

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

May 2025
Home of the Yoopers



Two of the flying start participants got an airplane ride, just to ensure they would catch the bug of FLYING!!



The Prez Sez!

Tom Sullivan

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I am back from Florida after the last trip (quick one at that) to bring back toys for the summer to enjoy here. I drove straight through each way; 22.5 hours down, and 26 hours back (lots of fuel stops towing a 22' enclosed trailer and reduced speed for better gas mileage), so the total days gone was just four. Now time to hit about six major projects over the summer. Bruce and I have been extremely busy so we are late on the May newsletter, but still trying to stick with one per month if at all possible. Planning on a June Newsletter very soon!

We conducted our Flying Start Event a couple weeks ago and, although lightly attended, the quality of the attendees was great. They were very engaged and serious about possibly taking up flight instruction. The Chapter member turnout was impressive as well. We were well represented with a very nice variety of aviation experience, starting with Jim L. representing the fun of flying low and slow, in vintage aircraft. Then we had Julian representing the flying parachute/ultralight community, Dave Johnson with a huge interest in Simulators (and has an awesome one we'll see at FAD this year), and myself representing flying serious cross country in faster airplanes. Bruce Rutter carried the ball as our local CFI, answering questions relating to current issues to consider during flight instruction. Jim stated after the event, "I thought this went very well!". Again, thanks to the attendees and to the members that contributed as well. A one-year membership was given to the attendees as well as a huge invite to become regular active members moving forward.

We have our June 14th Young Eagles Event coming up fast. I will get the on-line program up and running in a few days. Expect to see pilot requests go out SOON. They are the first phase of hosting our YQE's Day. We need to know who can fly and what times they are available before opening the system up for YE Registrations. Last year we did a bit of a pancake breakfast as well. Anyone game to chair that (Bruce S. has expressed possible interest)?? Several members have been asking for this uptick in chapter activity for years. Here's the opportunity to host what you've been asking for!

Dave Johnson has been working on getting our WiFi set up by our YE's Day. My last visit to the hangar saw progress with the Component Rack mounted on the wall and other components up or ready. We also got a quote from Adam Lucas for the four-camera security system, sent the quotes out to the hangar committee, with only two responses (Dave P. and Tim H.) for guidance on which option to select. I went with their recommendation and placed the order last week. I don't have a timeline for the install, but Dave J. and Adam L. have contact info for each other and will be coordinating both IT projects.

A last item is the reminder of Ford Airport Day coming up September 12th & 13th. We are still in need of a specialty aircraft to feature for the show! Bruce S. and I will try to get an early June Newsletter out, announcing a June meeting before our YE's Day. We have a lot of work to plan out if we are to make this summer an Aviation enjoyable one with our hangar ready to host events now!

Back to work on three airplanes, two cars, a log home, a landscaping project and (lots on my plate).

Tom Sullivan

Editor's Section

It's been a busy month of May, from being at work, planning for a baby shower (I'm in charge of the food (smoking pulled pork), tables and chairs), spring cleaning around the yard, soccer games, and much more. I meant to send out the newsletter last week, but I ran out of time before returning to work.

I finally have my date for my upgrade at work, slated for August 31st. However, my wife is due to give birth on August 28th, so either the baby will arrive a few weeks early, or I'll have to delay my upgrade because I won't be away at work when the baby arrives. Valen has been getting excited for a younger sibling. The other night, he was lying on Taryn's stomach while watching TV, and his head was bouncing because the baby was kicking him. Valen said, "Hey, make her stop that I'm trying to watch TV." Taryn and I burst out in laughter.

I was debating whether to attend AirVenture this year due to the cost. I have to bring the camper down about a week and a half early due to work, which increases the price, not to mention the cost of getting into the gate. Also, the week after AirVenture, Valen has a week-long hockey camp in Appleton, so I asked him, "How about we skip AirVenture this year?" and he almost started to cry because he wanted to go. So, being me, I said, "We can go if you like it that much." He said, "Yes, I do love it! I like seeing the airplanes and going to kid venture because I want to be a pilot like you one day, Dad". He sure knows how to pull those strings.

See everyone at the next meeting

Bruce StOnge



Jim LeFevre sent in a picture of him riding in a 1929 Waco!! Very cool and keep the pictures coming!

This was about a week ago on my walk around early in the morning on the ramp in Chicago (ORD). I saw a bunch of liquid dripping off the wing. I said to myself, well it didn't rain and upon a closer look it was glycol (de-ice fluid). The ramp pre de-iced the wing of frost so we wouldn't encounter a delay (IN THE MONTH OF MAY).





