

SKYWRITINGS



EAA Chapter 439
Central U.P. of Michigan

January 2021
Home of the Yoopers

Hangar - Closed up for Winter on 12/9/2020



***Hard to believe this was just a slab of concrete in September!
Thanks to Tom Sullivan for leading this project!***



Up-Coming Events

We are taking a break from meetings due to Covid 19.

The Prez Sez!

Tom Sullivan

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The hangar is closed up and ready to weather the winter. The door has the sheeting on it but not the door seals so I imagine with winds there may be a little accumulation of snow near the door edges but otherwise it will be free of the elements. I might solicit some help on a decently warm day to install the last two door locks and clean the hangar up. Otherwise we are good until spring. We managed to get it to the point it is at today with the funds we had. We WILL NOT have enough funds to complete the remaining exterior work (metal wall sheeting, fascia, soffit and trim so should be looking at some fundraising options (pretty difficult right now with COVID-19). I will forge forward in the spring/early summer regardless and fund (by borrowing, not donating) the cost to at least finish the exterior and some limited "rough in walls" inside should that be necessary so we can call for a "rough in" inspection. Further finishing of the hangar will have to wait until funds allow such work but at that point we would be finished at the level of 80% of the hangars on the airport anyway.

I will work on a spreadsheet of the costs of construction to this point in the near future as I will have some down time. I had an MRI today for the suspected right shoulder torn rotator cuff and if that verifies the damage I will likely have surgery in the next few weeks. Those of you that worked with me on the project know how limited my right arm was, especially when being raised above my shoulder with a tool. I'm not looking forward to the painful surgery nor the extended and painful recovery, but at my age I'm not ready to give up right arm function for life.

I would like to acknowledge and thank all who contributed to this huge project; every chapter member, every CAP member, the airport staff, all the other volunteers and my staff at the dealership. Without that help, at whatever level it was at, we would have not been able to accomplish this amazing build! I want to also remind everyone that Steve Phillips put in a ton of time on the front end of this build. He passed just weeks after the last cement pour, done in cold weather during the fall of 2019. Steve was the guy I called every time I needed a hand, with a lot of work done in those early stages with just the two of us. He didn't miss a single multiple volunteer work bee. The airport management has agreed we will dedicate the hangar in memory of Steve and a plaque will be placed at the entrance of the hangar acknowledging just that. My final note on the Steve is this. Many of you commented on my dedication and commitment to getting the hangar closed up for winter (and a few thought I was actually crazy). My drive was because of this honor we will be giving him with his name and memory being on an amazing building on Ford Airport. RIP my best friend! I can't imagine I will live long enough to ever have another friend as close as Steve was to me.

I think it's still best to delay on any chapter meetings. I was really hoping to have a January meeting but the virus has been hitting our local community pretty hard, we've got a lot of elderly members and if I have a pending surgery I have to be extra careful to be virus free before that date. The recent developments with the vaccine make it promising that it won't be long this virus should be turning the corner.

Stay safe.

Tom

Editor's Notes

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How did you fall in love with aviation?

That is the question AOPA's Pilot Protection Services (PPS) monthly Insight email asked its members on January 2nd. They want people to send in their stories. They believe there are some romantic stories out there about falling in love with aviation and how that love has gotten people to where they are today. They will select some to be published in the February issue of PPS Insights. I did not respond.

My story is bland. As a kid I never thought I would be a pilot. I loved planes and had access to the lake front airport in New Orleans. But, being a teenager during the 60s and living in New Orleans, there were many other wild things to keep your interest. I won't go into those, but I will say I had a lot of fun.

I did have enough interest though to try to get accepted to the Air Force Academy, but did not make the cut. I took the AFOQT (Air Force Officer Qualifying Test) and was qualified as a pilot. Therefore, I joined the AFROTC when I went to college. There were things I liked about ROTC and things I did not. (I found out many years later when recovering from my injuries at the VA that my personality was not suited to military life.) I was not sure about continuing, but committed after I was drafted (another story). Lucky for me, ROTC offered flying lessons to "pilot" qualified students.

Regardless of how I got there, I was hooked after my first flight in 1973. Flying to me was like riding my motorcycles but without the limitations of road driving. The thrill of dirt bike riding with the speed of highway driving all in one package. As a full time student with a job, I really did not have time to study all the regulations associated with flying, but managed to get through the required tests. This allowed me to get my 36 hours in before I graduated.

Then came USAF pilot training where you learned the AF way of flying. Just imagine being paid to fly jets (T-37 & T-38). I was living the life - fast car (Charger), fast motorcycle (BMW), and fast planes. The only down side was all the AF regulations.

I wanted to fly "air-to-mud" attack aircraft, but the AF did not allocate any to my class. I was selected to become a T-37 instructor pilot, but somehow lost that assignment and was assigned to fly the B-52D. I was not happy, but learned to love the B-52. Who could not love air refueling, low level doing 395 knots at 400 feet, and flying all over the world. The catch was, a third of your life was on alert (living in a building at the end of the runway waiting to takeoff in response to an enemy attack) and the deployments. Did I mention I loved the 3,500 hours of flying the B-52D/G/H.

After my accident, my wife had enough of me flying. Luckily, she changed her mind 3 1/2 years later. I bought my Piper 180G and have been enjoying civilian flying for the last 27 years.

