

SKYWRITINGS



EAA Chapter 439
Central U.P. of Michigan

May 2015
Home of the Yoopers!

Hello,

As a chapter leader, I would like to personally invite you and your fellow chapter members to join EAA during an upcoming Weekend Work Party.

Weekend Work Parties are essential in helping us prepare the EAA AirVenture Oshkosh grounds, and we need your help! We are looking for volunteers to help us with duties that may include carpentry, grass cutting, painting, gardening, general maintenance, and more.

It's a great way for your members to bond and plus we make it easy! We will provide your group with lodging, meals, special Saturday night programming, and tons of fun!

Dates	Programming
May 2-3	B-17 Aluminum Overcast Final Mission Presentation, Chris Henry
May 16-17	Apollo 13 Presentation, Chris Henry
May 30-31	Behind the Scenes Museum Tour
June 6-7	Pioneer Airport Tour, Jim Casper
June 27-28	EAA Government Advocacy Presentation, Tom Charpentier
July 11-12	One Week Wonder Presentation, Charlie Becker

If you are interested in to registering your Chapter for a Weekend Work Party, go to www.eaa.org/en/airventure/eea-airventure-news-and-multimedia/eea-airventure-news/2015-eea-airventure-oshkosh/02-17-2015-save-the-dates-2015-weekend-work-parties

If you have any questions, I am happy to help and I hope to see you on an upcoming weekend!

P.S. – To learn more about the history of Weekend Work Parties and how they've made a huge impact on your annual member convention please go to the website above.

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Up-Coming Events

May 9th - (9am EST/8am CST) Houghton Airport (CMX) We will be joining EAA Chapter 1270

????? - Poker Run

Sept 19th - Ford Airport Days

The Prez Sez!

Tom Sullivan

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One of the suggestions at our last meeting was to have a “fly out” event for a meeting, making the meeting more fun. Well, I reached out to the Houghton EAA Chapter and they have agreed to host us at their May meeting. That will be May 9th, at 9 AM EST. That will mean a pretty early departure, with the actual time depending on the speed of your aircraft. Although our chapter participation is pretty respectable for some key events (Xmas Party, Oshkosh, Ford Airport Day), we seem to struggle getting decent involvement for our monthly activities. This month we hope the change up and potential for a nice flying event will get more members to participate. We will also be looking at a “Poker Run” this summer, again, planning a fun flying event instead of just meeting at a conference table and talking about activities. If you are going (obviously dependent on weather), let Will know if you have any empty seats. He can send out a mass email with seats available before Saturday. Continuing along the same line, Mike Youngs will be chairing the “Fly-In / Camp In” event they have usually done in October at the Iron County Airport, in August this year, striving for better weather and a better turn out.

We are trying to get the mailed newsletters to have an expired date on them, not sure if we were successful last month. I am pretty sure the mailed ones will have that on them going forward. We will just have to be careful in updating the expiration dates as members renew. That said, if you see highlighting on the expiration date, please look at it and see if you need to renew. Remember, the membership dues have been held at the same rate (\$15) for all members NOT getting a paper copy, purely because of the savings in printing and mailing them. If you desire a printed copy, the renewal is \$15 for the membership, and an additional \$10 for the mailed newsletter. The costs for our annual renewal with National have risen quite a bit over the last 10 years as well, so the savings from emailed copies of our newsletter have helped off offset those increases too. That said, if you are getting an email newsletter and want to check on your chapter expiration date, go to our website; WWW.EAA439.org and go to the members only page. The log in password is pretty easy to figure out, an eight letter word starting with air.

We are looking for more sponsorship for the B-17 and other possible acts for our 2015 Ford Airport Day. If you know of a corporate sponsor, please let us know. We will compile a sponsor letter soon that we will circulate for requests. An option that came up this past weekend is the “100 Plus Woman” organization. That’s an organization of probably over 300 woman now that donate \$100, either as one member, or as a team of two, three or four combined (still doing \$100, and getting one vote) to a worthy 501c3 non-profit. They have donated to most of the active non-profits, and several of them that heard of this year’s FAD, especially with the veterans aspect we are including this year, think we would get serious consideration if our organization was submitted. A member of the “100 Plus Woman” must get up and speak about the nomination (they take three every meeting). If you know of a member, let me know. I could compile a spreadsheet or word document to help them present our “story”. My wife is a member, but getting her to speak in front of 300 woman will never happen. She would rally hard for us, but is too shy to speak in front of a group. Just for reference, the last several awards were in excess of \$20,000.

See as many of you as possible in Houghton on Saturday.

Tom

Editor's Notes

Will Kroeger

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I read the article on page 4 about FAA's view on hand propping and decided to be lazy this month and modify an article I wrote for EAA Chapter 80 in 2004 on the subject.

