

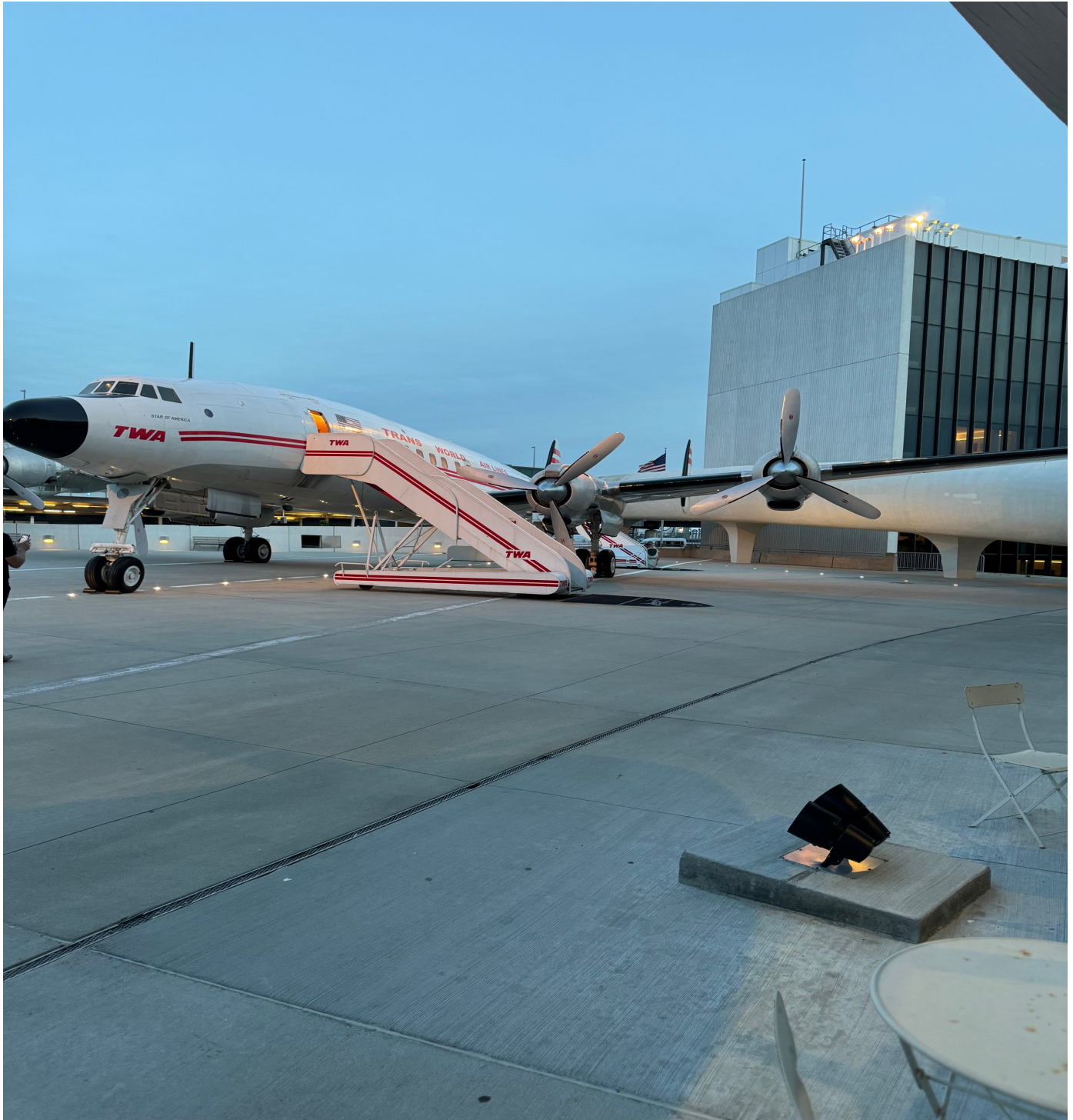
SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

Jan/Feb/March 2024
Home of the Yoopers



**Next meeting will be Saturday at 9 AM,
March 30, W8056 Oak Ridge Road**



The Prez Sez!

