

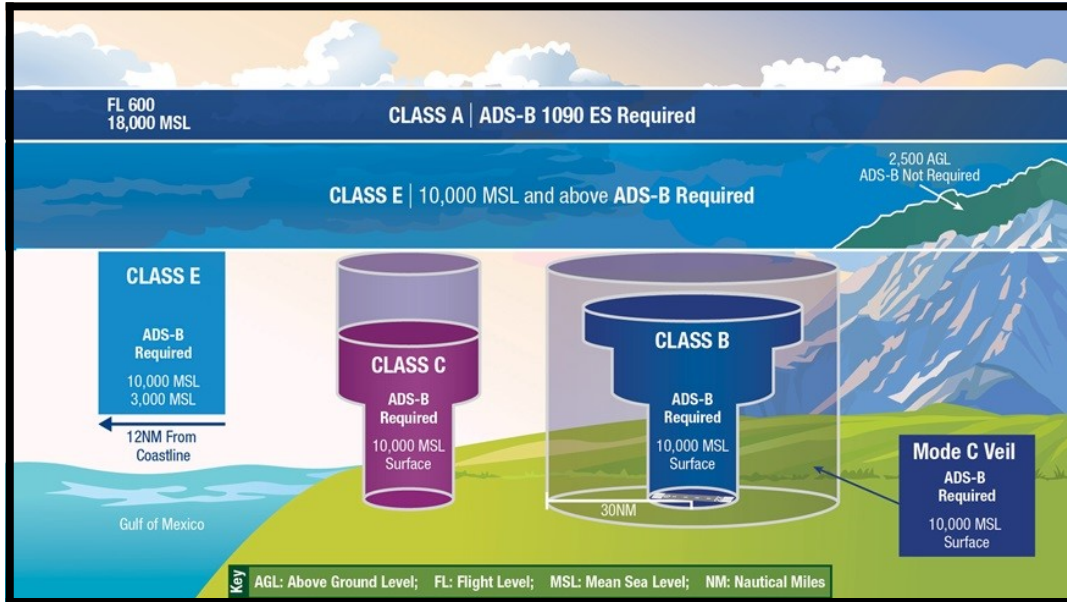
Frostbitten Flyer

EAA Chapter 850

January 2020

Lake Superior Chapter

North Central U.P. of Michigan



This is the airspace, defined by FAR 91.225, where ADS-B Out is required now. Operators of aircraft not equipped with ADS-B Out must obtain an authorization to access this airspace.

In the continental United States, the equipment will be required to operate in the ADS-B rule airspace defined by FAR 91.225, which encompasses:

Class A, B, and C airspace; Class E airspace at or above 10,000 feet msl, excluding airspace at and below 2,500 feet agl; Within 30 nautical miles of a Class B primary airport (the Mode C veil); Above the ceiling and within the lateral boundaries of Class B or Class C airspace up to 10,000 feet; Class E airspace over the Gulf of Mexico, at and above 3,000 feet msl, within 12 nm of the U.S. coast.

Except for the airspace over the Gulf this is the same airspace where a transponder is required today.

If you're not equipped with ADS-B Out, you're not necessarily shut out of the airspace. The FAA developed an automation capability to manage ATC authorization requests, the ADS-B Deviation Authorization Preflight Tool (ADAPT). The rules require that you request an airspace authorization from the FAA website at least one hour but not more than 24 hours in advance of your flight. Don't call the ATC facility to ask, and don't request access from a controller over the radio—the answer will be “no.” Only if your ADS-B Out hardware fails in flight will controllers be able to issue an airspace authorization to an airborne aircraft, said Rune Duke, AOPA senior director of airspace, air traffic, and aviation security. An operational transponder is required, he added, and aircraft without engine-driven electrical systems that don't have transponders also are exempt from some of the ADS-B required airspace, but not all.

