

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

March 2016
Home of the Yoopers!



ATC Privatization Shelved

House Republicans have shelved the controversial reauthorization bill that would have, among other things, created a privatized air traffic control system. The Hill was reporting late Thursday (February 25th) that instead of pursuing the full reauthorization bill, the House will instead concentrate on passing a short-term extension of the current authorization, which expires on March 31. House Transportation Committee Chairman Bill Shuster (R-PA), who championed the privatization move, said in a statement the idea is still alive. "This is an ongoing process, and we will continue working to educate members and address questions they have about the bill," he said in the statement. "The need for an extension was not a surprise, and details about the short-term measure are still being discussed." If the House didn't back off on the bill, the Senate was apparently ready to do it for them, however.

According to Politico, the Senate was getting impatient with the protracted debate over something it clearly saw as a non-starter and was preparing its own reauthorization bill without the privatization element. "We're not going to wait that much longer," Chairman John Thune said Thursday "So we'll probably look at marking something up in the next couple of weeks and try to get it on the floor in April." Aviation group opposition to the privatization bid was a key factor in the House move. The work ahead will likely result in a much different approach to the issue. The biggest concern among opponents was the heavy influence of major airlines (four of 11 votes) on the board of directors that would have resulted from the structure that was envisioned. A few other things of interest to GA were lost with the shelving of the bill. A pure form of the driver's license medical (no medicals at all for most private pilots), the guarantee that no user fees would result from the new ATC corporation and the unfettered ability to build homebuilt aircraft in hangars at airports were also included in the bill. (From AvWeb 2/26/2016)

Up-Coming Events

***March 5th - Chapter meeting at Terry's hangar in Escanaba (10am EST/9am CST)
(Note date change to the 1st Saturday of March)***

April 9th - Chapter Meeting, TBD

The Prez Sez!

Tom Sullivan

toms1@chartermi.net

Our February meeting at Maple Creek was productive. The elections were completed for our board of directors and officers. Nothing changed, but it's officially done until next fall. We discussed Ford Airport Day, both the 2015 event and what we would like to do for 2016. Bringing in a Huey helicopter and combining our event again with the POW/MIA Day and the VA Hospital Staff was suggested. I did research after the meeting and actually spoke with the scheduler for the American Huey 369 organization about coming up from Indiana (the closest Huey organization I could find). They are already committed for that date in 2016, but might be available in 2017. The real issue may not be the date as much as the cost. The cost to bring them in is \$2500 per hour for flight time to and from their home base. At 5 hours each way (\$25,000), they might be a bit out of our budget for now.

We had two reps from the CAP attend the meeting. They discussed their interest in being active with our activities, and especially FAD. With a common goal of getting more of our youth involved with aviation, working more closely with them on some of our events makes a lot of sense. Speaking of kids activities, we also addressed the new EAA Youth Protection Policy. Every pilot and most of our volunteers will need to take the on line tutorial, test, and register for the background check. Will and I have already gone through the process and have our certificates. All pilots and volunteers are encouraged to get this out of the way before spring so when we start flying kids again this is not a hurdle for our chapter. Since Scott is our Young eagles Coordinator, he needs to have a copy of your Youth Protection Card after you receive it from EAA. We need to have them during any YE events, but getting them to Scott helps in his planning, knowing who is available for future events.

Steve and I have made some real good progress on the Lancair. Our work list is getting shorter every week and I have started doing final bodywork on the fuselage. The goal of moving to the airport by spring is looking like a realistic goal at this time. Recent projects were final fit of the instrument panel, defroster system and glare shield, arm rests, body working all seams of the upper and lower fuselage, and fitting lower and upper cowlings to the prop hub and firewall area of the fuselage. We still have a fair amount of work fitting the cowlings and body working to the hub, final fit of the intake transitions from the intake scoops to the intake plenum, some more fit on the exhaust elbow gaps to the cowls, and the joyous fun of final body work on the fuselage before final primer. It sure will be nice when are at the airport and installing wings and controls, where the project will start looking like a flying aircraft.

