

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

April 2016
Home of the Yoopers!



March meeting at Terry's hangar in Escanaba

We learned a lot about the advancement of drones and the current rules.

Thanks to Terry for providing cookies and brownies.

Also, thanks to the person who brought donuts but I can't remember who.

Up-Coming Events

April 9th - Chapter Meeting at 9am in Kubick Aviation at the Ford Airport.

May Meeting—We have been invited to join EAA Chapter 850 at their meeting on the 21st at Johnson Airport (M61). Breakfast will be served from 7am-10am EDT.

The Prez Sez!

Tom Sullivan

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Will, Steve Phillips and I made it over to the March Escanaba meeting. We all ended up driving, as weather was pretty bad that morning. Bill Landry noted the controversy surrounding the new Youth Protection Program (YPP) on the EAA Forum. I had my own reservations about this program but after registering for access to the forum and reading 68 pages (with 10-15 posts per page) my comfort level with this program changed a whole bunch. I didn't realize until it was brought up that no other background checks I have ever done (I've done a lot of them) have ever asked for my SSN, and now I had just given it up to another agency where it could get hacked. EAA management decided about a month into this to remove that requirement, and has assured us those that HAD provided their SSN's would have them purged from the data base. They also changed or "clarified" several of the policies regarding who needs to participate in the YPP.

I know several of us in the chapter have completed the YPP requirements. What concerns me going forward is whether we will have the pilot numbers to do any more organized events. It's a challenge to get pilots to show up to fly the kids, getting every one of them to go through the YPP is very unlikely. We were scrambling last year at FAD to get enough pilots, and had at least one going on line to renew his EAA membership the night before. Under the same circumstances, that pilot could not help us now that he has to submit the YPP, as there is no way he would be cleared in 12 hours. I posted only one or two times on the EAA Forum, but one of my main post I asked "What would Paul, our founder and leader, have done?" I'm pretty sure I understand why this happened after his death. We have different leadership today, where EAA is being run like a big corporation, not a member based organization.

Don Jacob, my maintenance man for the dealership, removed the signage from our billboard out at the airport. When the weather warms again (maybe May?) he will remove the backing boards and we will make a new sign where the main display area is capped and we can rotate billboard signage. I would like to see a general sign that promotes the chapter and our desire to welcome new members (with contact info). A few months before Ford Airport Day we can install the FAD signage.

I was hoping to encourage a fly out for this month's meeting, figuring by almost mid-April we would be seeing spring weather. As I am writing this article, I am looking at 4" of fresh snow from last night, and a forecast with 90% chance of 1"-3" later today. The 7 day forecast is looking no better either. I offered to take Beth to Sun & Fun this week, but she had too many commitments (and I would rather stay home and work on the Lancair).

Progress the last few months has been good. Steve and I should be spraying the first coat of primer on the fuselage today. I have been laboring on body work (and sanding.....sanding.....sanding). Steve said yesterday if he ever built a plane, it would NOT be composite. We have the engine cowls mostly fit and are prepping to do bodywork to match the cowls to the prop spinner. I got word yesterday my last wing deice panel (TKS) being built in England was completed and passed the first of two tests. If it passes the next test it is ready to ship, and all the rest of the de-ice system is sitting in Kansas ready to ship. We are hoping the last panel ships in the next day or two, arrives in Kansas by mid-next week, and is then shipped to my body shop/painter in Tennessee. If the kit can make it there by April 18th, I will be loading my wings on a trailer and driving down to spend a week getting the panels installed on the wings. Steve and I were hoping to move the plane to the hangar by the end of this month, but that will likely get moved into May now that the deice panels are finally getting shipped (they have been on order for 18 months, a bit longer than the 4 month lead time I was told when ordering).

We will meet this Saturday in the conference room at Kubick Aviation, 9 AM. Will says we may do a combined meeting with 850 at Johnson Field for May. Sounds like fun. I just don't know if I can get the Rocket in there though. Maybe someone with a tail dragger will save a seat for me?

Tom

Editor's Notes

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Preflight Inspection?

Do you ever wonder where the idea for the monthly article comes from. Well, sometimes it is a news article, a passing comment, or just witnessing something that pops an idea into the old brain. Years ago, while on a cross county trip, I noticed a bird landing on the prop of an A-36 Bonanza that was tied down in front of the FBO. The bird dropped a piece of straw into the air intake then flew off. It appeared the bird was building a nest. I made a comment to the FBO line guy and he said he would mention to the aircraft owner to check his air intake. I hope he did.

So, how good was your last preflight inspection? Did it take longer to walk from your car to the plane then it took to do the preflight? Do you know your plane so well that a preflight can be done by just walking up to it? Does “kick the tires and light the fire” best describe your preflight and pre-takeoff procedures? If any of the above is true, then you may just be a “accident waiting to happen”.

