

# SKYWRITINGS

EAA Chapter 439  
Central U.P. of Michigan

January 2019  
Home of the Yoopers!



*I want to thank Scott and Pam for opening their house to us for the Chapter Christmas Party.*



*The scarce attendance indicates either we did not give enough notice of the party (I will take the blame) or the active numbers for our chapter are lower than what we thought. Either case, I hope our participation numbers increase as we start work on the hangar and FAD.*

## Up-Coming Events

**Saturday January 12th - 9am (CST) - Chapter Meeting, Kubick Aviation, Ford Airport**

**FAA Safety Event, "Risk Based Flight Review and Personal Minimums"; Tuesday March 5, 2019 at 5pm CST, Kubick Aviation Services, Ford Airport**

*Heads Up - There will be no newsletter in February as the editor will be on a trip.*

# The Prez Sez!

Tom Sullivan

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Well, we just recently rang in another New Year, 2019. As I age I'm not quite as anxious for them to come around...we will only get to see a certain number of them in our lifetime, and life's clock has been ticking more noticeably the last few years as I've reached my 60's. With the New Year brings the first meeting of the year and elections. Last year we made a few changes in our officers; some because those involved wanted to make the change, but at least one because the member had not been current in 3-4 years as a chapter member. I just filled out our renewal with national and had to send in an email inquiry about one of our officers, as he was accepted as a legitimate Young Eagles pilot in September but the system would not accept him now? So, if you are a board member, and especially an officer, please make an effort to attend this month's meeting. If you can't make it, assign "Proxy" to one of the existing officers to allow your vote to be cast for elections. Also make sure you are current as a national EAA member AND as a Chapter 439 member.

It is interesting that Will touched on Annual Inspections in his article this month. I am just starting my "Condition Inspection", the Annual Inspection version required for certified aircraft. Experimental Aircraft do not require an Annual Inspection, but the required Condition Inspection is pretty much the same. The major difference being it can be completed by the builder and signed off if that builder has applied and received his Repairman's Certificate. I HAVE NOT yet, as I've been really busy and the process requires a visit to the Grand Rapids FSDO to apply and receive it. So....my condition inspection needs to be signed off by an A&P, which since Steve assists in most the work we do in the hangar, is not really a problem. But...getting the Repairman's Certificate is on my New Year's Resolution list for 2019.

We flew down to our Florida home in late November to have the Lancair's Walter engine inspected. It was due at 100 hours (well, not a formal deadline) and my first chance to get it down there when the engine guy and I could coordinate a time was December 3, 2018 (a Monday), with nearly 250 hours on it. First time jet operators, especially in the experimental world, don't have a very good track record on the first 100 hours of operation, many times ending up with very expensive "over temp" related issues. I was nervous, but was advised at the end of the first day the engine looked great; keep running it the way you have been. All they had left on Tuesday was to run it. Well, that ended up a problem, as it was determined the FCU (Fuel Control Unit) had an issue, and not one from operating it. Long story short, Beth and I bought airline tickets to get home, I returned 10 days later to pick the plane up on December 17<sup>th</sup>, and flew it home the 18<sup>th</sup>. We returned to Florida on the 26<sup>th</sup>, with my son and his girlfriend out of Appleton, and then returned to IMT on the 2<sup>nd</sup>. The reason for that.....next.

I sold the Mooney, rushing to get the requisite 25 hours on the new engine for the buyer and still close before the end of 2018 (huge tax implications if I didn't). The paperwork and money part was completed on 12/27/18, but being in Florida, I couldn't deliver the plane to the new owner. He wanted to pick it up on Saturday, January 5<sup>th</sup>, but I had several days of work to complete on it before delivery. So, the Thursday and Friday before were a mad rush completing my squawk list for the Saturday delivery. I picked him up (he's from Austin TX) at 7 AM at Milwaukee Mitchell Airport, let him fly me and his new plane back to IMT, and trained him on the unique features my Rocket has over the one he had previously. We did lunch and he departed IMT for California (where he's currently working) at 2:30 PM. It was a pretty bittersweet moment, seeing a plane I owned for 18 years and flew nearly 2,000 hours in fly off runway one no longer my plane. Who says you can't get attached to machines? That plane took me and my family across probably 75% of the states in this great country, safely, in comfort and with pretty impressive speed.

Tom

# Editor's Notes

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## ***Aircraft Annual Inspection***

In the last 30 days I have completed two EAA Webinars: "Just Inspect it, Please" and "Post Maintenance Checklist". Both were presented by Mike Busch from Savvy Aviation. These two webinars dealt with two aspects of the annual inspection: What to communicate to the maintenance shop before an annual inspection; and Your actions after an annual inspection.

The first webinar dealt with how to clearly communicate your expectations with the person doing your aircraft's annual inspection. Mike gave several examples of what could go wrong from an owners perspective, such as work performed without approval that does not affect the airworthiness and is beyond the scope of an "annual inspection". To insure you communicate with your FBO the work you want done he suggests the following owner protocol.

