

# SKYWRITINGS



EAA Chapter 439  
Central U.P. of Michigan

March 2015  
Home of the Yoopers!



**What a bunch of good looking aviators enjoying breakfast at Maple Creek for the February 2015 meeting. Come join us for the next meeting at Terry's Hangar.**

## Up-Coming Events

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

### **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.

# The Prez Sez!

Tom Sullivan

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Well, our long winter has finally reached March, which means we are turning the corner on it and should be into great flying weather within a month or two. I took Beth down to Florida in early February, even though we have an April trip to the Dominican Republic planned. I thought she deserved the trip, as the checks and wire transfers lately in support of finishing the Lancair have been both steady and significant. We were also interested in checking out Spruce Creek (just south of Daytona) as a possible winter home as we look at retirement. The great thing about GA flying is we flew first to Cocoa Beach (actually landed at Merritt Island) to visit some friends and do the Kennedy Space Center tour (a must do if you ever get down there). We then flew up to Apalachicola, in the panhandle of Florida, for three days visiting with my sister and dad as they camped out on the beach on the Gulf. We finished the trip with a couple days at Spruce Creek, an airpark with 1500 homes and 600 aircraft based there.

As a pilot, I thought I died and went to heaven. Space does not permit me to describe this community, but it would be an understatement to say we hope to buy property there some day (might have to work until we're 75 to do it though). That community is a clear immersion in aviation as a lifestyle, with twice a week fly-outs for breakfast or dinner, and a mini airshow every Friday evening. It's so neat to be driving down a road or taxiway around the community with a golf cart, and see open hangars attached or adjacent to homes with planes in them. It was a regular occurrence to have to move out of the way of a taxiing aircraft as you walked or drove around.

We logged 17 ½ hours for the trip, bearing in mind the Mooney Rocket is a 190 to 210 knot cruise bird, depending on altitude. It would suffice to say we saw 25 knot, diminishing to 10 knot, tail winds going down, and 100 knot diminishing to 50 knot headwinds coming home a week later. Bragging rights were surely avoided with this trip, but the weather was VFR both ways from start to finish. It was still pretty neat to launch at 8:15 AM from IMT and land at 2 PM at Merritt Island, and pull the plane out of our guest's hangar on Spruce at 8 AM and land in IMT by 3 PM. Still faster than commercial and we didn't have to take our shoes off once!

Progress on the Lancair has been slow the last several weeks, but overall progress since Xmas has been very good. I am currently doing the annual on the Mooney, and getting pretty aggressive fixing everything I can find so it's in the best condition for a possible sale in the next couple years. Kubick did a really nice job updating all my logbooks last year, and my squawk list of repair items this year far exceeds any recent annuals (nothing major, but lots of small stuff). Having so much time working on the Lancair lately, I'm finding my eye for excellence is costing me more time and money on the Mooney as well. Unbelievably, my wife wants me to keep the Mooney after we get the Lancair flying! I think that will change as soon as she sees how fast we fly and doing so pressurized.

We are working at updating our email and snail mail "mailing lists". If you have received your first mailed copy in a while, it is either because we missed your inclusion for the mailed copy, or you are expired and we are sending this edition as a reminder to renew your membership! If you are expired, we will note the date of expiration on the address page and highlight it in yellow. This will be a one month issue for expired members, so you will not get April's newsletter unless you renew. Please be considerate of chapter funds (and your cost) in regards to mailed copies. Between printing, paper, labor, and postage, we are running almost \$1 per printed and mailed newsletter. If you have no electronic option (email), no problem, but remember there is a \$10 added annual membership fee for printed and mailed newsletters. If you are receiving a mailed copy as well as the email copy, please advise me and/or Will so we can drop the paper copy.

Our March meeting will be in Escanaba, on the 14<sup>th</sup>, hosted by Terry Glimn. Please make every effort to attend. He always provides a great meeting and attending meetings is a large part of what keeps our chapter alive.

Hope to see a bunch of you next Saturday.

