

SKYWRITINGS

April 2010

EAA CHAPTER 439 CENTRAL U.P. of MICHIGAN
www.eaa439.org The Yoopers!



- Meet A West Coast 439er
- Flying on the Internet
- Volunteer!

The President Speaks! **Tom Sullivan** toms1@chartermi.net

Spring has arrived with a bang!! Skis can come off, hangars need to be cleaned, and rusty flying skills should be dusted off. How current are you? Have you done enough landings to be current? And what about your night flying currency? The IFR pilots among us, have you completed your requisite 6 approaches, navigation by instrument and some holds? Spring is a great time to use currency (training) as an excuse to fly, whether FAA mandated or your own personal minimums.

I had two flights recently that were on the opposite spectrum of flying. The first was a flight to Cheboygan for my son's high school bowling tournament. The weather in Iron Mountain was great, VFR with no clouds and unlimited visibility. But the forecast was clear the second half of the flight would be a challenge; IFR ceilings, low visibility, icing, all of which started about half way over Lake Michigan.

Checking the AWOS for Cheboygan while flying over Beaver Island, I found 900' ceilings, 1 ½ miles visibility, winds out of the north at 17 mph, gusting 24 mph. With an east/west runway and a GPS approach, with the initial approach fix (a hold no less) well to the east, I knew we were going to have some fun. I never saw the airport as we flew over it to start the approach. A teardrop entry to the hold had me over a very choppy Lake Huron and we were soon inbound. During the approach AWOS indicated stable ceilings, but the visibility had dropped to 1 mile (minimums). I turned the runway lights on and attempted to wake up my son (flying in the co-pilot seat) to help locate the runway. Three whacks with the approach plate were unsuccessful, but I was able to locate the runway and land without incident (other than the cross wind challenges anyway). As we depart the aircraft, I mentioned to Beth and my son the view of Lake Huron during the approach. Beth looked at me and said "my head was in a puke bag the whole time". Oh, did I forget to mention the turbulence? Rob, my son, has the gall to say "Dad, why didn't you wake me up?" I could have strangled him.

A few weeks later I took two local women from my soccer association for a Sunday evening flight. One of them had never flown in her life, and was flying to Florida for spring break, with much anxiety I must add. The purpose of the flight was to introduce her to flight before the trip, so maybe she might be a little less worried about the experience. She loved it, but again a bit of pesky turbulence kept the flight from being the ultimate experience. In the end, she was thankful and felt her trip next month would be better from the experience.

It seems we sometimes forget a few things about flying (or at least take it for granted). One being the great utility of the plane, making long ground bound trips both enjoyable and short. The other great thing is having the opportunity to be part of a person's first flight experience. When conducted with the passenger's anxiety in mind, this can be a positive experience they never forget.

Tom

The Next Meeting

Is at Kubick Aviation in Iron Mountain.

For info contact Chad at Ph 906.779.0656

Saturday April 24th
9:30 am CDT / 10:30 am EDT

SECRETARY'S NOTES

Mike Betti

mbetti@hughes.net

February 20th, 2010 Meeting Notes Terry Glimn Hanger Escanaba, MI

Chapter 439 Members present:

Mike Betti	Molly Waidner	Bruce St Onge	Terry Glimn
Wayne Springinsguth	Tom Gilbert	Bruce Flannery	Marty Siewert
Scott Trask	Aaron Gustafson	Harold Berg	

Terry Glimn opened meeting 9:15 AM

Terry Glimn read the Treasurer's report.

No new business.

Scott Trask talked about his recent trip to Florida with his RV.

Members and guests were introduced.

Bruce Flannery talked about the recent completion of a J5 Cub.
He also has another one he is repairing at present.

Molly Waidner talked about their new RV3 project.
They have the empennage just about completed.

Marty Siewert made a presentation to the group of his recent trip to Haiti in a 172. A video was shown and Marty answered many questions. He and his son brought some supplies to friends down there. He will be returning in about a week with a different group and larger airplane to help out.

Meeting was adjourned 10:00 PM.

Hot dogs and beans were served.

In the Editors Words -

Aaron Gustafson

agustafson@chartermi.net

Thanks to John Schorr for the article this month. If he can do it so can you. There must be some experience that you would like to share with others. It could be past, present or future dreams. This newsletter does not and will not happen without your input. It's in your hands! Email WORD documents JPG photos or hand written pages to me. Get started now for the next newsletter. I'll be waiting as will others.

