

# ***Frostbitten Flyer***

EAA Chapter 850

Lake Superior Chapter

March 2021

North Central U.P. of Michigan

## ***AirVenture 2021 is Coming***



### **Up-Coming Chapter Events**

*Sorry, but no meeting this month.*

# Words From Ted

*Ted is in a warm place, so Fred Benzie is our guest writer this month.*

Spring is almost here and I hope you are as excited as I am to get back to meeting in person and flying kids. There won't be any meeting this month. If you haven't been vaccinated for Covid-19 please do so. It is the best way for us to get back to the life we enjoyed so much.

On March 6<sup>th</sup> and by request of Sawyer Airport management and Boreal, several members of EAA Chapter 850 and the Marquette County Flying Club flew a missing man formation over the Forsyth Township Ice Races. The flight was part of their opening ceremonies to honor Forsyth Township firefighter Ben Lauren who lost his life a year ago battling a fire at Sawyer. Greg Durand, Fred and Ann Joyal, Matt and Chris Bloch and I flew the formation with great appreciation from those below.

Sawyer Days are August 8<sup>th</sup> (Sunday) and Ted has indicated that we intend to fly Young Eagles Covid-19 restrictions permitting.

Bill VanEffen had his first flight compliments of Mike Knight in a Marquette County Flying Club plane. Congratulations to Bill and his recovery.

Sun N Fun is a go this year for those who may venture to Florida and Oshkosh 2021 is also a go.

## IAC-134 the "Yooper Loopers"

In 2013, in coordination with the Sawyer control tower, an FAA waiver was obtained to perform aerobatic practice within the Sawyer Class-D airspace. The aerobatic practice area (APA) is located west of the runway, runs the full length of the old runway, from the surface to 5,000 AGL. A NOTAM is issued when the APA is active.

May 2019 a practice weekend, better known as "play days", was held drawing pilots from the four surrounding states. Encouraged by the enthusiasm of the play days the International Aerobatic Club (IAC) 134 was chartered with 17 initial members. On September 7, 2019 the charter meeting was held in the EAA/IAC clubhouse at SAW adopting bylaws, electing officers, approving the name Yooper Loopers, discussing goals and interests, etc. Although few of the attendees had any experience with aerobatics there was a great deal of interest, curiosity and excitement regarding the possibility of bringing aerobatics to our community.

Aside from the enjoyment of aerobatics and related activities a key focus of most chapters is to host a regional contest. Our first Yooper Looper was scheduled for July 2020. All the details were in place (insurance, FAA contest waiver, TSA concerns addressed, tower coordination worked out, tremendous Boreal FBO support, etc.). We had 14 experienced competitors submit early registrations, there would have been many more as the contest weekend approached. But, it was necessary to cancel the event due to COVID.

What will now be the first Yooper Looper is scheduled for September 3-5 this summer. That is Labor Day weekend, the competitors that have preregistered already have commented "That's great, it will give us an extra day if needed".

Contests utilize judges to critique and grade the aerobatic flying. Judges require training and annual recertification. Usually the training is conducted in the spring in a classroom audio/visual setting hosted by an IAC chapter. They're enjoyable sessions drawing attendees from several states, rekindling friendships, and building excitement for the approaching season. Due to COVID constraints classroom sessions were not held but the IAC parent organization provided a two day webinar training class. Six of our chapter members attended and are now capable of acting as assistant judges at our contest. As a side note, aerobatic judges are often not pilots but simply enjoy being involved in the sport.

Contests also use a large number of volunteers in various areas; score runners, boundary judges, recorders, traffic flow, etc. Volunteering is an excellent way to get involved, learn something about the sport, and have fun. No prior experience is necessary just a desire to get involved.

If there is interest or questions please contact the contest director, Roger Bentlage at 906-250-3231 cell/text or bentlage@tds.net

# Editor's Notes

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## ***Airport Bum***

What is an Airport Bum? An airport bum is someone who spends a lot of time at an airport. Airport bums often hang around maintenance shops and flight schools, watching pilots take off and land. They often drink a lot of coffee and read the magazines in the lobby. They may or may not know how to fly. Many fine fliers started out as airport bums.