I was looking at our membership list (and currency) prior to the elections, to ensure those voting and those getting positions of responsibility are current, and I was surprised at some of the expired members. I guess it's easy to forget to renew, as we get no notice on the newsletter anymore. Please take a few moments to go to our website and log on to the member's only section and check your expiration date for you chapter membership. The password is something we all love; airp**ne.

Our March meeting will be at Terry's hangar in Escanaba. Weather permitting, this is a great reason to dust the snow off (or shake the rust out of) your airplane and flying skills. Hope to see everyone in Escanaba!

Tom

Editor's Notes

Will Kroeger

906-246-3881

wkroeger@alphaComm.net

In January I wrote about "What are Your Minimums?". This month I decided to provide some information from the professionals. The following was taken from the FAA Safety web site FAAS TEAM News.

Select and Use Conventional and Unconventional Personal Minimums

The use of a Personal Minimums Checklist is one method for identifying and managing risks when you fly. It's an excellent starting point for considering risks, especially for low-time pilots. If you have thousands of hours of experience, it's possible you didn't learn about Personal Minimums when you got your license years ago. To have survived this long, however, you have probably developed your own routine for managing risk, or have just been lucky. Rather than waiting for the luck to run out, take the time now to develop your own Personal Minimums.

First, print a copy of the FAA's Accident Prevention Brochure P-8740-56, called "Personal Minimums Checklist." (at http://www.faa.gov/training_testing/training/fits/guidance/media/personal%20minimums%20checklist.pdf) Then spend some quiet time reading through the four categories of Pilot, Aircraft, Environment, and External Pressures and decide on the minimums that you'll use to guide your decision making for every flight. Think of it as a way to not only preflight the airplane, but also to preflight the pilot and other risk factors.

In the Pilot category, you might set the minimum number of hours of sleep that you'll always require before making a flight. In the Aircraft category, you might set your minimum fuel reserves at 1 hour in the daytime and 1-1/2 hours at night. That is double the legal minimums but, when you consider that 11 percent of accidents are fuel related and mostly preventable, it makes sense to carry extra fuel.

In the Environment category, you might choose to fly with at least 5 or 6 miles of visibility in the daytime, which, again, is double the legal minimum visibility of 3 miles. Or, although it is legal to take off IFR with zero visibility, you might decide to always require a ceiling and visibility that allow you to return IFR to your departure airport if you encounter a problem after takeoff.

Also, consider unconventional minimums that you will not find on the list. For example, because most night accidents occur when the moon is not in the sky or it is obscured by clouds, you might decide to not fly at night, unless at least a quarter moon is visible. Or, because fatigue is an accident factor, you might decide never to fly after 11 p.m., or after you've had a combined workday and flying time of, for example, 10 hours. Be creative in selecting personal minimums that fit your knowledge of yourself and known accident factors. Then, never violate the minimums you have established, regardless of the internal or external pressures you may experience to complete a flight.

(Note: The FAAS Team asked Max Trescott, the 2008 National CFI of the Year, to write a series of safety tips. This one was written in 2009. Max, a San Francisco area-based Master CFI, specializes in teaching in and publishing training materials for glass cockpit aircraft.

You can read more of his work at www.maxtrescott.com and www.g1000book.com.

Will

(Note: I will bring some copies of the Personal Minimums Checklist to the next meeting.)

NEW AIRCRAFT:

Sonex Introduces B Models



Sonex Aircraft has introduced two new airplane kits, the Sonex and Waix B-Models. The Oshkosh, Wisconsin, plane builder says the new B models offer more room inside, more panel space, more fuel capacity, additional engine choices, and more standard features “combined with reduced build time and the same great Sonex and Waix flight characteristics.”

Sonex and Waix B-Models have been enlarged by straightening of the forward fuselage sides, and feature improved creature comforts: There is now more width at the shoulders, hips, knees and feet; the seatback has been moved aft, and new seat geometry accommodates taller pilots; and electric flaps are now standard.

