

Frostbitten Flyer

EAA Chapter 850

Lake Superior Chapter

April 2021

North Central U.P. of Michigan



Old photos
of K.I. Sawyer



Up-Coming Chapter Events

Saturday, April 17th, 9:00am EDT: Zoom meeting. Email to follow with the zoom info.

Words From Ted

Having just returned from Florida I must admit that I'm out of touch with what's been happening on the local aviation scene.

I've been told that there is an effort underway to form a local Civil Air Patrol squadron here at Sawyer. Many years ago, my father was a member of the then Marquette squadron and I remember him flying their Piper Cub on many occasions. During the winter the plane was put on skis and flown from the Marquette County Airport. The events that transpired one sunny winter morning taught me first hand why you never want to fly with frost on your wings.

Early in the morning my father and I went to the airport with the intention of flying the cub, however, upon arriving at the airport we found that the plane was covered in a frost sheet since it had been tied up outside the night before. My father told me that we must wait for the sun to melt the frost before flying so we turned the plane with its back towards the sun and proceeded to the airport restaurant for breakfast. While we were eating, we saw the cub taxi out on the snow bank and prepare for takeoff. One of the other CAP pilots had arrived and ignoring the frost, decided he would take a flight.



As we ate breakfast, someone came in to the restaurant and told us that there had been a crash. We immediately went out towards the runway and discovered the cub nosed into the snowbank. While the pilot was uninjured (other than his pride) the plane was a total loss. The pilot stated that as he left ground effect on takeoff, the plane stalled and nosedived into the ground. Lesson learned: Frost on the wings spells disaster. I was able to retrieve these photos from my father's records. (These photos were taken the day after the crash which is why there is snow on the wings).



I looked ahead at the weather forecast for this upcoming Saturday and it looks as though it will be a bit on the cold side with a high of 50 degrees. This might be a bit too cold to hold a meeting in our chapter room so I will plan to host a Zoom meeting again this month. Hopefully we will be able to resume in-person meetings again in May. I will send out a separate email with the dial in information. We will discuss chapter plans for the Spring and Summer. Ted

Editor's Notes

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A \$30 Incident

Flying is always an adventure. Some flights offer more excitement than others and this is the story of one. Now, you may think this story will be about some heroic action on my part or some death deifying event. It is not. It is about an unexpected event that did provide some humorous relief - or at least my wife thinks so.

On March 22nd we took off from Plattsmouth Nebraska on a direct route to Iron Mountain for our monthly return home. The weather was developing with different forecasts for cloud coverage but the constant factor was icing predicted above 5,000 with turbulence below 6,000. Therefore, we chose 7,500 which gave us a little tailwind and offered the smoothest ride. Our intent was to see whether the northern or southern route around the Volk Falls & West MOAs had the best weather. Being VFR we knew we could just fly through the MOA but being a former military pilot, who had to avoid slow VFR traffic while flying 350+ knots in MOAs, we decided against it.

We had already picked the airports to land for refueling and a potty break along each route. We have made this trip numerous times and had our favorite airports which were offering fuel for \$3.50/gallon. The flight was going smoothly with our decision point to turn for the northern or southern route just 20 minutes ahead when my stomach started to grumble. Now, a grumbling stomach is not a big concern when you're sitting at home or in a car, but at 7,500 feet it does illicit some concern. A few minutes later my stomach started to ache with pressure building. Shifting myself in the seat did not help. I decided it was time to start looking for a place to land just in case the pressure got worse.

The closest airport at 15 miles was Northeast Iowa Regional which had fuel listed as \$4.35/gallon. Not my idea of a good price but the next closest airport was 20 miles behind us. I decided to keep going hoping the pressure in my stomach would abate. It did not.

The pressure kept building, then it happened - BOOM. Now what to do? I could keep flying and stop at one of my preselected airports, both self-served with minimum personnel. Or, I could land at Northeast Iowa. The feeling in my pants and the renewal of pressure in my stomach told me - Land Now!