1. Shop inspects aircraft (*and performs any additional work requested by the owner– my addition*)
2. Shop documents discrepancies found
3. Shop recommends repairs
4. Shop estimates cost for parts & labor
5. Owner approves or declines repairs
6. Shop performs approved work

The shop should sign off the annual inspection regardless of whether recommended repairs, which do not affect airworthiness, are performed. The shop can sign off an annual "with discrepancies" which the owner can get someone else to review and/or fix.

Now, I am not a part 43 expert, so I recommend you review the webinar at <http://www.eaavideo.org/category/videos/webinars>

The second webinar dealt with the owners post "annual inspection" inspection. I think I may have violated, onetime or another, some of the items Mike talked about in his presentation. He recommends:

The Obvious stuff: Perform a thorough preflight paying special attention to those items the mechanic removes or touches during the annual like inspection plates, panels, fairings, attachment screws, cowling fasteners, nose bowl and spinner screws; insure the flight & engine controls free, correct & smooth movement; seats properly mounted and secured; cowling air inlets to verify all flexible baffle seals are oriented upward or forward, with nothing laying loose; check fuel & oil level; drain sumps; do a walk around looking for hangar rash or anything that doesn't look right; verify all doors are closed & latched; all switches off, circuit breakers in.

Engine Start: check bus voltage & battery ammeter; oil pressure comes up promptly; engine idles smoothly at idle RPM; verify on EGT that all cylinders are combusting; lean engine to max RPM.

Taxi & Runup: tap brakes to verify they work; s-turns to verify nosewheel steering & turn indicator; attitude indicator erected; check DG or HIS for proper heading; mag check; cycle prop; all instruments normal.

Before Takeoff: flight controls free and correct; cycle flaps; check all axis trim controls;

Post maintenance Flight: MUST BE TREATED as a TEST Flight: in airport vicinity; day VFR; No passengers; performed with a test pilot mindset.– prepare for something to go wrong, spring loaded to abort takeoff if anything looks, sounds, feels or smells wrong; make a few circuits of the airport; does everything looks right including avionics; If anything goes wrong, take it back to the shop, do not fly home and call.

Other items; pick up your plane in the morning or early afternoon so any discrepancies can be worked. Don't pick up your plane on a Friday since it is a busy day.

NEVER pick up your plane from maintenance without a signed logbook entry approving the aircraft for return to service or certifying that the aircraft was determined to be in airworthy condition. FAR 43.11 does not require a timeline for a mechanic to signoff work but 91.407 requires pilots to have paperwork completed.

Some of the things I have found following an annual: hammer sitting on top of engine after the plane flew 9 hours on a cross country trip by a friend; a 30% higher fuel burn rate on a cross country; flight instrument missing (yes, the aircraft was signed off); nuts not tighten on nose cone; battery not safety wired, oil filter not safety wired; oil leak at crankshaft; inoperative alternator; paperwork not signed off but indicated they would mail it. Will Go to <http://www.eaavideo.org/category/videos/webinars> to see this webinar.

## **EAA Webinars**

Register at: [Webinars](#)

1/9/19	7 p.m. CST	Less Than Ideal: Short Field, Soft Field, and Obstacle Operations*	Prof. H. Paul Shuch
1/16/19	7 p.m. CST	An IMC Icing Accident - Why?*	Andy Miller
1/23/19	7 p.m. CST	Introducing the EAA Flight Test Manual*	Tom Charpentier, Vic Syracuse
1/30/19	7 p.m. CST	History of the B-17 Memphis Belle	Chris Henry
2/6/19	7 p.m. CST	Breaking Good**	Mike Busch
2/27/19	7 p.m. CST	Paramotors: Learning, Flying, and Buying the Smallest, Most Portable Aircraft*	Jeff Goin

\* Qualifies for FAA Wings credit.

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

### **Proposed AD Could Affect 20,000 Pipers**

The FAA has issued a notice of proposed rulemaking (NPRM) regarding the adoption of an airworthiness directive (AD) that would require wing spar inspections on nearly 20,000 Piper aircraft. According to the FAA, the AD comes after an investigation into the report of a fatigue crack on a Piper PA-28R-201 “revealed that repeated high-load operating conditions accelerated the fatigue crack growth in the lower main wing spar cap.” The FAA also noted that the area where the crack was found was “inaccessible for a visual inspection.”

The proposed AD would cover PA-28 and PA-32 aircraft with wing spar structures similar to the PA-28R-201. It would apply to aircraft that have 5,000 or more hours time-in-service (TIS), have had a main wing spar replaced with a spar with more than zero hours TIS or have missing or incomplete maintenance records. The AD would require “calculating the factored service hours for each main wing spar to determine when an inspection is required, inspecting the lower main wing spar bolt holes for cracks, and replacing any cracked main wing spar.”

The FAA estimates that 19,696 U.S.-registered aircraft would be affected. According to the administration, the inspection would take approximately 1.5 hours and cost \$147.50 per wing spar. Estimated cost of replacing a wing spar is \$8,260 per spar.