Volunteers!

By Donna Sisk

In just a few months we will be back "Home" in Oshkosh, (I will be arriving Oshkosh about the 11 of July).

I now need a count as to who is planning to volunteer. Please contact me at siskdk@aol.com or call 954-647-4396 and let me know about your plans and pass needs. I will need to begin letting convention headquarters know in May.

I will leave Florida toward the end of April heading North. I am still wearing the boot so look out Mikey.

FUTURE EVENTS

April 16th

SUN 'N FUN

South Chapter 439 Meeting:
Jim Riverside's trailer site,
#19-Early Bird Campground
cell phone 906-458-0773
(See p. 6)

April 24th

Michigan Med Evac
at Sawyer (See p. 6)

May 15-16

EAA Work Weekend
Contact Jim Riverside
(See below)

EAA MAY WORK WEEKEND

The tentative date for our EAA Work Weekend in Oshkosh is May 15th & 16th. It still needs to be confirmed with EAA Hdqts. Anyone planning on participating, please contact Jim Riverside ASAP via cell phone at 906-458-0773 or e-mail at jriverside@charter.net. I will need to submit a list of people attending to EAA at least two weeks in advance of that date. Bunk house space is available for those flying in or driving down without camping equipment. Probably a good idea to bring your own bedding or sleeping bag. Anyone 16 or under needs to be accompanied by a parent or designated adult. A special form needs to be completed in advance.

It's always a good time, and you can tour the site and get a look at the latest improvement on site. Also get a Special tour of EAA's Museum on Saturday Evening if you so desire. The Volunteer Kitchen will be available for free Breakfast on Saturday Morning, noon lunch and dinner. Sunday they will serve Breakfast and lunch, so you don't need to worry about going hungry.

Jim Riverside

FOR SALE WANTED
AIRCRAFT PARTS AIRCRAFT ULTRALIGHTS PROPS ENGINES

EAA 439 members place your ad here by sending it to agustafson@chartermi.net
Please include price and contact information in your ad

The Spirit of 439 ...

The Musings of a West Coast 439er: John Schorr

My wife Cheryl and I live in Santee, California right under the transition to base of runway 27R at Gillespie Field (SEE). It is a very interesting pattern in that after turning base you can no longer see the airport because you are flying around the east side of Rattlesnake Mountain. Once you turn final, your approach is between the mountain and "Twin Peaks," two smaller hills.

When I was in the middle of flight training for a private pilot certificate during the summer of 2006, my wife and I visited her folks in Escanaba. I really enjoy that but, having flown once or twice a week for a few months, a vacation from flying was not what I wanted. My wife graciously agreed to let me seek out some flying in the great U.P. I drove over to Delta County Airport and found Terry Glimm's place. He wasn't there but luckily his phone number was on the door. I called him and we went flying the next day. We flew some turns about the in-law's house and the paper mill where my brothers-in-law work and from where Cheryl's dad retired.

Terry asked about the flight training I had done in California and we agreed that some hood time would be a benefit. I had a great time! I think Terry did too. Back in the office I told Terry I had joined the EAA because I wanted to build a Zenith CH701 when I retired. Since we planned on retiring in the U.P. I asked Terry about any local chapters. He got a big grin on his face and that is how I became a west coast member of Chapter 439! Three months later I emailed Terry to let him know I got my private pilot ticket.

You might say I got a late start flying. My dad flew F9 Panthers from the aircraft carrier Princeton during Korea. He went on to be type rated in many aircraft from Convairs to the DC10 as a pilot for United Airlines. He is enjoying retirement now and hasn't flown since. He was one of my first passengers though, and upon landing told me, "I'm glad someone (out of seven kids) has followed in my footsteps." Sure dad. My love of aviation grew as a passenger on United I suppose. As a kid I built scores of plastic model planes, then control line and eventually graduated up to RC planes. When I needed more of a challenge in 2004, I took up RC helicopters. When learning to fly a model helicopter I recommend using a good flight simulator first to save lots of money.

When I joined the Marines out of high school I was trained as a jet engine mechanic and then as a plane captain. I loved every minute on the flight line at Camp Pendleton. One starts to feel "old" when the planes they loved and worked on are now out of service. Well not completely – the OV10 Bronco is still used in wildfire air control/spotter duty here in SoCal.