Tom Sullivan

# Editor's Notes

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## Attitude

A recent aviation accident in the news focused on pilot Harrison Ford who used his skills to land his plane after an engine failure. He has been heralded as a hero in some media outlets because he managed to guide his plane away from homes and land on a golf course. Some people have said he was lucky. However, I prefer to believe he knew both his plane and his own abilities to the point where it allowed him to remain calm and clearheaded while exercising the right attitude so he could make good decisions. His actions made me think of Chapter 17, "Aeronautical Decision Making" of the Pilot's Handbook of Aeronautical Knowledge. This chapter has a section on attitudes that I think is worth repeating here.

### **"Hazardous Attitudes and Antidotes**

Being fit to fly depends on more than just a pilot's physical condition and recent experience. For example, attitude will affect the quality of decisions. Attitude is a motivational predisposition to respond to people, situations, or events in a given manner. Studies have identified five hazardous attitudes that can interfere with the ability to make sound decisions and exercise authority properly: anti-authority, impulsivity, invulnerability, macho, and resignation.

### **The Five Hazardous Attitudes**

**Anti-Authority: "Don't tell me."** This attitude is found in people who do not like anyone telling them what to do. In a sense, they are saying, "No one can tell me what to do." They may be resentful of having someone tell them what to do, or may regard rules, regulations, and procedures as silly or unnecessary. However, it is always your prerogative to question authority if you feel it is in error.

**Impulsivity: "Do it quickly."** This is the attitude of people who frequently feel the need to do something, anything, immediately. They do not stop to think about what they are about to do; they do not select the best alternative, and they do the first thing that comes to mind.

**Invulnerability: "It won't happen to me."** Many people falsely believe that accidents happen to others, but never to them. They know accidents can happen, and they know that anyone can be affected. However, they never really feel or believe that they will be personally involved. Pilots who think this way are more likely to take chances and increase risk.

**Macho: "I can do it."** Pilots who are always trying to prove that they are better than anyone else think, "I can do it—I'll show them." Pilots with this type of attitude will try to prove themselves by taking risks in order to impress others. While this pattern is thought to be a male characteristic, women are equally susceptible.

**Resignation: "What's the use?"** Pilots who think, "What's the use?" do not see themselves as being able to make a great deal of difference in what happens to them. When things go well, the pilot is apt to think that it is good luck. When things go badly, the pilot may feel that someone is out to get me, or attribute it to bad luck. The pilot will leave the action to others, for better or worse. Sometimes, such pilots will even go along with unreasonable requests just to be a "nice guy."

Hazardous attitudes contribute to poor pilot judgment but can be effectively counteracted by redirecting the hazardous attitude so that correct action can be taken. Recognition of hazardous thoughts is the first step toward neutralizing them. After recognizing a thought as hazardous, the pilot should label it as hazardous, then state the corresponding antidote. Antidotes should be memorized for each of the hazardous attitudes so they automatically come to mind when needed."

So, what is your attitude?

Will

*On January 5<sup>th</sup> 2015 at K.I. Sawyer International Airport while attempting a takeoff my Cessna 172 and I veared off runway one and flipped over .*

*By Greg Durand*

I flight planned at approximately 1300hrs in the Boreal aviation facility using the computer screens for wind direction/speed, ceiling, and other weather radar information for our local area. Winds were between 240 and 250 at 4 to 6 knots at this time and I was anticipating a takeoff on runway 19.



I then went to the hangar and began my preflight inside the hangar. I noticed the main tires were sitting a little low and figured the cold temps were causing this. I checked the tire pressures and they were 6 psi low so I inflated them to 30 psi. This took some time to get set up for and use the small DC powered compressor. Once I was ready for the flight I pulled the aircraft out and started the engine...letting it warm up for 5-10 minutes while I checked AWOS weather and set flight instruments. The winds were reported at 250/06.

