

Frostbitten Flyer

EAA Chapter 850

Lake Superior Chapter

October 2020

North Central U.P. of Michigan



Oshkosh 2021 News

(It is never too early to get news about the next AirVenture)

AirVenture 2021 dates: Monday, July 26-Sunday, August 1

Rooms: UW Oshkosh opened reservations for Gruenhagen Conference Center rooms for rent during EAA AirVenture Oshkosh 2021 on Monday, October 5th, although all A/C rooms and suites are already fully booked for 2021.

Non A/C rooms remain available, and AirVenture visitors can still select A/C rooms and suites in the booking process to be added

to a waitlist. UW Oshkosh's cancellation policy meant many 2020 reservations were moved to 2021, resulting in so many rooms already being reserved.

To make a reservation in advance of the return of AirVenture, visit UW [Oshkosh's website](#) or email the University.

Tickets: Purchase your EAA AirVenture Oshkosh admissions, camping, parking, flight experiences, and merchandise in advance. [It's fast and easy!](#) With a few simple steps, you'll be inside the gates in no time and ready to take in AirVenture. You'll simply select weekly or daily tickets, enter the number of tickets you'll need for each category, pay by credit card using our secure online system, print your bar-coded ticket(s), present your ticket at any entry point to receive your AirVenture wristband, and breeze through the lines. If you purchased tickets at the preferred EAA member rate, please be prepared to provide proof of membership when you have your e-ticket scanned at the gate.

Site upgrades for 2021: A number of significant upgrades have been made to the traffic, parking and tram operations. These changes are based on visitor feedback and from the 2019 Northwestern University Transportation Center study that included input from thousands of AirVenture visitors. The changes include:

- Easier access and departure from the AirVenture grounds
- Reducing areas of vehicle/pedestrian conflict within the grounds
- Improved shuttle service from public lots to the main gate

Several [maps](#) have been created to assist you as you prepare to attend the World's Greatest Aviation Celebration.

Up-Coming Chapter Events

Zoom meeting to be determined. See Ted's comments on page 2.

Words From Ted

Last month we held an impromptu gathering and hamburger lunch at Sawyer, mainly to assess whether our members were willing to get together face-to-face at this point in the pandemic. The lack of attendance has shown that we should suspend any in-person gatherings for the near future. We do, however, need to keep going forward as a chapter, especially in regards to endeavors that we are currently involved in such as supporting our Ray Scholar, Tyler as well as future planning for events we have had to postpone. Examples of these are the Flying Start event which we planned for last Spring, Young Eagle rallies which we had to cancel for 2020 and support for our local IAC chapter events. Though we are rapidly approaching the season where weather limits many of our activities, we should still utilize this time to plan our events in 2021. Our chapter board will be meeting shortly via Zoom to focus on these topics and to begin discussing plans for the Spring. Following this session, I will put together a Zoom meeting for the entire chapter as a means of keeping in touch and sharing ideas.

EAA has rolled out a new program for chapters called "EAA Young Eagles Workshops: Day Camp Program for Chapters". This program is the result of input from chapters across the country who, like our chapter, have provided learning opportunities through various chapter level aviation related workshops for kids. As you will recall, our chapter was honored a few years ago in Oshkosh with the Chapter Leadership Award for our work with our local "Air Academy" events. EAA has taken ideas from all the chapters and presented it back as a customizable package which includes everything a chapter needs to put on a one to several day workshop for kids targeting ages 11 to 17. I recently attended a EAA webinar which explained the program and I think it will be a good fit for our chapter towards a future event. EAA provides the basic materials in kit form which also includes hands-on projects for a nominal fee of \$3.50/child. This cost has been subsidized by Sporty's to the tune of 50%. I think this would be an excellent way to utilize the funds that Boreal Aviation has given us towards youth activities. I will discuss this further when we hold our Zoom meeting (date to be determined).

That's all I have for now,

Stay Safe,

Ted

Editor's Notes

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Busy Skies

We have flown several times between the U.P. and Nebraska in the last few months. I commented a couple of months ago that the amount of traffic was light due to the pandemic. Well, if you have flown lately, you know that the situation has changed. We saw a lot of traffic on our last two trips, one of which was to Mackinac Island.