Tom Sullivan

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Well, Bruce nailed it on the head with his comments about the newsletter, or lack of a regular one lately. I have the same challenges as he does; just different issues. Between the dealership (yes, I am still working), donated time with Northwood's Airlifeline (trips and meetings), trying to finish Joe Trepicone's Lancair IVPT, regular monthly trips to Florida through the fall and winter (to keep the wife happy), attempting to finish the 10 year long log cabin project in Iron County, some time on the EAA hangar project this past spring through fall, AND now ramping up the rebuild of my own Lancair IVPT, I am time strapped pretty bad! I will work at getting these newsletters higher on the priority list, but articles will be accepted from ANYONE!!! It helps motivate us to get the newsletter done when we get help. I spoke with Katrina Hodges (Vinnie Quadroni's GF) yesterday and she has purchased a "Victor" for static display in the Ford Airport Museum. It sounds like a very large plane with amazing history. She intends to forward us information and pictures of this interesting project.

We need to discuss Ford Airport Day (FAD), 2024 soon. We should be in the planning stages by now. Although we always have room for improvement, and it seems to be a real work effort to pull them off, this is the once a year BOOST to our checkbook for our hangar project. We have made some AMAZING PROGRESS with this investment, all the while getting this far without a single borrowed dollar!! And we still have a reasonable balance in the checkbook for some more progress this summer. I never thought we could make this kind of investment and not need to take out a loan. A testimony to our work raising funds through FAD AND the dedication from chapter members labor that we didn't have to pay for.

On the hangar project, we need to plan for what level of work we intend to complete this summer, compare that to our checkbook balance / available volunteers. It would be nice to progress far enough along to close out the building permit. We passed the rough in inspection without any issues this past summer, just before the Hangar Dedication in Steve Phillips' Memory. At this point all the bathroom fixtures have arrived at Blagic's, as well as paid for. Once we get the drywall completed in the bathrooms (and floors and ceilings) Blagic Bros can come out and install those fixtures.

On the lighter side, I will discuss the two airplane projects I am deeply involved with. Joe's plane is very close to getting an Airworthiness Inspection. It was started (with a little hiccup) and then the engine was sent down the Deland FL Walters Engine Shop for an inspection AND NEW FCU (Fuel Control Unit). Joe decided the risk of running the non-updated Walters FCU was too high of a risk so has had the newly updated GE FCU installed, ran and adjusted on his engine. I should be bringing the engine back in late April or May when I drive down to bring back my Impala and Harley for the summer. I started the rebuild on mine the first of this year. Knowing time is of essence, I have a couple helpers (Garth Daugherty and Mike Ackerman) helping 3-4 days a week when I'm working on it for 4 hours shifts. My hours are significantly more than that, but it is showing with the progress. I will post pictures in the next newsletter showing some of the progress. This far, we moved the entire plane to my home workshop, pulled the instrument panel for windshield removal (on order) and firewall repairs. The extensive firewall repairs are completed, the "zipper seam" (damage from a rudder cable) along the passenger side has been repaired, the aft section of the fuselage prepped for repair of the tail, and the extensive array of intake plenum parts (out of production) have all been reproduced in Carbon Fiber (vacuum bagged), ready for engine installation. The engine has been ordered (and partially rebuilt already) and a prop was found. I couldn't be happier with the amount of progress we've made over this short time!