I checked in with Tower and was directed to taxi Echo to Alpha to runway 01. I assumed the winds had changed direction and were now favoring runway 01. Upon reaching 01 I completed my run up checks and checked in with tower for takeoff clearance. At this time the tower cleared me for takeoff and gave me winds of 260/8, 35/32/25 runway patchy dry snow over patchy ice. I asked the tower if I was taking a quartering tail wind on takeoff?... tower reported a direct cross at 260 at 08. I then took the runway and visually inspected the surface below the airplane. Runway appeared to be patchy snow and I could see a considerable amount of runway surface down the length of the runway. I could also see where the runway had been sanded down the centerline. This runway is grooved east to west and the grooves appeared filled with packed snow. I put in my crosswind controls (full left aileron and some right rudder deflection) and slowly applied power to begin my takeoff roll.

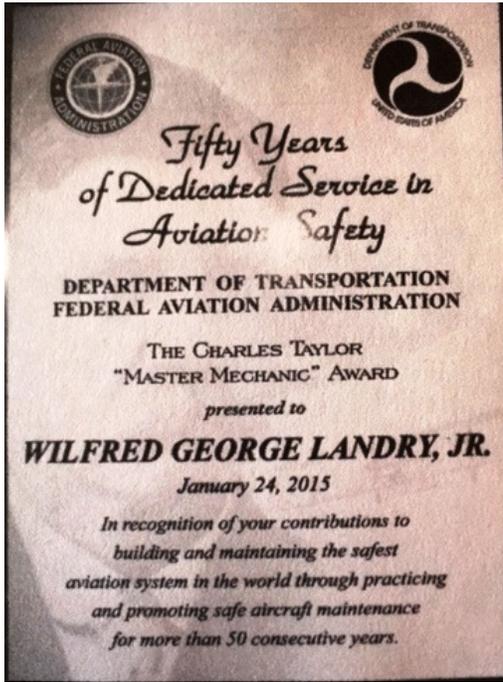
Shortly after getting to full power I glanced at the airspeed indicator and saw the needle was alive. When I looked back forward the aircraft's nose suddenly swung to the left of centerline approximately 25 to 35 degrees and then began a sideways skid to the left side of the runway. I pulled power to idle and applied full braking action with right rudder input. The aircraft continued to skid/slide sideways towards the left runway edge and I knew I was going to contact the snow bank on the left side of runway. During the last 5 to 10 feet before contacting the snow bank the nose gear shock strut came off the aircraft (I did not know this until exiting the aircraft and seeing the separated gear assembly). The aircraft contacted the snow bank and rotated over onto its back and came to rest in an inverted position on the edge of the snow bank. I shut down the fuel and electrical systems and exited through the left pilot door.

Once outside the aircraft I looked towards the runway and witnessed a wide swath of gusting snow being blown across the runway in the location where the aircraft had lost control on centerline. I checked all my arms and legs for injury and then tried to signal the tower with my arms. I then called Bill Landry in the Boreal Aviation maintenance facility and notified him to contact the tower of my situation.

The rest of the afternoon was filled with talking with NTSB in Ann Arbor MI and clearing the plane from the runway.

Some corrective actions and things I would do different in the future...

- Be more assertive with the tower controller and ask for takeoff on favored wind runway.
- I wish I would have asked the tower to taxi down the runway to check braking action and see how the aircraft handled. This would have also given me a better view of the wind sock and the wind direction.
- After putting some thought into this...I realized I was taking a left crosswind in combination with the prop blast (P factor) pushing on the left side of the rudder too. When I walked on the runway where the aircraft swung I realized how slippery it actually was and seemed very similar to black ice conditions. I believe my landing gear may have had poor surface contact and broke traction at this point where the gust was blowing.
- I will incorporate a winter flying review in the late fall for the club membership and our local EAA chapter. If other pilots can learn from my experience...maybe they will never have to experience a situation like mine. This would be a good time to focus on crosswind limitations and discuss reducing these limits to less than 4 knots with patchy snow and ice with a direct crosswind.



## Congratulations Bill Landry on being a "Master Mechanic".

Our dear friend Bill Landry was awarded the Charles Taylor Master Mechanic award for being in aircraft maintenance for 50 years. He received his award at the Great Lakes Aviation Conference in Lansing in January.