In fact, our trip to Mackinac Island was very interesting. We were 5 miles west of Schoolcraft County airport when I called to let any traffic there know we were 5 miles west and going to be flying over the airport at 5,500 feet from west to east. I made this call because I had seen traffic on Foreflight takeoff from there and depart to the north 5 minutes earlier. About 15 seconds after our call we heard someone else call the same information. We started looking for that traffic right away. I even checked foreflight and did not see any traffic. I made several more radio calls indicating our position and asked the other aircraft (we did not get the tail number) near Schoolcraft it's location. No reply came.

So, what to do? We could not see any traffic. I did not want to descend, climb or maneuver in fear that the traffic was in a blind spot. So we kept flying straight ahead while looking and checking Foreflight. I made another radio call when we were over Schoolcraft indicating once again that we were at 5,500 feet and flying west to east. The other aircraft finally made another position call and indicated they were over Schoolcraft at 5,500 feet. This was freaking us out! This time I yelled into the radio that we were at the same place and asked them by tail number where they were.

They finally answered and stated they were over the water a few miles south of the airport. They were following the coast line. They also turned on their ADS-B out because we finally saw them on Foreflight, which indicated their ground speed was 30 knots faster than ours. We also saw them visually behind us at 4 o'clock. I asked their intentions and they asked me to go to 122.75. So, I did. I waited about 10 seconds then asked their intentions and got no reply. I asked several more times since I could see we were on a collision course, still no reply. I went back to 122.8, while still monitoring 122.75, but no reply.

Finally we heard them on 122.75 stating they could see us and asking what our intentions were. *"To get away from you and not die today"* was my first thought. But instead I stated we were going to turn right to go out over the water and that he should turn left to get behind us to follow the shoreline. He seemed confused as to what I was saying. He kept saying he was going to follow the shoreline. Since he was overtaking us I thought he should maneuver to avoid a conflict. I once again told him we were turning right to go over the water. He then made a turn and went behind us, to close for the wife since he was still at our altitude.

He stayed on our left side for a while then descended. We did not see or hear him again until he made calls to Mackinac County. The rest of our flight was uneventful.

So, what did I learn on that flight? Nothing new, just a reminder that not all pilots know their exact location; some make calls with an estimate. However, this guy was not even over the airport when he made that call. I guess I could have done a wide left 360 or changed my altitude after I saw him, but I thought it was better to keep an eye on him.

EAA Webinars

Register at: [Webinars](#)

All webinars are 7 pm CDT unless otherwise noted

10/14/20	Strategies for Limiting, and Protecting Yourself from Liability as an Aircraft Owner or Renter	Jack Harrington, Paul Herbers, Alan Farkas, and Jim Anderson
10/20/20	Emergency Bailout Procedures for Pilots and Survival Equipment*	Allen Silver
10/27/20	Flying Clubs – Growing Participation in Aviation	David Leiting
11/3/20	Van's RV-14	Greg Hughes
11/4/20	Your Engine's Lifeblood**	Mike Busch
11/10/20	The International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday!	Mike Heuer and Lorrie Penner
11/11/20	True or Magnetic?*	Prof. H. Paul Shuch
11/18/20	Cockpit Power Management	Phil Lightstone

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

Aviation Insurance: Expensive And Getting Worse

This article comes from the September 28th internet issue of AVwebFlash. It contains a link ([here](#)) to a 41 minute video of a roundtable discussion with Aviation Consumer's Larry Anglisano and three insurance experts about what we can expect in the future, if not now.

Pandemic Relief Scaled Back in Latest SFAR Amendment

(from 10/5/20Aviation eBrief)

The [new SFAR amendment](#) that took effect October 1 and was scheduled for Federal Register publication on October 6 reflects the agency's conclusion that "aviation activity continues to increase, and the industry is beginning to address the backlog of required training, checking and testing requirements. However, many of the challenges that existed when the FAA first issued the SFAR in April remain today as the public health emergency continues," the FAA said on its website.

