

Frostbitten Flyer

EAA Chapter 850

Lake Superior Chapter

August 2020

North Central U.P. of Michigan



Social distancing at the July meeting

(Sorry to you Michigan & Michigan State fans, but yes, those are Nebraska Cornhusker chairs, Go Big Red!)

Ford Airport Day 2020 Replacement Event

Chapter 439 wants to thank those Chapter 850 members who have helped with past Ford Airport Day events in Iron Mountain. Sadly, FAD has been cancelled because of the current, and possible future, state and local restrictions due to covid 19.

So, what do we do now? Well, some Chapter 439 members were thinking of flying down to Oconto, WI to their fly-in on September 19th. We have not been able fly to Oconto the last few years because their fly-in was normally held on the same day as FAD. As of right now, the Oconto fly-in is still on.

I will have more info in next month's newsletter.

Up-Coming Chapter Events

None right now due to the current situation.

Words From Ted

Last month's gathering was held in my hangar at Sawyer as (literally) an open-door session. We had a good turnout and an informal agenda which concluded with a monthly chapter video from headquarters. Our Ray Scholar, Tyler Lindholm and his father, Aaron were in attendance and gave us all an update of Tyler's quest to obtain a private pilot's license. To date, Tyler has soloed and accomplished a solo cross country flight and is preparing to take the written test. He is looking forward to a career in military aviation.

The corona virus spread continues to increase in the U.P. and has affected nearly all summer events including those in the sport aviation sector. I am not aware of a single fly-in event that is still being planned for the remainder of the summer. As such, we have suspended our Young Eagle events for the near future and must make a monthly evaluation as to the need for face-to-face meetings until the spread has subsided in the U.P.

That being said, we will not be holding our August monthly meeting in person but I encourage you to correspond to me via email if you have anything to report or wish to make known to our chapter members and I will post it on our chapter website. I am also asking for pictures any of you may have of past chapter events or photos of interest for our website.

Hopefully September will see a reduction in the spread of the virus in the U.P. and we can plan a formal meeting and social event.

Until then, please stay safe and enjoy the rest of your summer!

Ted

Editor's Notes

Will Kroeger

906-241-9070

wkroeger@alphaComm.net



This is the view we had of a crop duster at 4,500 feet on our flight to Nebraska last weekend. Of course, this is not the actual crop duster as I did not have time to get my iPhone out to take a photo. Also, the duster was about 200 feet above my plane.

Now, how could this happen in this day and age of ADS-B and modern radar?

Well, our flight (wife and dog were along) was going smoothly. We had been cruising at 6,500 feet in smooth air. The autopilot was holding altitude and following the magenta line from the GPS navigator, the throttle was set with the airspeed steady, and Foreflight was showing traffic and weather. I had nothing to do except monitor all the electronics, watch for traffic, keep an eye on the weather, change the fuel selector every 30 minutes, and to talk to the air traffic controllers when they directed me to change frequency.

On this flight I noticed a lot of activity at the low altitudes. I know 6,500 feet is a low altitude for some of you high flyers, but I am talking about activity just above the ground. It seems the crop dusters were very busy that day. They were showing up all over on Foreflight. I was having fun trying to spot them which was hard to do at 6,500. However, they were easier to spot when we had to descend to 4,500 for weather.

We had leveled off at 4,500 feet a few minutes earlier when something in the back of my mind prompted me to stop trying to find a crop duster on Foreflight out my left window and to scan for traffic. I had already done a scan when we leveled off and Foreflight did not show any other close traffic besides the low one to my left, but that tickle in my mind won out. So I looked, AND THERE IT WAS! A crop duster at two o'clock only 200 feet above me about ready to cross my path.

I did not take any evasive action because it was moving horizontally across my windshield and was above me which indicated we were not going to collide. However, I did disengage the autopilot in case I needed to take action. I also pointed out the traffic to the wife who calmly said "Holy sh..., what is he doing up here?" We waved as it went by but did not see the pilot wave back. In fact, I am not sure he saw us or it may be he did and that is why he was 200 feet above us.

So, what did I learn or have reinforced that day? 1. ADS-B does not show all traffic. 2. ATC does not see all traffic. 3. Even though ATC is providing traffic advisories, the pilot in command is still responsible for traffic avoidance. 4. It is better to keep a constant watch for traffic at your altitude than to try and find traffic that has no impact on your flight. 5. Don't scare the wife when she is reading a book. 6. The dog does not look for traffic.

Happy to say that the rest of the flight was uneventful. Also, it is hard to believe that we had tailwinds on both the trip up to the U.P. and back to Nebraska.

Fly Safe and may you always have a tailwind.

Will

EAA Webinars

Register at: [Webinars](#)

8/18/20	7 p.m. CDT	Air Shows: Not Just Events, But a Lifestyle!	Grant and Brittany Nielsen
8/19/20	7 p.m. CDT	How to Use Your Pilot's Operating Handbook*	Mike Bauer
8/26/20	7 p.m. CDT	Experiment in the Cockpit: The Women Airforce Service Pilots of World War II	Katherine Sharp Landdeck
9/1/20	7 p.m. CDT	Zenith STOL Airplanes	Sebastien Heintz
9/2/20	7 p.m. CDT	Fresh Annual**	Mike Busch
9/9/20	7 p.m. CDT	Keeping your Rotax Alive**	Prof. H. Paul Shuch
9/15/20	7 p.m. CDT	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	7 p.m. CDT	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	7 p.m. CDT	Founder's Innovation Prize Grand Championship Check-In	Terry Lutz
9/24/20	7 p.m. CDT	EAA Young Eagles Workshops: Day Camp Program for Chapters	John Egan and Megan Hart

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

FAA Issues AD For Aspen Evolution 2000 MAX, 2500 MAX Systems

The FAA has issued a new [airworthiness directive](#) (AD) for certain Aspen Avionics Evolution flight display systems due to an "automatic reset occurring when the display internal monitor detects a potential fault, causing intermittent loss of airspeed, attitude, and altitude information during flight." The AD restricts operation with these systems to day VFR flight. The directive applies to Aspen Evolution 2000 MAX and Evolution 2500 MAX systems running software version 2.10 or 2.10.1 in aircraft where independent attitude, altitude, and airspeed backup instruments have not been not installed.