** Next Chapter Meeting at my home garage (heated & a neat project to view) this Saturday, 9 AM.

Tom Sullivan

Editor's Section

Hello everyone,

The first part of the year has flown by, hence my tardiness on the newsletters. I've been extremely busy in my personal life with buying a house, raising a little boy that calls me dad (that's my most important job) and a few other things as well. I know I need to get better on doing monthly newsletters. If anyone would like to take over as newsletter editor, you're more than welcome to do so. If not, then I will get newsletters out as I can. On the front page is an aircraft and airline from the past. I overnighted at JFK (New York) at the TWA hotel that sits on airport property. The aircraft was a restored Constellation intended to sit on the ramp for people to walk through; (not intended as a full restoration for flight). It truly shows how much I enjoy airplanes. Flying all day long with a short overnight and I still spent time looking and reading about TWA's Constellation. I recently had the opportunity to upgrade as Captain, but I declined the upgrade. You might be scratching your head why would you do that? You're asking yourself isn't that more money? You would also be the CAPTAIN! My simple response is that I've been captain before so its not a power of control that I care about. It's more about being able to bid for a schedule with certain days off and not being on reserve. If I went to captain now, I would be based in New York City and spend more time away from my son. There's things that I will not miss because he is only five once and plays hockey as a five year old once. When it's gone it's gone, you cannot get that time back. No matter how much money you may make, you can never buy time back; time is not on our sides. Every moment I spend with my son is a pure gift from God and a gift I treasure! When will I upgrade to captain then? I will upgrade to captain when my seniority can hold a spot in Chicago as a line holder and not reserve (about one to two years from now).

Till next time

-Bruce



BORN TO FLY

Ever see the movie *The Aviator*? In the 2004 hit film, TWA owner Howard Hughes (played by Leonardo DiCaprio) buys Lockheed's entire order book of revolutionary Constellation ("Connie") airplanes to box out rival Pan Am Airways founder Juan Trippe (Alec Baldwin). It's a true story!



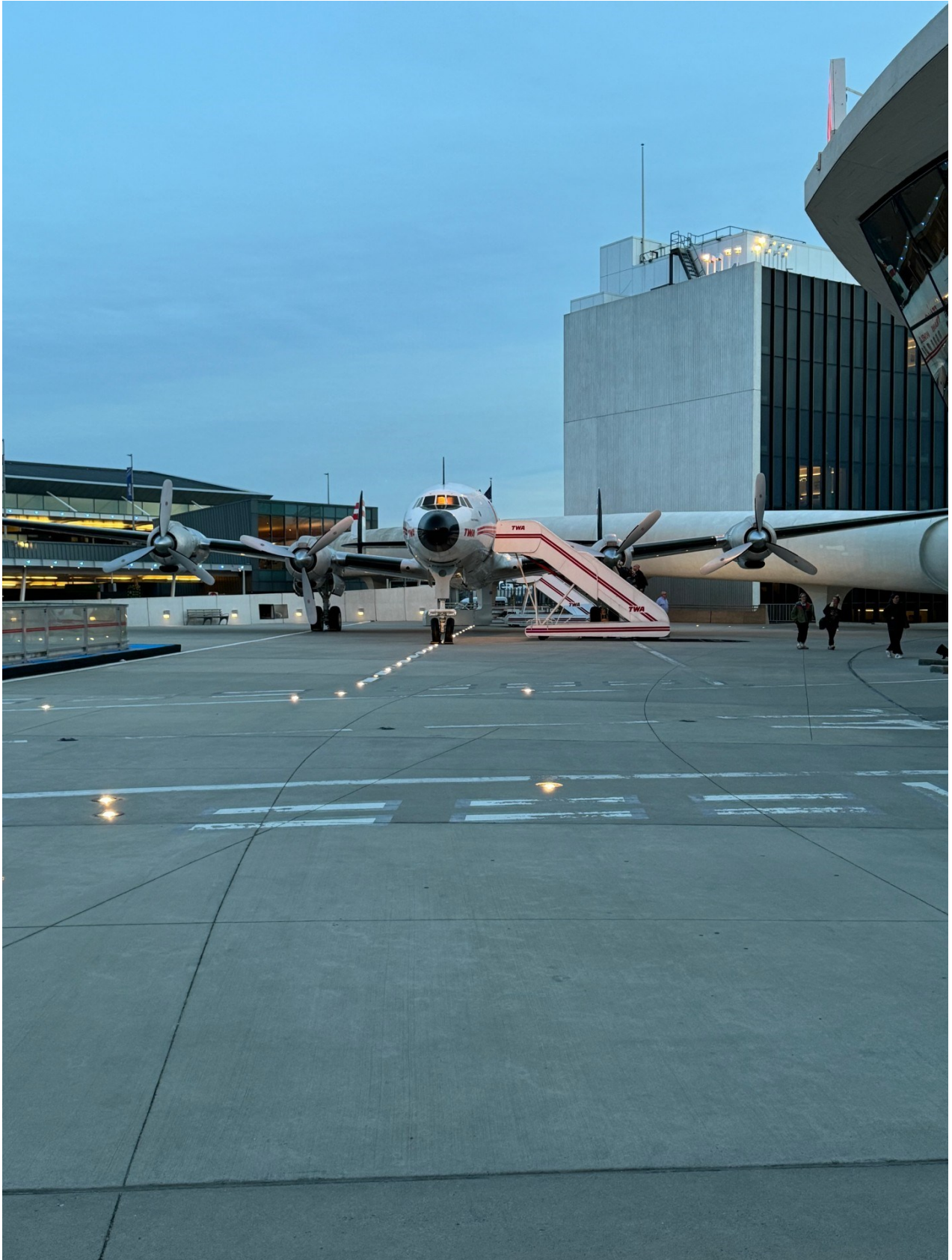
Howard Hughes in his massive wooden Hercules plane, aka "the Spruce Goose," in 1947; Howard Hughes owned TWA

