

Frostbitten Flyer

EAA Chapter 850

June 2020

Lake Superior Chapter

North Central U.P. of Michigan

AEROBATIC CONTEST

At

Sawyer International Airport
KSAW

July 24-26



Sanctioned by the
International Aerobatic Club



Five category contest - Primary through Unlimited

Sponsored by IAC-134 the “Yooper Loopers”

There is no need to know anything about aerobatics to enjoy the sport and be a part of it. Attend the contest and simply spectate, ask questions, or possibly volunteer. There are several volunteer opportunities that are critical to making a contest successful.

The fun, the laughter, and the friendships are all special, give it a try.

Truth is, only 3 of the Yooper Loopers currently fly aerobatics.

A typical contest weekend:

Friday – contestants arrive and practice, some volunteers will participate in their specific areas. A social evening follows which includes handing out the “unknown” sequences, always fun.

Saturday – detailed contest briefing is attended by contestants, contest officials, airport personnel, and any interested public. Contest flight programs begin following the briefing.

Sunday – flight programs continue if necessary followed by a closing awards ceremony.

Come join us, fly or drive. For more information contact Roger Bentlage at 906-250-3231.

Up-Coming Chapter Events

Saturday, June 20th around noon - Chapter gathering/BBQ at Chapter Building across from FBO at Sawyer Internal Airport (KSAW).

Words From Ted

When you venture out of your house into the summer air it seems like all is normal and nothing has changed, that is until you drive to town for groceries or supplies. The minute you step out of your car you realize just how much has changed in only a few months. Donning your face mask has become automatic, wiping everything you touch with disinfectant and trying to maintain distance from the people around you has become ingrained in our daily lives. I am amazed by how few planes I see in the sky but then I realize that I am not flying either, partially because I find too many projects that need doing at home but mostly because the events I like to attend have been cancelled. Fly-ins, flights for the hundred dollar hamburger and visits to friends or relatives have all been put on hold due to the pandemic. So too, have our monthly chapter meetings and normal Spring events like Young Eagle Rallies.

That being said, I have talked with our officers and concluded that it's time that we try to get together in some fashion to discuss our plans for the remaining year and see where we stand with our current endeavors such as our Ray Scholar, Tyler.

Weather permitting, we will plan to cook up some hamburgers and hold an outdoor barbecue this coming Saturday in front of our chapter building. We should be able to maintain social distancing while we talk about coming events and "kick the tires" so-to-speak on aviation matters.

Bring your lawn chairs and PPE and come out next Saturday for lunch! We won't have a formal meeting but we can still have a discussion regarding chapter plans moving forward.

Let's plan for a late morning gathering so our breakfast gang can have their early morning coffee. If weather becomes an issue I will send out emails later this week of any changes.

Stay safe,

Ted

Editor's Notes

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Some of you may not even have flown during this pandemic. I know I spent a lot of time grounded, but not due to Covid 19. As I mentioned in the last two newsletters, my plane was down for upgrades. Well, she is flying again after having some tweets done to insure the new avionics were talking to the old stuff.

Linda and I (and the dog) decided it was time to fly back to the U.P. to test the aircraft on a cross country flight. After 4 hours, I have come to the conclusion that I really like the new autopilot, GPS navigator and how they interact with my two G5s. I feel like I am in one of those new fancy glass cockpit aircraft even though some of my glass is Foreflight running on my iPad. I do have to admit that not touching the yoke from 1000 feet agl after takeoff until in the traffic pattern felt strange.

I need to get some experience flying instrument approaches with all this new stuff. I have done some visual approaches and the autopilot flies right on the center line and glideslope. Now if I could just go faster!

As I have mentioned in the past, there is a time lag between my receiving a magazine and reading it. I am just now reading the May issue of the EAA Sport Aviation magazine. It contains an article written by Lisa Turner titled, "*Secondhand Homebuilt Owner, Part 2*" which is in response to feedback on an article she wrote titled "*Traps and Tips for the Secondhand Homebuilt Owner*" in the February issue. Both of these articles contain good advise on what to look for when buying a used homebuilt. I should have read articles like these before I bought a homebuilt in 1996.

One of the things she talks about is to take a buddy with you when looking so as not to buy on impulse. Well, I did not do that, but then I did not do much of anything these articles talk about doing before buying a homebuilt. I knew nothing about the plane, a Flybaby, except that I liked its look and that the price was good. It had no electrical system; was a taildragger of which I had no experience; had a narrow wheel base; hard struts, no shocks or bungees; heel brakes which had to be pumped before use; a sliding canopy that could be opened in flight but no indicator as to how far back was safe; had to be hand propped which I had never done before; everything on that plane was done at 80 mph. What was I thinking! Needless to say I survived but I felt like a test pilot the first couple of flights. I loved flying that plane for 6 years before selling it.

My second adventure into purchasing a homebuilt was more inline with the articles above. I was looking to purchase a Hatz. I knew a lot about the Hatz as my wife and I had considered building one. We went to Hatz building seminars at Oshkosh and at the Bartels Biplane fly-ins. This time I asked an experienced builder his opinion of the aircraft. He went and looked at it and even flew it. He indicated that flight was one of the scariest he had ever taken because he thought it was going to come apart at any moment. I did not buy that plane.