Hand Propping: Is it for You?

My first adventure at hand propping (HP) was the first time I saw my future Flybaby. The seller offered me the opportunity to "hand start it". Who could pass up such an offer? Well, I did. All I knew about HP was that it looked hard and dangerous, not to mention an opportunity to lose an appendage. Since I am fond of my appendages I meekly said no. The buyer started the plane that day after giving me instruction on both propping and cockpit procedures, such as body and switch positions as well as communications. The rest of my education on HP came from years of doing it and talking with others.

The first question someone must ask themselves before HP their aircraft is: Do I know what I am doing? Followed by: Can this be done safely? Unless you can answer yes to both of these questions you should not attempt to HP an aircraft. The answer to the first question seems obvious. Either you know how to HP or you do not. But it is not that simple. For example, I have a lot of experience propping planes with engines of 90hp and smaller that have no electrical system. However, I would think twice and get advice before propping something larger or an airplane with an electrical system and a starter. Another thing to consider is your knowledge of the systems on the aircraft you are propping. Do you know how much throttle movement it takes to go from idle to 1000 or 1500 RPM?

The second question may be harder to answer correctly once you feel you have the "experience". Are you prepared and in the right frame of mind to HP every time? Sometimes you may feel rushed to get things done and may forget an important step or two. For example, my Flybaby managed to taxi itself into my hangar one day because safety was not the first thing on my mind. I was in a rush to taxi my Flybaby to the main ramp of the airport so it could be used as a static display. I was thinking about the fact that I had to disconnect the spark plugs so no one would inadvertently start it while on display. I was also in a hurry to fly my Cherokee 180 to another airport for Young Eagles. So, I only chocked one tire; did not tie down the tail; gave it two quick shots of prime; hurriedly pushed the throttle in instead of adjusting it just above idle; then ran to the front; got good footing (at least I remembered that) and swung the prop.

Oh man, do you know how big a wood prop turning at 1500 RPM just feet from your face looks, not to mention how loud it is. I did manage to run around the wing as the plane started to turn back towards the hangar. I had just gotten on the wing when it jumped the one chock and went taxiing back into the hangar. All I can say is that it was a good thing I got off the wing before it went into the hangar, make a hard right turn and slam into the side wall. The prop put up a good fight, but the wall eventually won. I figure I spent at least a thousand dollars for each minute I attempted to save since I had to replace the prop and tear down the engine. Not a very good return on my money, not to mention the risk to my life.

Lesson learned: Know what you are doing! Do it right! And keep your mind on the task at hand!

Will Kroeger

Classic Pietenpol Now In Kit Form

The Pietenpol Aircraft Company has been selling plans to its Air Camper design since 1929, and now builders can also buy kits. The two-seat Air Camper was designed to be built from spruce and plywood, "an affordable airplane

that could be built by the common man with materials that could be purchased in a hardware store/lumber yard," the company says. It can be powered by an automobile engine, and requires no aircraft-specific parts. During the 1930s and '40s, the company offered do-it-yourself kits for sale, but for the last 60 years, none have been available. Now the company has created six component kits, sold through Aircraft Spruce and Specialty, with prices starting at \$17.50 for the vertical stabilizer kit and peaking at \$1,184 for a wing kit. "Sales have been steady right out of the gate," Andrew Pietenpol told AVweb this week. "My phone and emails are going crazy."

His grandfather designed the airplane to be a do-it-yourself project, Pietenpol said. "The design allows the builder to pay as they go, and to build at their own pace, skill, and comfort level, while avoiding debt," he said. "This philosophy has not changed in over 86 years. The builder must still supply engine, covering, and hardware. The plane is as popular today as it was over 86 years ago." EAA has an Air Camper on display in its museum in Oshkosh, Wisconsin. "In 1994, Bernard H. Pietenpol was inducted into the EAA Homebuilder's Hall of Fame for his pioneering work in designing a homebuilt aircraft and fostering the 'scratch-built' airplane industry," the museum website says. "In fact, Pietenpol is considered by many to be the 'Father of Homebuilt Aircraft.'" (From AVweb 4/13/2015)

Hand propping: A legal primer

There is no specific FAA regulation that applies to hand propping an airplane, either to prohibit it or to direct how it is to be done. It's an action that can be accomplished safely. For many of us who operate airplanes without starters, it is commonplace and, of course, necessary in order to go flying.

The FAA contends that hand propping is a two-person operation and has expressed this view in the Airplane Flying

Handbook (FAA-H-8083-3A) under the section titled "Hand propping." Of course, this publication is not regulatory, but the NTSB was surely influenced by it in a 1983 legal decision. In that case, the FAA sought to suspend a pilot's certificate for being careless or reckless when, while attempting to start a VariEze experimental aircraft, it "got away" and ran into a parked aircraft. At the initial hearing, the NTSB administrative law judge ruled in favor of the FAA and ordered a 40-day suspension. The pilot appealed the judge's decision to the full board.

