

SKYWRITINGS



EAA Chapter 439
Central U.P. of Michigan

May 2018
Home of the Yoopers!



Will Kroeger giving presentation on the 1988 B-52H crash during the April joint meeting with EAA Chapter 850

Up-Coming Events

Saturday May 19th 9:00am (CDT) - Chapter meeting at Kubick Aviation - We will be discussing the Hangar and FAD 2018

The Prez Sez!

Tom Sullivan

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The meeting up in Marquette was very interesting. We had a light EAA Chapter 439 attendance but a real strong Gwinn Chapter showing. Will put on an outstanding presentation about the B-52 in-flight explosion at Sawyer back in the 80's, where everyone actually lived, albeit with some pretty serious injuries. Everyone in attendance clearly enjoyed the program and it would be hard to not have a tremendous amount of respect and appreciation for those that went through this event. I had said when I left the service back in 1977, after 3 years of active duty, I would never complain about the portion of my tax dollars that was spent on vets that had retired from the service. I couldn't have made a career of it, but clearly respected those that could. Will's program was another testimony of the sacrifices our service members give for our country.

The final blueprints were completed for our hangar on late Friday, picked up Monday morning of this week, and delivered to the City of Kingsford for zoning and setback review. They should be completed by mid-week and delivered to the code commission for review and permitting. At this time it's pretty evident we will miss the concrete work being completed in time for free blacktop approaches. We will have to watch what our options are going forward, dependent upon completion timing and black top or concrete based on affordable options. I will be consulting with a few concrete contractors for pricing on the flat work but we may want to install the forms ourselves to keep the cost within our budget. We need to discuss this aspect of the hangar build at the next meeting.

I spoke with one of the Houghton Chapter members last weekend and it appears they will not be having an "Airport Day" this summer; just a Young Eagles rally. I believe Gwinn is still having their traditional Airport Day this summer. They conduct Young Eagles flights during their event like we do. I flew over Oshkosh a week ago on a return flight from Waukegan, IL and pondered the thought on how quiet and peaceful it was this time of the year in contrast to the end of July. I noticed the colored dots on the runways are still there. I'm a little more anxious for this year's event than any in the past (go figure). Beth and I even bought a camping trailer.

Ford Airport is a bee hive of activity right now with the major runway reconstruction work going on. Runways 13/31 are back in service after a week down. I discovered my business trip to New Orleans on April 30th, returning on May 2nd; fell right on the time frame the entire airport was closed. Thank goodness for the reminder by Steve and Scott on the return flight from KSAW after our last chapter meeting, which was about a week prior to my trip. The planned Mooney flight turned into an American Airlines flight out of Green bay, which went fine on the way down, but turned into a complete nightmare on the way back, with thunderstorms concentrated over Chicago O'Hare the evening of my return. After 5 pushbacks on departure time and departure gate changes over 5 hours, they cancelled the flight at 12:15 AM and I ended up with a rental car trip from Chicago to Green Bay, arriving back in town at 9 AM the following day (and my luggage still sitting in Green Bay at this time). Had I flown in the Mooney, I would have been able to fly east of Chicago, around the weather, and been home not much after supper time the same day.

With commitments for Will and me, our next meeting will get pushed back a week. Please make an effort to attend as we move forward with final Ford Airport Day planning and start up of the hangar project.

Tom

Editor's Notes

Will Kroeger

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As I do every month, I went to the EAA website while preparing to work on the newsletter. However, instead of looking for articles and news to include in the newsletter, I found myself looking at what is going to happen at AirVenture this year. I spent a lot of time looking at the same old things I do every year - forums, airshow schedule, Theater in the Woods, Fly-in movies, Etc. - to see what was going to happen this year. Of course, a lot of these areas are not complete as the details are still being worked.

New to my search this year was the Warbirds.. I must admit that I run lukewarm to cold on visiting the Warbird Alley each year. I love the aircraft, the sound they make, the smell they give off, their history, and love to see them fly during the afternoon airshow. For over 20 years we ate our breakfast at the Warbird Café almost ever day. However, several incidents many years ago changed my desire to visit the area. I had several friends who had warbirds and I would visit them in the area. But, I never felt welcomed there.

In one incident, way back in 1998, my youngest daughter was asked what she was doing in the portable shower building on the border between the North 40 and Warbirds by some "Warbird ladies". She politely told them she was camping in row one of the North 40 and this was the closest shower. She commented on how nice it was compared to the North 40 shower facility. They informed her that this shower facility had been claimed by the "Warbirds" and to not use it again.