I highly recommend you read the above articles if you are interested in buying a homebuilt.

Will

EAA Webinars

Register at: [Webinars](#)

6/16/20	7 p.m. CDT	Two Guys, One Airplane, and the 2018 World Advanced Aerobatic Championship	Mike Lents and Aaron McCartan
6/17/20	7 p.m. CDT	The Doolittle Raid Story	Chris Henry
6/24/20	7 p.m. CDT	Your Airworthiness Inspection — Be Ready**	Joe Norris
7/1/20	7 p.m. CDT	Was Justice Served ?**	Mike Busch
7/8/20	7 p.m. CDT	Fast Track to Experimental	Prof. H. Paul Shuch

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

Do the SFAR's provisions apply to you?

AOPA has flow charts to help you check.

For Instrument experience requirements (FAR 61.57(c)(1)) go to [here](#) .

For Knowledge Test for Part 61 pilot certificates and ratings go to [here](#) .

For Flight Reviews (FAR 61.56) go to [here](#).

For 1st, 2nd or 3rd class medical examinations go [here](#).

For CFI certificate validity and renewal go [here](#).

For Small unmanned aircraft systems (Part 107 commercial ops) go to [here](#).

Aviation Organizations ask FAA for more time to meet requirements

The Aircraft Owners and Pilots Association is among several groups requesting that the Federal Aviation Administration prolong the exemptions provided in SFAR 118 beyond the June 30 expiration date, as the aviation industry continues to feel the effects of the pandemic. AOPA, Experimental Aircraft Association, Helicopter Association International and others asked the FAA in a letter to extend the deadline for a month to pilots, certificate holders and operators who need to satisfy testing, training, experience and checking regulations, and to give them until the end of September to comply with experience, testing, checking, duration, medical and renewal requirements expiring this summer. (From AOPA online 6/1/20)

FAA Policy Allows Special Flight Permits for E-ABs Needing Condition Inspections (From EAA News section)

Following a request from EAA and AOPA, the FAA has [released a policy](#) that will make it easier for some owners of experimental aircraft to obtain special flight permits (SFPs) for their airplanes in order to reposition them for condition inspections.

Rather than requiring a full in-person "condition for safe operation" sign-off from an FAA inspector, which was previously required for SFPs, the policy allows DAR-Ts (designated airworthiness representatives supervised by a FSDO) with appropriate function codes to remotely conduct inspections for the certificates.

While EAA would ideally like to see more simplified flexibility on annuals and condition inspections during the COVID-19 pandemic, this policy will help many experimental aircraft owners, particularly those who have "out-of-annual" aircraft stranded away from their preferred maintenance shop.

"EAA continues to hear from members the need for other policy changes in light of the coronavirus' impact on day-to-day life in the United States," said Sean Elliott, EAA vice president of advocacy and safety. "We continue to seek every avenue possible to find relief from or alternative ways to comply with regulations, and this new policy is a prime example of that. It is a small adjustment, but it will help."

Flying Events (within 200nm of KIMT): (B) Breakfast (L) lunch (D) Dinner

These events were still listed on various sites but remember to check before you go.

Every Friday (L) Central County (68C), Iola, WI Noon, \$10 life time membership <http://centralcountyflyers.org/lmenu.html>
Jun 13 Fly-in (B) Muskegon, MI (MKG) 8:00am - 12:00pm (EDT)
Jun 27 Fly-in (L) Alpena, MI (APN) 9:30am - 1:00pm \$8
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)
July 17-19 Warbird Weekend at KJVL in Janesville, WI has been changed to a Private Event.
July 18 Fly-in (L) White fish boil Washington Island, WI (2P2) 11:00am - 1:00pm
July 19 Fly-in (B)(L) New Holstein, WI (8D1) 7:00am - 3:00pm
Aug 18 FAA Safety Event, "Accidents, Incidents and Pilot Proficiency" and Hamburger Social
Houghton County (KCMX), Houghton, MI 6:00pm (CDT)

Register at: https://www.faasafety.gov/SPANS/event_details.aspx?eid=99276&caller=/SPANS/events/EventList.aspx

Aviation Flying Events

You probably have noticed that there are not many aviation flying events listed above. In fact, I had to remove several that were posted last month due the events being cancelled. You will also notice that the line for WI Flying Hamburger Socials has been removed. Their website indicates that all events for this year are cancelled, but they will reconsider if the situation improves.

I left the Iola info, but as of 5/5/20 they ask that you check their website at <http://centralcountyflyers.org/lmenu.html> to see if they have started back up. As of now they are not.

New Chapter Website

Our chapter website is now hosted by EAA National and is located at:

<http://chapters.eaa.org/ea439>. You can still use the old domain of www.eaa439.org to get there. We ask all members to view the new site and provide any comments to Mike Betti.



Failure to properly secure aircraft components can compromise powerplant and control system operation, leading to system and component failures. Properly secure aircraft components with safety wire, ensure that hardware locking mechanisms are properly installed on your aircraft, and check them often to confirm they are taut and ready for flight.

Download a FAA Safety Fact Sheet on Safety Wire [here](#).

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Dues are \$20.00 a year From January 1st Please send them to our treasurer!

Website: www.850.eaachapter.org/