

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

May 2021
Home of the Yoopers



EAA Announces AirVenture NOTAM Changes

(From EAA website 4/22/21)

There are several important FAA-approved changes in the EAA AirVenture Oshkosh 2021 Notice to Airmen (NOTAM), featuring arrival and departure procedures for EAA's 68th fly-in convention July 26-August 1 at Wittman Regional Airport in Oshkosh. These changes are based on pilot feedback and FAA review of arrival procedure recommendations.

The NOTAM, which is in effect from noon CDT on Thursday, July 22, until 8 p.m. CDT on Sunday, August 1, outlines procedures for the many types of aircraft that fly to Oshkosh for the event, as well as aircraft that land at nearby airports. The NOTAM was designed by the FAA to assist pilots in their EAA AirVenture flight planning.

Some of the 2021 changes include:

- There are new ATC-assignable transition points approaching Oshkosh from the west that will ease holding and congestion. These points are at Endeavor Bridge, Puckaway Lake, and Green Lake. They will be announced on the arrival ATIS when ATC puts them into use at times of highest traffic flows.
- Different start and ending dates for the NOTAM.
- The temporary Runway 18L/36R at Oshkosh (KOSH) has been reconstructed and is now 60 feet wide.
- Two VORs have been decommissioned (FAH and IKK).
- Numerous editorial changes.

"With AirVenture on hiatus last year, it is more crucial than ever to thoroughly read and understand the 2021 AirVenture NOTAM to ensure safe operations on arrival and departure for this year's event," said Sean Elliott, EAA's vice president of advocacy and safety. "We also urge all pilots to log appropriate cross country time prior to their trip to Oshkosh so they have the proficiency and confidence to fly safely in conjunction with a thorough knowledge of this year's NOTAM."

EAA is also hosting a webinar on June 23 at 7 p.m. regarding flying to AirVenture 2021 and changes in this year's NOTAM. Pilots are encouraged to participate in that webinar to build their knowledge prior to their flights to Oshkosh.

This year's NOTAM cover features a photo from the EAA Seaplane Base. Pilots can download a digital version of the NOTAM at [EAA.org/NOTAM](https://www.eaa.org/NOTAM), or order a free printed copy via that webpage or by calling EAA Membership Services at 800-564-632.

Up-Coming Events

Monday May 17th 7:00pm (CDT) - Meeting at Tom's hangar at Ford Airport (KIMT) Iron Mountain, MI.
If you can not make it, but want to participate, the call in number is 515-604-9910; access code 343613.

The Prez Sez!

Tom Sullivan

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Spring has been interesting this year in the U.P. Either summer like temps or snow flurries. Seems you could spin a dial and see one or the other extreme. At least it hasn't been all of one extreme. It's nice to be able to get back outside again anyway. We're just weeks away from consistent "no jacket", and maybe even short sleeve, weather. That said, our hangar is my first topic of discussion.

Kubick Aviation has donated the funds to close out the soffit and fascia phase of our hangar construction project. We should probably get going on that so we can bird proof the eaves. I was in the hangar earlier this spring and there was a pigeon perched above the second floor NW window area. I will purchase the materials in the next couple weeks and advise on a work day to start that project. We've got several other small projects; installing a couple more windows and the permanent south entrance door, and a good cleaning. I have also been in contact with Scott Doda on finishing up some of the "rough in" electrical. By the time we were ready for him last fall it was actually WINTER. He was not wanting to work in those conditions in an unheated hangar.

Current construction lumber and steel prices (and availability) are crazy right now. With our limited resources I'm inclined to wait for material pricing to come back down to reality on phases of our construction that are not urgent, like further interior walls and steel exterior wall sheeting. That priority could change should we see a windfall of monetary funds (we can always hope).

We've pretty much committed to Ford Airport Day this year. Hopefully our regional vaccination rates will get us to a point this summer we can start seeing some semblance of normalcy in our lives again. Regardless, I suspect we will have some new challenges for our event this fall. I'm optimistic our community is anxious for special activities and we are able to provide a very successful event. A project I think we need to stop kicking down the road is our kiddy train. We've got the plastic barrels and the general concept. All we need are some materials and manpower. It would be awesome if a member would chair this project, essentially coordinating it. I can make sure we have the manpower when everything is ready to assemble, as well as provide any fabrication / welding that may be required.

I attended type group convention (LOBO - Lancair Owners & Builders Organization) in Vegas a couple weeks ago. It concentrated on safety and training, with one break out presented by an Evolution prop-jet owner who encountered a static system failure while night flying with new flat screen technology. It was a sit on the edge of your seat seminar with video and ATC transmissions as he was flying without altimeter or airspeed indications. My take away in the end; dust off my Stratus sitting on the microwave in my hangar and start using my iPad with it for a completely independent critical flight data source should the fancy stuff quit.