The proposed AD is an interim action. The FAA has stated that it could initiate further rulemaking based on the data gathered by inspection reports. The AD is open for comments until Feb. 4, 2019. Comments can be made and the complete text of the proposed AD (FAA-2018-1046) can be viewed at [regulations.gov](http://regulations.gov). (from 12/24/18 AVwebFlash)

### **Experimental Aircraft Accident Rate Falls**

The number of fatal accidents in experimental aircraft has declined for the fourth year running, according to the Experimental Aircraft Association (EAA). Just 44 fatal accidents were recorded for the period between Oct. 1, 2017, to Sept. 30, 2018, for experimental category aircraft including amateur-built, racing, exhibit-only, research and development and some types of light-sport aircraft.

“These are historic lows for fatal accident in amateur-built and experimental category aircraft,” said EAA Vice President of Advocacy and Safety Sean Elliott. “In addition, the FAA in 2010 challenged the aviation community to reduce the accident rate by 10 percent over the next decade. We are proud to say through a focus on safety, that goal was reached in just eight years, two years earlier than anticipated.”

The “not-to-exceed” goal set for the experimental category by the FAA for its 2018 fiscal year was 51 accidents. The “not-to-exceed” goal has been lowered—and successfully met—each year since 2015, when it was set at 64 accidents in the category. EAA says it has worked closely with the FAA and NTSB on recommendations to reduce fatal accidents. (from 12/28/18 AVwebFlash)

## **Flying Events** (within 200nm): (B) Breakfast (L) lunch (D) Dinner *All times CDT*

Every Friday Fly-in (L) Iola, WI (68C) Noon, but get there early, \$10 for life time membership

Every Thursday (L) Marshfield, WI (MFI), noon till the pizza runs out

Varying dates Wisconsin/Yooper Flying Hamburger Socials Go to [www.wiflysocial.com](http://www.wiflysocial.com)

01/29 Aviation Expo Holiday Inn Itasca, IL IFR/VFR Safety Seminar; Flying Companion; Aviation

Vendors 8am-4pm Go to [http://chicagoarea99s.org/Home\\_Page.html](http://chicagoarea99s.org/Home_Page.html)

### ***Sale and Certification of 121.5 MHz ELTs Prohibited***

The Federal Communications Commission (FCC) issued a rule prohibiting the certification, manufacture, importation and sale of Emergency Locator Transmitters (ELTs) that operate only on 121.5 MHz last week. Similar rulemaking was issued in 2010, but at the request of the FAA and the Aircraft Owners and Pilots Association (AOPA), the Commission stayed the amendment prohibiting 121.5 MHz ELTs.

The new rule lifts the stay on prohibiting certification, manufacture, importation and sale of 121.5 MHz-only ELTs, but does allow for the continued operation of existing units. Certification of new 121.5 MHz ELTs is prohibited effective Jan. 11, 2019. The prohibition of manufacture, importation and sales will go into effect after a six-month transition period.

"This will accelerate the transition to 406 MHz ELTs and, as a consequence, enhance the ability of search and rescue personnel to locate and bring aid to the victims of plane crashes and provide safety benefits to search and rescue personnel as well as pilots and passengers," the Commission said. "The record demonstrates that 121.5 MHz ELTs were clearly inferior to 406 MHz ELTs due to interference and other concerns even prior to the termination of satellite monitoring of 121.5 MHz, and that the advantages of 406 MHz ELTs have increased since then."

The international Cospas-Sarsat search-and-rescue program stopped monitoring 121.5 MHz in 2009 due to reliability and false alert concerns. Along with other Cospas-Sarsat participants, the National Oceanic and Atmospheric Administration, U.S. Coast Guard, U.S. Air Force and NASA have been advising users to switch to 406 MHz ELT units for nearly a decade. The FCC also noted that the cost of 406 MHz ELTs had dropped to the point where "[it] does not appear that removing 121.5 MHz ELTs from the marketplace will impose significant costs on users in terms of a future price differential between 406 MHz ELTs and 121.5 MHz ELTs." (*from 12/19/18 AVwebFlash*)

### ***EAA Youth Protection Program Renewal***

The Youth Protection Program that was instituted in 2016 will be up for renewal in 2019 for anyone who completed the program in 2016. There will be a notice sent to our members within 45 days of expiration. The program, which includes a training portion as well as a background check, will remain the same with another three-year certification. All Young Eagles pilots, coordinators, and field representatives as well as Ray Scholarship Coordinators are required to go through the process. (*From EAA 12/18/18*)

### ***FAA Safety Event, "Risk Based Flight Review and Personal Minimums"***

Tuesday March 5, 2019 at 5pm CST

Kubick Aviation Services, Ford Airport

Jurg Grossenbacher, FAAST Program Manager from the Milwaukee FSDO, will discuss the importance of the flight review and the weight that it carries in general aviation safety. This seminar will address everyone regardless of the certificate or experience, so please, take some time out of your busy life and join us!

Tyler Seamans, CFI at Rhinelander Flying Services, will speak on "Personal Minimums." Weather is often blamed as the cause of accidents when, in reality, it's poor decision making that's the culprit. The go/no-go decision-making process starts long before entering the cockpit.

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