

# SKYWRITINGS



EAA Chapter 439  
Central U.P. of Michigan

March 2018  
Home of the Yoopers!



*Our February 2018 meeting at Maple Creek*

## Up-Coming Events

***Sunday March 18th 6:30pm (CDT) Chapter Meeting at Kubick Aviation. We will be discussing FAD 1018 and the hangar. We will also have elections for officers and the board. Please insure your dues are current by contacting Scott Trask or Mike Betti. Call in number for meeting is 515-604-9910; access code 343613***

# The Prez Sez!

Tom Sullivan

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We received the final draft of the hangar plans after feedback from Chad, Scott, Dean, Will, and Jim. Chad and I reviewed it and verified all the changes we're implemented, and I then approved the engineer to draft the full blueprints for submission to the Construction Code Office. We're hoping for a decent turn time on them, so we can start soliciting for the concrete slab portion of the build. We need to get the concrete in by early to mid-May to take advantage of free blacktop transitions to the ramp and possibly the south side of the hangar as well. Also, once we have blueprints in hand, we can start working on financial support for the project from local businesses and/or fellow aviation enthusiasts. It might be prudent to compile a document or brochure for the solicitation phase as well.

Steve and I flew the Lancair and Mooney down to Milan TN in mid-January for the final bodywork, paint and interior. I've made two stops there during our Florida trips thus far this winter and will likely stop again this Friday on our way back to the U.P. progress had been very good, with nearly 500 hours in the project since dropping it off. It will likely see the first stages of paint next week. With the complex paint scheme I selected, and interior work to follow paint, it will probably be in the shop until late April. We're planning to bring it to Oshkosh so hoping to not run into too many other issues before mid-July.

Steve Phillips gave those of us close to him a scare. Emergency ambulance ride to Bellin Hospital in Green Bay a couple weeks ago on Friday and emergency surgery at 6:30 AM Saturday morning after almost leaving us, having 4' of upper bowel removed. After another 10 days at Bellin he was finally released this past Wednesday. Hopefully this procedure will get his system back to a somewhat livable lifestyle again. At least he was able to see both his sons (Chris coming all the way from Finland and Nick coming from Missouri).

We couldn't conduct elections the last meeting because some of our current officers were not "current" with their chapter membership. We elected to postpone until this month's meeting to allow these members to get current. If not by this meeting, we will have no choice but to install board members and officers that meet our Bylaws requirements. Please check your membership status!

Tom



## ***Excitement at Spruce Creek***

Saw this Mooney in the flair with his gear up, but had no way to communicate with him. All I could do was watch.

*Editor Note: Wonder who he is calling. Wife? Insurance Company? Lawyer? Owner?*



# Editor's Notes

Will Kroeger

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## ***My New Equipment - Part 2***

I get that feeling of "what the hell" when it comes to my plane after the upgrades that were done. As reported last month, my MX-170B stopped working during my third flight with my new equipment. I am sure there is no connection between all the work I had done and my radio going out, but human nature tends to pull one to that conclusion. After all, my radios were removed, a lot of wiring and work was done around the slots, the radios swapped positions when put back in, and the radio failed the first time I used both plugs of the Stratus Power device.

I removed my MX-170B and emailed TKM the serial number and asked for a Return Merchandise Authorization (RMA) number before shipping the unit to them. The next day they replied that they do not repair units over 15 years old (my was 25), but could sale me a MX-170 for \$2975 and give me a \$450 credit for my old one (they may have wanted it for a museum piece - serial number 1704).

I thought this was not a bad deal until I saw that most avionic vendors sale the MX-170C for \$2875. However, I needed someone who would sell at this price and give a credit for my old radio. After searching the internet I found Bennett Avionics. They offered a credit of \$600. I was about ready to do that deal when another issue with my plane came up. I discovered from a few local pilots that my backup radio, which was now my only radio, a 40 something year old KX-170, was not putting out enough power to be heard. They could tell someone was transmitting, but could not hear any vocals. I do have to admit that I have not used this radio for a number of years.

Now I needed two radios. Solution - Bennett sold me a MX-170C and offered to repair my old radio for a lot less than buying a new or refurbished radio. In 10 days I received my new radio and sent in my old one for repair. I am now waiting to hear the verdict on the old one.