In another incident, way back in 2000, I was interrupted by "Warbird pilots" while talking to one of my pilot friends at his P-51. My friend asked them to wait while we were having our visit. This did not set well with them. In fact, after I was done talking to my friend, they implied I was not one of them and asked me to leave the area. I indicated to them that they were talking to a real former warbird pilot and that their money may allow them to buy and fly a warbird, but it did not put them into the fraternity of military warbird pilots no matter how many planes or flight suits they owned.

These incidents and a few others just rubbed me the wrong way. It put a chip on my shoulder that should have never been there and turned me off to the Warbird Alley. It took several years for me to realize that my family's experiences with a few bad apples in that group should not prevent me from enjoying what the Warbird Alley has to offer - a view of historical aircraft and an opportunity to talk to people who love these grand ole birds.

I have many good memories of visiting the Warbird Alley since and hope to continue to have many more. In fact, this year for the first time we plan on taking the "Warbird Area Narrated Tram Tour" since my wife is most likely tired of hearing my same ole comments about every warbird plane.

Maybe the point of this article is to find what you love at Oshkosh and enjoy it!

The initial flying schedule for participating warbirds at EAA AirVenture Oshkosh 2018 has been finalized. The timing, size, and composition of each day's show is subject to change based on the number and type of aircraft that are signed up.

Monday, July 23: T-28s, T-34s, Red Stars, L-Birds

Tuesday, July 24: T-6s, T-28s, P-51s, B-25s

Wednesday, July 25: T-28s, T-34s, Red Stars, L-Birds, Bombers, Transports, Jets

Thursday, July 26: All Warbird Jets

Friday, July 27: All Warbird Aircraft

Saturday, July 28: All Warbird Aircraft

Will

FAA to end DUATS service May 16

The FAA will discontinue the Direct User Access Terminal Service (DUATS II) Program, effective May 16, 2018. Internet services, including access to weather and aeronautical information, flight plan filing and automated services will remain available at no charge to pilots at www.1800wxbrief.com.

To continue to receive free services, users are encouraged to register with www.1800wxbrief.com. The FAA will work with current DUATS II providers on transition activities, including conducting pilot outreach, establishing commercial interfaces, and providing user migration assistance.

GPS Jamming

Incidents of GPS (or GNSS) jamming and spoofing are expected to rise during the next decade. Jeremy Bennington of Spirent, a company that specializes in jamming and spoofing defense, said more than 150,000 incidents of jamming or spoofing have been recorded, affecting aircraft, ships and ground vehicles.

In one incident in Hanover, Germany, Bennington said, a GPS emulator being used for maintenance disrupted inbound aircraft navigation and actually electronically moved the runway threshold. It took authorities hours to find the source. NASA's ASRS has recorded more than 100 incidents of interference, some serious enough to cause aircraft to lose position data. While jamming splatters the signal, spoofing actually fools the GNSS receiver into believing it's somewhere else. In one well-known incident in the Mediterranean Sea, more than 20 ships were spoofed into believing their positions were miles away from their true location. *(edited from "GPS Jamming: Major Threat to Drones" by Paul Bertorelli in 5/2/18 AVwebFlash)*

Rapid GA Response Helps Scuttle ATC Amendment

A rapid response by the general aviation community on Tuesday made a big difference in helping to eliminate a dangerous [amendment to an FAA reauthorization bill](#) in the House of Representatives.

Supporters of ATC privatization attempted to slip a provision into the House's FAA reauthorization bill that would set the stage for airline domination of the ATC system. EAA members swiftly responded to a call for action and urged to contact their congressional representatives to oppose the plan.

"Thank you to each and every one of you who reacted and responded quickly to eliminate this attempt at backroom politics that could harm GA," said Jack J. Pelton, EAA CEO and Chairman of the Board. "This again showed the strong voice of general aviation when we respond in a unified effort."

EAA learned late Tuesday evening that the threatening provisions within a "manager's amendment" to the bill (H.R. 4) had been eliminated. That language would have created an advisory council dominated by the big airlines and composed of the same players that would be part of the previously withdrawn ATC privatization proposal. A major difference was that the council would be under control of the Department of Transportation, not the FAA, and would not be subject to any public input.

Another provision would have allowed the DOT and the advisory council to select the Chief Operating Officer for the air traffic organization. That would have circumvented the authority of the FAA Administrator to make that choice.

EAA and other general aviation organizations immediately issued a letter to House leadership and members, urging them to drop Section 5 of Rep. Shuster's amendment to H.R. 4 — the provision that included the advisory council. In addition, EAA called on its members to contact their House representatives to oppose the amendment, especially through the EAA Rally Congress website.

