

# SKYWRITINGS

EAA Chapter 439  
Central U.P. of Michigan

April 2020  
Home of the Yoopers



*We hope to have this helicopter for  
Ford Airport Day 2020*

## Up-Coming Events

*No meeting planned for this month. Hopefully we will be able to met in May. We ask every-  
one to think about possible sponsors and activities for FAD 2020.*

# The Prez Sez!

Tom Sullivan

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Our world has changed a lot in the last month. WOW. Not sure too many folks could have predicted this coming. As most of our country is on a "Stay at Home" Order, I imagine some of you are finding a way to enhance your love of aviation (building, repairing, upgrading your planes, studying, reading, and enhancing aviation knowledge). I was down at our Florida home on Spruce Creek from 3/20 until 4/3, enjoying the first week with my daughter and grandchildren. Once they left, I spent most the rest of my time helping a close friend getting his Continental powered Lancair IVP closer to Airworthy Inspection and first flight. He is really close but his avionics/wiring guy has become rather scarce. Although Florida didn't join the "Stay at Home" states until the day I left, social distancing was still very prominent in our elderly aviation community/ air park.

Being that Beth and I came back from Florida, we have voluntarily quarantined ourselves from our dealership (and everyone else) for two weeks. Although neither of us has ANY symptoms of this nasty virus, and we were extremely careful in Florida, there's a stigma that those that travel are highly likely to be infected. Some in my dealership were pretty nervous about us showing up for work (we have an essential business, supporting the transportation industry). We feel like "Pig Pen" from Charlie Brown, walking around with a cloud of virus surrounding us. LOL. Frankly, she and I are more afraid of one of them being a carrier with 3 or 4 of them having spouses working in the health industry.

So, I'm getting chores done around the house that were pushed off last fall due to our outside home remodeling project AND the chapter hangar. This break is allowing me to get my home firewood supply back to normal level too. Finally, I will be working on my Lancair and my friend's from Columbus OH that Steve was working on completing the wiring on. I made good progress on it since December but that was due to a couple helpers as well. One has been gone since January to warmer places and the other is pretty afraid of what the virus would do to him, so he won't be back in the foreseeable future. Looks like I will have the hangar to myself for a while. I don't think I'm going to allow my returning snowbird in the hangar for a bit either.

Touching on the hangar project, since we are on a state "lock down", I don't see a reasonable path to starting up the chapter project soon. Although "construction" is listed as an essential business by state and federal guidelines, I think we have a weak case that there is urgency to this construction project that would justify putting a bunch of volunteers at risk starting up construction, especially since a majority of our work crew would be vulnerable to the more nasty virus complications due to our age. At this point I think it's best to hold tight and see how long this health issue takes to die down.

Meetings will be suspended for a bit. I guess we can look at a phone conference meeting in the future but there is little urgent business to be addressed as long as the uncertainty of the duration of this situation lingers. Although I am a pretty serious optimist, I think it's unlikely we will see this significantly improve enough for "life as normal" until mid-summer or fall. ARGH!!!

Tom

# Editor's Notes

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I look outside at the beautiful weather and empty skies and wish I could be flying. However, like everyone else I am "social distancing" in my house in Nebraska. However, my plane is social distancing from me at a local FBO getting an annual and avionics upgrade. I had hoped the plane would be done by now but it appears this current situation we find ourselves in has a long reach on whom it impacts. Maybe it will be ready to fly in a few weeks.

We decided to stay here in Nebraska instead of heading back to the U.P. 4 weeks ago because we did not want to take the chance of taking the infection up north. Also, we stayed here to be the sole daycare providers for our grandchildren since our daughter works in the hospital in Omaha that housed the first covid-19 patients. Like a lot of medical people she has been very busy.

Linda and I wish everyone the best and pray that this situation clears up soon.

Fly Safe. Will

## ***Fly informed, with caution***

AOPA staff noted that while state and local governments are imposing increasingly stringent restrictions on business activity and public gatherings to slow the spread of COVID-19, many aspects of GA were deemed "essential" and likely to remain exempt from social distancing decrees.

"There's no discussion of the airspace being shut down, at least not yet," said Rune Duke, AOPA senior director of airspace, air traffic, and aviation security. Aviation, including GA, remains a core component of the national emergency response, providing logistics support when needed, particularly to isolated communities that are difficult or impossible to access by land or sea.

"GA may yet have a role to play in our collective response," Duke said. "Pilots meanwhile need to be socially aware that there may be times that it might not be viable to fly in that area or at a specific airport, depending on how this develops."