My initial aviation mechanical training opened many doors for me. My first job after the Marine Corps was for Northrop Corporation in Los Angeles County, as a quality assurance inspector on the B747 fuselage program. I hadn't known back then that about 70% of the 747 fuselage was made by Northrop and shipped in sections using special railroad cars to Everett WA. I eventually moved to San Diego to work for Rohr Aircraft, now known as Goodrich Aerostructures, and also where I met my wife Cheryl.

We are still planning to retire in the U.P. and would be there already if not for the current real estate market. I am anxious to be a more involved member of Chapter 439 when we get there and to build that CH701!

From where we climb to 9000' to clear terrain not weather,

John Schorr



Newsy'vents from our Members...

When the Niagara paper mill closed in 2008. I decided to return to school. I choose to go to school in Oshkosh, at the Fox Valley Technical College. I have been taking courses for Aviation Maintenance. I will graduate in May, and will take my Federal exams the last week in May. I had been going to Air Venture for numerous years before I lost my job, yet I did not know there was an FAA part 147 school just across the field.

If any of you are interested in this school or just want to go to a fly/drive - in breakfast, @ **KOSH**
Saturday April 24th 7:00am—Noon \$8.00

**Safety Seminar: Changing of the Seasons—How to Prepare for all Weather
10AM to 11AM Room 104A**

See <http://owa.foxvalleytech.com/public/content.aspx?ID=1578&PID=11> for more info or
(Contact Mike at i2av8or@yahoo.com). I'll be there and I'd love to show you around.

Semper Fi

Mike Youngs

On April 24th, one of the Michigan Med Evac units is bringing up a new Cessna jet to show off at Sawyer. There will be a lot of medical and other interested people looking at it.

Chapter 850 will also be doing young eagle flights that day and has invited Chapter 439 to participate. Anyone that wants to fly is welcome.

Not sure if a pancake breakfast or anything else is planned yet.

Bill Landry



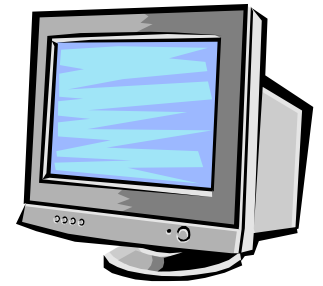
SUN 'N FUN SOUTH MEETING

The annual SUN 'N FUN South meeting will be held on April 16th at 5:00 pm at our trailer site, #19 in the Early Bird Campground. This is the same location as in the last several years. Call Jim Riverside's cell phone 906-458-0773 if you need help to find the site. See if we can beat the meeting attendance of the April SNOW & FUN NORTH MEETING! Hope to see you there!

Jim Riverside



Flying on the Internet...



This place (Pilot shop) has cheap Aeronautical Charts

http://www.pilotshop.com/aeronautical-charts-sectionals-tacs-us-c-30_149.html

Scott Trask



This is a nice video about Volunteering for Sun 'n Fun, but would apply to EAA also. It has video clips in it of Volunteers at last years convention.

This won-

derful video was provided by our friends at the FAA Production Studios and was shared with volunteers. Take a look, you might even recognize a few people...

<http://www.youtube.com/watch?v=JcJoKZhdxBE>

Jim Riverside

There was an article about Kelly Johnson in the Air & Space magazine put out by the Smithsonian Institution. Kelly was born in Ishpeming, MI and designed the P-38 and SR-71 among a bunch of others. (Editor's note: Sometimes this link gets you directly to Kelly Johnson's article and sometimes not. It does take you to the Air & Space Magazine, so in the search box [upper right corner] type in Kelly Johnson and you will then be able to click on the article.)

<http://www.airspacemag.com/history-of-flight/Head-Skunk.html>

Jim Riverside

The United States Navy's Blue Angels in HD

This is really good. YouTube must be doing some new tech with high definition and aerial sequences being shot with a "fisheye" lens (note earth curvature at low level.)

http://www.youtube.com/watch_popup?v=W6tB8Lf7YoU

Alaska via small plane
A long but beautiful trip

<http://www.shaunlunt.typepad.com/shootings/>

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Contributors to this issue of Skywriting's

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Dues are \$15.00 a year! From August 1st Please send them to our treasurer!

Website: www.eaa439.org