So, what is your aviation story? Are you willing to share it? Send me an email or snail mail

Will

p.s. What are your thoughts on hosting FAD this year? It would be a great way to showcase our new hangar. We still have time to think about it since a majority of the work occurs later in the Spring.

EAA Webinars

Register at: [Webinars](#)

All webinars are 7 pm CST unless otherwise noted

01/05/21	The Sonerai Story	John Monnett
01/06/21	It's Baffling**	Mike Busch
01/13/21	Surviving Carbon Monoxide**	Prof. H. Paul Such
01/19/20	The International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday!*	
01/26-30/21	EAA Homebuilders Week 1pm-8:15pm daily	Lorrie Penner and Panelists Various Aircraft Building Industry Leaders
2/2/21	Avionics Options for your Homebuilt Aircraft with Dynon	Michael Schofield
2/3/21	How Mags Work**	Mike Busch
2/9/21	Corsair: The Story of the EAA Aviation Museum's F4U Corsair	Chris Henry
2/10/21	ATC and You: How to Make the Most of Flying VFR*	Richard Kennington & Bob Obma
2/16/21	Flying Procedures into Canada*	Luke Penner
2/17/21	ATC and You: Balancing IFR Flying and the Efficiency of Controlled Airspace	

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.



Updated schedule and presentation information, as well as registration details, is available at Eaa.org/eaal/aircraft-building/homebuilders-week

Pilots May Receive Pfizer & Moderna Vaccines with Appropriate Precautions

(from FAAST Blast)

Following the Emergency Use Authorization from the U.S. Food and Drug Administration (FDA) for the Pfizer and Modernas COVID-19 vaccine, the FAA has determined that pilots may receive the vaccine.

To maintain the highest level of safety in the National Airspace System, the agency will require pilots with medical certifications or air traffic controllers with medical clearances to observe a period of 48 hours following the administration of each dose of these vaccines before conducting safety-sensitive aviation duties, such as flying. Read more at <https://www.faa.gov/news/updates/?newsId=96302>.

Pinch hitter

Share this new AOPA [Air Safety Institute Safety Spotlight](#) with your nonpilot passengers to help them learn the basics of flying and landing an airplane in the unlikely event of pilot incapacitation.

(From AOPA ePilot 12/18/20)

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.

Jan 16	Chili Fly-in (L)	Watertown, WI (RYV)	11:00am - 1:30pm
Mar 22-25	HAI Helo-Expo	New Orleans, LA	
Apr 13-18	Sun 'n Fun	Lakeland, FL (LAL)	
Apr 26	FAA Safety Event "Accidents Incidents and Pilot Proficiency" Register Here	Houghton CO (CMX) Calumet, MI	6:00pm
Jul 26-Aug 1	AirVenture	Oshkosh, WI (OSH)	
Labor Day	Antique Airplane Association Fly-in	Antique (IA27), Blakesburg, IA	

FAA Announces New Drone Regs

(from AVweb 12/29/20)

Unmanned aerial vehicles operating in FAA airspace will soon be required to have [Remote ID](#) identification capabilities. Initially proposed one year ago, the Remote ID rule will go into effect 60 days after its publishing in the Federal Register, which is expected to happen in January. Remote ID transmits the location and identity of the drone as well as the location of the control station/operator.

According to the FAA, "The new rules will require Remote Identification (Remote ID) of drones and allow operators of small drones to fly over people and at night under certain conditions. These rules come at a time when drones represent the fastest-growing segment in the entire transportation sector—with currently over 1.7 million drone registrations and 203,000 FAA-certificated remote pilots." The FAA says the new rule builds on previous steps to manage the proliferation of drones in the U.S.

Hobbyists were concerned that model aircraft would be caught in the rules change. There was considerable pushback early this year when the FAA published the proposed rules and a significant number of public comments expressed worry that model flyers would be burdened. The FAA made small changes in the final document relating to approved flying locations and the procedure to get them approved, which apply to model aircraft flown within line of sight of the pilot.

Cessna AD Requires Inspection of Tailcone and Horizontal Stabilizer

The FAA adopted a new airworthiness directive (AD 2020-21-22) for certain Textron Aviation (Cessna) 180/182/185 airplanes. It was prompted by a report of cracks found in the tailcone and horizontal stabilizer. This AD requires inspecting the tailcone and horizontal stabilizer for corrosion and cracks and repairing or replacing damaged parts as necessary. The AD, which the FAA estimates affects 6,586 airplanes of U.S. registry, went into effect on [December 7, 2020](#). Download it here: https://rgl.faa.gov/Regulatory_and_Guidance_Library/rgad.nsf/AOCADSearch/C8C585A037FE19EE862586140053CE37?OpenDocument.

FAA Publishes AD On Superior Crankshafts

Some 257 four-cylinder Superior and Lycoming engines are now subject to a new airworthiness directive requiring crankshaft replacement within 25 hours. A [Notice of Proposed Rulemaking](#) was published in February but the [new AD](#) goes into effect on Jan. 15, 2021. The engines include Superior's own IO-360 and O-360s as well as certain Lycoming 360-series models that may have had the crankshaft installed as a replacement part. The AD lists specific serial numbers for the parts, which were delivered between 2012 and 2014.

This month's theme is Fabric covered Homebuilt Aircraft



Flybaby



Hatz



VJ-22 Sportsman

Acey Deucy



EAA Biplane



Flying Flea

Sorrell Hiperbipe



Loehle P-40

MiFyter



Wittman Tailwind

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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>.