(Photo taken from EAA Chapter 850's February Newsletter)

## 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!

## Annual GA Survey Begins This Week

**March 3, 2015** - The first batch of postcards are in the mail this week for the FAA's 37th annual General Aviation and Part 135 Activity Survey, better known as the GA Survey. Information collected helps the FAA determine funding for infrastructure and service needs, assess the impact of regulatory changes, and measure aviation safety.

The FAA asks that only those who receive a postcard invitation complete the survey, online or by requesting a survey form be mailed to them along with a postage-paid return envelope. Even if you did not fly your aircraft in 2014, you sold it, or the aircraft was damaged, please complete the survey if you receive a postcard.

The GA Survey is conducted by Tetra Tech, an independent research firm contracted on behalf of the FAA. Responses are confidential. The information will be used only for statistical purposes and will not be published or released in any form that would reveal an individual participant. (from EAA eHotline 3/5/15)

## Is it legal to use cell phones in small airplanes?

FAA Advisory Circular 91-21.1B, paragraph 7 states "The Federal Communications Commission (FCC) currently prohibits the use of cell phones while airborne. Its primary concern is that a cell phone, used while airborne, would have a much greater transmitting range than a land mobile unit. Their use could result in unwanted interference to transmissions at other cell locations since the system uses the same frequency several times within a market or given operating area. Since a cell phone is capable of operating on various cellular frequencies, unwanted interference may also affect cellular systems in adjacent markets or operating areas.

The FAA supports this airborne restriction for other reasons of potential interference to aircraft systems and equipment. Currently, the FAA does not prohibit the use of certain cell phones in aircraft while on the ground." (From one of the many aviation email notices I receive.)

## World's Only Flying Privateer Finally Heading for Oshkosh

If you like antique or unique aircraft, then Oshkosh is the place to be every year. This year the only flying Privateer will make an appearance. The Privateer is the Navy version of the Consolidated B-24 that served as patrol bombers in World War II and the Korean War. N2871G came off the line in 1945 and was one of nine PB4Y-2s reassigned to the U.S. Coast Guard. Modifications from the B-24 included a longer nose, as well as an additional top turret and new waist-powered turrets. Perhaps the most obvious modification is its single vertical tail in place of the B-24's twin tails as Navy patrol missions were flown at lower altitudes and the high-altitude capability of the B-24 was not necessary.

## AVIATORS CLUB

*(I saw this on the EAA eHotline and thought I would pass it along. I have always wondered how people got those great seats for the afternoon airshow.)* Presented by Shell Aviation, the Aviators Club is your place to relax, chill, chow down, and watch the air show from the best seats around. Open Monday through Saturday during AirVenture, it's an air conditioned oasis that's your home base while experiencing aviation. Enjoy daily visits with some of the week's air show performers and special guests. You can come and go as you please. The Aviators Club, located on the flight line at the corner of Wittman Road and Waukau Avenue, is available only to EAA members and their guests. It's a great way to take your AirVenture experience to a new level.

2015 Pricing	Daily	Wednesday	Saturday	Weekly
Individual	\$129	\$155	\$155	\$719
Student (ages 6-18)	\$77	\$92	\$92	\$429
Kids (age 5-under, with adult)	FREE	FREE	FREE	FREE

## Power Flow Offers Free e-Booklet on Exhaust Systems

Daytona Beach, FL - Based on the firm belief that an educated pilot is a safer pilot, Power Flow Systems, Inc. has recently published a 28- page concise guide in e-booklet format entitled: "All You Ever Need To Know About: General Aviation Exhaust Systems". The publication is free to all interested pilots and mechanics.

Intended as a public service resource and informative guide for General Aviation pilots, the guide can be easily downloaded from several prominent locations on the Power Flow web-site: [powerflowsystems.com](http://powerflowsystems.com).

The e-booklet focuses on those exhaust system designs which are most prevalent on GA aircraft powered by four-cylinder Lycoming O-320, O-360, I/O-360 and I/O-390 engines. These include several of the most popular aircraft in the GA fleet such as the Cessna 172, 177 & 177RG, Piper PA28, Grumman AA5 series, and the Mooney M20 B thru J models.

