

# SKYWRITINGS

EAA Chapter 439  
Central U.P. of Michigan

March 2017  
Home of the Yoopers!



***Yes, this is a repeat of the December 2016 first page. However, it is now official that we will have the EAA Ford Tri-Motor here for Ford Airport Day 2017. Come help us make it happen!***

## Up-Coming Events

***March 11th - 10am EST Chapter Meeting at Terry's Hangar in Escanaba.***

# The Prez Sez!

Tom Sullivan

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I mentioned in the last newsletter we were going to Florida on the 30<sup>th</sup> of December. We did, getting a nice push from Mother Nature on the way down. We actually saw 295 knots ground speed and were able to complete the trip to Daytona Beach in 4 hours flat (non-stop). Going through Chicago airspace on the way down I had one controller asked if my Mooney was a turboprop. But then, there's always the trip home (Saturday January 7<sup>th</sup>) which was ALL headwinds. We had thunderstorms blowing through Florida, so couldn't get off until after 10 AM, made a fuel stop in Williamsburg, KY, dropped our son off in Green Bay, and still made it in time for the Chapter Christmas Party.

After getting back, I was able to complete the Phase One testing on January 12<sup>th</sup> and took Steve Phillips for my first passenger flight. The take-off roll has gotten pretty normal feeling to me now, so it was refreshing to hear his comments (and a few others since) on the power during take-off and initial climb. It IS pretty impressive.

Beth and I were preparing for a flight to Florida, expecting to leave on Friday, February 3<sup>rd</sup>. On the 2<sup>nd</sup> there were still issues with the Lancair autopilot, and the alternator quit on the Mooney as we started up for some approach work with Bruce. Quick work by Chad, Tim and John at Kubick's had my alternator shipped in for Friday morning, and repaired by noon. I also had a new ADAHRS shipped in for the Lancair for Friday, had it replaced and ready for a test flight by noon Friday as well. We decided it was safer to put the Florida trip off until Saturday morning. Bruce Rutter and I flew a test flight, testing A/P functions and executed a couple approaches with the Lancair Friday afternoon. The autopilot was 100% more stable with no disconnects.

I presented the decision to Beth late Friday afternoon. We could take the Mooney, and total trip time with fuel stop would be about 5.5 hours. We could take the Lancair; trip time would be non-stop 3.5 hours, in pressurized comfort. She decided she was up to a trip in the Lancair. Well, it WAS 3.5 hours non-stop, and she loved the room, comfort, heat level, and especially the pressurization. Her ears handled the flight much better. I DID find my comfort level, where everything is intuitive, is not there yet though. I imagine it will take 100+ hours to get where things are more "natural". It doesn't help that I am jumping between three planes now (Airlifeline Bonanza the third). The one plus is I've logged 120 hours in just over the last 4 months.

The Xmas party was pretty lightly attended, especially when you consider it was combined with a Kubick Aviation Xmas Party. It WAS pretty cold out (I can attest, as it was a bit of shell shock for Beth and me when we started that morning in balmy Florida). We will need to do some research and compile some feedback on what the chapter membership wants to do with this event going forward. We may have to rethink the date, location and other venue options so we can generate more interest with the membership.

Progress is moving along on the hangar. The county board approved a zero dollar lease for the chapter, noting in their letter our commitment in supporting, as well as promoting, the Ford Airport. This is significant, as this would have been one of the major yearly (recurring) expenses of hangar ownership. I believe the engineer has been commissioned to provide us with the blueprints required to get permitting. We're working on a surveyor to mark out the lot and our hangar door vendor has been selected (hydraulic swing for less than a strap bi-fold).

Tom

# Editor's Notes

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## *Ford Airport Day 2017 & The EAA Ford Tri-Motor*

Yes, we will be hosting the EAA Ford Tri-Motor during FAD 2017! It has been at least 10 years since it last appeared at Ford Airport and we hope to make this event as exciting and successful as the last. Of course, in order to accomplish this task, we will need to do some work. As you read in the last newsletter, we have been looking for a volunteer to take on the task of Tour Stop Chairman. Well, the good news is that we have one - me.

The main function of the Tour Stop Chairman is to be responsible for selecting the host site, recruiting co-chairs, leading the initiative to obtain sponsors, and serving as liaison to the Ford Tri-Motor crew. Part of selecting the host site is complete since we are going to use Ford Airport, but the arrangements for the Tri-Motor and other associated items will still need to be worked out. Now all I have to do is recruit a Marketing Chairperson and a Volunteer & Equipment Chairperson.

The Marketing Chairperson is responsible for promoting and advertising the event along with working with the EAA Air Tours Team. This person will also assist the Tour Stop Chairman in securing sponsors for the event. (Note: Ford Airport Management has already volunteered to cover the "Positioning and per Diem" up front costs for this event. This means our Chapter will start earning money on the first revenue flight! Thanks Ford Airport for your support!)