ADAPT went live on December 31. Pilots can familiarize themselves with it through a video the FAA has posted online. In addition, AOPA has produced a comprehensive ADAPT Fact Sheet that includes step-by-step instructions for completing the process. *(from AOPA ePilot 01/03/20)*

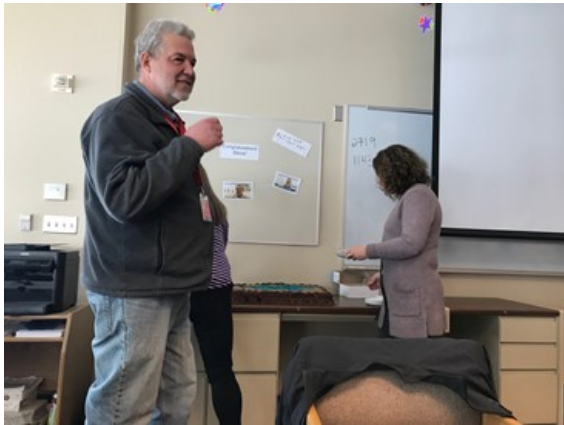
Up-Coming Events

Saturday Jan 18th - 6:00pm (EST) Chapter Winter Banquet at the Cross Roads Bar & Grill

Words From Ted

With the beginning of the new year of 2020 I have to take pause and wonder at how fast the years have passed and think back at the long history I have had in aviation. Though I never pursued it as a career, it has certainly played a large role in my life. My life in aviation as I am told, began in 1953 before I was born with my Mother and Father flying along with several other planes to various "Dawn Patrols" on the weekends. I remember my Father recounting that my Mother enjoyed flying while pregnant up until the day she opted to change planes for the ride home and flew back with Joe Petro. Well, Joe decided that straight and level was a bit boring and did a roll with my Mother aboard. From what I was told, she didn't fly again until well after I was born.

I can remember flying with my Dad in our J3 Cub when I was too short to see over the instrument panel and flying the plane while looking out the side windows. I also didn't care for "straight and level" and would occasionally feel my father overriding my stick input when I got a bit too aggressive in my banking. When the Cub was on pontoons in the summer my duty was to raise and lower the water rudder. Fast forward to the early 70's and I decided it was time for me to pursue my own pilots license and the rest is history.



Lynn and I attended the retirement party for Steve Schenden last Wednesday at Sawyer. There was a great turnout for Steve and we had a good time talking with everyone while enjoying lunch. Congratulations to Steve on your retirement!

There will be NO meeting this month as we have our annual Winter banquet on Saturday evening at the Crossroads Bar & Grill.

I know many of you have already responded as to your attendance but I would ask each of you to re-confirm with me so I can give the Crossroads an accurate number. Just send me a quick email with a "yes or no" and the number coming

Hoping to see you all this Saturday, January 18th beginning at 6pm at the Crossroads!

Ted

Editor's Notes

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I don't know whether to be glad or scared.

Why? Well, I was flying the other day, just having a good time making holes in the sky. I had no intended destination or specific route to fly. I was just having fun. I didn't even take my iPad, but did have my iPhone with Foreflight so that I could see close traffic and check my distance from the airport. I also had one radio set to the local airport's frequency and the other set to approach control. I do this when flying VFR and squawking 1200 so I can keep abreast of what is going on around me.

I was at 3,500 feet about 10 miles south of the airport when I heard Omaha Approach say "79T Omaha Approach". My initial thought was how often do you hear another plane with the same last 3. I had not heard any plane with that tail number make contact with approach, so my interest was peaked. Then I heard the controller make the same call. I thought that was strange, so I decided to contact Omaha to see if they were trying to talk to me. I made a radio call, then heard what I thought was Omaha talking to another 79T. So, I continued on my merry way.