However, not all airport bums are appreciated. There are those ABs who hang around an airport waiting to consume the available oxygen when they meet someone. They have endless useless stories to tell and have been known to cause ankle injuries to those pilots who have made an unplanned about face the moment they see them. Some make it hard for the FBO to get work done due to attention demanded by the AB. Mechanics and pilots have been known to lock the hangar door and turn off the lights to avoid contact with them because they do not have the time to indulge the fancies of a particular AB.

I count myself lucky in that I have only met one AB that meets the above criteria. He was always sitting outside the FBO and only needed a "Hello" to start a lengthy conversation. I found his stories entertaining the first few times I heard them. However, his stories were better than asking him questions which were usually answered with some insulting and vulgar comments about people I never met. Very few of his stories involved flying.

Luckily most airport bums are not like that. The majority are really interested in aviation and just want to be where aviation lives. Some are pilots while others are not.

The best ABs are those who contribute to aviation. For example, I went to get fuel the other today at an airport I hangared for a few months in 1993. The airport manager came out to talk as I was fueling up. I mentioned to him that I had hangared there 28 years ago and had occasionally bought fuel there for 19 years but had not visited in the last 9 years. He asked if I remembered Norm Yeager, whom the terminal building is named after, and wanted to know if I would like to go inside and visit with him. I stated I did not recognize the name, but would visit with Norm.

I recognized Norm the second I walked in the door. He looked a little older, he is 86, than the last time I saw him, but he still had the look of a well seasoned pilot and instructor. I had a very nice visit with Norm, the resident expert on anything and everything at Red Oak airport in Iowa.

I was surprised to find out he still instructed and had two instrument students getting ready for check rides. He was very knowledgeable about the most current GPS equipment and glass panels and we discussed my avionics and how they were integrated with my autopilot. Our conversation reminded me of the first time we met in 1993 and how easy it was to talk with him and how he loved to talk about aviation and to pass along aviation knowledge.

I would say Norm is the model for a perfect airport bum. I believe everyone at his airport knows him, know he will be there when they need advice, and his advice will be honest and helpful. He will not waste your time.

Sad to say, but in my experience, not many airports have fixtures like Norm anymore. It may be that the limited time I spend at most airports has not afforded me the opportunity to interact with the local airport bum.

## **EAA Webinars**

Register at: [Webinars](#)

All webinars are 8 pm EST unless otherwise noted

3/16/21	Rolling Fear Upside Down with Aerobatics*	Cecilia Aragon
3/17/21	Sling Aircraft Kits	Mike Blyth
3/24/21	SNAGGED! Dealing with Defects Safely and Legally**	Sebastien Seykora
3/31/21	Engine Care Items Every Pilot Should Know**	Bill Ross
4/6/21	Wittman Tailwind & Buttercup	Earl Luce
4/7/21	How Risky is Maintenance**	Mike Busch
4/13/21	The E-1 and the Pursuit of a Record	Eileen Bjorkman
4/14/21	Canadian Airspace 101*	Radek Wyrzykowski
4/27/21	Flying Clubs – Getting Started	David Leiting
4/28/21	Flying Safe with BasicMed*	Dr. Brent Blue and Tom Charpentier
5/11/21	The History of Air Racing	Connor Madison
5/19/21	Are you Stumped About Weather? Here are the Top Ten FAQs*	Scott Dennstaedt

\* Qualifies for FAA Wings credit.

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

## **GAO Report Reviews FAA's Flight Sharing Policies**

(extracted from AOPA Online 2/25/21)

The Government Accountability Office released a report to Congress on the FAA's regulation of flight sharing—a practice that allows private pilots to share aircraft operating costs with passengers provided the pilots do not run afoul of prohibitions on engaging in “common carriage” for compensation.

The GAO interviewed AOPA and 14 other private-sector stakeholders for the report, which was mandated by the FAA Reauthorization Act of 2018. Another mandate of the law was for the FAA to publish advisory guidance clarifying how pilots may share expenses, which resulted in the FAA publishing Advisory Circular 61-142.

The GAO report also provided examples of actions the FAA permits as expense sharing and those that it forbids as “holding out” an offer of air transportation. It also listed actions the FAA could take against pilots who violate expense sharing regulations.