Loaded with practical knowledge gained from the company's fifteen years of experience in the field, the booklet provides pilots with a wealth of valuable information concerning the design, construction; maintenance and repair of legacy exhaust designs as well as Power Flow's own Tuned Exhaust System.

*(Note: You do have to sign up for Power Flow's newsletter)(from EAA eHotline 2/19/2015)*

## EAAer's Airport Courtesy Car App

Glenn Brasch, EAA 151265, of Tucson, Arizona, designed a free app for an iPhone or Android phone: List airports with available courtesy/crew cars for GA pilots. He compiled a list by going through Air Nav and putting out requests for car locations. As the list grew he published it on his website [RVairspace.com](http://RVairspace.com).

The app is designed for smart phones – specifically Apple iPhones and Android – not for tablets (it can be loaded on iPads if the user searches for phone apps with an iPad). After several months of development the app lists more than 1,330 airports. It has two main functions: a state-by-state listing of airports with crew cars, and a Google map that can be zoomed in to view airport locations. (from EAA eHotline 2/19/2015)

*(I have this app and it works. It is easier then going to each airport to see which ones have a courtesy car. The app provides a phone number for you to call and comments if any are available. You can also provide updates.)*

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

Varying dates	Wisconsin Flying Hamburger Social	www.wiflysocial.com
Mar 14&15	Family Flight Fest Oshkosh, WI (OSH) (For something to do after the meeting - see below)	
April 11	Wittman Bday Fly-in (B) Oshkosh, WI (OSH)	7:30am - 10:00am \$7, free to homebuilt
April 25	EAA 41 Flyin Donut Days Brennan (79C), Neenah, WI	8:00am - 11:00am
May 23	Fly-in (B) Fremont, MI (FFX)	Pancake Breakfast
June 7	Fly-in (B)(L) Wild Rose Idlewild, WI (W23)	8:00am - 3:00pm
	Flyin (B) Dodge County (UNU), Juneau, WI	8:00am - 12:00pm
June 6-7	Airfest Rockford, IL (RFD)	239nm & \$40 per car load
June 13	International Young Eagles Day	
June 21	Fly-in (B) pancakes Waupaca, WI (PCZ)	7:00am - 11:45am Pilot free
June 27	Airfest 2015 (B) Roben-Hood (RQB), Big Rapids, MI	7:00am - 2:00pm
	Airfest & Autorama (B) Menomonie, WI (LUM)	7:00am - 6:00pm

**Air Fare America** has a website where you can check to see the location of the country's best fly-in restaurants. "We want to create something that will be compelling for viewers and also honest to aviation". So, check out their website at [airfareamerica.net](http://airfareamerica.net) before your next trip to find places to stop for fun or food.

### EAA FAMILY FLIGHT FEST

Saturday, March 14, and Sunday, March 15 | 10 a.m. to 4 p.m. each day

Kick off springtime by discovering the exciting world of aviation at EAA Family Flight Fest! This weekend-long event is a great chance for families to get out of the house and have a total BLAST at the EAA AirVenture Museum.

From 10 a.m. to 4 p.m. each day, the museum's younger visitors can enjoy a variety of fun, hands-on activities that will educate and spark their curiosity in flight.

- Experience the thrill of flying in the Wright Flyer and Hot Seat simulators
- Parachute an egg safely to the ground in the "Houston, We May Have an Omelet" egg drop challenge
- Build your own specially designed paper airplane and enter it in contests
- Explore the museum in the Stamp Scavenger Hunt
- Watch radio-controlled airplane and model-making demonstrations
- Enjoy hands-on activities and exhibits in the KidVenture Gallery
- Assemble and fly a model glider you can keep
- Watch kid-friendly movies in the Skyscape Theater
- Enjoy a special showing of *October Sky* on Saturday night, March 14, at 6:30 p.m.

All of the above activities are included with regular museum admission the day of the event (below). Lunch will be available for purchase each day from 11 a.m. to 2 p.m.

EAA Members	FREE
Adults (18+)	\$12.50
Seniors (62+)	\$10.50
Students (6-17)	\$9.50
Children (5 and under)	FREE
Family Rate	\$31.00

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