

# *Frostbitten Flyer*

EAA Chapter 850

Lake Superior Chapter

September 2020

North Central U.P. of Michigan



***Our fellow UP EAA members to the south, Chapter 439 Iron Mountain/Kingsford/Escaanaba, are starting to form up their hangar at Ford Airport. They hope to have it enclosed before Winter. Ford Airport Day 2020 is now a “Hangar Work day”.***

What do you do when you get to the airport and the weather is not good for flying? Have a picnic in the hangar with your grandson!



## **Up-Coming Chapter Events**

***Saturday, September 19th 11:00am (EDT) - Chapter meeting at Chapter Building at Sawyer Airport followed by a burger burn at noon.***

# Words From Ted

Summer one day, Fall the next...who flipped the switch? As we rapidly approach the change of seasons I look back on what was a very strange summer. Virtually no flying events to go to and no really safe destinations without the threat of contracting the virus has kept us pretty much grounded for the summer. While we did manage to have a couple of chapter gatherings this summer, there was no interaction with the public. Hopefully we will be able to get back to some form of normal lifestyles soon.

Two recent additions to the EAA AirVenture museum include a new area dedicated to the WASP's (Women Airforce Service pilots) which includes many exhibits and artifacts from that era and a Vietnam exhibit which includes a Huey helicopter which last flew in Vietnam and sports patched bullet holes from its missions. I think it might be time to fly down and check them out!

Our Ray Scholar, Tyler has not been flying since starting college per Greg Durand. He has however been working on his Sporty's ground school course and is into the cross-country section. He has completed a short cross-country flight and is planning to do more flight training during his Thanksgiving break. We need to help encourage him to keep flying and to prepare for his FAA exam according to Greg.

I've included a picture of a past flight with my granddaughter Kaedence who will turn 8 in October. I am certainly anxious to give her first Young Eagle flight. She absolutely loves to fly and I'm hoping she will become a pilot someday.

This month we will try for another outside gathering/ burger burn to keep in touch with each other while maintaining social distancing. We will hold a brief update session followed by a lunch social. If our weather turns on us (which it frequently does) we will again utilize my hangar (#27) as a sheltered area. Hamburgers and hotdogs are on the menu along with whatever else shows up.

Gathering time will be at 11:00am with lunch at noon. So far, the long-range weather forecast calls for 60 degrees and sunny.

Hope to see you all at Sawyer on Saturday!

Ted



# Editor's Notes

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## *Our Flying Freedoms*



I was searching for photos to include in this issue and I found this photo. It is a 1999 picture from Nebraska of me with the brother of my neighbor. I do not remember his name, but I do remember he was a Brigadier (one star General) in the British Air Force. He came to visit his sister and I offered to take him flying.

Now, this man flew fighters for many years all over the world to include the United States. However, he had never flown a general aviation aircraft. He had heard that general aviation flying in the USA was “different” than flying in Europe, but he had no first hand knowledge or experience.

His flying experience in the USA only consisted of flying military jets. Being a former military pilot, I knew there was a big difference between military

jet flying in the USA and private flying. I tried to inform him of these differences before we flew but realized the only way to get the point home was to just take him flying.

He commented that my plane was a “nice little thing” when we pulled it out of the hangar. I immediately recognized that look some military pilots have when they see single engine general aviation airplanes. I have seen it from several military pilots whose only single engine prop flying experience was the few hours they got on their way to jet trainers. I thanked him for his comment and reminded him that it was “my plane” and not one provided by the government. He apologized stating he met no offence but only that it had been a long time since he was in such a small plane.

Before we started the engine he asked which frequency we needed to contact the air controller. I told him we did not need to contact anyone before starting the engine or to taxi or to takeoff or to fly around. He thought I was joking. Surely we needed to contact someone with our flight plan or at least to get permission to fly in controlled airspace. (I think controlled airspace starts at 2500 MSL in the UK) I showed him on the map and told him that if we stayed out of the Class C airspaces to the north and west, we could fly as high or as low as we wanted without talking to anyone.

I think he did not believe me until we took off and started to fly around. As he took control of the plane, he asked me where he could fly and at what altitude. I told him any altitude and anywhere he wanted to. A smile came over his face. He started to yank and bank, but did not go below our initial altitude. After about 20 minutes he asked if we had to stay above a certain altitude. I told him as long as we did not endanger anyone on the ground and stayed at least 500 feet away from people, structures and vehicles, we could go as low as we wanted. His smile got bigger. I did not know until then that he had a lot of low level time. So, it was good that I also had a lot of low and fast time because he went low.

The whole time he kept saying how lucky we were to have such freedoms. I did not fully understand that statement until I started to read about flying in Europe and the restriction they have to endure.

Today that statement has more meaning than ever before. So, go fly and enjoy the freedom!