The pilot testified that he was having trouble starting the engine because it was flooded. He sought the assistance of a non-pilot companion who was instructed to reach inside the cockpit and pull the throttle back when the engine started (yes, the throttle was in the full open position). Well, the engine started, the companion failed to close the throttle and the airplane indeed "got away." The board affirmed the administrative law judge's finding that there had been a 91.10 (now 91.13) violation. The board maintained that, "The standard procedures set forth in the Federal Aviation Administration's Flight Training Handbook provide that an engine should never be hand-propped unless a qualified individual is seated at the controls and the brake is set. In addition, the Handbook urges that chocks be placed in front of the main wheels and that if this is not possible, the airplane's tail should be securely tied down."

There have been at least two previously issued NTSB (full board) decisions and one subsequent decision that refer to these generally accepted procedures and precautions for hand propping. The precedent has been set. So, hand proppers beware; if you fail to follow proper precautions and the airplane gets away, the FAA might pursue action against you for being careless or reckless. (From AOPA ePilot 3/25/2015)

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

Every Friday Fly-in (L)	Iola, WI (68C)	Noon, but get there early
Varying dates	Wisconsin Flying Hamburger Social	www.wiflysocial.com
May 23	Fly-in (B) Fly-in Donuts EAA 41	Fremont, MI (FFX) Brennand (79C), Neenah, WI
		Pancake Breakfast 8:00am - 11:00am
May 31	Wings & Wheels Fly-in(B)	Fort Atkinson (61C), Jefferson, WI
		8:00am - 12:00pm
June 6	Fly-in (B) EAA 383	Manitowoc, WI (MTW)
		7:00am - 11:00am
June 7	Fly-in (B)(L) Fly-in (B) EAA 897	Wild Rose Idlewild, WI (W23) Dodge County (UNU), Juneau, WI
		8:00am - 3:00pm 8:00am - 12:00pm
	Fly-in (B) EAA 651	Green Bay, WI Nicolet (88WI)
	Fly-in (B)	Reedsburg, WI (C35)
		7:30am - 11:00am \$6 7:00am - 12:00pm \$8
June 6-7	Airfest	Rockford, IL (RFD)
		239nm & \$40 per car load
	This one is greater than 200nm but it looks like a good event. For info go to rockfordairfest.com	
June 13	International Young Eagles Day	
June 21	Fly-in (B) pancakes	Waupaca, WI (PCZ)
		7:00am - 11:45am Pilot free
(Fathers Day)	Annual Wings & Wheels	Sheboygan Falls, WI (SBM)
	Fly-in (B)	Palmyra, WI (88C)
	Cluckenfarten Fly-in (L)	Wautoma, WI (Y50)
		7:00am - 4:00pm 7:00am - 12:00pm 10:00am - 2:00pm
June 26	Props & Pistons Days	Eagle River, WI (EGV)
June 27	Airfest 2015 (B)	Roben-Hood (RQB), Big Rapids, MI
	Airfest & Autorama (B)(L)	Menomonie, WI (LUM)
		7:00am - 2:00pm 7:00am - 6:00pm
June 28	Fly-in (B)	Gilbert (94C), Rio, WI
		7:00am - 12:00pm \$6 <12 \$4
July 4&5	Airshow	Eau Claire, WI (EAU)
		8:30am - 4:15pm \$20 >13 free
		www.chippewavalleyairshow.com
July 12	EAA 1389 Fly-in (B)	Middleton, WI (C29)
		7:30am - 12:00pm
July 17-19	Heavy Bombers wkd	Madison, WI (MSN)
	For more info, go to http://heavybombersweekend.splashthat.com	
July 18	Old Times Day	Brennand (79C), Neenah, WI
		9:00am - 4:00pm
July 20 - 26	OSHKOSH	
Sept 19	FORD AIRPORT DAYS - note the weekend change to the 3rd Saturday. See Tom's article.	

FAA Lists Approaches to be Cut

The FAA's list of proposed instrument approaches to be cut includes the following 14 in the U.P. These are part of the 736 VOR & NDB approaches to be phased out around the country.

Escanaba (ESC) - VOR Rwy 27; VOR Rwy 36; VOR Rwy 09
 Houghton (CMX) - VOR Rwy 13; VOR Rwy 25; VOR Rwy 31
 Iron Mountain (IMT)- NDB Rwy 01; VOR Rwy 31
 Ironwood (IWD) - VOR Rwy 27
 Marquette (SAW) - NDB Rwy 01; VOR Rwy 01
 Menominee (MNM) - VOR A; NDB Rwy 13
 Sault Ste Marie (CIU) - VOR A

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