"Although this threat has been stopped, we will continue to be very vigilant as FAA reauthorization works its way through Congress, giving FAA stable funding for the next five years and allowing it to continue its modernization efforts," Pelton said. "The freedom and safety of flight is something we will protect at all times." (from EAA)

What is in the FAA 2018 Authorization Bill?

Well, you will have to read it to find out. What I know it contains - aircraft registration for non-commercial general aviation aircraft will go from every 3 years to every 10 years and funding goes to 2023. Don't know if these will stay in the final bill.

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

May 12	Fly-in (B) pancakes	Spring City Aviation, Milwaukee, WI (MWC)	7:00am - 11:00am
May 19	Fly-in (B) pancakes	Green Bay, WI, Nicolet Airport (88WI) turf	7:30am - 11:30am \$7
May 27	Fly-in (B) Best Breakfast	Portage, WI (C47)	7:00am - 12:00pm
Jun 2	Fly-in (B) steak	Ojibwa, Weidman, MI (D11) turf	\$10
	Fly-in (B) pancakes	Manitowoc, WI (MTW)	7:30am - 11:00am
	Fly-in (L) Wings, Wheels, Rotors	Holland Airport, Holmen, WI (36WI)	10:00am - 2:00pm
	Fly-in (B) pancakes	Amery, WI (AHH)	7:00am - 11:00am
	Fly-in (L) Pizza, Flour drop	Timmerman Airport, Milwaukee, WI (MWC)	10:00am - 1:00pm Free
Jun 3	Fly-in (B)	Reedsburg, WI (C35)	\$8
	Fly-in (B)(L)	Wild Rose, WI (W23)	7:30am - 2:00pm
	Fly-in (B) Annual Wings & Drive	Dodge County, Juneau, WI (UNU)	8:00am - 12:00pm
	Fly-in (B) Fly-in (B)	Fort Atkinson, WI (61C)	8:00am - 12:00pm
Jun 7	Fly-in (D) EAA 1128 BBQ	Two Harbors, MN (TWM)	5:00pm till
Jun 9	Fly-in (B)	Torchport Airport, Eastport, MI (59M)	8:00am - 12:00pm
	Rusty Tail Wheel Pilots Seminar	Cumberland, WI (UBE)	10:00am - 12:00pm lunch
	Fly-in (B) pancakes	Spring City Aviation, Milwaukee, WI (MWC)	7:00am - 11:00am
Jun 12	Fly-in (D) Hamburger Social	Iron Mountain, MI (IMT)	5:00pm - 7:00pm
Jun 17	Fly-in Chicken Que	Holland Airport, Holmen, WI (36WI) (use 122.9)	12:00pm - 2:30pm
	Fly-in (B)	Palmyra, WI (88C)	7:00am - 12:00pm \$7
	Cluckenarten Fly-in (B)	Wautoma, WI (Y50)	7:00am - 12:00pm pic free
	Fly-in (B)	Waupaca, WI (PCZ)	7:00am - 12:00pm
Jun 23/24	Military Show & fly-in	Watertown, WI (RYV)	8:00am - 5:00pm
Jun 24	Fly-in (B)	Gilbert Field, Rio, WI (94C) 1092' turf	7:00am - 12:00pm
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

All Iron Mountain Runways to be Opened

Runway 1/19 will be opened 5/15. Runway 13/31 was closed 5/-5/6 (according to the NOTAMS). Make sure you check NOTAMS for any changes.

EAA Webinars

5/15/18	7pm CDT	What Will You Do for an Engine Failure on Takeoff
5/23/18	7pm CDT	TFR and ADIZ: How to Avoid a Fighter Escort
5/30/18	7pm CDT	Developing the Next Generation of Online Weather Forecasts
6/6/18	8pm CDT	Planes and Cars
6/13/18	7pm CDT	Developing a Pilot's Operating handbook for E-AB Aircraft 2018
6/20/18	7pm CDT	Tips for Flying into EAA AirVenture Oshko

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

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

Oshkosh 2018 News

New Grounds Access Rules Established for AirVenture Oshkosh 2018 - access to the Exhibit Hangars A-D & Aviation Gateway Park exhibit facilities will be restricted to badged vendors Thursday, July 19 through Sunday, July 22. For more info, go to <http://go.eaa.org/O0W0u0BU0300KSB2000OWpE>

EAA AirVenture Oshkosh 2018 NOTAM Now Available. There have been changes in nearly every area of the 32 page NOTAM. So, whether you are an old head or flying in for the first time, download the NOTAM at: <https://www.eaa.org/en/airventure/aaa-fly-in-flying-to-oshkosh/aaa-airventure-oshkosh-notam>

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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