article, but it is doing what I loved best about my Flybaby!

Low and Slow!

Really miss flying that plane.

My grandson loves to watch crop dusters.



My sister lives in the foothills of the Sierra Nevada Mountains in California, I imagine she is seeing these types of airplanes and helicopters a lot these days.

(All photos on this page came from FlightAware.)





What do you do when you get to the airport and the weather is not good for flying? Have a picnic in the hangar with your grandson!

Sixteen years ago my daughter and I were thinking of building this biplane.

We found one already built a few weeks after Oshkosh, but decided against buying it after getting bad vibes from the current owner.

We never built that plane, same old excuse—life got in the way.



My ole Flybaby "The City of Norfolk"
Held the C-1A Speed record over a recognized course from 1973.

It was build from the 6th Flybaby plan sold in 1964 and was completed in 1965. I was the 4 owner when I purchased it in 1995. I sold it in 2001 to a person in Indiana who was going to recover it. It has had two owners since and currently resides in Webster City, IA

Please send your airplane photos for our photo pages. No words are necessary.

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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>.