

# SKYWRITINGS

EAA Chapter 439

APRIL 2011

Central U.P. of Michigan home of the Yoopers!

[www.eaa439.org](http://www.eaa439.org)



## Save the Date!

## Tentative Meetings

**Apr 1, SUN'N FUN SOUTH!**  
5:00 pm@  
Jim Riverside's  
Trailer Site 19  
EARLY BIRD  
CAMPGROUND

**Apr 16, 2011**  
Mike Betti's  
Home Shop.  
Check out his  
new RV-7  
Project!

**May 21-22**  
Oshkosh  
Work Bee!  
Sign up for it  
Now!

**May 21 International Learn to Fly Day**  
**June 18 Young Eagles Day @ IMT**  
**July AirVenture Jul 25-31, 2011**  
**Schwinestfest Theme is "SPACE"**  
**Aug 6, 2011 Escanaba Area**  
**Sep 17, 2011 Ford Airport Day @ IMT**

# The Prez Sez!

Tom Sullivan

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It's raining, lightning lighting up the evening sky, and I'm hearing the frequent crack of thunder, as I sit and type this letter on the 20<sup>th</sup> of March. Seems this time of the year we can see about anything when it comes to weather, either what I'm seeing out the window now, beautiful sunshine and 45 degree weather, or snow piling on us like there's no tomorrow. Jim might be seeing a bit of rain too, but probably seeing 70 degree temps too. Scott Trask and I planned to drive down for Sun & Fun, but talking with him today, we may "can" the trip for this year. I guess we'll see what transpires over the next week, but giving up a week of build time on the Lancair for the trip is a tough choice (especially when build sessions like I've had over the last 7 weeks have been so rare over the past 12 years).

We lost another chapter member this past month; Bob Tice is flying under another set of skies now. He had a short stint with an aggressive cancer that took under 6 months from discovery to his final breath. Sitting through the funeral I heard about his 30,000 hours, 160 plus sorties in Viet Nam, and finishing as "Check Airman" for American Airlines. Knowing him personally for the last 10-15 years, seeing his great attitude carried over to flight instruction with new pilots, involvement with EAA and Northwoods Airlifeline, it makes one feel they have a lot of work to do to be looked at like he was by his friends and family. We lost a great friend, an even better pilot, and an awesome flying advocate.

It seems like just yesterday we lost Bob Hill. I didn't make mention much about him in the newsletter after his death, as I felt others had much more history worth comment than I. Now that time has passed, I would like to write a bit about him. I had Bob as a shop teacher in Junior High School, went to school with his daughter Lynn, and still call her a friend today. But the first time I met Bob, relating to the EAA Chapter 439, was during a September Young Eagles event, right after I got my pilots license (I believe 1995). My introduction to the Young Eagles Program had been many years prior, at an event held at Superior Aviation, when Larry Jensen took my daughter (now 30 years old) for a flight. I was very impressed with the program (and Larry), and couldn't wait for my chance to be "one of those pilots". Bob approached me, as I watched the activities, and asked me if I had obtained my pilot's license (he knew I had been working on it and belonged to EAA). I replied I did, and had a Cessna 150 as well. Bob encouraged me to get the plane out and help them fly some kids. I was floored that someone, with such a long and rich history with EAA, would be so friendly and open to a new pilot. I ended up with a line or two about my "adventure flying kids" in the next newsletter, which was curiously mailed to me, even though I wasn't a local chapter member. Bob was clearly the consummate recruiter for EAA and the chapter, and touched so many lives in a positive way.

I can't go down this road without mentioning the tremendous impact Tom Snoweart had in our chapter too. At one time, Tom was the highest Young Eagle count pilot in the country. His dedication to the program was unprecedented. He put on special "Young Eagle Days" at airports all over the U.P. and even Milwaukee, WI, well before most of us were even involved. He also worked with the Sheriffs department, flying troubled young adults to "let them see the light" of a better future. I often wondered what kind of sacrifices he and his wife made to just cover the fuel expense of this admirable commitment. His dream of conducting YE Flights in Cuba, though never becoming a reality, showed his untiring work to advance the program, share flight with kids, and bridge differences in people through aviation.

So the story of these three members, that meant a lot to many of us in the flying community, is one of role models. There's a short list of people I know that have done, so much, for so many, and did it with the passion to share their dream of flight with others. The bar's been raised, and we've a lot of work yet to do to come close to the accomplishments of these past chapter members.

Tom

**Ford Airport YE Day June 18<sup>th</sup> Call Scott Trask Now!** 2

## In Memory of Bob Tice, Long time 439 Member!



### **Bob & Marsha Tice in San Francisco 2010**

Robert "Bob" Tice, 75, of Iron Mountain, passed away peacefully at his home on Sunday, March 6, 2011, after a courageous battle with cancer.