However, Omaha called me again. I asked again if they were talking to 2179T. They indicated they were and that I had a traffic conflict with a plane that was headed to the IF/IAF for the RNAV. It seems I was at the IAF and the traffic was only 6 miles away. Omaha asked my intentions, I stated I was turning to go back to the airport. So, they asked me to immediately descend to 2500 feet since the traffic was only three miles away at my 10. I looked for it on my iPhone hoping to avoid the traffic, but I had not kept zoomed in and had too much clutter. So, I descended immediately and made my way to the airport.

So, am I glad or scared? Well, both. I am glad my ADS-B out gave Omaha Approach my aircraft ID so they could contact me about a traffic conflict. But then I am scared that there is no way to fly without Big Brother knowing. My equipment does not allow me to change my identifier, so my only choice is to turn off my IFF if I do not want Big Brother to know where I am. Of course, that is not a wise choice since I would not get the benefits of ADS-B. What to do?

Ford Airport Day 2020

We are planning our annual Ford Airport Day down in Iron Mountain. It will be held on Saturday September 19th. Thought I would give Chapter 850 a heads up so you can pencil in our event on your calendar. Your support in the past has been greatly appreciated. However, I do have a request.

We need help finding a main aircraft display or attraction. In the past we have had a Trimotor, B-17, C47 or B-25. Some of these aircraft have cost a lot of money to get which required us to find donors to help offset the cost. This year we are looking for less costly options.

So, if you know of someone who has a unique, historical or vintage air vehicle (aircraft or helicopter) that we could use as our main attraction, we would be very happy to hear about it.

Please give me a call at 906-241-9070 or email me at wkroeger@alphacomm.net.

Thanks, Will

EAA Webinars

Register at: [Webinars](#)

1/15/20	7 p.m. CST	Transportation Security and You - What's New Since 9/11?*	Prof. H. Paul Shuch
1/21/20	7 p.m. CST	Basic Aerodynamic Principles Demonstrated in Aerobatics*	Dagmar Kress
1/22/20	7 p.m. CST	EAA Proficiency365™ - Stay Active and Current Year-Round*	Radek Wyrzykowski
1/29/20	7 p.m. CST	Compression Testing Aircraft Engines and Maximizing Cylinder Life**	Bill Ross
2/5/20	7 p.m. CST	Bolted Joints in Tension**	Mike Busch
2/11/20	7 p.m. CST	Tips & Tricks for Recording In-Flight Videos	Martin Pauly
2/19/20	7 p.m. CST	Vans RV Maintenance Common Questions**	Vic Syracuse

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

New Mobile Website and Voice Applications

The Flight Service website (1800wxbrief.com) now has a mobile-friendly version that supports ICAO flight planning, access to weather, and more. The recently deployed Mobile Web provides many of the same capabilities as the website but optimized for mobile devices, such as an iPhone, iPad, or Android.

In addition, Flight Service has deployed new capabilities available for use on Alexa and Google Assistant. Download the Leidos Flight Service voice application to see how it works.

Today there are multiple sources available to pilots that provide weather and aeronautical information, often presented in an easier to understand graphical format. Pilots no longer need to call Flight Service to adhere to 14 CFR 91.103 and maintain awareness of weather and aeronautical information. You can learn more about these automated flight services at 1800wxbrief.com. (from *FAASafety.gov* 12/31/19) (ed. Note: Have to create an account and sign in to get weather along a route.)

Know Your Aircraft

The January/February 2020 issue of FAA Safety Briefing focuses on how to better "Know Your Aircraft." Feature articles cover each major section of an aircraft, highlighting the many design, performance and structural variations you'll likely see and how they affect your flying. We'll also take a fresh look at understanding aircraft energy management. Check out the entire January/February 2020 issue at www.faa.gov/news/safety_briefing.

Basic Med Info

It is important to understand that your BasicMed was not issued by the FAA Aeromedical Certification Division. That means the FAA cannot revoke it. BasicMed operates under the Flight Standards Service. If the FAA becomes aware of a serious medical condition which renders you unsafe to fly, since they cannot revoke your medical certificate, the Flight Standards Service will revoke your pilot certificate to prevent you from flying. To my knowledge, this has not happened yet, but I am sure it will.