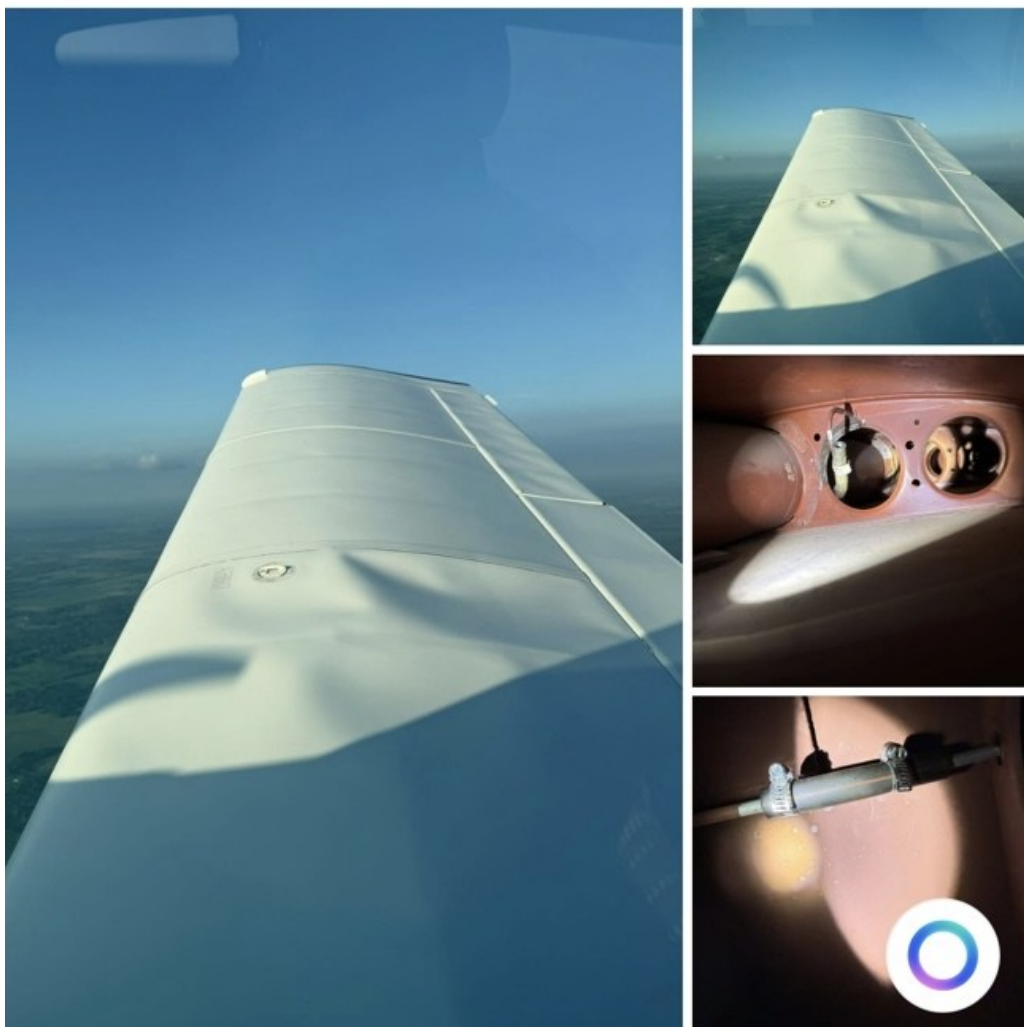
Newly painted Bonanza belonging to Northwoods Airlifeline

Flying back from Rochester, MN (RST) and deviating around thunderstorms and build-up cloud formations. A little airplane and fast growing weather equals a fairly rough ride.



I saw this post on facebook on the Grumman Owners and Pilots Association page. It was a real interesting read and learn on what to possibly do if you look out your window and see your wing enclosing on itself.

I was flying my Tiger on Friday evening when I observed something unusual on my wing. Initially, it resembled a shadow. I sent a picture to [John Horton](#), and he promptly advised me to switch tanks. I managed to land relatively quickly, and upon opening the fuel cap, the tank reverted to its original shape. My airplane had been exposed to the elements for the past week and a half, and unbeknownst to me, a blockage had occurred in the fuel vent (mud dauber?). I removed the inspection plate closest to the end of the wing and took off the wing tip, providing access to the vent line. I was concerned that inserting an object through the vent port might push the debris into the tank. Fortunately, I was able to disconnect the line above the inspection hole. I then took a piece of weedeater string and pushed it through the vent line backwards out the vent hole. I never identified the cause of the blockage. After reassembling everything, I verified the vent's functionality by blowing air through the back end of a ballpoint pen into the vent hole, observing the back pressure and smelling fuel.



EAA Webinars

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

All webinars are 7 pm CDT unless otherwise noted

06/04/25	EAA YE Build and Fly Program for Chapters	Serena Brouillette
06/11/25*	All You Wanted to Know About Stalls	Brian Sagi
06/18/25*	Tips for Flying into AirVenture 2025	Fred Stadler
07/02/25**	Borescope initiative One Year Later	Mike Busch

* 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>

No, I did not take this picture. I saw it posted on a facebook group and thought it was a neat picture.



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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>.