Northeast Iowa regional was it. I informed center I was going to make an unscheduled stop at KCCY, was terminating Flight Following and squawking VFR. I quickly dialed in the AWOS and CTAF, reduced power and proceeded to KCCY. I did think about Shock Cooling of the engine, but had recently read several articles on it being a myth. However, there was no myth in my pants.

In a matter of 12 minutes we were on the ground. As we pulled up in front of the fuel pumps, we realized this was a Full Service airport. Two people started walking towards us. Linda got out of the plane and tried to tell them we could pump ourselves, but they were already at my window. I opened the little window and just asked them to fill it up. However, we just happened to be at one of the friendliest airports where the FBO owner was a Piper expert.

The FBO owner came and put his face right up to the small window opening and started talking about my 180G and the new avionics I had in it. He asked about them and how I liked the interface to the autopilot. The whole time I was squirming in my seat and hoping he did not notice the smell.

After they refueled the plane, the owner said he had to leave but his buddy would walk me in to pay. What could I say, no thank you but I just need your bathroom? I got out of the plane and hoped that social distancing applied here, but since they were not wearing masks I assumed it did not. I was right, now matter how I tried to distance myself, the buddy was right next to me as I waddled into the FBO.

Once inside I discovered I had to pay a third person for the fuel. I also found out that the fuel was \$4.90, it seems Foreflight was a little out of date. I thought I would never get to that bathroom. They just kept chatting, but I felt terrible because, even though I could not smell anything, I was sure I smelled bad. Finally, I was paid up and headed for my date with that bathroom.

Now, like gas stations, most FBO bathrooms are not the best. However, this bathroom was spotless. Something you would find in a magazine. I almost decided not to use it, but that rumbling in my stomach said stay. The moment of truth had arrived. Imagine my surprise and relief when I discovered I had only passed gas and nothing else.

Once outside, Linda looked concerned and asked how everything went. I told her it was only gas. She started to laugh and stated that was a \$30 fart. I heard about that gas attack for the next few days as she had to tell everyone in the family. Now you know, whether you wanted to or not.

Flying is fun!

EAA Webinars

Register at: [Webinars](#)

All webinars are 8 pm EST unless otherwise noted

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
5/4/21	Jabiru Aircraft Kits	Scott Severen
5/5/21	Annual Deadlock**	Mike Busch
5/11/21	The History of Air Racing	Connor Madison
5/12/21	IFR in an LSA: Is it Safe? Is it Legal?*	Prof. H. Paul Shuch
5/18/21	Ultimate Aircraft Buying Guide 2021	Scott Sky Smith
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.

HOW TO CONDUCT A 'COMPLIANT' SELF-BRIEFING

(Extracted from Aviation eBrief 4/6/21)

According to advisory circular [AC 91-92](#), the FAA recognizes that the majority of pilots “have become more accustomed to performing a self-briefing than calling an FSS,” and it acknowledges that a self-briefing “may be compliant with current Federal aviation regulations.”

What makes a briefing “regulatory compliant”?

It must satisfy [FAR 91.103](#), which requires that “Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight.”

If there is one disadvantage do-it-yourselfers may face, however, it is the lack of structure for the briefing compared to a briefing received from an experienced flight service specialist.

The advisory circular and a video—for which credit is available to participants in the FAA's Pilot Proficiency Wings program—aim to level the playing field. They review the three types of briefing a pilot would request as the proposed departure time for a flight nears, and they break down each briefing type (outlook, standard, and abbreviated) into its components. The information to look for in each of those components is also analyzed, with links to online sources also provided.

Links to additional resources serve up a wide variety of online weather- and safety-related information ranging from weather cameras (Alaska, Canada, Colorado), special-use airspace, and temporary flight restrictions to volcanic ash advisories and the FAA's Air Traffic Control System Command Center, where air traffic delays are noted.

