

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

March 2019
Home of the Yoopers!



Do you have \$4,500,000?



What's being billed as possibly the last unrestored North American P-51D Mustang is being listed for a cool \$4.5 million. And while that seems like a hefty sum, consider that this Mustang comes with a trove of spares, including "approximately 20" Merlin engines and a raft of new-old-stock airframe components.

Last flown in 1983, the Mustang saw action with the Guatemalan air force between 1954 and 1972, according to the Platinum Fighter Sales, which is brokering the deal. The Mustang reportedly still has its wartime armor plating and "equipment" still installed.

Photos reveal a dusty but apparently whole Mustang with a smattering of 70s-era avionics. "Also included are several containers worth of P-51 airframe parts, many either New Old Stock or zero-time overhauled," say the sellers. "This inventory would make you King of the P-51 marketplace."
(from AVwebflash, 2/27/19)

If interested, tap on this link: [P-51D for sale](#), but bring at least 6-8 semi-trucks to haul all the stuff.

Up-Coming Events

Saturday March 9th - 8am (CST) - Chapter Meeting, Kubick Aviation, Ford Airport

The Prez Sez!

Tom Sullivan

toms1@chartermi.net

After a break from a monthly newsletter submission we're back. I'm typing this up one handed, a real PITA. About 6 weeks ago I got a small cut on the outside of my left pinky finger, from smashing it with a glove on while doing firewood. It was a pretty small and routine cut, which I cleaned with antibacterial soap and band aided. No swelling, no pain, just went on with life normal like we all do..... until 54 hours later. I suspect I splashed some water on the band aid a couple days later washing the floor mats from my truck. Anyway, at about 8:30 PM on Thursday, January 24th, I noticed some swelling and pain on the finger. By 11:30 that evening I awoke to ALL my fingers and thumb starting to hurt and swell, pain in the palm and wrist, and shooting pains running up my arm to my elbow. I had no clue what was going on, but knew an immediate trip to the Emergency Department was required.

I ended up in emergency surgery Friday morning, to clean out a rapidly spreading infection localized in the pinky finger and my carpal tunnel passage in the wrist. Three days later (Monday noon) I was discharged, with oral antibiotics and pain meds but by supper time I started getting concerned I was going backwards and by midnight I was back in the E.D., another emergency surgery was performed Tuesday morning. I was discharged Thursday, but this time with a PIC line installed for a 21 day IV Infusion regimen. What I've found out since is if I had delayed much, I could have lost my hand because if the infection gets into the bone; there is no treatment to save it. So, five weeks out of surgery with 3 times week therapy, and a minimum of 4-6 sessions daily by myself, I still have VERY LIMITED finger function. It's starting to look like I'll need further treatment with a hand specialist to get normal finger function back. And.....no flying without my left hand.

My intentions on getting a document / brochure put together explaining the hangar project and expected youth educational activities for fund raising purposes has not happened. The above life challenges have precluded any work on that project. I think the chapter needs to focus on the hangar project right now as our top priority. We are committed too far to not move this to the top of our list. There is a lot of planning and leg work to be done as well as fund solicitation. We also have some battles yet on the permitting side. The plumbing / HVAC Inspector has his head firmly planted in his back side on some items that will add much cost but no need or benefit. I'm sure we can get through this, but it's going to take some work and fighting to resolve his stupid ideas. This will be the largest and most complex project the chapter has ever taken on. It is imperative the membership steps up for this project! Spread across enough people, this project will go well and be a major asset to our chapter, both in financial value and in the utility and social opportunities it will afford us once completed.

Tom

Editor's Notes

Will Kroeger

906-241-9070

wkroeger@alphaComm.net

ADS-B & GPS

As you will see in the next two pages, ADS-B & GPS issues are the main topics of this month's issue.

I have been concerned about the privacy of using ADS-B since I discovered the website <https://global.adsbexchange.com>. This is one of the many websites allowing anyone to pull up a geographical area and see all aircraft broadcasting ADS-B out. The default display includes registration number, callsign and altitude of each aircraft. Clicking on the display of any aircraft shows an additional display which includes information like the owner and the filed takeoff & landing locations.

Now, you might think this is not really an intrusion into your privacy. However, when you look at this site, it also offers a way to find the flight history of any aircraft broadcasting ADS-B out. This history goes back to when that aircraft first started broadcasting ADS-B out. The information displayed includes your route of flight along with squak, coordinates, speed, altitude and time. I looked up my aircraft and it includes every flight made since January 8, 2018, the date I first used my ADS-B out. It appears those portions of a flight which are not in radar coverage will only have a line between the last point and the next point under coverage. Note: All of my cross country flights between Nebraska and Michigan ended/started about 30 miles northeast of Wausau, WI.

