

# SKYWRITINGS

EAA Chapter 439  
Central U.P. of Michigan

December 2019  
Home of the Yoopers



Stephen D. Phillips, age 70, of Homestead, Wis., passed away Monday, November 11, 2019, at his home. He was born April 9, 1949, in Detroit, Mich., son of the late Jack and Millie (Daley) Phillips. Steve graduated from Appleton West High School in 1967. He went on to proudly serve in the United States Air Force during the Vietnam War.

On August 24, 1975, he married Patrice "Patti" Westfall in Marshfield, Wis. They resided in Kingsford, Mich. for a few years before moving to the countryside in Homestead.

Everyone who knew Steve knew how much he loved everything to do with airplanes whether it was building or flying them. His high school graduation gift was flight training. Later on he graduated from the Spartan School of Aeronautics where he became a licensed airplane mechanic. He was also one of the founding members, and longest flying pilot, of Northwoods Air Lifeline. He loved going to the EAA Oshkosh airshows and was also a member of EAA Chapter 439 where he would proudly give smiling kids rides during the Young Eagle days.

Steve was also known for his large heart. He smiled, laughed, and enjoyed the company of others. He enjoyed hunting and fishing, talking and driving cars, and visiting and having fun with his grandkids.

Steve is survived by his loving wife of 44 years, Patti Phillips, Homestead, Wis.; two sons, Christopher Phillips, Finland and Nicholas (Jessica) Phillips, Liberty, Missouri; five very special grandchildren whom he cherished greatly, Liam, Max, Jake, Elliot, and Piper; a brother-in-law, Greg (Karen) Westfall, Plymouth, Mich.; a sister-in-law, Deborah Johnson, South Carolina; and a special cousin, Marilyn (Tim) Staehle, Northern Washington. Because Steve was an only child, his close friends were more like brothers, Daryl (Samia) Staehle, Northern Washington, Tom (Beth) Sullivan, Iron Mountain, Mich., Clyde (Dianne) Olive, Florence, Wis., and Mike (Christine) Donnicks, Lakewood, Wis.; as well as many others.

Military graveside services will be accorded in the spring.

Memorials in Steve's memory may be made to Northwoods Airlifeline.

## Up-Coming Events

**Saturday December 14th 9:00am (CST) - Chapter Meeting at Kubick Aviation at Ford Airport**

*Please come hear about the work done on the hangar and ideas about FAD 2020*

# The Prez Sez!

Tom Sullivan

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*As I am still struggling with the recent loss of MY BEST FRIEND, I am including a re-post of an article I wrote in the "Mooney Space" Forum.*

In 1991, my aspirations to fly and be part of aviation were finally satisfied, as my cousin and close friend invited me to be a fourth partner in a hangar project. My cousin, Dave Oliver, and Steve Phillips, who he worked with at CSA, a Fed Ex maintenance facility, had added a third partner, Bob Larson, (the founder of Northwoods Airlifeline) just prior to my opportunity. I complained that not only could I write the support check, I had carpentry skills and was capable of helping with the build. Just as we completed the hangar, Dave decided he wanted out for a pretty silly reason (that was his way), and Steve, who barely knew me, asked "I suppose you want out too?" I said emphatically NO. A partnership and friendship blossomed from there.

Steve owned a beautiful E model Mooney that had a ton of upgrades completed on it (new paint, interior, speed mods, fuel tanks resealed, some instrument panel upgrades, etc). He accompanied me in 1994 for the pre-purchase of my first plane, a C-150 (Steve was an A&P too). He flew me down to Falcon Field (Mesa AZ) in March of 1996 to do the same blessing on my first Mooney, an F model. He flew WITH me to Seattle in 2001 to conduct an inspection on my Rocket purchase. I performed most of the maintenance and annuals on all 3 planes over the years, under Steve's guidance and leadership. By the end of the years he trusted me to perform the bulk of his annuals as well. We flew many, many airlifeline flights together, flew to Florida for a pre-purchase on my sister's Cherokee 180, and he and Tom Murray flew it to Denver for her with me in chase (well, they were in chase to MY Mooney).

About 3 years before finishing my Lancair, I talked him into giving up his last job, truck driving (he loved the road) to help me finish the Lancair. He asked how much time before we would be done. I told him 6-9 months. He never failed to remind me that ended up being 2.5 years. He also drove for my dealership, delivering trucks that were far enough away they would require an airplane ride from me once delivered. He took on another Lancair Propjet project, moving it to our hangar, to finish the instrument panel and wiring installation (Joe Trepicone's from Columbus OH). Steve was with me on two engine failures in the flight levels. He helped me by flying the Rocket down to TN when I dropped the Lancair off for paint and interior, and brought me down to pick it up when done in May 2018. We flew both planes to Houghton for a Young Eagles Event, and have flying stories long and deep enough I could write a book. He was my camping buddy at Oshkosh too.