The report added that the FAA recognizes that “private pilots flying in general aviation environments cannot meet the higher levels of safety required of air carriers,” so the agency “set policies that generally limit pilots to seeking expense sharing passengers from among the group of people with whom the pilot has a pre-existing relationship.”

## **FAA Approves Johnson & Johnson COVID-19 Vaccine**

The FAA has approved the Johnson & Johnson “one-shot” COVID-19 vaccine for pilots and others who “perform safety sensitive duties.” Previously, the agency had approved the Pfizer-BioNTech and Moderna vaccines and, as with those, the J&J alternative carries a brief waiting period before resuming duties. The approval came on the same day the FDA issued emergency approval for the vaccine.

## **Terrafugia Transition Receives SLSA Airworthiness Certificate**



Terrafugia announced that it has obtained a Special Light-Sport Aircraft (SLSA) airworthiness certificate from the FAA for its Transition roadable aircraft. While designed to meet both FAA and National Highway and Traffic Safety Administration (NHTSA) safety standards, the initial version of the Transition is a flight-only model. Terrafugia says intends to produce and sell the flight-only version with the goal of having the vehicle both sky- and road-legal by 2022. (from AVweb 1/27/21)

## Flying Events *(within 200nm of KIMT): (B) Breakfast (L) lunch (D) Dinner Times CST unless noted*

Mar 22-25	HAI Helo-Expo	New Orleans, LA	
Apr 13-18	Sun 'n Fun	Lakeland, FL (LAL)	
Apr 26	FAA Safety Event "Accidents Incidents and Pilot Proficiency" <a href="#">Register Here</a>	Houghton CO (CMX) Calumet, MI	6:00pm
Jul 26-Aug 1	AirVenture	Oshkosh, WI (OSH)	
Aug 8	Sawyer Fest	Sawyer International (SAW), Marquette, MI	
Sept 4-6	Aerobatic Competition	Sawyer International (SAW), Marquette, MI	
Labor Day	Antique Airplane Association Fly-in	Antique (IA27), Blakesburg, IA	

### **Sun 'n Fun 2021:**

#### ***Fewer Exhibitors and Attendees, But Ready With COVID-19 Precautions***

Sun 'n Fun 2021 will launch in five weeks and although the show will have fewer exhibitors and slightly restricted attendance, organizers have taken extraordinary steps to mitigate COVID-19 risks. In recent years, Sun 'n Fun has had about 500 exhibitors, but this year expects about 390. Plans for forums and workshop are still in flux but participation will be reduced because participants will be more spread out. Evening programs are not planned as a COVID-19 precaution. Masks will be required to enter the grounds and in any of the exhibitor hangars. When outside and away from others and in the food courts, masks won't be required. Attendance will be limited at the gate to no more than 30,000 a day. *(extracted from AVwebFlash 3/5/21)*

### **Old Oshkosh Memories**

(From Scott Trask)



This occurred in the late 90s. Flying from Lansing, Alabama, and Texas, these gentlemen met up at my place, spent the night and we all flew in to Oshkosh together in the morning. One gentleman who isn't in the photo is Lloyd Cudnohufsky. He met us at Ford airport in his Kit fox. When we arrived at OSH, one after another, landing on the grass strip on the south side of grounds (ultralight arena), the guys from the Kolb company greeted us and gave each of us free wristbands. The pilots are Rick Nielsen, John Hawk, John Williamson, and in the photo (without his airplane) Aaron Gustafson. The 2 Johns flew Cobra helicopters in Vietnam. John Williamson is no longer with us. He was killed years ago when he crashed his airplane, hitting his wing tip and cartwheeling down the runway, due to too much hot dogging. John Hawk flew his Kolb to Alaska twice, one time Barrow, Alaska from Alabama. He's been all over with that little Kolb MKIII. Everyone built their own airplanes. Good memories.



Another Oshkosh memory was meeting Cliff Robertson.

*(Editor Note: A little know fact - Cliff Robertson was flying a private Beechcraft Baron over New York City on the morning of September 11, 2001. He was directly above the World Trade Center climbing through 7,500 feet when the first Boeing 767 struck.)*

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

**Website: [www.850.eaachapter.org/](http://www.850.eaachapter.org/)**