

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

Nov/Dec 2024
Home of the Yoopers



Reorganizational Meeting of the DCPA
Saturday, December 7, 6 PM, **RSVP Beth**



The Prez Sez!

Tom Sullivan

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Wow has this year flown by! It's December already and 2025 is knocking on the door. This was a good year as far as hangar progress. As of right now we have the hangar completed other than drywall finish work (mudding and paint), some baseboard trim, and blowing in insulation in the attic. I am in Florida as I draft this newsletter submission and will be back in town Friday evening, December 6. Pictures in this newsletter show some of the recent progress. A huge shout out to volunteers Pete D., Jack Z., Beth S., Scott D., Mike A., and John E., for the big push getting this to the finish line!!

Saturday, December 7th, at 6 PM we will be hosting the first DCPA (Dickinson County Pilot's Association) meeting, as a reorganizational meeting, in our hangar. The DCPA is (I am told) the longest established Pilot's Organization in the State of Michigan, having been chartered in 1939 by Mario Fontana (a search; Mario Fontana, Pilot, brings a plethora of information about our famous aviator). They had their own club house for most of their existence but during COVID, with little activity for several years, the county requested the property back. To be fair, the lease would have allowed removal of the building, but the cost and practicality of that made it unfeasible. They DID offer a substantial compensation to the EAA Chapter 439, for the hangar project, if our Chapter would allow continuity of the DCPA meetings in our hangar. Both Organizations met on the offer and approved this proposal. The DCPA is a Social Organization, where the meetings are almost entirely of the social (spell FUN) nature. They are open to ALL Aviation interested parties, not just pilots. Please consider joining us on December 7th for this reorganizational event! There is already a good overlap of common memberships.

At our last chapter meeting we addressed hangar rental, the need for a written hangar use policy, and established and voted on two new renters, as well as the rental rate. We welcome Chapter Members Bruce Rutter and his Mooney, and David & Harold Johnson with their Ercoupe, as our new renters, while Scott Doda continues as our long-standing renter. We also re-established the hangar committee (they were pretty dormant since forming a couple years ago), deciding on a 5-member committee during the drafting and adopting stage of a hangar use policy, and likely dropping that down to a 3-member committee once a policy is adopted and the committee can just manage the policy from there. The committee was voted on as; Chad Kubick, David Pasihow, Tim Howen, Scott Trask, and Pete DeCreane. They have been tasked to bring the membership a written policy to be adopted in our January meeting.

Please check your membership for expiration. Our renewals are due August 1 every year.

Hope to see everyone on December 7th at 6 PM. Dinner hosted by Bruce R and Scott D. RSVP to Beth@uptruckcenter.com for the meal count if you plan to attend!!

Tom Sullivan

Editor's Section

Hello everyone,

As December quickly approaches us, so do the snow, ice, and frigid temperatures. If you're like me, you'll use God's refrigerator to store some more oversized items that would've gone in your home fridge, especially when preparing a feast, so that would be one good thing I could think of when it comes to cold temperatures. When it comes to flying during the winter, most of us know there's a lot more prep to flying in freezing temperatures than when it's warm outside. Some would be preheating the engine, the continued debate on shock-cooling the engine, and packing an entire set of winter clothes in the airplane with you in case something were to happen, just to name a few things. During the winter, we see a large amount of snow removal equipment operating around many airports, and with that comes NOTAMS of closed runways. If you are flying this winter, check the local notams before flying in case a runway is closed. Even if it looks open, it could be closed. Another winter topic is breaking action reports. Those who have been around for a while remember when the airport would report in MU readings, which are now obsolete, and reports in Runway Condition Code (RCC). The code ranges from 6, a dry runway with excellent braking action, to 0, which means no braking and good luck stopping before being forced to stop by whatever is at the end of the runway. I'll include a chart on the next page with references from the FAA to show what good, medium, poor, and nil-breaking action reports are within the RCC number system, along with conditions. On a side note, there was talk at the last meeting about a possible Christmas party at the hangar. I'm not sure if there's enough support for one. If there is, we could do one at the beginning of January because most of us are busy in December, and that's when we had them historically. Get hold of Tom or me if you'd like to see a party.

Tail Winds

Bruce St Onge

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Runway Condition Code (RCC) assessment chart

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

Here are some examples on what the reports look like in text form

!FAR 11/345 FAR RWY 36 FICON **3/3/3** 100 PCT 1/2IN DRY SN OBS AT 2411281013. 2411281013-2411291013

!FAI 11/549 FAI RWY 02R FICON **5/5/5** 30 PCT 1/8IN DRY SN SANDED 40FT WID REMAINDER COMPACTED SN OBS AT 2411280758. 2411280758-2411290758



Tim's Pitts ready to fly, sitting in Ford Airport museum



Jet bike in Florida, ready for some fun!!



Joe Schumacher's (past AirVenture Air Boss) SX 300



Tim's Turbine Helicopter, nearly done in Museum

EAA Webinars

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

All webinars are 7 pm CDT unless otherwise noted

12/11/24*	All About Spins	Catherine Cavagnaro
01/08/25**	The End of Supervised Maintenance?	Mike Busch
11/13/24*	Build a BFR	Prof.H. Paul Shuch

* 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>

Facebook Pages of interest:

Website; <https://chapters.eaa.org/eaa439>

Face Book; <https://www.facebook.com/eaa439>



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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/ea439>.