Most recently, he was "key man one" on the EAA Chapter hangar/concrete project, being there for every work session in spite of his own on going home re-siding project. 28 years ago he was new friend. 15 years ago he was one of my 3 best friends. For the last 10 years..... he was my best friend..... I mean BEST FRIEND!

While in Florida on November 11<sup>th</sup> for just a short 4 day trip, his son Nick called me and told me he died of either a heart attack or stroke, on Veterans Day (he was a Viet Nam vet). RIP Steve and know no one could ever be as close to me as you were!!!

Man this hurts!!!!

Tom

# Editor's Notes

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## ***Always Learning***

I mentioned last month that I learn something new on every flight. I have also mentioned that I have new avionics (dual Garmin G5s) in my plane. These two events came together on my flight back to Michigan in September for Ford Airport Day. As I approached Ford airport I encountered a low overcast that I could not get under. I climbed to VFR on top but found Ford Airport to be IFR. Sadly, I had not kept current on my instrument rating and did not have any simulated time with my new avionics. Hence, my only option was to find a VFR airport and wait out the weather.

So, I learned that I better get some simulated time with my G5s because my first experience should not be in the weather. I accomplished this during my BFR in November. On that flight I learned I need more simulated time to get use to looking at one instrument for all the flight information I use to get from 6 instruments. Once that is mastered I will incorporate an instrument approach on my Foreflight while using the CDI on the AHRS.

Looks like I have a lot of learning ahead of me.

## ***Ford Airport Day 2020***

I know it is only December, but now is the time to start planning for FAD 2020. We talked about several issues at the October meeting:

1. FAD 202 will be Saturday September 19th.
2. We want to make the Tribute to Veterans event an annual event. We will continue to ask the VA to participate, but will not rely on their assistance.
3. The weather this past year highlighted the fact we need more activities for youth. We need more pedal planes; maybe a plane train to pull kids around on; a climbing wall; new software for the "Red Baron"; cockpit or static aircraft to have their picture taken; etc Any ideas?
4. We need to find a main display aircraft/helicopter that does not cost a lot. Thanks to EAA for the free B-25 this year.
5. We need more of a local presence at FAD: Fire Trucks, National Guard equipment, car dealer, etc.
6. We need more vigilance for aircraft on the ramp. Some non-aircraft people went into some of the aircraft on the ramp this year. We will need two groups of two to walk the ramp to see that there are no problems with aircraft/vehicles and to detect any other problems. We need someone to come up with some guidelines for these ramp rovers.
7. We need a person to volunteer as the photographer.
8. The work required to plan FAD and the Vet event is increasing, therefore we are looking for more people to take areas of responsibility: Tom Sullivan volunteered to act as co-chairman for FAD; we need people to step forward to take responsibility for: Veteran event; finding sponsors; advertising; coordinating volunteers; or taking on any item above.
9. We are open to any ideas that will expand the fun/attendance/participation at these events.  
***Please come to the meeting to share your ideas!***

## **EAA Webinars**

### **Register at: [Webinars](#)**

12/11/19	7 p.m. CST	Vans RV Maintenance Gotchas **	Vic Syracuse
12/17/19	7 p.m. CST	IAC - Where We've Been and Where We're Going!	Robert Armstrong
12/18/19	7 p.m. CST	What You Need to Know About Airframe Icing*	Scott Dennstaedt
1/8/20	7 p.m. CST	AOG! Dealing With Breakdowns Away From Home**	Mike Busch
1/15/20	7 p.m. CST	Transportation Security and You - What's New Since 9/11?*	Prof. H. Paul Shuch
1/21/20	7 p.m. CST	Basic Aerodynamic Principles Demonstrated in Aerobatics*	Dagmar Kress
1/22/20	7 p.m. CST	EAA Proficiency365™ - Stay Active and Current Year-Round*	Radek Wyrzykowski

\* Qualifies for FAA Wings credit.

\*\* Qualifies for FAA Wings and AMT credit.

### **FAA lists OTC go/no-go medications**

Just in time for cold and flu season, the FAA has released a [list of over-the-counter](#) medications broken into two categories: go and no go.

In addition to covering antihistamines, decongestants, and cough and pain medicines, the list includes medications for rashes, nausea, vomiting, diarrhea, and indigestion, to name a few. The list highlights diphenhydramine, a sedating antihistamine found in several over-the-counter medications (Benadryl, ZzzQuil, and most "PM" medications), which continues to be the most common drug detected in fatal accident toxicology reports.

The guide includes a series of questions for pilots to ask themselves to determine whether they are fit for flight, provides guidance for carefully reading the labels on all over-the-counter medications, and lists two charts of medications that pilots can print (and easily tape inside a medicine cabinet!) for ready consultation.

The FAA provides guidance for medications that fall into the no-go category by recommending pilots wait at least five dosage intervals after the last dose is taken before flying again. For example, wait at least 30 hours before flying if you are directed to take the medication every four to six hours and at least 60 hours if directed to take it every 12 hours. It also provides links to additional resources about other medications for hypertension, antidepressants, and more. *(from 11/27/19 Aviation eBrief)*

### **Trade-A-Plane becomes online-only publication in Jan.**

The December edition of Trade-A-Plane will be the final print issue to be published as the 82-year-old aviation classified publication transitions to an entirely digital format in January. The company has been more focused on digital advertising in recent years because it is more economically viable and offers buyers and sellers a more immediate exchange of information.