The Volunteer & Equipment Chairperson is responsible for recruiting, scheduling, and briefing volunteers, as well as making equipment arrangements needed for a successful visit.

EAA has provided a "Chapter Manual" which provides an overview of the tasks for each chairperson along with promotional ideas, specific support requirements, and suggestions to make this event profitable for our chapter.

So, how can you help us to make this event successful—VOLUNTEER. There are many opportunities besides the chairperson positions. The Tri-Motor requires us to provide a minimum of 4 people during their hours of operation for two days. These people are needed in addition to the normal number of people we need to make FAD run smoothly. Please consider volunteering when you get that call to lend a hand. As some of you know, during the last two FAD events we have been fortunate to have neighbors of some of our members assist in working the event. So, start thinking of someone outside our chapter who may be able to help. I know I will be asking some of my neighbors & friends (may have to bribe them with a dinner) to lend us a hand.

Another volunteer activity is soliciting for sponsors or donations. I know this is not something people feel comfortable with as I am not necessarily comfortable soliciting for sponsors or donations. However, I know there are people in this chapter who can assist me in accomplishing this task. Please call me, or the Marketing Chairperson, if you know of people in this community who may be willing to help sponsor this event. We hope to have a list of our needs available by the April meeting.

I am looking forward to working on this event and the opportunity it presents to our chapter in the terms of revenue and the promotion of aviation within our community.

Will

P.s. I am jealous of the speed which Tom & Beth enjoy in their travels. My ole Piper Cherokee 180G takes 4hrs on a good day to get from Iron Mountain to eastern Nebraska.



## **King Schools Releases New Drone Pilot Training Course**

Drone pilots who want to fly their drones for non-recreational purposes can quickly and conveniently pass their remote pilot test with the new King School's online *Drone Pilot Ground School and Test Prep Course*. (<http://www.kingschools.com/ground-school/drone-pilot/courses/written>) "That's all drone pilots need to do to start using their drones to serve the community in any of the so many ways they can be so useful," says John King of King Schools.

The new King Schools drone course prepares customers to pass the FAA Unmanned Aircraft Systems Knowledge Test.

The King course not only gets drone pilots ready to pass the FAA test, but it also gives them the tools they need to safely integrate into the National Airspace System, and stay out of trouble with the FAA. The course is the result of collaboration between King Schools and the Association for Unmanned Vehicle Systems International (AUVSI).

## **Aeromedical Reform FAQs**

Here are answers to some of the major questions EAA members are asking about third class medical reform:

### **What is the current status of medical reform?**

The President signed the medical provisions of the Pilots Bill of Rights 2 (PBOR2) as part of a short-term FAA funding bill on July 15 (H.R. 636, now Public Law 114-190). While the bill is now law, the provisions of the bill do not take effect for pilots until they are written into FAA regulations. The FAA has released the final rule that implements the law. The new regulations will go into effect May 1, 2017.

### **Can the FAA rulemaking process interfere with the intent of the law?**

The legislation is very prescriptive, limiting the "wiggle room" the Agency has for interpretation. Additionally, the FAA has released the implementing regulations as a "final rule," meaning there is no public comment period associated with the release. To do this, the FAA stated that no aspect of the law was changed in writing the regulations. Nevertheless, EAA is closely reviewing the rulemaking package to ensure the intent of Congress is properly reflected.

### **I'm concerned about the statement my doctor will need to sign. What is EAA doing to Help?**

The legislation requires a board-certified physician to sign the following statement for the pilot every four years: "*I certify that I discussed all items on [the examination checklist detailed in the bill] with the individual during my examination [...] I certify that I am not aware of any medical condition that, as presently treated, could interfere with the individual's ability to safely operate an aircraft.*" EAA will be working with its Aeromedical and Legal Advisory Councils to provide members with resources to help their doctors understand the basis and limits of this statement. **Remember: a doctor's refusal to sign this statement does not constitute denial of a medical**, as a denial on a third-class medical exam would.

### **What about my insurance?**

EAA cannot speak for insurance companies. However, it is worth noting that sport pilots flying under "driver's license medical" rules have been insured for more than a decade.

### **Who will benefit from this reform?**

Anyone who flies with a third-class medical certificate can benefit from this reform. In fact, almost anyone who has held a regular or special issuance third-class medical certificate within the 10 years preceding July 15, 2016, will never again need to visit an aviation medical examiner (AME). If you've never held a third-class medical certificate, you will need to get a medical certificate one time only. If your regular or special issuance medical certificate lapsed more than 10 years before the legislation is enacted, you will need to get a medical certificate one time only. And if you develop certain cardiac, neurological, or psychological conditions, you will need a one-time-only special issuance medical.