Because the Department of Transportation failed to respond to the AOPA/EAA petition on BasicMed, it was passed with very little input from the Aeromedical Certification Division. Not surprising, from the FAA's point of view, some special situations were not addressed in the law. (extracted from Dec 2019/Jan 2020 issue of the *Midwest Flyer Magazine*; article titled "BasicMed Again!" by Dr. Bill Blank.)

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

Every Thursday (L) Marshfield, WI (MFI), noon till the pizza runs out
Jan 25 EAA 897 Brat & Chili Feed Dodge County (UNU) Juneau, WI 9:30am - 2:00pm
For more info call 920-386-2402, ski planes welcomed
Mar 31—Apr 5 SUN 'n FUN Lakeland, FL (LAL)
Apr 18 Fly-in (B) pancakes Oshkosh, WI (OSH) 7:30am - 11:00am

News From EAA Headquarters

EAA Offers Young People Free AirVenture Admission with Boeing Support

Young people age 18 and under will be admitted free to EAA AirVenture Oshkosh 2020 as a way to introduce more youth to the possibilities in the world of flight. The Boeing Company is financially supporting this effort for the next two years to encourage more aviation-minded families and their children to attend the event that brings more than 10,000 aircraft from around the world to Oshkosh each year.

"EAA's mission is growing participation in aviation, and in 2019, after EAA reduced admission costs for students, we saw an increased number of families coming to AirVenture," said Jack J. Pelton, EAA's CEO and chairman of the board. "Inspiring young people and giving them a first look at what's possible in aviation is only achievable if they can get in the gate. This effort will build on the more than 60 years where AirVenture has earned a reputation as a wonderful family event. We're incredibly appreciative of Boeing's support and like EAA, Boeing is committed to inspiring the next generation of aeronautical innovators. Because of Boeing's belief in our mission, we can invite youth from around the world to experience AirVenture at no cost."

The free youth admission is available throughout AirVenture week. Along with Boeing's financial support, a small fee on AirVenture advanced-purchase adult admissions and value-added opportunities such as the Aviators Club will support this free admission opportunity for young people.

"At Boeing, we aim to inspire and prepare the next generation of innovators, and EAA AirVenture provides a unique opportunity to encourage the natural curiosity of young people," said William Ampofo, vice president of business aviation, general aviation, and OEM services, Boeing Global Services. "We are proud to provide an opportunity for thousands of youth to experience this world-class event, and be inspired to use their talents, creativity, and vision for the future of aviation."

Longstanding youth activities and programs at AirVenture include such popular offerings as the hands on KidVenture display and program area; technology, innovation, and education options at Aviation Gateway Park; and extraordinary events such as daily air shows and more than 1,500 forums, workshops, and seminars.

Complete admission pricing and advance online purchase is currently available on [EAA's website](#).

If you gave someone a drone or were lucky enough to receive one this holiday season, it is important to remember the FAA's s/UAS registration and operating requirements.

Drones ordinarily must be operated under the rules of [FAR Part 107](#). However, the FAA Reauthorization Act of 2018 (Public Law 115-254) created a statutory exemption from FAR Part 107 for drones operated strictly for recreational purposes. In order to meet this exception, there are important requirements that all recreational operators must meet in order to legally operate. For example, the drone generally must be operated in Class G airspace below 400 feet AGL and cannot be operated in any other class of airspace without prior authorization. Additionally, the drone must be operated within the visual line of sight of the operator or a visual observer co-located and in direct communication with the operator. Further, the drone must be registered with the FAA and the registration must be displayed on the drone. For more information, please see [Advisory Circular AC 91-57B](#). If you are a member of AOPA Legal Services and have any questions regarding the s/UAS operating requirements, call AOPA at 1-800-872-2672.

(from AOPA Pilot Protection Services)

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

Website: www.850.eaachapter.org/