

Frostbitten Flyer

EAA Chapter 850

April 2020

Lake Superior Chapter

North Central U.P. of Michigan

Will AirVenture 2020 be cancelled?

The Experimental Aircraft Association is advising pilots not to expect any final decision about EAA AirVenture until May. In an open letter in March, EAA President Jack Pelton wrote “We are continually preparing and in planning mode, which includes a variety of ‘what-if’ scenarios.” “The choices are stay the course, delay, or cancel. Of course, the ability to delay would be dependent on volunteer support and exhibitor commitment and probably could not be later than late August.”

If you are an odds maker in Las Vegas - “The smart money is on AirVenture being cancelled,” said Sam “Ace” Rothstein, Las Vegas oddsmaker. Rothstein said, “The smart money is not planning a trip to Oshkosh in 2020 and there is no over/under on this bet, it’s 95 to 1 this thing will actually happen.”

People on an EAA Forum site are saying: *“NO, it sure as heck would not be “good” for all of us who do so dearly love the event, but AirVenture IS after all an international event and right now we are ALL in the midst of a relatively long-term global/international Covid-19 public health CRISIS that may well not self-resolve in 120 days.”*

“Considering how many panic buying/hoarding idiot lunkheads there seem to be in the general population, I wonder out loud if the AirVenture porta-potty folks can even supply enough TP and hand sanitizer to replenish all the units in Oshkosh come July.”

“I am NOT asking EAA to cancel AirVenture 2020, I have plans to go and a motel room all reserved since last year. I am just saying that IF they conclude that for the general welfare of all involved it ‘should’ be deferred, it’s OK. I get it. We will endure and persevere and come back all that much stronger next time.”

“I don’t think a week long airshow is worth gambling my/your life on.”

“Just as the Tokyo 2020 Summer Olympics have been canceled until next year (2021), it would be prudent for AirVenture to do likewise.”

“I plan on showing up, cancelled or not. Not to intermingle with people but damn it, I want that 2020 patch! That way when I display it in my patch collection I can honestly say “I was there” even if no one else was.”

“Is EAA really taking pro-active steps or in reality are they merely following state/federal mandates? If and when the decision is made to permit such an event, EAA thru no fault of their own, has absolutely no idea how the event will have to be restructured because those policies haven’t been developed and released. No one is simply going to throw a magic switch and we’re going to take right back up as if nothing happened.”

“State or federal mandate will probably take the decision out of EAA’s hands. It’s probably more of a matter of when than if.”

“I believe attendance will be down but the event will be held as normal.”

I say - let’s do it!!!

Up-Coming Events

Following state guidelines, this month’s meeting is cancelled.

Words From Ted

I feel I'm writing this in a time warp as so many things have changed since my last article. Following the writing of my article in the February newsletter, I was anxiously looking forward to an extended vacation in Florida and planning to tour around that state visiting friends, camping, biking and lounging on the beach. We actually did just that for about three weeks as the Covid pandemic was first starting, each day getting weirder than the last as social distancing and dining concerns began to mount.

I had made arrangements to attend the monthly EAA meeting at Spruce Creek airpark in Daytona Beach as I knew several of their chapter members. As I later found out by reading Will's chapter 439 newsletter, Tom Sullivan and his wife were also there around this time. As it got closer to that date it was obvious that group meetings were taboo so that was my first disappointment.



By now, the authorities were beginning to restrict beach access and all of the state parks closed so our camping was cut short. Well, there's always Disney so we planned to spend a few days there but wait, they have now closed Disney! Our fantastic ocean hotel breakfasts had now become brown bag brekkies with individually wrapped Sams club snacks as everyone was afraid to touch things. Elevator rides were white knuckle events with everyone trying to hold their breaths. I had secretly hoped to hold out long enough to attend the Sun n' Fun fly-in but that was also postponed (and later cancelled). It was time to surrender to the inevitable and start the drive home, the only good news being the \$1.39/ gal gas prices.

My body is still recovering from the 40+ hours in the car as a result of my recent knee replacements so I have not been able to fly yet. The good news, I don't have Coronavirus yet but as for vacations, well, we did have fun while we were there, so I guess all is well. Now to start planning for the next vacation.....hmmmm.....

Sadly, I received word from EAA that all Air Academy sessions are cancelled, so Kai, I hope you will be able to attend next year! I also just received word that the Spring Board meetings have been cancelled. Now as for AirVenture 2020 ????

Greg Durand has informed me that our Ray Aviation scholar, Tyler, has been cleared to start flight training so we look forward to hearing good things on that front.

Stay Safe, Stay Home!

Ted



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](#)

4/15/20	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 of KIMT): (B) Breakfast (L) lunch (D) Dinner

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

May 3	Rusty Pilots Seminar	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. 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.)

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

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