Tom

Editor's Notes

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Back in January 2020, before all this pandemic stuff started, I wrote an article about whether I should be happy or scared that ADS-B was around. I commented that ADS-B had helped me to find traffic conflicts and also allows Big Brother FAA to see my every move (ATC contacted me while I was not talking to them to advise me of conflicting traffic). I mentioned I was concerned about this constant monitoring and lack of privacy.

Well I read an article where the FAA used ADS-B data logs to upgrade a violation it imposed on someone for an infraction. The infraction was flying under a bridge which normally results in suspension of your licenses for a period of time. However, the upgrade to revocation of all privileges was based on the allegation that the person turned off their ADS-B before flying under the bridge.

I agree the FAA had a good reason to violate this individual for performing an unsafe maneuver. However, I feel uneasy that an item promoted to make our airspace safer and easier to manage is now used as an enforcement tool. I am sure the FAA is going to say they use ADS-B data only as an investigation tool, but I do not believe it.

My concern may be best summed up by the following paragraph in an article written by Paul Bertorelli for AVWeb Insider dated April 25, 2021: "There are two blades to this dull axe. On the one hand, if knowing that ADS-B is the all-seeing eye it may appear to be serves as an inhibition to doing stupid stuff—like flying under bridges on a whim—that's not a bad thing. On the other hand, the data might be compromised or made to somehow catch you in a marginal act leading to enforcement that wouldn't have otherwise happened. I'd much prefer they spend their resources trying to find causes for all those unknown engine failures."

FYI - in January 2020 the FAA released an updated [Legal Enforcement Actions guidebook](#) for FAA staff, which calls for revocation of a certificate for "operating an aircraft without activated transponder or ADS-B Out transmission (except as provided in 14 C.F.R. § [91.225\(f\)](#)) for purposes of evading detection." This new section was added with other amendments just after ADS-B became mandatory.

Here are some more single actions (per paragraph 8.a(5) of Chapter 9 in the above guide which states "Some acts of misconduct are, by their very nature, so egregious or significant as to demonstrate that the certificate holder does not possess the care, judgment, or responsibility to hold a certificate.") that can result in revocation: Fraudulent or intentionally false statement; Cheating on any required test or check; Refusing to submit to a drug or alcohol test; Operating an aircraft with knowledge that illegal controlled substances are carried in the aircraft or allowing an aircraft to be operated under such circumstances; Incorrect (but not intentionally false) statement on a medical application (medical certificate only); Operating with a known disqualifying medical condition or when application for medical certificate deferred or denied.

The above guide is 258 pages, but I would recommend a quick review if you ever think the FAA may take action against you for something you may have done.

EAA Webinars

Register at: [Webinars](#)

All webinars are 7 pm CDT unless otherwise noted

5/11/21	The History of Air Racing	Connor Madison
5/12/21	IFR in an LSA: Is it Safe? Is it Legal?*	Prof. H. Paul Shuch
5/18/21	Ultimate Aircraft Buying Guide 2021	Scott Sky Smith
5/19/21	Are you Stumped About Weather? Here are the Top Ten FAQs*	Scott Dennstaedt
5/26/21	Flying to Meet the Challenge: Completing 5 Midwest State Flying Programs*	Michael Haubrich
6/1/21	AirCam Kit Aircraft	Phil Lockwood
6/2/21	What Plane Should I Buy?*	Mike Busch
6/8/21	Spirit of St. Louis	Chris Henry and Ben Page
6/9/21	Evolution of Flexwing: Weight-Shift Trikes*	Mike Hudetz
6/15/21	Decision-Making and Loss of Control Inflight (LOC-I)*	Gordon Penner
6/16/21	Aviation and Aircraft Taxes	Greg Reigel and Paul Herbers
6/22/21	Welcome to EAA – Getting the Most Out of Your Membership	David Leiting
6/23/21	Tips for Flying Into EAA AirVenture 2021*	Fred Stadler
6/30/21	Ultralight/Homebuilt Rotorcraft Arrival Procedures - AirVenture 2021*	Mark Spang

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

EAA's Pilot Your Own Adventure Contest

(From EAA Website 4/21/21)

Everyone who flies has a story to tell, and we want to hear yours, and, just maybe, share it with the world. Aviators around the world share a passion for adventure, relishing both the journey and the destination, and celebrating the fun, freedoms, and friendships of flight. Tell us the true-life tale of your favorite aviation getaway as part of **EAA's Pilot Your Own Adventure Contest, supported by Flight Outfitters**, and you might just win the AirVenture camping experience of a lifetime, or one of several other exciting prizes.

To qualify, your story should be about a time that you, or someone in your party, flew a non-commercial, general aviation aircraft to partake in an experience that was fun, adventurous and inspiring and that was only made possible by the ability to fly. Maybe the destination was a weekend camping trip, a particularly memorable fly-in or a remote backwoods picnic. Or, maybe the adventure came from something experienced in-flight, such as seeing the Nazca Lines, Niagara Falls, or a pod of whales from the air. The inspiration might come from the companionship you shared, the fun you had at the destination, or the beauty of the flight itself that you were able to experience.