If the above does not concern you, then think of those sites that link your aircraft registration to the FAA website that provides personal information about you. One even shows your aircraft registration history. So, while you are happily flying along someone could be looking up your aircraft registration to see where you live. Good thing my address is a P.O. Box.

I will confess that my review of the websites that display your information is limited since I did not want to pay or register for some of the sites I found. However, the ones I did check all had the same basic functions as the one listed above.

Now for GPS, I have read several articles about the impact of GPS jamming during military exercises. In fact, I was on a cruise in the Caribbean when I read that the GPS was going to be jammed for our area. It did not concern me because I know that ships have more navigational aids than GPS. However, today some aircraft only have GPS for navigation.

Those of us who still have VORs along with a GPS display and carry paper charts while cruising VFR at the lower altitudes have a minimal impact when GPS stops working. We just pull out the charts, find our location, and continue on our way. We will just rely on our map reading and VOR navigation skills.

However, those flying in the higher altitudes or in the weather with WAAS-enabled GPS units certified under TSO-c146 without an integrated VOR receiver will have a harder time coping with the loss of GPS. You can't pull out a chart to visually navigate. If you do have a VOR, do you have DME? Here is a question: What will your autopilot do when it is no longer receiving a GPS signal? What does the autopilot manual say? I could say more here, but the last time I flew in the upper altitudes, GPS (officially named NAVSTAR (Navigation System with Timing And Ranging)) was just a baby.

Will

EAA Webinars

Register at: [Webinars](#)

3/6/19	8 p.m. CST	An IA's Dilemma**	Mike Busch
3/13/19	7 p.m. CDT	First Flight, No Fright: All About Discovery Flights and Introductory Lessons*	Prof. H. Paul Shuch
3/20/19	7 p.m. CDT	Temporary Flight Restrictions, Airspace, and ADS-B*	John Townsley
3/26/19	7 p.m. CDT	Avoiding Stalls and Spins*	Gordon Penner
4/3/19	7 p.m. CDT	Errors of Distraction**	Mike Busch
4/10/19	7 p.m. CDT	Good Things to Know About ADS-B Installation**	Dick Soca

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

GPS JAMMING SCHEDULED ACROSS US

Pilots are hurrying to beat a deadline for equipping their aircraft with GPS-based navigation technology at the same time the military is stepping up its jamming of GPS during training exercises, AOPA said, calling on the FAA to recognize the problem as a growing flight-safety risk.

Pilots who flew in airspace affected by a [four-day military exercise](#) with GPS jamming in early February described to AOPA impacts ranging from erratic notification to unexpected flight routings. With more of the so-called GPS interference events scheduled soon in several regions, AOPA remains dissatisfied with the FAA's efforts to adopt solutions.

"We are hearing from pilots with safety concerns and questions about how their navigation systems might react," said Rune Duke, AOPA senior director of airspace, air traffic, and aviation security. "AOPA has communicated those concerns to the FAA, but we do not feel they are adequately prioritizing this issue."

The GPS interference event in Washington state between Feb. 26 and March 1 highlights the far-reaching impact of GPS jamming. Encompassing a complex airspace area in a densely populated region, the exercise stood to affect 67 airports where about 1,500 aircraft are based, as well as many arrivals at Seattle-Tacoma International Airport.

AOPA—noting that the number of GPS-jamming events tripled between 2012 and 2017—is pressing the issue with FAA and Department of Defense leadership, "but we believe action is needed," Duke said.

A starting point for an action plan is the set of [recommendations](#) issued in 2018 by a [working group co-chaired by AOPA](#) of the technical advisory organization RTCA.

One of the 25 recommendations noted that "the preflight resources available online for pilots are fragmented and obscure," and the reports of pilots who shared their experience in the recent GPS-jamming event in the Southeast region offer fresh examples of gaps in information about the jamming.

"Some pilots learned about it through airports' automated terminal information broadcasts, while others were advised that interference could take place when they were cleared for an RNAV approach. Some aircraft were also routed around non-radar airspace areas due to the possibility of interference that would affect both navigation and surveillance by air traffic control," he said.

Advising ATC of a GPS-jamming emergency

Pilots who encounter an interruption of GPS navigation that affects flight safety or who have related flight-control issues can say the phrase "Stop buzzer" to air traffic control. That phraseology should initiate the process of interrupting the testing to restore navigation signal reception.