Sonex is expanding engine options by adding engine mount options for UL Power 350i, 350is, and Rotax 912-series engines. A new universal cowl is designed to fit any available engine option.

Sonex says the B-Model kits will ship with more standard features, and will require less build time. Assembled Wing Spars and Machined Angle Components are now standard. Upgrades and accessories such as the AeroBrake Hydraulic Brakes, dual AeroConversions Throttle Quadrants, and AeroConversions Trim System are now included. Build time improvements include more laser-cut, formed and machined parts, machined canopy bows for easier installation with a better fit, an easy-fitting horizontal-split cowl, and engine mounts that bolt quickly and accurately to the airframe.

The B-Model kits will be offered at an introductory price of \$23,000 and refundable Kit Reservation Deposits are now available at \$1,000 per reservation. B-Model kit deliveries are estimated to start in June. (From Flyingmag.com 2/19/16)

Mooney Announces M20V Acclaim Ultra



After Dr. Jerry Chen took over Mooney Aircraft Co. in 2013 and secured the investment money to restart production at the Kerrville, Texas-based factory, which had been dormant for more than five years, the company has proven its intent to bring back the legacy aircraft brand. Mooney unveiled on February 10th a completely revamped version of the fastest single-engine piston in the world – the M20V Acclaim Ultra.

The cabin of the Acclaim Ultra is now enclosed by composite material. The empennage and wings remain metal and the cowling was already made of composite in the Type S. However, the new section of skin is a major change as it incorporates a second door on the left side of the fuselage, providing the pilot easier access to the left seat

and a quicker escape in an emergency situation. Both doors are longer than the previous version, allowing for easier access to the rear seats and better visibility with wider windows.

The cockpit of the M20V is also a huge improvement over the previous Acclaim, matching the luxurious styling with that of the recently announced all-composite M10J. Ergonomics was key in the design of the panel, which features oversized soft-touch switches and a keypad for the Garmin G1000 system.

What has not changed is the 280 hp Continental TSIO-550-G engine. Mooney says the performance numbers are not expected to change with the Acclaim Ultra upgrades, with the top speed remaining at 242 knots. The typical useful load will be right around 1,000 lbs and the range with the extended 100-gallon tanks can be stretched to 1,275 nm at a cruise speed of 175 knots. With the standard 89-gallon tanks, the Ultra can cruise up to 1,100 nm.

New Acclaim Ultra airplanes are already rolling down the production line in Kerrville, Texas, and Mooney expects to receive the sign off from the FAA for the upgrades in the second quarter of this year. The price tag fully equipped is \$769,000. The non-turbocharged Ovation will also get the upgrades and the new designation M20U Ovation Ultra for a price of \$689,000. (From flyingmag.com 2/11/16)

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

Mar 5	Hops & Props	EAA Air Museum, Oshkosh, WI, (OSH)	7:00pm - 10:00pm
Mar 8	Museum Movie Night (go to http://www.eaa.org/en/eea-museum/museum-events/skyscape-theater-royale for movie schedule)	EAA Air Museum, Oshkosh, WI (OSH)	6:30pm Free
Mar 12/13	Family Flight Fest	EAA Air Museum, Oshkosh, WI, (OSH)	10:00am - 4:00pm
Mar 12	Stratux Workshop (see article in last month's newsletter)	Jenison, MI Riverview Airport (08C)	10:00am - 12:00pm
Apr 9	Fly-in (B) pancake	Oshkosh, WI (OSH)	7:30am - 11:00am \$7
May 21	Fly-in Donut Day	Neenah, WI, Brennand Airport (79C)	8:00am - 11:00am

Michigan Airport of the Year

The MDOT Office of Aeronautics announced Tuesday, Feb. 23, that Midland's Jack Barstow Airport (IKW) has earned the honor of "airport of the year" this year.

The airport was recognized for its efforts in promoting general aviation with the development of an observation and education gateway project, according to a press release from MDOT.

