

# Frostbitten Flyer

EAA Chapter 850

Lake Superior Chapter

January 2021

North Central U.P. of Michigan



EAA Chapter 439 in Iron Mountain has finished “buttoning up” their new hangar for Winter. Hard to believe this was just a concrete slab in September. Take a look the next time you are at the Ford airport. It is on the East ramp.

## AirVenture 2021



As preparations for EAA AirVenture Oshkosh 2021 are well underway, you can now enjoy our world-wide line-up of diverse, energized, and innovative exhibitors ready to inspire and engage 365 days a year!

EAA will be utilizing the EXPOCAD/MyExpo platform for the AirVenture 2021 exhibitor booth layouts giving you the ability to view exhibitors' profiles all year long. With your MyExpo you can experience the excitement of what's new in the world of aviation and more — all from the comfort of your home. Setting up a MyExpo [account](#) is fast, easy, and free.

*(Ed. Note: I like this site. You can find exhibitors by location, name or category. You can use text or look at a map of the convention grounds and zoom in on a particular building to see the exhibitors inside. You can select exhibitors then view where they are on the map (A yellow star with the exhibitor booth highlighted in blue). They also provide a link to the exhibitor web site. Good planning tool.)*

## Up-Coming Chapter Events

**Saturday, January 16, 2012 - Chapter meeting by Zoom. See info on page 2.**

# Words From Ted

Happy New year!

It sure feels good to get 2020 behind us. For me it was a year of surgeries and recovery. I can't imagine how difficult it was for small businesses, restaurants and all the employees who lost their jobs in 2020. Let's hope that 2021 brings a swift end to the pandemic and a return to a more normal lifestyle.

EAA has also had a difficult year with most staff working from home and numerous employee furloughs. I have just now received notice of an upcoming volunteer chairman teleconference call, the first since last Spring and the kickoff of AirVenture 2021 planning. I look forward to hearing what changes there will be at this year's convention (assuming it will take place). I'm sure it will look like no other in history.

It was a welcome sight to again look up and see the ice testing team flying overhead during the holiday season. The chinook helicopter has a sound like no other aircraft and I could hear it as soon as it's blades started spinning on the Sawyer ramp from my home five miles away.



I know that it has been several months since we have met, either in person or virtually and with the new year upon us, I think it's time we touch base with each other. To that end, I propose

we have a Zoom meeting this coming Saturday morning to discuss recent events and to discuss what we should do as a chapter going forward this year.

The Zoom call will commence this **Saturday beginning at 9:00am EST.**

Here is the link which you can use on Saturday:

Join Zoom Meeting

<https://us04web.zoom.us/j/76203493104?pwd=VXQ0RTlwVWVsYkZUSUF0dkpMTDNQdz09>

Meeting ID: 762 0349 3104

Passcode: jT0bZ1

I will also send out a separate email to each of you with an invite to the Zoom call. Ted.

# Editor's Notes

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## ***How did you fall in love with aviation?***

That is the question AOPA's Pilot Protection Services (PPS) monthly Insight email asked its members on January 2nd. They want people to send in their stories. They believe there are some romantic stories out there about falling in love with aviation and how that love has gotten people to where they are today. They will select some to be published in the February issue of PPS Insights. I did not respond.

My story is bland. As a kid I never thought I would be a pilot. I loved planes and had access to the lake front airport in New Orleans. But, being a teenager during the 60s and living in New Orleans, there were many other wild things to keep your interest. I won't go into those, but I will say I had a lot of fun.

I did have enough interest though to try to get accepted to the Air Force Academy, but did not make the cut. I took the AFOQT (Air Force Officer Qualifying Test) and was qualified as a pilot. Therefore, I joined the AFROTC when I went to college. There were things I liked about ROTC and things I did not. (I found out many years later when recovering from my injuries at the VA that my personality was not suited to military life.) I was not sure about continuing, but committed after I was drafted (another story). Lucky for me, ROTC offered flying lessons to "pilot" qualified students.

Regardless of how I got there, I was hooked after my first flight in 1973. Flying to me was like riding my motorcycles but without the limitations of road driving. The thrill of dirt bike riding with the speed of highway driving all in one package. As a full time student with a job, I really did not have time to study all the regulations associated with flying, but managed to get through the required tests. This allowed me to get my 36 hours in before I graduated.

Then came USAF pilot training where you learned the AF way of flying. Just imagine being paid to fly jets (T-37 & T-38). I was living the life - fast car (Charger), fast motorcycle (BMW), and fast planes. The only down side was all the AF regulations.

I wanted to fly "air-to-mud" attack aircraft, but the AF did not allocate any to my class. I was selected to become a T-37 instructor pilot, but somehow lost that assignment and was assigned to fly the B-52D. I was not happy, but learned to love the B-52. Who could not love air refueling, low level doing 395 knots at 400 feet, and flying all over the world. The catch was, a third of your life was on alert (living in a building at the end of the runway waiting to takeoff in response to an enemy attack) and the deployments. Did I mention I loved the 3,500 hours of flying the B-52D/G/H.