### **Update on the FAA phase Out of VORs**

The FAA proposed in 2012 to implement the Minimum Operational Network (MON). The MON was to reduce the number of VORs from 967 to about 500.

The planned VOR coverage under MON would enable airplanes in the conterminous United States to proceed safely to a destination with a GPS-independent approach within 100 nm. MON coverage would only be guaranteed above 5,000 feet AGL.

When a VOR is decommissioned, it is replaced with a GPS based intersection and GPS based airways. For most of us, the effect will be minimal. Only the rare GA aircraft that is still navigating solely by VORs will see an impact—and that is still years away.

The original plan called for decommissioning of 470 odd VORs starting in 2014 and completing the project by 2020. However, the project has slipped. The agency is now targeting (a reduction of) 308 VORs by 2025. As of April 2019, the FAA had decommissioned 23 VORs.

*(extracted from Pilotworkshops.cpm 11/20/19)*

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

Every Thursday (L) Marshfield, WI (MFI), noon till the pizza runs out  
 Dec 14 Rusty Pilot Seminar Central Wisconsin (CWA) Mosinee, WI 10:00am - 1:00pm  
 If interested, register [here](#). Free if AOPA member, otherwise \$79

## ***Snow on the runway? Here's how to interpret runway condition codes*** *(extracted from studentpilotnews.com 11/25/19)*

An important consideration when planning a flight to an airport at below freezing temperatures is the possibility of snow or ice on the runway and whether the conditions are suitable for your particular airplane and operation.

A two-phase approach is recommended for this task – first check the NOTAMs for runway condition codes, and second call someone at the destination airport for a first-person account of the conditions, either at the FBO or airport management office.

The NOTAM system uses a matrix with clearly defined condition criteria and Runway Condition Codes (RwyCC) that range in value from 6 (dry pavement) to 0 (hang on for a wild ride).

Airport operators will use the matrix to assess paved runway surfaces, report contaminants present, and through the assistance of the Federal NOTAM System, determine the numerical Runway Condition Codes (RwyCC) based on the runway condition. Pilots can then use the code to assess the effects of a given contaminant(s) as indicated by the associated condition code prior to landing or departing.

This type of NOTAM is classified as FICON, short for Field Conditions. Each third of the identified runway will have a unique condition code assigned to it in the NOTAM. For example, you might see “RWY 22 FICON 5/5/3”, which means the first and second thirds of the runway have a RwyCC value of 5 (good braking reported), and the final third has a value of 3 (medium braking).

Assessment Criteria		Control/Braking Assessment Criteria	
Runway Condition Description	RwyCC	Deceleration or Directional Control Observation	Pilot Reported Braking Action
<ul style="list-style-type: none"> <li>Dry</li> </ul>	6	---	---
<ul style="list-style-type: none"> <li>Frost</li> <li>Wet (Includes damp and 1/8 inch depth or less of water)</li> </ul> <b>1/8 inch (3mm) depth or less of:</b> <ul style="list-style-type: none"> <li>Slush</li> <li>Dry Snow</li> <li>Wet Snow</li> </ul>	5	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
<b>-15°C and Colder outside air temperature:</b> <ul style="list-style-type: none"> <li>Compacted Snow</li> </ul>	4	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
<ul style="list-style-type: none"> <li>Slippery When Wet (wet runway)</li> <li>Dry Snow or Wet Snow (any depth) over Compacted Snow</li> </ul> <b>Greater than 1/8 inch (3 mm) depth of:</b> <ul style="list-style-type: none"> <li>Dry Snow</li> <li>Wet Snow</li> </ul> <b>Warmer than -15°C outside air temperature:</b> <ul style="list-style-type: none"> <li>Compacted Snow</li> </ul>	3	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
<b>Greater than 1/8 inch(3 mm) depth of:</b> <ul style="list-style-type: none"> <li>Water</li> <li>Slush</li> </ul>	2	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
<ul style="list-style-type: none"> <li>Ice</li> </ul>	1	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
<ul style="list-style-type: none"> <li>Wet Ice</li> <li>Slush over Ice</li> <li>Water over Compacted Snow</li> <li>Dry Snow or Wet Snow over Ice</li> </ul>	0	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

Download the matrix on your iPad for quick reference on the ground and in the airplane: [Runway Condition Assessment Matrix](#). And remember these codes are only assigned to runways, so if the NOTAM doesn't include additional information on the condition of taxiways or ramps, it's even more important that you follow up with a phone call to the airport to get a first-hand account of all the surface areas.

See the FAA AC here:

[AC 91-79A CHG 2 Mitigating the Risks of a Runway Overrun Upon Landing](#)

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