MDOT Aeronautics Commission Director Michael Trout said the airport earned the award by "providing an opportunity to discover aviation programs and history while enjoying the dynamic airport environment."

The general aviation airport is located in northwest Midland, adjacent to the Midland County Fairgrounds and the Midland City Forest. Its airfield encompasses over 500 acres and serves the needs of 65 based pilots, many of whom fly for recreation and business.

The airport has 2 runways, about 40 hangars and handles about 20,000 take-offs and landings each year. A 2,100-square-foot terminal building that opened in 2005 includes a pilot's lounge, a conference room and an aviation weather service to assist pilots with flight planning.

This is the 25th year the MDOT Office of Aeronautics has presented the awards, intended to recognize "outstanding service to Michigan aviation."

Know an Innovative Company That Should Be at Oshkosh? Let Us Know!

February 11, 2016 – EAA AirVenture's Aviation Gateway Park is the place to be for innovative, technology-driven companies this July. Sponsored by Piper Aircraft, Aviation Gateway Park will once again feature the Innovation Center, Drone Center/Drone Cage, Education and Career Center, and a full roster of educational forums. The location will also be moving across James Ray Boulevard to an expanded site to fit a growing roster of partners.

"We're excited about the improvements to Aviation Gateway Park this year," said Dave Chaimson, EAA's vice president of marketing and business development. "EAA is committed to aviation innovation, and our investments in site improvements will be evident to all in attendance. We'll be featuring more drone technology demonstrations, the latest advancements in aviation and demonstrated gateways to a multitude of aviation activities and careers."

Is there an organization you would like to see featured in Aviation Gateway Park this year? Let us know, or make sure they know about the opportunities available through EAA's business development office. Innovative companies such as Embry Riddle Aeronautical University (Drone Cage), the National Association of Air Traffic Controllers (Innovation Center and Forums Area), and Multicopter Warehouse (Live Video Feed, Drone Center Supporting Sponsor) will be on site with the latest technology available. In addition, Shark Tank winner xCraft will be joining us this year, along with Horizon Hobby, DJI, NASA, and SLS/Orion Prime Team. Be sure to check out the latest graduating class from AeroInnovate's aviation accelerator and EAA's Founder's Innovation Prize winners.

We look forward to seeing you at Aviation Gateway Park in July!

EAA Chapter 439

P.O. Box 264

Quinnesec, MI

EAA CHAPTER 439 OFFICERS

Chairman of the Board: Whitey Jensen N3079 E-Bar D RD Iron Mountain, MI 49801 906-774-5550 tljensen13@gmail.com

President: Tom Sullivan P.O. Box 264 - Quinnesec, MI 49876 906-774-0098 toms1@chartermi.net

Executive Vice President: Jim Riverside W9390 Nocerini Rd. Iron Mountain, MI 49801 jriverside@charter.net

Vice President: Mike Youngs 1716 River Street Niagara, WI 54151 i2av8or@yahoo.com

Treasurer: Scott Trask N4592 Bass Lake Road Iron Mountain, MI 49801 906-779-9157 strask@uplogon.com

Secretary/Web Editor: Mike Betti W8310 Johnson Road Iron Mountain, MI 49801 906-779-1368 mbetti59@charter.net

Newsletter Editor: Will Kroeger P.O. Box 159 Felch, MI 49831 906-246-3881 wkroeger@alphacomm.net

YE Coordinator: Scott Trask N4592 Bass Lake Road Iron Mountain, MI 49801 906-779-9157 strask@uplogon.com

Membership Coordinator/Nominating Chairman: Bruce St.Onge piperatc@icloud.com

Volunteer Chairman: Donna Sisk 1101 River Reach DR #515 Ft. Lauderdale, FL 33147 954-647-4396 dk.sisk43@gmail.com

Technical Counselor: Open. Your name could go Here!

Librarian: Bruce Flannery 6403 Russel 23.4 Lane Gladstone, MI 49837 906-428-2292 bflannery@chartermi.net

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

Website: www.eaa439.org