Bob was born on March 29, 1935, in St. Louis, Mo, son of the late John and Viola Tice. His childhood years were spent residing in Tulsa, Okla. and San Francisco. He was an ROTC commander for two terms while attending the University of California, San Jose and graduated in 1960 with a bachelor's degree in aeronautical engineering.

Bob proudly served our country as a skilled fighter pilot in the U.S. military for five years. He flew 160 combat sorties in Vietnam as a U.S. Air Force captain. He earned numerous honors including Air Force Outstanding Unit Award, Air Medal of Honor with four Oak Leaf Clusters, Armed Forces Expeditionary Medal, and Small Arms Expert Marksmanship Ribbon.

Bob married his best friend, Marsha Van Middlesworth, on June 28, 1982. Together they resided in Barrington, Ill., Orcas Island, Wash., and settled in Iron Mountain, in 1996. He left a remarkable legacy in each hometown.

Bob was employed as a pilot with American Airlines in 1965 and moved through the ranks to become an international captain flying 767 and 757 aircrafts. His knowledge and experience led him to be check-airman for the airlines until his retirement in 1995. After retirement, he was a private pilot for five years flying corporate jets until retiring (again) in 2006. In recent years, he remained active in general aviation, sport aviation, and aviation instruction.

Bob's passion for flying was undeniable. He enjoyed sharing his love of aviation by serving as a board member and pilot for Northwoods AirLifeLine, member of EAA chapter 439, co-chair of the Homebuilt Headquarters at EAA AirVenture, and board member for the south central U.P. chapter of A.C.E. Bob loved and believed in his country.

He was a dedicated volunteer at the Masonic Lodge Community Breakfast in Iron Mountain where everyone was greeted with his big smile. His enthusiasm for life was contagious to anyone who crossed his path.

Bob was a devoted husband, proud father, and loyal friend to many. He is survived by his wife Marsha; four children; son, Lincoln Tice and son, G. Tice, both of Los Angeles; daughter, Melissa Wells of Racine, Wis., daughter, Jessica Bjorlin of Karlstad, Sweden and three grandchildren, Louise, Andreas, and Marcus of Karlstad. Other survivors include his beloved sister, Jan Dickerson of San Francisco; son-in-law, Anthony Wells of Appleton, Wis.; sister-in-law, Susan Kleinbeck of Neodesha, Kan., and father-in-law, D.A. Van Middlesworth of Independence, Kan.

A remarkable amount of support and extraordinary care was given to Bob and family during his time of illness. Special thanks to Dr. Morel and staff, Cancer Closet, providers at the V.A. hospital, Hospice (Joyce) and home aid caregivers, staff at DCH, family friends who provided spiritual support and an outreached hand in so many aspects, and everyone who followed Bob's journey and shared uplifting and heartfelt messages on his CaringBridge website.

A memorial service and celebration of Bob's life was held on Friday at the First Presbyterian Church in Kingsford.

# Tech Notes

Bill Landry

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## Long Term Plane and Engine Storage

Recently, I had the opportunity to “rescue” a Piper PA 28 180 from a long term sleep of over 5 years. The owner asked for an annual inspection so he could get it back in shape for possible sale.

While the annual was pretty straight forward, as it had been in a cold hangar for a long time, i.e., no critters living in its innards, flat tires, struts leaking, dead and bulging battery, etc., I did notice one thing, a particular odor was coming from it.

I know the EAA and FAA signed off on auto fuel usage years ago, but personally I have issues with it, and that is what was causing the strange odor. The owner had been using it prior to forgetting about his plane and when he stopped flying, the plane and engine were not placed into proper storage.

As I was draining the fuel system, the fuel was an off color, felt oily and had gelatinous lumps in it. The strainer was almost solid and what I drained from the carburetor was some unknown liquid. After a carburetor overhaul which was needed due to major corrosion issues as well as eaten seals and a complete flush of fuel system, replacing old oil and replacing the battery, I was able to bring the engine back to life to proceed with the annual.

The point of all this is that with today’s high fuel prices, I have noticed a lack of flying, with planes sitting in hangars waiting for better days. Many of them with auto fuel in them.

Believe it or not, there is a way to set your engine into storage if using this fuel. Lycoming has a Service Instruction 1534. TCM has a Service Letter SIL 99-1, that also goes into this in depth.

First, the auto fuel should be drained from the fuel system or the engine run until the tank has less than ½ fuel level, then top off with 100 LL fuel. Run the engine or fly a minimum of 45 minutes which will mix the fuels. After this, top off the tanks with 100LL again. This will maintain the fuel system for long term. As for the cylinders, the engine oil should be drained after the run and a mix of 1 part MIL C-6529 corrosion prevention compound and 3 parts MIL L-6082C mineral oil should be serviced. The engine then run until normal oil temp is reached, then drained. Remove the spark plugs and while having someone turn the engine over, spray about 2 ounces of this mix into the cylinders, then put the plugs back in. Plug and tape over all inlets and exhausts into the engine, place a note on the propeller so no one will rotate the prop. Lycoming Service letter L180 covers this procedure.