One of the saddest things I ever witnessed was a Mooney crashing just after takeoff due to water in the fuel line. Now, the pilot could have found the water in the tank if he had drained the sumps. But, you know, that would have required him to step in a puddle of water and mess up his new boots. Heck, to quote the pilot, “you don’t want to mess up new boots just to do that silly check” (for water in the fuel tank). He didn’t seem worried because it was not his plane.

Now, I have to admit that I have not always done a thorough preflight, especially if I had flown the day before. The flaps were not always lowered to check the hinges and nuts or I did not get down to check the belly of the plane. After all, I have owned this plane for 23 years and am the only person flying it. The chance of things being moved, out of place or not right were slim and if they were, they would be caught right away. Right? WRONG! Do you know what happens to your heart when you are pushing your plane back into the hangar after a two hour flight and hear and see nuts and bolts fall to the ground from your prop spinner? Or put your hands under the engine cowling after a flight and feel a very large hammer on top of the engine? How about a loud banging noise when you start your engine, then see your tow bar flying? Or that large power setting needed to start taxiing? It may make for a good flying story later, but does not feel so funny at the moment.

Only after my wife, and then my daughter, started to take flying lessons did my preflight inspections once again become more like what I was taught. Being new pilots they used a detailed checklist and followed it. In an effort to learn they asked questions as to what, why and how things were suppose to look and work. They wanted to know exactly what I was looking at and looking for. The worst part (and the best part also) was they would remind me if something was overlooked. Sometimes it is nice to have an extra set of eyes during a preflight. But even more important then having an extra set of eyes during a preflight is to have at least one set of eyes doing a preflight.

Will

The FAA has some good articles on preflight inspections. Go to the following:

https://www.faa.gov/standdown/content/Advanced_Preflight.pdf

https://www.faa.gov/files/gslac/library/documents/2012/Apr/63083/FAA_M_PamphletFinal.pdf

http://www.faa.gov/news/safety_briefing/2011/media/MarApr2011.pdf

http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_20-106.pdf Aircraft Inspection for the General Aviation Aircraft Owner

Senate Unveils FAA Authorization Bill, No ATC Privatization or User Fees

Aeromedical reform language passed by Senate in December also included

March 9, 2016 – The U.S. Senate today unveiled its version of an FAA reauthorization bill, a bipartisan measure that would fund the agency through September 2017. An initial review by EAA advocacy staff contained some good news: there was no mention of ATC privatization in the measure, which ran into immense opposition in the House version last month. Nor was there any mention of general aviation user fees, something that EAA, AOPA, and other GA organizations have continually opposed for the past two decades.

Also included in the legislation was the aeromedical reform language approved by the Senate in December, when it passed the Pilot's Bill of Rights 2. In addition, FAR Part 23 reform for aircraft certification is part of the measure.

“Many of the good things that appeared in the House version of FAA reauthorization legislation remain here, without the unacceptable language of ATC privatization,” said EAA CEO/Chairman Jack J. Pelton, who was on Capitol Hill on Wednesday to speak directly to senators and their staff members. “The Senate had already indicated its limits on medical reform in December, but we're pleased that it is included here so it can move forward quickly. We are continuing our efforts in the Senate to ensure that those items essential for general aviation survive and grow in our country.”

Media reports indicate that Senate Republicans were hoping for a three-year reauthorization bill, but Democrats would only support a shorter measure. Now as a bipartisan measure, there are hopes to move it forward quickly to give FAA its reauthorization without a series of continuing resolutions, which occurred prior to the last FAA reauthorization in 2012. (From EAA news)

The FAA is still working to make our life better

The FAA's familiar green *Airport/Facility Directory* is changing its official name with the March 31 edition to become the new *Chart Supplement*. All of the information provided in the publication will remain the same. Airport/Facility Directory will still refer to the front section of the books where the airports, NAVAIDs, and weather devices are listed. Chart Supplement will refer to the entire volume.

The FAA has selected two unleaded fuels for testing.

The FAA has selected two unleaded fuels to move to the next phase of testing for use in general aviation aircraft.

In a March 29 announcement, the FAA said fuels from Shell and Swift Fuels will move to Phase 2 testing in aircraft and engines. The fuels were selected from four initial candidates—two from Swift Fuels, one from Shell, and one from TOTAL—identified in September 2014.

Additional tests on the two finalist fuels are scheduled to begin this summer and be completed in 2018, according to the FAA. Data from those tests will be used to help the companies obtain an ASTM International production specification for their fuels, which would allow the FAA to authorize the existing GA fleet to use the new fuels.

“It's important for general aviation to be ready to move away from leaded fuel, and today's announcement that two fuels have been selected for further testing is another key step down that path,” said David Oord, AOPA vice president of regulatory affairs. “The program is on track and the candidate fuels are promising, which is good news for GA.”

The development and deployment of a new unleaded aviation fuel is being facilitated through the Piston Aviation Fuels Initiative (PAFI), a government-industry partnership that includes AOPA.