### **What's in the law?**

You will need to visit your personal physician at least once every four years and provide an FAA-developed checklist of issues to be discussed during the visit. Both you and your physician will need to sign the checklist saying that you discussed the items on it. You will then need to make a note of the visit and include the checklist in your logbook. You do not need to report the outcome of the visit or file any paperwork with the FAA unless you are specifically requested to do so.

You also will need to take online training in aeromedical factors every two years. The training will be offered free of charge.

Pilots flying under the new rules will be allowed to operate aircraft that weigh up to 6,000 pounds, carry up to five passengers plus the pilot in command, fly at altitudes below 18,000 feet, and at speeds of up to 250 knots. Pilots, if appropriately rated, can fly VFR or IFR in qualified aircraft.

View AC 68-1 advisory circular at: [//www.faa.gov/documentlibrary/media/advisory\\_circular/ac\\_68-1.pdf](http://www.faa.gov/documentlibrary/media/advisory_circular/ac_68-1.pdf)

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

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

Varying dates Wisconsin Flying Hamburger Social Go to [www.wisconsinflying.com](http://www.wisconsinflying.com) or [www.wiflysocial.com](http://www.wiflysocial.com)

Mar 12 Fly-in (B) Reedsburg, WI (C35) 8:00am - noon \$8

Mar 25 WPPA PPC Clinic EAA Air Museum, Oshkosh, WI (OSH) 8:00am - 4:00pm

The Wisconsin Powered Parachute Association 2017 Clinic, featuring speakers/seminars targeted to the powered parachute and powered paragliding community. PPC and PPG displays, information, manufacturers, repair technicians, instructors and more. Coffee, soft drinks and donuts available all day with on-site lunch for sale. Registration begins at 8 a.m., with the clinic starting promptly at 9. The event is FREE and open to the public. [www.wisconsinppa.org](http://www.wisconsinppa.org)

Apr 1 April Fools Fly-in (L) Juneau, WI (UNU) 9:30am - 2:00pm

Chapter 897's famous "Chili" and Brats served from 9:30AM to 2:00PM Young Eagles rides will be given during the time frame as well. <https://www.facebook.com/dodgecountyflyerseachapter897/>

Apr 8&9 Fly-in (B) pancake Racine, WI (RAC) 7:00am - noon \$7

Apr 8 Fly-in (B) Wittman B-day Oshkosh, WI (OSH) 7:30am - 11:00am \$7

Apr 9 Fly-in (B) Reedsburg, WI (C35) 8:00am - noon \$8

Apr 29 Banana Pants Fly-in Cottage Grove, WI (Blackhawk 87Y) 10:00am - 10:00pm

The Microlite Flyers of Wisconsin, EAA's 1st and oldest running Ultralight Chapter invites you to join in the fun! Usher in spring by donning your favorite tropical shirt and join us for food, flying and fun! Open to all aircraft. Will be held rain or shine, so if the weather isn't very tropical, drive on over for a fun day of hangar flying and stories.

May 14 Fly-in (B) Reedsburg, WI (C35) 8:00am - noon \$8

May 20&21 Military Show Fly-in (B) Watertown, WI (RYV) 9:00am - 5:00pm

For more info go to:

May 27 Gathering of Pitts Kenosha, WI (ENW) 8:00am - ????

### ***New Survey Available to Improve Our Chapter***

EAA, with input from their Chapter Advisory Council and other chapter leaders, has developed a new survey they hope will help chapter officers to understand how to better serve their chapter.

Once the survey is complete, they will share the results of the survey with chapter officers. This will allow each chapter to see their specific results and compare them to the aggregate results for all EAA chapters. They believe this survey will provide valuable feedback for EAA and chapter officers.

To complete the survey, go to: <http://go.eaa.org/b0000OEBSSC0UukU030Bp0K>

Please take this survey by March 31st to insure your response is included in the results.

### ***Young Eagles Celebrates With '25 for 25'***

2017 marks the 25th anniversary of the Young Eagles program, and EAA is planning a yearlong celebration. They have created a special 25th anniversary Young Eagles logo to use throughout the year. In addition, a Young Eagles display is being created for the EAA AirVenture Museum to help highlight the history and stories from the program.

For Young Eagle pilots, they have a special program lined up. Every pilot who flies 25 or more Young Eagles in 2017 will receive a special "25 for 25" collector's pin to recognize the accomplishment. In addition, special recognition items are planned for all who volunteer during the year. Watch for additional celebration details in upcoming issues of EAA's *e-Hotline*, *Sport Aviation* magazine, and *ChapterGram*.

**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)**