Clear answers to many of the questions from AOPA members, including flight school operators and individual pilots, were in short supply given discord between different levels of government, and unknowns about the fast-spreading virus including whether social distancing will prove effective in the long run.

Duke said pilots should also continue to follow the advice and directives of federal, state, and local governments, which are all subject to change.

"This is going to continue for a while, and you can expect other parts of the industry to slow down in time," Duke said, noting that airport services, including FBO services, are subject to disruption with little or no notice. It would be inadvisable to drive to the airport without first confirming availability of fuel or any other needed services.

Duke said that pilots who chose to fly, and are able to do so safely, should take care to double-check notams and other information relevant to flight operations, including ATC delays likely to arise without warning as facilities cope with coronavirus infections. "Having this information can avoid surprises like potential reroutes or delays."

Calling ahead to both departure and destination airports (as applicable) is sound advice not only because fuel may be in short supply, but to be aware of changes in local operations that may not be immediately published in the form of a notam or other alert from the FAA. (From AOPA ePilot 3/27/20)

## EAA Webinars

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

4/8/20	7 p.m. CDT	You Just Got Your Pilot Certificate — Now What?*	Jim Bourke and Marianne Fox
4/15/20	7 p.m. CDT	Healthy Pilot Technology*	Phil Lightstone
4/21/20	7 p.m. CDT	Coaches and Camps for Aerobatic Competition*	Johnny Ostmeyer
4/22/20	12 p.m. CDT	Flying Clubs - Growing Participation in Aviation	David Leiting
4/22/20	7 p.m. CDT	5 Weather Planning Tips to Get Ready for Summertime Flying*	Scott Dennstaedt
4/29/20	7 p.m. CDT	Float Flying: Freedom to Explore*	Amy Gesch
5/19/20	7 p.m. CDT	Understanding Hypoxia in Aviation*	Steve Martin

\* Qualifies for FAA Wings credit.

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

### **FAA AC Outlines Limits on Web-based Flight-sharing**

The FAA last week released much-anticipated guidance outlining when flight-sharing is permissible but reinforcing policy that holding out to the general public through a website or app without an operator's certificate is prohibited. That guidance comes at the behest of Congress, which had asked the FAA to clarify regulations governing expense-sharing flights.

That measure, included in the 2018 FAA reauthorization act, was a compromise as certain organizations, including FlyteNow, were making a strong push on Capitol Hill for legislation to open the door to online flight-sharing. Legislation was offered to alter the definitions of pilots, compensation, and common carriage to facilitate such operations. But other organizations, including the National Air Transportation Association, expressed strong opposition, warning that such a measure would lead to illegal charter activity.

[AC 61-142](#) states that "pilots may share operating expenses with passengers on a pro-rata basis when those expenses involve only fuel, oil, airport expenditures, or rental fees." But it specifies that private pilots who wish to share expenses may not "hold out" to the public as willing to offer transportation services.

"Holding out is accomplished by any means that communicates to the public that a transportation service is indiscriminately available to the members of that segment of the public that it is designed to attract," the AC states.

While acknowledging no specific rule provides criteria on how holding out is achieved, the FAA said that determinization is assessed by available facts and that advertising in any form raises the question of holding out.

Key to this interpretation is whether the holding out is to a broad public sector or a limited group. "A pilot may invite passengers for expense-sharing flights; however, a pilot should be guided by whether he or she is reaching out to a defined and limited group comprised of people with whom he or she has an ongoing, pre-existing relationship," the agency said. (see more [here](#). From Aviation eBrief 3/20/20)

### **FAA, Groups Work On COVID Rule Relaxation**

The FAA has put all its COVID-19-related exemptions, policy deviations and various other pronouncements approved so far on a [single webpage](#) to help pilots, operators and maintenance organizations navigate the myriad time and personal-contact dependent regs that govern aviation enterprise. The agency has essentially thrown out the book that it normally throws at violators of the tightly governed system of checks and tests that rule participation in the industry. Friday's list had 17 specific memos, exemptions and policy changes that will allow aircraft to fly while the virus battle is fought. It's likely the list will be expanded as the agency has asked aviation organizations to point out possible exemptions. GA groups have [sent a shortlist](#).