Connie's Story

Meet our 1958 Lockheed Constellation airplane (affectionately known as "Connie"), now a cocktail lounge!

PHOTOS COURTESY OF Eric Laignel, Getty Images, Ken Proceck, Ralph M. Patterson, The State Historical Society of Missouri, TWA Museum, U.S. Air Force

◀◀ **TO CONNIE BAR (in airplane)**



EAA Webinars

Register at: Webinars <https://eaa.org/eaa/news-and-publications/eaa-webinars>

All webinars are 7 pm CDT unless otherwise noted

04/03/24**	Ending the War on Jugs	Mike Busch
04/18/24*	Mr. Bearhawk's Wild Ride	Russ Erb & Karl Major
04/24/24*	Four ways to save Fuel, Time & Money	Andy Matthews

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

Did you miss a webinar? Here's the webpage so you can watch the recording <https://www.eaa.org/Videos/Webinars>

FAA WINGS In person Seminar

<https://www.faasafety.gov/SPANS/events/EventList.aspx>

LOCAL EVENT **LOCAL EVENT** **LOCAL EVENT** **LOCAL EVENT**

03/25/2024 **Missed Checklist Items** **1800 Central Time**

Kubick Aviation 250 Riverhills Road Kingsford, MI 49802

If you fly airplanes then you need to know how easily a flight display discrepancy can lead to a aircraft accident.

Jurg Grossenbacher from the Milwaukee FSDO will take you a quick Wisconsin accident review however the main theme that we will discuss is this one particular accident that occurred at night in Instrument flight conditions. We will discuss the accident and how easily that one item could be missed by a pilot. We will discuss: •Preflight still matters •Checklists still matter •Final check while on runway (Heading on DG vs Runway Heading) •Aeronautical Decision Making •Confess to ATC use CRM •Proficiency is so important! Train, Train, Train, with a knowledgeable, professional Flight Instructor •Simulators are the best tools available.

04/15/2024 **ATW Air Traffic Control** **1800 Central Time**

Appleton Flight Center N259 Area Drive Appleton, WI 54914

If you fly into tower controlled airports this workshop is a must!

You will meet the Air Traffic Controllers that work at the Appleton Airport. Our guest speaker Francis Loftus, ATW Air Traffic Manager, will talk about local issues and answer any questions that you might have for him regarding operations at the airport.

Jurg Grossenbacher, FAAS Team Program Manager, from the Milwaukee FSDO, will address the pilot deviations that occurred in Wisconsin during the last 12 months. He will discuss procedures and strategies that you can use to stay safe and compliant. We will also introduce the new helpful tools available on faa.gov called "From the Flight Deck."

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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/eeaa439>.