

SKYWRITINGS



EAA Chapter 439
Central U.P. of Michigan

February 2015
Home of the Yoopers!



A BIG THANKS to Tom & Beth Sullivan for opening their house for the annual Christmas Party In January. Of course, Tom got to talk about and show his project. We hope to see it flying soon — no pressure Tom!

In case you were wondering, there were spouses there but I did not take any pictures of those who endure our flying/building habits. We thank you ladies for all your support!

The Prez Sez!

Tom Sullivan

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Tom will not be able to make our meeting this month so I am filling his spot with some aviation news!

EAA Chapter Work Party Weekends

EAA has released information regarding Oshkosh "Chapter Work Party Weekends" which will be on the following dates: May 2-3, May 16-17, May 30-31, June 6-7, June 27-28, July 11-12 & July 18-19. Please let any chapter officer know if you have a favorite date. We can talk about this at the March meeting.

GA Groups Urge FAA To Consider ADS-B Compliance Concerns

Fourteen GA groups told the FAA on Friday January 23rd that the agency must straighten out issues with the ADS-B Out compliance rules if aircraft owners are to meet the 2020 deadline for the new equipment requirements. In a letter to FAA Administrator Michael Huerta, they highlighted concerns including compliance for experimental aircraft, which don't have type certificates and so can't comply with a new certificate or STC. They also reiterated the cost factor, saying ADS-B Out equipment would add up to a big proportion of aircraft values for those that are worth \$40,000 or less -- potentially affecting more than 81,000 certified, registered piston-powered aircraft. (From Avwebflash, 26 January)

FAA New Sleep Apnea Rule Effective March 2

The FAA will impose new guidance on obstructive sleep apnea (OSA) to Air Medical Examiners on March 2. The new rules are different than the controversial 2013 edict that came from then-Chief Flight Surgeon Fred Tilton, which automatically grounded pilots with body mass index of 40 or more. But it does require AMEs to put more emphasis on the disorder during the medical and sets out the potentially costly steps that will follow if they suspect it. Overweight pilots will almost certainly be targeted under the new orders but they can keep flying until there is a definitive diagnosis and they agree to undergo treatment. Throughout the fact sheet issued on Friday, the FAA maintained that it's not changing any rules. "The FAA is not changing its medical standards related to OSA," it said. "The agency is revising the screening approach to help AMEs find undiagnosed and untreated OSA."

Anyone whose medical comes after March 2 will undergo formal OSA screening using the American Academy of Sleep Medicine guidance that forms part of the new rule. If OSA is suspected, a formal evaluation by a doctor (not necessarily a sleep specialist) will be required. But an expensive sleep study won't be required unless the doctor thinks it's necessary. The pilot will have 90 days to get all this done and if OSA is diagnosed then they'll need a special issuance permit after they've proven they're undergoing effective treatment. That's usually by way of a continuous positive airway pressure (CPAP) device that involves wearing a mask that blows air into airways, keeping them open while sleeping. The FAA says 4,917 already keep their ticket that way. (From Avwebflash, 26 January)

Up-Coming Events

February 14th - 8am CST meeting (Coffee & breakfast) at Maple Creek in Iron Mountain

This gives you an opportunity to get that last minute Valentine gift for your sweetie!

March 14th - Chapter meeting at Terry's hangar in Escanaba (10am EST/9am CST)

Editor's Notes

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What is your aviation dream?

Many years ago my wife and I went on a Cruise Tour of Alaska. It was one of those trips where you spend several days being rushed around the high tourist areas of Alaska before getting on a ship and sailing along the coast from Anchorage to Vancouver, British Columbia. One of the things I did on that trip was to take advantage of some great flying opportunities – flying in the Alaska Mountain Range (around Mount McKinley and landing on Ruth Glacier - see picture of plane in last month's newsletter) and in the Misty Fjords (landing on a lake with a huge granite wall on one end). I had the opportunity to enjoy some great flying experiences even though I was a passenger. My previous flying experiences in Alaska were at 37,000 feet, which is not a good way to see the sights. In fact, one flight took me over the northern boundary of Alaska into the Beaufort Sea on my way to the Arctic Ocean. Let me tell you, there is nothing out there.

It seems that no matter what I have done in aviation, there is always something else I feel I need to do or at least dream of doing. Now, that may sound strange for a person who has done aerobatics in jets; flown a B-52D in the Grand Canyon twice; and flown over most of the world's oceans, many of the northern seas, the Mediterranean, Europe, and parts of the orient. But, even after doing all that in the military there was a lot of civilian flying I had not done. For example, I had not flown a tail dragger; hence, I bought a FlyBaby which taught me a lot about having a wheel in the tail. I had not flown an ultralight, so I went to an ultralight group and learned to fly several (a story in itself).

My point here is that your opportunity to do "that thing" may slip away if you wait for the kids to get older, the car to get paid off or for the "right time" (whatever that means). An example of opportunity lost is the chance to pilot the EAA B-17 Aluminum Overcast. Years ago you were allowed to pilot the B-17 when you flew in it. It may have only been for 10 minutes or so, but at least you got to do it. You could have had an experience that only a few people flying today can relate to. Today all you get to do is fly in it. Granted, it is still a great experience that provides a lifelong memory, but not as good as piloting the B-17. By the way, with the exception of thrust, it handles like a B-52D.

It may be your dream to own a plane. Well, your dream could come true if you don't mind sharing ownership of one. Partial ownership is a growing option for more people as the cost of flying continues to increase. This may be the path you have to take until sole ownership comes your way. Or, you could start building one.