Now I was ready to go flying! However, I decided to call the FBO that put in my new equipment to see if they had any spare radios I could use as a second radio until the return of my repaired MX-170B. WELL, they did not but said they had been trying to get hold of me to inform me my plane was grounded! WTF!

I seems the FAA had inspected their shop after two of their rental aircraft had forced landings and discovered some errors in their avionics shop. It seems that, even though they are an authorized Appareo dealer, they were not authorized to install my transponder. They stated they needed to have more discussions with the FAA to figure out what needed to be done, but that I could not fly my plane until the issue was resolved. They promised to call me in two days with an answer. So, I drove back to the UP on my last trip.

Well, their two days turned into a week, and I called them when I returned to Nebraska. They had negotiated a deal with the FAA requiring only a transponder inspection and sign off by an IA. While this was being accomplished I asked the IA to also do the inspection for the Fuel Selector placard AD. They promised to send additional paperwork and a sign off of the AD by mail.

So, the other day I went flying but had to get the IA at the airport to sign off the Fuel Selector placard AD since I did not receive anything in the mail from the other IA. Now I see that the AD compliance date has been extended to April 9th.

My flight was fun, but while showing my son-in-law how to do a preflight inspection we noticed that the anti-collision light was burnt out. Oh well, ...

Will

## ***Senate addresses the critical shortage of aviation maintenance technicians***

In an attempt to spur more new A&Ps, Sens. Jim Inhofe (R-Okla.), Richard Blumenthal (D-Conn.), Jerry Moran (R-Kan.), and Maria Cantwell (D-Wash.) sponsored the Aviation Maintenance Workforce Development Pilot Program, which was introduced March 7. The bill has overwhelming support from a diverse group of aviation industry organizations.

Boeing estimates nearly 120,000 new technicians will be needed in North America over the next two decades, and with new entrants making up just 2 percent of the population of aviation technicians, the bill could not come at a better time.

Sen. Inhofe spoke about the importance of recruiting the next generation of America's workforce, saying, "Our aviation industry needs skilled workers and the aviation maintenance industry provides high-paying, high-skilled jobs across the country. Aviation is an economic multiplier, connecting local communities and cities in support of commercial activity and generating tourism revenue."

Under the bill, \$5 million per year would be allocated to the pilot program, which would provide grants of up to \$500,000 to support workforce development initiatives including scholarship programs, student outreach, transitioning veterans to new careers, and enhancing aviation technical education.

"Aviation is a cornerstone of the American economy and this bill will help give American workers the skills they need to find good-paying jobs," said AOPA President and CEO Mark Baker. "This legislation will help ensure that the future of aviation remains viable and that aircraft owners will have the resources they need to keep our airplanes flying safely for decades to come." (from *Aviation eBrief* 3/9/18 See bill at: <https://www.inhofe.senate.gov/download/?id=F780DDA8-F2DD-405D-9B92-3AB38E89338D&download=1>)

## ***FAA extends deadline to inspect PA-28 fuel selector placards to April 9***

The Federal Aviation Administration has extended to April 9 the deadline to inspect Piper PA-28-series airplanes and verify that the left and right fuel tank selector placards are properly placed.

## ***You Did It! GA Turns Back Privatization Grab***

ATC privatization has been removed from an FAA reauthorization bill in the U.S. House of Representatives, scoring a victory for general aviation against a powerful, well-financed lobby that sought to give control of the national air traffic system to the country's largest airlines.

Rep. Bill Shuster (R-Pennsylvania) announced Tuesday, February 27th that he is removing ATC privatization from H.R. 2997 and moving toward an FAA reauthorization bill that can pass both houses in Congress. Shuster, who is retiring after this year's election, had attempted to garner enough votes to bring the privatization plan to the full House on several occasions over the past year.

"This is a tribute to all of you in general aviation who took the time to make yourself heard," said EAA CEO and Chairman of the Board Jack J. Pelton on Tuesday evening. "Thanks to the unified fight by the GA community, this bill was not going to pass with ATC privatization as part of it. We can now move ahead with what we have maintained all along – modernization, not privatization. We can fund the FAA long-term and let the agency continue with its already progressing modernization efforts.