Will

## EAA Webinars

Register at: [Webinars](#)

All webinars are 7 pm CDT unless otherwise noted

9/9/20	Keeping your Rotax Alive**	Prof. H. Paul Shuch
9/15/20	Unusual Attitude Training Versus Upset Prevention and Recovery Training: What's the Difference and Why Does it Matter?*	Randy Brooks and Norm Dequier
9/22/20	So You Think You Can Make a 180 Back on Takeoff? An In-Depth Look at Engine Failure Options*	Charlie Precourt, Chris Glaeser, Rick Marshall, and Terry Lutz
9/23/20	Founder's Innovation Prize Grand Championship Check-In	Terry Lutz
9/24/20	EAA Young Eagles Workshops: Day Camp Program for Chapters	John Egan and Megan Hart
10/6/20	\$500 HUD	John Muzzoli
10/7/20	The Looming Mechanic Shortage**	Mike Busch
10/14/20	Strategies for Limiting, and Protecting Yourself from Liability as an Aircraft Owner or Renter	Jack Harrington, Paul Herbers, Alan Farkas, and Jim Anderson
10/20/20	Emergency Bailout Procedures for Pilots and Survival Equipment*	Allen Silver
10/27/20	Flying Clubs – Growing Participation in Aviation	David Leiting

\* Qualifies for FAA Wings credit.

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

**EAA Spirit of Aviation Week**

**110**  
Days from Concept to Completion

**797,217**  
Total Page Views

**1.6 Million**  
Minutes of Video Viewing

**800**  
Exhibitors Through the Virtual Expo

**#EAAtogether**



While nothing could replace the Only in Oshkosh experience of AirVenture, EAA's inaugural Spirit of Aviation Week brought the flying community together like never before — virtually.

Created in the aftermath of this year's cancellation, the five-day event streamed live and on-demand content to viewers around the world.

The spectrum of flight was showcased through forums, tech talks, workshops, and interviews with industry favorites and historical icons. Participants could also explore new products and technologies through a virtual mall of exhibitors. Thank you for helping us bring together the aviation community during Spirit of Aviation Week!

On-demand videos are still available for a limited time at [EAATogether.org](#). (from 8/21/20 EAA email)

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

*These events were still listed on various sites but remember to check before you go.*

*Some events previously listed have been removed.*

Go to <http://www.wiflysocial.com> to check on WI Hamburger Socials; I see some have been added, but check.

Every Friday (L) Central County (68C), Iola, WI Noon, \$10 life time membership <http://centralcountyflyers.org/lmenu.html>

Sept 16 Hamburger Fly-in (D) Rock River (RYV) Watertown, WI 5:00pm - 7:00pm

Sept 19 Fly-in (B)(L) Oconto, WI (OCQ) 9:00am - 4:00pm \$5

Fly-in (B) Bessie's Diner Southern Regional (KJVL), Janesville, WI 8:00am - 2:00pm

Oct 19 FAA Safety Event, "Accidents, Incidents and Pilot Proficiency" and Hamburger Social  
Houghton County (KCMX), Calumet, MI 6:00pm (CDT)

Go to <https://www.faa.gov/SPANS/events/EventList.aspx> to search the location and subject for other FAA Safety Events



Sun 'n Fun has announced that it will be hosting a holiday flying festival and car show at Florida's Lakeland Linder International Airport (KLAL) on Dec. 4-5, 2020. Event activities will include an aircraft display, air and car shows, food vendors, live music, a short takeoff and landing (STOL) competition and AOPA-sponsored general aviation Town Hall. According to organizers, the festival will take place exclusively outdoors.

"We are extremely excited to bring this unique event to the people of Polk County and our flying community," said CMO and Air Operations Director for Sun 'n Fun Greg Gibson. "In cooperation with the Lakeland Linder International Airport and the City of Lakeland, we have crafted the weekend's activity in total compliance with all local, state, and federal health guidelines to ensure that anyone attending can feel very comfortable that they and their families are safe while still having a fantastic show."

Admissions and aircraft parking are free for the event, while car parking is \$20 per vehicle. Festival proceeds will benefit the Aerospace Center for Excellence's science, technology, engineering and mathematics (STEM) education programs. (From 9/7/20 AVwebFlash)

## **AOPA Airport Support Network (ASN) Volunteer**

I received an email from AOPA asking if I wanted to become the ASN volunteer at Ford Airport. It is something I would consider if I did not spend half of my time in Nebraska. Basically, the functions of ASN are:

- Be a liaison to local pilots and/or local pilot groups, airport management, etc. at the airport.
- Monitor and report to AOPA on city and county (sponsor) meetings and notify AOPA of pending problems that may arise.
- Notify AOPA of any questionable operational restrictions (curfews, noise abatement procedures).
- Assist in direct/indirect promotion of local airport activity to enhance favorable image of airport (i.e., open houses, airport support groups, and more).
- Help educate local officials and community neighbors about the value of their airport.
- Provide local newspaper clips and media alerts on airport issues to AOPA Airport Support Network staff.

As I was checking IMT for an ASN, I also checked SAW and did not see one listed. In fact, SAW did not even come up on their page. So, if you are an AOPA member and are interested in this position, contact [AOPA](#).

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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/)**