"The FAA approved software v2.10.2 in March 2020 addressing the infrequent but potential reset issue of Evolution MAX series displays and we have successfully implemented this software change for affected customers," Aspen said. "These design changes are defined in the 900-00003-001, Revision CC, EFD1000, and EFD500 Software Version 2.X installation manual, dated March 2020."

The AD does not apply to MAX displays that have been updated to software version 2.10.2 or any legacy Aspen Avionics displays. 35 instances of display systems automatically resetting have been reported. The AD goes into effect on Aug. 17, 2020, and is open for public comment until Sept. 14, 2020. (from AVwebflash 8/3/20)

Have You Been to Beaver Island?

The most remote inhabited island in the Great Lakes. Great destination for boating, hiking, biking, camping, fishing, hunting, x-country skiing, and more. Fantastic island to fly to, two grass strips and good asphalt. Fantastic Glamping*. New campsite and relaxing getaway. No fees at the airport for tie down. Self-service 100LL. Very friendly place with no crime at all. 2 Airports: Welke (6Y8) and Beaver Island (SIX). (Submitted by Andrew Rapley to [Funplacestofly.com](#) 7/24/20)

*Glamping is a portmanteau of "glamorous" and "camping", and describes a style of camping with amenities and, in some cases, resort-style services not usually associated with "traditional" camping. Glamping has become particularly popular with 21st-century tourists seeking the luxuries of hotel accommodation alongside "the escapism and adventure recreation of camping". See Glamping accommodations for Beaver Island at www.glampinghub.com

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
Aug 11	Taco Tuesday	Dodge County (UNU) Juneau, WI		5:00pm - 7:00pm
Aug 19	Hamburger Fly-in (D)	Rock River (RYV) Watertown, WI		5:00pm - 7:00pm
Aug 30	Fly-in (B)	Dodge County (UNU) Juneau, WI		8:00am - Noon
	Fly-in (B) Rutabaga Festival	Cumberland, WI (UBE)		7:00am - Noon
Sept 12	Fly-in (B) Airport Expo	Wittman (OSH), Oshkosh, WI		7:30am - 11:00am \$7
	Fly-in (B) pancakes	Bong (SUW), Superior, WI		7:30am - Noon \$7
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
Sept 20	Fly-in (B)(L)	New Holstein, (8D1)		7:00am - 3:00pm
Oct 19	FAA Safety Event, "Accidents, Incidents and Pilot Proficiency" and Hamburger Social	Houghton County (KCMX), Calumet, MI		6:00pm (CDT)

Buy Your 2021 EAA AirVenture Oshkosh Tickets

In case you really missed Oshkosh this year and can not wait, EAA wants you to know that you can:

Purchase your EAA AirVenture Oshkosh admissions, camping, parking, flight experiences, and merchandise in advance.

It's fast and easy! With a few simple steps, you'll be inside the gates in no time and ready to take in AirVenture. You'll simply select weekly or daily tickets, enter the number of tickets you'll need for each category, pay by credit card using our secure online system, print your bar-coded ticket(s), present your ticket at any entry point to receive your AirVenture wristband, and breeze through the lines. If you purchased tickets at the preferred EAA member rate, please be prepared to provide proof of membership when you have your e-ticket scanned at the gate.

AirVenture 2021 dates: Monday, July 26-Sunday, August 1. You may purchase a daily ticket for any of the seven days, or a weekly pass, which includes all seven days.

Note: If your EAA membership is not current, please [click here to renew](#), and allow 48 hours for processing before purchasing your tickets at member rates.

Early bird discounted pricing ends June 15, 2021.

NEW THIS YEAR! Free youth admission ages 18 and under sponsored by Boeing.

If AirVenture were held this week, would you GO?

AVweb ran a poll on July 27, 2020 to see if people would attend Oshkosh if it were held. The answers were:

YES	31% (657)
NO	47% (1005)
I wasn't going anyway	18% (395)
I just can't say	3% (71)
Other	1% (22)

A small sample size, but probably representative of EAA members based on the people I have talked to and the chatter on the internet .

In Case you missed the EAA "Spirit of Aviation Week"

Go to <https://www.eaatogether.org/on-demand> to see all of the content from that week.

EAA Chapter 850
c/o Ted Kirkpatrick
401 Kirkpatrick Lane
Gwinn, MI 49941

EAA CHAPTER 850 OFFICERS

President: Ted Kirkpatrick, 906-361-6196 aerokirk@gmail.com

Vice President: Fred Benzie, 906-250-7110 fbenzie@chartermi.net

Treasurer: Fred Joyal, 906-226-6749 fjoyal@nmu.edu

Secretary: Ann Joyal, 906-226-6749 ajoyal@nmu.edu

Newsletter Editor: Will Kroeger, 906-241-9070 wkroeger@alphacomm.net

YE Coordinator: Ted Kirkpatrick

Eagle Coordinator: Fred Benzie

Fly-out Coordinator: Fred Benzie

Technical Counselor: Bill Landry, blandry801@aol.com

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

Website: www.850.eaachapter.org/