During previous GPS-interference events, pilots declared emergencies, but the jamming continued because ATC did not understand that the emergency was related to the GPS interference. According to the *Pilot/Controller Glossary*, "Stop buzzer" is a term used by ATC to request suspension of "electronic attack activity." Pilots should only use the phrase when communicating with ATC, or over the emergency frequency 121.5 MHz, if a safety-of-flight issue is encountered during a known GPS interference event. They should make ATC understand that they face a GPS-related emergency, and that halting the GPS interference will resolve it. (Both articles above from AOPA ePilot 3/1/19)

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/Yooper Flying Hamburger Socials Go to www.wiflysocial.com

Mar 16 Light Aviation Safety Seminar Oshkosh, WI (OSH) 8:00am - 4:00pm

Apr 6 Fly-in (B) S.J. Wittman B-day Oshkosh, WI (OSH) 7:30am - 11:00am

Apr 27 Fly-in (B) French Toast S.J. Spanbauer Aviation, Oshkosh, WI (OSH) 8:00am - 12:00pm

Is My ADS-B Broadcasting Me?

Do you know if your ADS-B Out system is broadcasting the truth about your aircraft's position in the air or on the ground? It may appear to be working just fine, but in reality, air traffic control or other aircraft could be receiving traffic information from your system that just is not accurate. In the article, "Is My ADS-B Broadcasting Me," editor Jennifer Caron provides important information on how you can run a free, online test of your ADS-B system to make sure that it's transmitting correctly. You can read the full article at <http://bit.ly/adsbemitter>. You can read the entire issue of the January/February 2019 issue of FAA Safety Briefing at 1.usa.gov/FAA_ASB. (from FAAsafety.gov 3/1/19)

ADS-B: INCOGNITO

ADS-B technology also allows third parties to track ADS-B Out-equipped aircraft, including those squawking a 1200 VFR transponder code, and display aircraft identification to the public in real-time. These privately-operated networks bypass the established Block Aircraft Registration Request program, administered by the National Business Aviation Association, and the FAA's Aircraft Situation Display to Industry data stream. Some of these networks charge operators who wish to remove their aircraft from display to the public.

An aircraft operator equipped with a 978-MHz Universal Access Transceiver (UAT) for ADS-B Out can, if the hardware supports it, select its anonymous mode during certain operations. Under the rules, the aircraft must transmit its registration number or the call sign filed on the flight plan "except when the pilot has not filed a flight plan, has not requested ATC services, and is using [an approved UAT transmitting a self-assigned temporary ICAO code]."

Most aircraft receiving ATC services squawk a discrete transponder code, which normally disables the anonymous mode. However, an aircraft that has filed a flight plan—even if it is squawking 1200 and not receiving radar services—cannot, under the rules, utilize the UAT anonymous mode. AOPA has heard from numerous pilots that this limitation on filing a VFR flight plan is onerous and discourages them from equipping with ADS-B, or from filing a VFR flight plan, Duke said.

As a result, AOPA has petitioned the FAA for an exemption that would allow use of a UAT's anonymous mode when a pilot has filed a VFR flight plan, has not requested ATC services, and is operating outside FAR 91.225 rule airspace. AOPA is waiting for the petition to be published in the Federal Register and, following a comment period, expects that the exemption will be granted. As part of the process, the FAA will identify any limitations or requirements that will be imposed on pilots who choose to operate under any approved exemption.

"It is clear that privacy or anonymity must now originate at the aircraft and not from an FAA system downstream," Duke wrote in the FAA petition. "The UAT ADS-B system with anonymous mode is the only approved method of achieving ADS-B regulatory compliance and an equivalent level of privacy as is available for solely Mode C transponder-equipped aircraft."

The anonymous mode offered by 978UAT is not an option for all operators, Duke noted—especially for turbine-powered and other aircraft operating above Flight Level 180 or internationally, where a 1090-MHz Extended Squitter (1090ES) transponder is required for ADS-B Out compliance. (from AOPA ePilot 3/1/19)

EAA Chapter 439
P.O. Box 264
Quinnesec, MI 49876

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/Treasurer: Tom Sullivan P.O. Box 264 - Quinnesec, MI 49876 906-774-0098 toms1@chartermi.net
Executive Vice President: Chad Kubick, 400 Vulcan St, Iron Mountain, MI 49801 906-779-5500 chad@kubickaviation.com
Vice President: Scott Trask N4592 Bass Lake Road, Iron Mountain, MI 49801 906-779-9157 strask@uplogon.com
Secretary/Newsletter Editor: Will Kroeger P.O. Box 159 Felch, MI 49831 906-241-9070 wkroeger@alphacomm.net
Web Editor: Mike Betti W8310 Johnson Road Iron Mountain, MI 49801 906-779-1368 mbetti59@charter.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
Oshkosh Volunteer Chairman: Donna Sisk 1101 River Reach DR #515 Ft. Lauderdale, FL 33315 954-647-4396 dk.sisk43@gmail.com
Technical Counselor:
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 above address.

Website: www.eaa439.org