The video [course](#), *Conducting Preflight Self-Briefings for Student and VFR Pilots*, is hosted on the FAA Safety Team website. It uses scenarios and real-world examples to provide guidance “on how to conduct a safe and regulatory compliant preflight self-briefing using automated weather resources. The objective is to ensure that the pilot understands aviation weather basics and learns to apply meteorological and aeronautical information in a systematic manner to plan a safe flight.”

“The Wings course and the advisory circular are the result of a collaborative effort between the agency and our stakeholders to provide guidance to pilots using automated resources,” said FAA Director of Flight Service Kathleen Edic. “Flight Service is committed to maintaining safe operations in the National Airspace System and continues to serve pilots as we innovate and modernize the way services are delivered.”

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

Wisconsin/Yooper Flying Hamburger Socials are a go for 2021 Go to www.wiflysocial.com

Apr 13-18		Sun 'n Fun	Lakeland, FL (LAL)
Apr 26	FAA Safety Event	Houghton CO (CMX) Calumet, MI	6:00pm
		"Accidents Incidents and Pilot Proficiency"	Register Here
May 15	Fly-in (B) pancakes	Cherry Capital (TVC) Traverse City, MI	9:00am - 12:00pm
May 29	Fly-in (B)	Fremont, MI (FFX)	9:00am - 2:00pm
June 5	Fly-in (B) pancakes	Amery, WI (AHH)	7:00am - 11:00am
June 12	Fly-in (B)	Superior, WI (SUW)	7:30am - 12:00pm
June 20	Fly-in (B) pancakes	Waupaca, WI (PCZ)	7:00am - 12:00pm
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	

Task-Based Phase I to Revolutionize Flight Testing

After years of hard work and advocacy by EAA, the FAA has published [draft guidance](#) to implement an optional task-based Phase I program for Experimental Amateur-Built (E-AB) aircraft. Under the program, once an aircraft completes a flight test plan that meets FAA standards, Phase I is complete. The standard 25- or 40-hour flight test period for Phase I will remain an option for all E-AB, and Experimental Light-Sport (E-LSA) continues to carry a 5-hour test period.

The program is part of an upcoming update to Advisory Circular (AC) 90-89B. Flight test programs do not need specific approval by the FAA, but the Circular lays out certain required flight test points and requires the use of test cards for data collection in flight. Users of the EAA Flight Test Manual should find it a straightforward way to complete the requirements of the task-based Phase I program, but anyone may draft a flight test plan that meets the FAA's outline, including kit manufacturers and other experts.

Task-based Phase I ensures that every hour spent in flight testing is meaningful and is contributing to both validating the airworthiness of the aircraft and gathering the data necessary to build a detailed operating manual. This will benefit the builder in ensuring full exploration of the aircraft's operating envelope, and it will benefit subsequent owners in having access to quality data on the aircraft. In exchange for this work, the aircraft will be released from Phase I when it is ready, not based on an arbitrary time requirement.

"This is the result of more than eight years of work by EAA and the FAA and we couldn't be happier that it is now nearing completion," said Tom Charpentier, EAA Government Relations Director. "This will be a true paradigm shift in E-AB flight testing."

This program comes on the heels of EAA's publication of its Flight Test Manual in 2018, which has sold thousands of copies to date. EAA is continuously working to improve it and create new materials and programming based upon the manual.

Task-based Phase I is yet another example of the EAA working collaboratively with the FAA to achieve a win-win solution that benefits the community and enhances safety. The groundwork for this change was laid by the EAA/FAA working group that created the Additional Pilot Program (AC 90-116), which allows another pilot into the cockpit to enhance safety during flight testing.

The Advisory Circular is in draft form and [comments will be accepted](#) through April 29. Please note that the relevant language on Task-Based Phase I is housed in Chapter 1, Section 1 of the draft. The rest of the document contains advisory information on flight testing and is not part of the task-based program requirements.

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