The SFAR amendment eliminates the expanded instrument currency "lookback" period previously allowed for pilots who met certain operational requirements, and no new relief was provided for flight instructors with certificates nearing expiration

According to the table, SFAR 118-2 grants pilots with **flight reviews** coming due between October 2020 and January 2021 a two-month grace period to complete their flight reviews, subject to [eligibility and operational criteria](#). (For example, a pilot whose flight review ordinarily would be due in October 2020 would have until December 31, 2020, to complete it.) Note that the two-month grace period differs from the three-month grace periods the original SFAR and SFAR 118-1 had afforded earlier in the year.

SFAR 118-2 requires **instrument pilots** to follow the customary instrument experience requirements of FAR 61.57(c) to determine whether they may act as pilot in command under IFR or weather conditions less than the minimums prescribed for VFR. Previously, SFAR provisions allowed a nine-month "lookback" period, instead of six months, for determining their status.

The validity of **medical certificates** expiring between October 2020 and January 2021 is extended by two calendar months. Note that this provision is a shorter extension of validity than was available under previous SFAR provisions amending FAR 61.23. However, a three-month validity extension is provided for the medical certificates of pilots who reside in or serve as a pilot of an aircraft in Alaska.

The validity of **knowledge tests** that would ordinarily expire between October 2020 and January 2021 has been extended by two calendar months.

Mechanic applicants whose testing period is set to expire in the October 2020 through January 2021 period will have a two-calendar-month extension.

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.

Some events previously listed have been removed.

Go to <http://www.wiflysocial.com> to check on WI Hamburger Socials; I see some have been added, but check.

Every Friday (L) Central County (68C), Iola, WI Noon, \$10 life time membership <http://centralcountyflyers.org/lmenu.html>

Oct 17 FAA Safety Event, "Accidents - What Can We Learn from Them?"
Waupaca (PCZ), WI 10:00am (CDT)

Go to <https://www.faa.gov/SPANS/events/EventList.aspx> to search the location and subject for other FAA Safety Events

Oct 20 FAA Safety Event, "Accidents, Incidents, and Proficiency"
Lakeland/Noble Lee Memorial airport (ARV), Woodruff, WI 5:00pm (CDT)

Oct 25 Pumpkin Drop Contest Dodge County (UNU), Juneau, WI 9:00am - 3:00pm

More info: go to <https://www.wisconsinaviation.com/>

Dec 4-5 Sun 'n Fun Holiday Fly Festival Lakeland Airport (LAL), Lakeland FL



EAA Chapter 439 member Dan Gervae has been very busy over at Stambaugh airport in Iron River, MI. He has been building a PA11 Cub from scratch. He has most of the painting done and is now working on the electrical and fuel system. He has well over 2,000 hours on this project.

Dan has not only been working on the PA11. He also built the hangar it is in. He is currently scrambling to get the hangar insulated and to install a heater so he can keep working on the PA11.

I received two notices about my aircraft registrational renewal. One from the FAA; the other from "National Aviation Center". FAA indicated the fee was \$5. However, Nation Aviation Center did not indicate a price for their "services". So I checked their online site, it is \$65. In fact, I noticed their webpage comes up 3rd on the list when doing a Google Bing search and 8th on Duck Duck Go. Hence, I thought a repeat of an article from our December 2018 newsletter bared repeating.

Non-FAA Aircraft Registration Renewal Notices

EAA is warning its members to regard any solicitation they may receive regarding aircraft registration renewal that does not come directly from the FAA with a healthy dose of suspicion. EAA is aware of several businesses — with names, web URLs, and logos that may appear reminiscent of a government agency — that notify aircraft owners of impending registration expiration and direct them to a website or mail-in form where they can renew in exchange for a hefty fee.

Adding little or no actual value to the transaction, these businesses essentially duplicate the same process that the FAA directly administers for a mere \$5.

Unless a business is known to be reputable and offers a tangible service above and beyond a simple registration renewal, such as expedited processing or automatic renewal, EAA members should use the FAA's online registration portal. If any members want EAA's help with registration renewal or any other issue, please contact us at 800-564-6322. (From EAA eHotline 11/21/18)

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

Website: www.850.eaachapter.org/