The first phase of testing included material compatibility tests and six rig tests. The fuels were subjected to tests for low-temperature fuel flow, carburetor icing, hot surface ignition, storage stability, detonation, particulate emissions, and more. The process also included a review of production and distribution costs and environmental factors. Based on the testing data and feasibility assessments, the FAA selected two fuels to move forward with Phase 2 testing.

Congress appropriated \$7 million for the fiscal year 2016 budget to support the PAFI test program at the FAA William J. Hughes Technical Center and several other locations throughout the country. The reauthorization bills that are currently pending in the House and Senate include future funding for the program. (From AOPA ePilot 4/01/2016)

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	www.wiflysocial.com
Apr 9	Fly-in (B) pancake Oshkosh, WI (OSH)	7:30am - 11:00am \$7
May 2	Fly-in (L) Iola, WI, Central County (68C)	Noon, join EAA 850
May 21	Fly-in Donut Day Neenah, WI, Brennand Airport (79C)	8:00am - 11:00am
	EAA 850 (B) & meeting Ishpeming, MI, Johnson (M61)	7:00am - 10:00am EDT
May 21/22	Military Airshow Watertown, WI (RYV) Sat 7:30am-10:00pm	Sun 9:00am-3:00pm
May 28	Fly-in (B) Fremont, MI (FFX)	8:30am - 11:00am EDT
June 4	Fly-in (B) Weidman, MI, Ojibwa airport (D11)	7:00am - 11:00am EDT
	Fly-in (B) Manitowoc, WI (MTW)	7:30am - 12:00pm
June 5	Fly-in (B) (L) Wild Rose, WI (W23)	8:00am-11:00am (L) at 11:30am
	Wings & Wheels (B) Juneau, WI, Dodge County (UNU)	8:00am - 12:00pm
	Wings & Wheels (B) Fort Atkinson, WI (61C)	8:00am - 12:00pm \$8
June 12	Fly-in (B) Hart/Shelby, MI, Oceana County (C04)	7:30am - 12:00pm EDT
June 18/19	Airshow Gaylord, MI (GLR)	9:00am - 4:00pm EDT
	(For more info go to http://wingsovernorthernmichigan.org)	
June 19	Fly-in (B) White Cloud, MI (42C)	7:00am - 11:00am EDT
	Cluckenfarten Fly-in Wautoma, WI (Y50)	10:00am until gone
June 25	Airfest Big Rapids, MI, Roben-Hood Airport (RQB)	7:00am - 2:00pm EDT
	(For more info go to http://www.flybigrapids.com)	
	Fly-in (B) (L) Kalkaska, MI (Y89)	7:00am - 3:00pm EDT
	Fly-n (B)(L) Airfest/Autorama Menomonie, WI (LUM)	8:00am - 11:00am (B)

\$100 Hamburger Update

The **Hangar Bar Grill**, located right next to the Crivitz Airport (3D1), is now open. Fly in for a cold drink and something to eat. Full menu with burgers, sandwiches, pizza and fish, as well as a menu for the kiddies. We are also the home of the \$2.95 breakfast plate on Sundays!!! Hours are Fridays 3pm to close, Saturdays noon to close, and Sundays 9am. Hours are subject to change. Call 715854-2288 or 715690-9246 for more information.

Events planned for EAA Chapter 850

EAA Chapter 850, our friends to the north at Sawyer, is doing two fly outs in the month of May. They will be going to the Iola Friday lunch on May 2nd and will begin their May monthly meeting on May 21st with a breakfast at Johnson airport. We have been invited to join them for these events. Both Iola and Johnson are grass runways. Go to <http://centralcountyflyers.org/lmenu.html> to see what is on the menu for Iola, it changes every week.

Icon unusual contract

Icon Aircraft's purchase and ownership agreements contain several very unusual restrictions on the use and future sale of their A5 aircraft.

Icon retains the right to approve or deny any future sale of the aircraft, and requires owners to pay Icon a \$2,000 "transfer fee" if they do sell, and another \$5,000 if they fail to convince the new buyer to sign all of Icon's agreements.

Buyers must agree not to sue Icon (and bind their heirs and estates as well) for any reason other than a manufacturing or design defect that is determined by a government agency to be the "probable cause" of an accident. Buyers may opt out of this provision by paying another \$10,000.

Buyers must obtain all maintenance from Icon-approved maintenance providers.

Buyers must appoint a "managing pilot" who is trained to Icon-approved standards, and that "managing pilot" (who may be the owner) must ensure that all pilots who fly the A5 complete Icon-approved training before doing so.

Icon limits the life of the aircraft to 30 years or 6,000 hours, with an airframe overhaul required every 10 years or 2,000 hours, whichever comes first.

Installed flight data recorder (Cirrus has a similar requirement in its own sales agreement). The recorder captures data including aircraft position, attitude, speed, and many system performance parameters. Icon expects that the recorders will eventually transmit data to Icon in real time, though the first models out of the factory will not have that capability. (from AOPA ePilot 4/1/2016)

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