I recommend that you not be shy about asking someone else to help fulfill your dream. I always wanted to fly in an open cockpit biplane. So, when a friend bought a Stearman, I asked him for a ride. He was happy to do it and I received another aviation memory.

My point is - what are you waiting for? Is there something you have a desire to do? If you have a dream, this winter may be a good time to put together the plan that gets it done.

Will

Ford Airport Hangars Update



It looks like the new hangars at the Iron Mountain Ford Airport are getting closer to being completed. These photos were taken on February 3rd.

ATTENTION, PIPER OWNERS AND PILOTS!

The **Piper Flyer Association (PFA)** provides parts locating, tech support, a monthly member magazine, online forums, national and regional events, annual convention, seminars, and more. With a one-year membership for \$40, access the needed information to expand your knowledge and get more enjoyment from owning and flying your Piper aircraft. For more information go to <http://www.piperflyer.org>.

Free Takeoffs & Landings Refresher

I received an email the other day from Pilot Workshop offering a free manual on takeoffs and landings. Go to <http://pilotworkshop.com/tip/takeoffs/download> if you are interested in this 22 page manual.

No user fees in White House budget

For only the second time in many (12 I think) years, a Presidential budget proposal does not include any new user fees for general aviation. Four of the past five budgets from the Obama administration have proposed a \$100-per-flight fee for GA, but that idea met with strong opposition from EAA, AOPA and others, including GA supporters in Congress.

Support The General Aviation Pilot Protection Act

We have mentioned this piece of legislation several times in our newsletters (Jan 14, Feb 14, & Apr 14) and have asked for members to let their representatives know what they think. EAA has made it easy for you to pass along your comment. Go to <http://govt.eaa.org/> and hit the red Take Action button!

EAA Webinars

Still looking for something to do related to aviation while the snow is flying outside! These EAA Webinars are still available. Some of them qualify for credit in the FAA's WINGS or AMT awards program. For more info on these and future webinars go to:

<http://www.eaa.org/en/ea/aviation-education-and-resources/aviation-videos-and-aviation-photos/ea-webinars>

Date	Time	Title	Presenter
2/18/15	7 p.m.	Chapter Chat: Fun with Flight Simulators	EAA Chapter Manager
3/4/15	8 p.m.	Cam Distress	Mike Busch
4/1/15	8 p.m.	The Decision Point	Mike Busch

Note: Registration is required and space is limited.

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

Feb 14	Fly-in (L)	Marshfield, WI (MFI)	10:00am - 1:00pm Chili
Feb 15	Ski Fly-in (L)	Log Cabin, Mondovi, WI (WS69)	10:00am Noon - Chili, hotdogs
Feb 18-19	Michigan Airport Conference	Kellogg Hotel and Conference Center, East Lansing, MI (http://www.michigan.gov/aero/0,4533,7-145--339518--,00.html)	
Feb 21	Ski Fly-in (L)	Northport, Royalton, WI (38WI)	9:00am - 1:00pm (Chili)
Feb 28	Light Aviation Safety Seminar	Oshkosh, WI	See flyer below
May 23	Fly-in (B)	Fremont, MI (FFX)	Pancake Breakfast
Jun 7	Fly-in (B)(L)	Wild Rose Idlewild, WI (W23)	8:00am - 3:00pm

Wisconsin Light Aviation Advisory Council

22nd Annual Wisconsin Light Aviation Safety Seminar



SATURDAY
FEBRUARY 28TH
2015

EAA AirVenture Museum
"FOUNDERS WING"
Oshkosh, WI.

Registration - 8:00 AM
Seminar - 9:00 - 4:00 PM

MC—John Dorcey

Seminar Schedule:
Wes Hackri
FAA
"Stabilized Approaches
and Go-Arounds"

Joe Norris
Independent Consultant
"Aircraft Transitional
and Good Judgement"

12:00 pm Lunch Break
(available on site)

Tom Boyer
CFII / DPE
"Radio Etiquette
Applied to Airport
Operations"

John Moody
The Father of Ultralights
"Lessons Learned from
an Ultralight Pioneer"

Big Ticket Raffle Items :

- EAA - 1 Pair Week Long AirVenture 2015 Passes
- SHEER TECHNOLOGIES/GREG KLEMP - 1 Set Aviation Snow Skis
- POWERFIN—Discount Certificate
- AMSOIL - Two-Stroke Oil
- ACOUSTICOM CORP.—Aviation Headset
- SYLVANIA SOARING ADVENTURES INC. - 3000ft. Sailplane Ride
- AM I HIGH AVIATION - 1Weekend Sport Pilot Ground School
- GRAND RAPIDS TECHNOLOGY - 50% Off EIS Unit
- HAWK AIRSPORTS - 12 Inch Wind Sock
- KUNTZLEMAN STROBES - Strobe Light
- SUE BROWN LTD. - TBD
- WARP DRIVE PROPELLERS - 1 Composite Prop
- COMTRONICS - Aviation Headset
- MERRIL & MADONNA McMAHAN (SPONSOR) ICOM - Handheld Radio

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Seminar Lodging

AmericInn Motel - 920-232-0300
Exit 116 at Hwy. 44
Super 8 Motel - 920-426-2885
Exit 116 at Hwy 44
Fairfield Inn (73 Miles away)
920-233-8504
Hilton Garden Inn (.8 Miles away)
920-966-1300
Hawthorn Suites (1.2 Miles away)
920-303-1133

Guest Speakers * Door Prizes * Big Ticket Raffle Items * Qualifies as a FAA "WINGS" event.

EAA Chapter 439

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Dues are \$15.00 a year (\$25 for mailed newsletter)! From August 1st Please send them to our treasurer!

Website: www.eaa439.org