In addition, your story must be:

- True — all entries must be non-fiction, based on real facts, real events, and real people.
- At least 500 words, and no more than 1,000 words long.
- Accompanied by a minimum of three and a maximum of six photographs with captions of no more than 30 words each.
- Typed or handwritten, and must be legible, clear, and easy to read.

Entries may be submitted [online](#). Hard copy submissions may be sent to:

EAA Aviation Center

Attn: AirVenture Writing Contest

P.O. Box 3086

Oshkosh, WI 54903-3086

The contest runs from April 1, 2021 through June 1, 2021 at 4 p.m. CDT. All online entries must be received by the end of the contest period. Mail-in entries must be postmarked by June 1 and must be received by EAA on or before June 8, 2021.

For all official rules and other details, including judging criteria, [click here](#).

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

Wisconsin/Gooper Flying Hamburger Socials are a go for 2021 Go to www.wiflysocial.com

2nd Saturday of Month	- Jay's Breakfast	Antique Aerodrome (9WS2)	Depere, WI	7:00am - 9:00am	Turf
May 15	Fly-in (B) pancakes	Cherry Capital (TVC)	Traverse City, MI	9:00am - 12:00pm	
May 28	Fly-in (L) starts	Iola, WI (68C)	Noon, but get there early, \$10 for life time membership		
May 29	Fly-in (B)	Fremont, MI (FFX)		9:00am - 2:00pm	
May 30	Fly-in (B) pancakes	Portage, WI (C47)		7:00am - 12:00pm	
June 5	Fly-in (B) pancakes	Amery, WI (AHH)		7:00am - 11:00am	
June 12	Fly-in (B)	Superior, WI (SUW)		7:30am - 12:00pm	
June 20	Fly-in (B) pancakes	Waupaca, WI (PCZ)		7:00am - 12:00pm	
	Fly-in (B) auto show	Palmyra, WI (88C)		7:00am - 12:00pm	
July 3	Summer Event (B)(L)	Walters (WI28), Rio Creek, WI		7:30am—	turf
July 17	Fly-in (B) pancakes	Empire, MI (Y87)		8:00am - 11:00am	
July 23-25	Warbirds Weekend	So. WI Reginal Airport (JVL)	Janesville, WI	9:00am - 5:00pm	\$10
July 24-25	Air & Water Show	Milwaukee, WI			
Jul 26-Aug 1	AirVenture	Oshkosh, WI (OSH)			
Aug 8	Sawyer Fest	Sawyer International (SAW), Marquette, MI			
Sept 4-6	Aerobatic Competition	Sawyer International (SAW), Marquette, MI			
Labor Day	Antique Airplane Association Fly-in	Antique (IA27), Blakesburg, IA			
Oct 2	Fly-in (L)	Ontonagon County (OGM), Ontonagon, MI		11:00am - 3:00pm	

Are You Still Navigating?

(The follow are excerpts from an article titled "Are pilots still navigating?" by Glenn Michael in the 4/5/21 issue of the Air Facts Journal.)

The pilot in command is the entity on the flight deck for properly positioning the aircraft, not a GPS coupled to an autopilot. If you are a "GPS or FMS slave" and your pre-flight navigation planning consists only of programming a GPS, you may want to give your flight planning techniques a second thought.

Every day, advanced navigation equipped aircraft are wandering off course, pilots are getting lost, and engines are suddenly stopping due to fuel exhaustion because of inaccurate, or a lack of, preflight planning and in-flight position awareness. Of course, the pundits will ask: what does knowing how to navigate have to do with running out of gas? Actually plenty, because proper planning and accurately navigating the aircraft in flight includes accurate fuel planning for the flight track to be flown.

How many pilots are checking the GPS outage NOTAMs that may exist for their route of flight? I talk to a lot of pilots and the answer is, not many. Just like VORs and radar, GPS is just another tool to be used to maintain the proper flight profile. However, the primary method to determine where your trusty steed is taking you should be a good flight plan and dead reckoning.

They say that navigation can be considered an art and I am rapidly finding out it could be a lost art. Are the "other guys" bad people? No, they are not. Are they bad pilots? Yes, they are. I always read the reports of accidents in the public media (I do not enjoy reading this stuff). Inevitably, the accounts of friends and family include the fact that they were a good, safe pilot. I can never recall reading an account that included the fact that the pilot was inept and an accident waiting to happen. As a pilot, where are you in this scenario? This is a thought worth pondering before your next flight.

Proper navigational flight planning and execution in flight is important no matter how many sophisticated navigation devices are mounted on your aircraft dashboard. Do not ignore your compass and timepiece and always be aware of your position and you will avoid becoming one of the "other guys." Be the best that you can be and remember that a safe flight begins when you are wandering around on the ground, not at rotation.

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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>.