"I want to thank every one of the grassroots aviators who took time to call, write, and visit their congressional representatives and express the far-reaching negative impacts that ATC privatization would have on the world's busiest, most complex, and safest air traffic system." (From *EAA e-Hotline* 3/1)

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

Mar 17	Light Aircraft Safety Seminar	Oshkosh, WI (OSH) <a href="http://www.av8safe.org">www.av8safe.org</a>	8:00am - 4:00pm free
Apr 7	Fly-in (B) (home built pilots free)	Oshkosh, WI (OSH)	7:30am - 11:30am \$7
Apr 21	Cirrus Firewall Forward Seminar	Watertown, WI (RYV) Wisconsin Aviation	9:00am - 12:00pm lunch
Jun 9	Fly-in (B)	Torchport Airport, Eastport, MI (59M)	8:00am - 12:00pm
Jun 23/24	Military Show & fly-in	Watertown, WI (RYV)	8:00am - 5:00pm
Jul 21	Fly-in	Bois Blanc Island, MI (6Y1)	2:00pm - 4:00pm Food
Jul 21/22	Fly-in (L) (B) Sunday 7-11	Shiocton, WI (W34)	7:00am until dusk
Jul 23-29	Air Venture	Oshkosh, WI (OSH)	All Day
Aug 4	Fly-in (B)	Woolsey Memorial Airport, Northport, MI (5D5)	8:00am - 12:00pm
Aug 5	Discover Sawyer Day	Sawyer Airport, Marquette, MI (SAW)	8:00am - 4:00pm

### ***EAA Chapter 439 members going to Oshkosh & Volunteering***

Are you camping at Oshkosh this year while volunteering? If so, please let Donna Sisk know along with your dates and the length of their camping unit. You can contact her at 954-647-4396 or [DK.SISK43@gmail.com](mailto:DK.SISK43@gmail.com).

### ***EAA Webinars***

3/14/18	7pm CDT	What TBO Really Means: Why I Bought a New Plane
3/21/18	7pm CDT	Aw Chute!
3/27/18	7pm CDT	RV Aerobatics
4/3/18	7pm CDT	Chapter Chat: Tax Exempt Basics
4/4/18	8pm CDT	Differential Diagnosis
4/11/18	7pm CDT	Aviation Weather Center Operations and Products
4/17/18	7pm CDT	Freestyle Aerobatics
4/25/18	7pm CDT	Flying with Aerovie EFB

For more info on these webinars and to learn about other EAA webinars, go to:

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

### ***New Option Available for Online BasicMed Course***

An online medical course is one of the required steps for pilots seeking to operate under BasicMed without an FAA medical certificate. A pilot must first obtain a physical examination from a state-licensed physician using the Comprehensive Medical Examination Checklist (available at <http://bit.ly/2CZUUAd>). A pilot must then complete an approved BasicMed medical education course. In addition to the AOPA course that was approved last April (BasicMedicalCourse.AOPA.org), pilots now have the option to take the online BasicMed course with the Mayo Clinic at [BasicMed.Mayo.edu](http://BasicMed.Mayo.edu). (from *FAA Safety Briefing mag March/April 2018*)

To learn more about flying under BasicMed, go to [www.faa.gov/go/BasicMed](http://www.faa.gov/go/BasicMed).

### ***Local Civil Air Patrol Squadron is Looking for Pilots***

The Dickinson County Composite Squadron of Civil Air Patrol, MI-201, is looking for pilots that would like to become members. We currently do not have a plane assigned to our squadron, but we are making our case on the state level to have one assigned to us. When a plane is assigned to us, it would be housed in our hanger at the Ford airport.

We have the largest squadron North of Owasso; 34 cadets and 14 adult (referred to as 'senior') members. Find out what CAP pilots do at: <https://www.gocivilairpatrol.com/programs/cadets/parents/cadet-orientation-flights/what-are-the-pilots-qualifications>

If you are interested, contact Capt. Thiede, our squadron commander, at 906-241-8766, or visit us at one of our meetings. We meet every Thursday at 6:00 PM at the Armory on Carpenter Ave., Kingsford.

**EAA Chapter 439**

**P.O. Box 264**

**Quinnesec, MI**

**EAA CHAPTER 439 OFFICERS**

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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)**