A letter signed by eight general aviation groups highlights seven regulatory requirements that are difficult or impossible to achieve during the current regime of physical distancing and FAA service curtailments and are necessary to keep everything from medevac flights to critical supply deliveries and even mosquito control operating. "The agency stated that a challenge to expand these regulatory approaches to other segments of the aviation industry that conduct operations in general aviation is the requirement to justify the exemption or accommodation by showing a benefit to the public," the letter reads. "Our industry can easily show its important role to the U.S. and worldwide economy and an overall public benefit." (From AVweb 4/5/20)

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

**These events were still listed as of 4/5/20. Remember to check before you go.**

Every Friday **starting May 22** Fly-in (L) Iola, WI (68C) Noon, requires \$10 for life time membership

Every Thursday (L) Marshfield, WI (MFI), noon till the pizza runs out

Varying dates Wisconsin/Yooper Flying Hamburger Socials Go to [www.wiflysocial.com](http://www.wiflysocial.com)

May 3	<a href="#">Rusty Pilots Seminar</a>	Osthoff Resort, Elkhart Lake, WI	1:00pm - 4:00pm
May 9	Fly-in (L) Brats	Empire, MI (Y87)	10:00am - 2:00pm (EDT)
May 24	Fly-in (B) pancakes	Portage, WI (C47)	7:00am - 12:00pm
Jun 7	Fly-in (B) pancakes	Houghton Lake, MI (HTL)	7:00am - 11:00am (EDT)
	Airshow (B)(L)	Stevens Point, WI (STE)	7:00am 1:00pm airshow
	Fly-in (B)	Fort Atkinson, WI (61C)	8:00am - 12:00pm
Jun 13	Fly-in (B)	Muskegon, MI (MKG)	8:00am - 12:00pm (EDT)
Jun 14	Fly-in/Drive-in (B)(L)	Wild Rose Idlewild, WI (W23)	7:30am - 3:00pm
	Fly-in (B) pancakes	Dodge County (UNU), Juneau, WI	8:00am - 12:00pm
Jun 18	Fly-in BBQ Social	Hangar 8A, Superior, WI (SUW)	5:00pm - 7:00pm
Jun 21	Fly-in (B) pancakes	Waupaca, WI (PCZ)	7:00am - 12:00pm Pilots free
July 15	Michigan Freedom Tour	Escanaba, MI (ESC)	(B-25 & C-47)
July 16	Michigan Freedom Tour	Iron Mountain, MI (IMT)	(B-25 or C-47)



2020 is the 75th Anniversary of Victory in World War II. Michigan played a vital role in this victory. Not only did over 600,000 Michigan residents serve in World War II, the entire state of Michigan played a critical role in our victory as the Arsenal of Democracy. To commemorate the preservation of our freedom through the sacrifices of the people of Michigan, the MI Freedom Center and the Yankee Air Museum are teaming up to launch the Michigan Freedom Tour! The Michigan Freedom Tour will give veterans across Michigan a special opportunity to fly aboard one of the Yankee Air Museum's vintage WWII aircraft – the Yankee Lady (B-17 Flying Fortress), the Yankee Warrior (B-25 Mitchell), or Hairless Joe (C-47).

If you love freedom and wish to give the World War II generation a final “Thank You”, you’ll love the sights and sounds unique to these classic aircraft and the history they represent.

To learn more about how you can give a veteran that you love the opportunity to fly for free on one of these amazing aircraft, please call (313)744-7507 or email us at [Freedom@MIFreedomCenter.org](mailto:Freedom@MIFreedomCenter.org). If you would like to help make these flights available for as many veterans as possible, please call or email us to let us know you are interested in sponsoring one or more veteran flights.

The [Michigan Freedom Tour](#) is a great opportunity for our entire state to say “Thank You” to all who have served to keep us free! *(Above info from a Michigan Dept of Aeronautics Press Release.)*

*Editor's note: Ford Airport management will be hosting this event and has asked for our help. This is our time to support our local airport who has been very helpful to us on many Ford Airport Days and on the hangar project. So, clear Thursday July 16th on your calendar. We will get more info to you in the next couple of months.*

We asked for people to submit aviation related photos for the newsletter at the January meeting. Here are some that we received.



Tom Sullivan took this photo in 2017 at Spruce Creek Airport in Florida.

A 1949 Piper Clipper taken 7 years ago at Oshkosh by Tom Sullivan. It is the same model of a plane he owns which is completely torn down right now. He is hoping to restore it as he gets more free time in his life.



Wausau Hamburger Social Fly-in from 2017. Photo by Tom Sullivan



Houghton EAA chapter member Ed Schneiderhan enjoying late winter flying along the Lake Superior shore line a few years ago.



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**Dues are \$15.00 a year (\$25 for mailed newsletter)! From August 1st Please send them to above address.**  
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