As for the rest of the airframe, remove the battery and keep someplace where it won’t freeze and can be top charged occasionally. There is nothing like a split battery case with acid running into your plane to ruin your day! Also, tape over any openings that will admit the various rodents that inhabit your hangar and are always looking for a place to nest. It also helps to look in on the plane once in a while, make sure the tires are properly inflated. Move the plane forward or back to get rid of flat spots that will form on the tires. In the Air Force days, we called this “tire rotation”.

For short term of 30 days or so, fly or run your engine to get oil temp up to recommended indicated temperature to boil off any condensation that has accumulated since the last flight.

I could go on longer with other things I have seen concerning the above, but as you are probably asleep by now, I will wait until next time.

# Misc. Stuff!

## LARRY JENSEN HAS A GARMIN 495 GPS FOR SALE!

I have a like-new Garmin 495 GPS that I need to sell and am wondering if I could get it in the 439 newsletter.

I've used it 7 or 8 times .... (no damage history). It comes with everything that came in it's original box. Although Garmin has discontinued making it, I still see it advertised for \$1299 in Trade-A-Plane. I am asking \$900. I am moving up to Garmin's new 510 GPS with XM weather. Call me at:

Home 906 563-5860

Cell 906 396-2745

Thanks, Larry Jensen



Saturday, May 21, is International Learn to Fly Day. Make plans now for your chapter to share the fun of flying with friends and neighbors in your area.

You're encouraged to organize your event around adult orientation flights. Think of this year's Learn to Fly Day as the first step towards a year-round adult version of our successful EAA Young Eagles program.

# Editor's Notes

Jim Riverside

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Please note that there is a change in the April meeting in the UP. Mike Betti offered to host a meeting at his home shop to look over the new RV-7 project that he has recently started. It will be held there on April 16<sup>th</sup> at 9:00 am Iron Mountain Time. The address is W9424 Peterson Drive, Iron Mountain, MI if you want to put it in your GPS. Mike and I can provide transportation from the IMT airport to his shop if you want to fly in. Just contact us before you fly in. I'm still in Florida as I write this, but I will be back home for the April 16<sup>th</sup> meeting.

The April 1<sup>st</sup> Sun & Fun South meeting will still be held at 5:00 pm Florida Time at Inez and my Trailer Site # 19 in the Early Bird Campground. If you are at Sun' N Fun, but can't make it, please call me so we can register you as a proxy at least.

Not only am I in Florida, but at the moment I am a patient at the Lakeland Regional Medical Center, trying to get rid of a case of Cellulitis on my left leg from the ankle up about two thirds of the way to the knee. I have been fighting it for the past couple of weeks, taking antibiotic pills, and lying flat on my back and or sitting around with my foot elevated. The Doctor finally decided that it needed to have stronger antibiotics fed in from an IV. So, here I am with my foot up and the laptop in my lap trying to finish the newsletter. At least it takes my mind off the foot, which is about a level 2 out of 10. That is down from a level 10 that it has been most of the previous two weeks. I haven't been able to walk on the left foot for most of that time, at least not without a lot of pain. It looks like I will be here in the hospital a couple more days unless something magical happens. So, I haven't been very productive at the sign shop for that period of time. I only managed to get in there for short periods of time now and then when the pain eased up a little.

Hopefully I will be back on both feet again before the Convention starts on March 29<sup>th</sup>. I'm supposed to be driving a shuttle from the Sun 'N' Fun Seabirds tent on the airport here to Seabird campsite and Splash-In site next to Fantasy of Flight on Lake Agnes. Here's hoping anyhow.

May 21 and 22 has been confirmed as Chapter 439's Work Bee Week end at Oshkosh. If you are planning on going, please let me know ASAP as I have to get a list of who is going to be there in to EAA by yesterday. I would like it to be as accurate a list as I can make it. There is a "**Weekend Work Party Saturday Evening Program**" at the Museum on Saturday Evening May 21<sup>st</sup> that you might like to attend:

## **Edwards AFB Lakebed Fly-In**

**Take an exclusive trip to the first ever Flight Test Nation Lakebed Fly-In with EAA Staff member Brady Lane. Brady will share with you his experience of participating in the first fly-in event allowing private aircraft to land on the cracked clay surface known as Rosamond Dry Lake Bed at historic Edwards Air Force Base. A generally off limits runway, used only for select flight test operations, brought an opportunity that resulted in 98 airplanes having the privilege to land from the pool of 2,263 pilot applications that were submitted.**

It may also include an "after hours" tour of the museum after the program. It sounds interesting to me!

**Jim**

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**Dues are \$15.00 a year! From August 1<sup>st</sup> Please send them to our treasurer'**

7

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