After my accident, my wife had enough of me flying. Luckily, she changed her mind 3 1/2 years later. I bought my Piper 180G and have been enjoying civilian flying for the last 27 years.

So, what is your aviation story? Are you willing to share it? Send me an email or snail mail

Will

## EAA Webinars

Register at: [Webinars](#)

All webinars are 8 pm EST unless otherwise noted

01/13/21	Surviving Carbon Monoxide**	Prof. H. Paul Such
01/19/20	The International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday!*	
01/26-30/21	EAA Homebuilders Week 1pm-8:15pm daily	Lorrie Penner and Panelists Various Aircraft Building Industry Leaders
2/2/21	Avionics Options for your Homebuilt Aircraft with Dynon	Michael Schofield
2/3/21	How Mags Work**	Mike Busch
2/9/21	Corsair: The Story of the EAA Aviation Museum's F4U Corsair	Chris Henry
2/10/21	ATC and You: How to Make the Most of Flying VFR*	Richard Kennington & Bob Obma
2/16/21	Flying Procedures into Canada*	Luke Penner
2/17/21	ATC and You: Balancing IFR Flying and the Efficiency of Controlled Airspace*	Richard Kennington and Bob Obma

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



Updated schedule and presentation information, as well as registration details, available at [Eaa.org/ea/aircraft-building/homebuilders-week](https://Eaa.org/ea/aircraft-building/homebuilders-week)

### ***Pilots May Receive Pfizer & Moderna Vaccines with Appropriate Precautions***

*(from FAAST Blast)*

Following the Emergency Use Authorization from the U.S. Food and Drug Administration (FDA) for the Pfizer and Modernas COVID-19 vaccine, the FAA has determined that pilots may receive the vaccine.

To maintain the highest level of safety in the National Airspace System, the agency will require pilots with medical certifications or air traffic controllers with medical clearances to observe a period of 48 hours following the administration of each dose of these vaccines before conducting safety-sensitive aviation duties, such as flying. Read more at <https://www.faa.gov/news/updates/?newsId=96302>.

### ***Pinch hitter***

Share this new AOPA [Air Safety Institute Safety Spotlight](#) with your nonpilot passengers to help them learn the basics of flying and landing an airplane in the unlikely event of pilot incapacitation.

*(From AOPA ePilot 12/18/20)*

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

Jan 16	Chili Fly-in (L)	Watertown, WI (RYV)	11:00am - 1:30pm
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)	
Labor Day	Antique Airplane Association Fly-in	Antique (IA27), Blakesburg, IA	

### **FAA Announces New Drone Regs**

*(from AVweb 12/29/20)*

Unmanned aerial vehicles operating in FAA airspace will soon be required to have Remote ID identification capabilities. Initially proposed one year ago, the Remote ID rule will go into effect 60 days after its publishing in the Federal Register, which is expected to happen in January. Remote ID transmits the location and identity of the drone as well as the location of the control station/operator.

According to the FAA, "The new rules will require Remote Identification (Remote ID) of drones and allow operators of small drones to fly over people and at night under certain conditions. These rules come at a time when drones represent the fastest-growing segment in the entire transportation sector—with currently over 1.7 million drone registrations and 203,000 FAA-certificated remote pilots." The FAA says the new rule builds on previous steps to manage the proliferation of drones in the U.S.

Hobbyists were concerned that model aircraft would be caught in the rules change. There was considerable pushback early this year when the FAA published the proposed rules and a significant number of public comments expressed worry that model flyers would be burdened. The FAA made small changes in the final document relating to approved flying locations and the procedure to get them approved, which apply to model aircraft flown within line of sight of the pilot.

### **Cessna AD Requires Inspection of Tailcone and Horizontal Stabilizer**

The FAA adopted a new airworthiness directive (AD 2020-21-22) for certain Textron Aviation (Cessna) 180/182/185 airplanes. It was prompted by a report of cracks found in the tailcone and horizontal stabilizer. This AD requires inspecting the tailcone and horizontal stabilizer for corrosion and cracks and repairing or replacing damaged parts as necessary. The AD, which the FAA estimates affects 6,586 airplanes of U.S. registry, went into effect on [December 7, 2020](#). Download it here: [https://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgad.nsf/AOCADSearch/C8C585A037FE19EE862586140053CE37?OpenDocument](https://rgl.faa.gov/Regulatory_and_Guidance_Library/rgad.nsf/AOCADSearch/C8C585A037FE19EE862586140053CE37?OpenDocument).

### **FAA Publishes AD On Superior Crankshafts**

Some 257 four-cylinder Superior and Lycoming engines are now subject to a new airworthiness directive requiring crankshaft replacement within 25 hours. A [Notice of Proposed Rulemaking](#) was published in February but the [new AD](#) goes into effect on Jan. 15, 2021. The engines include Superior's own IO-360 and O-360s as well as certain Lycoming 360-series models that may have had the crankshaft installed as a replacement part. The AD lists specific serial numbers for the parts, which were delivered between 2012 and 2014.

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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/)**