

The Prez Sez!

Tom Sullivan

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The chapter fly out event went pretty well last month, if you consider one plane and two members flying to Houghton a success. We did the flight IFR, but it could have been done under the clouds as well. I am more comfortable IFR when the weather is marginal and we needed to fly the ILS approach to come down through the deck, breaking out at about 1200' AGL. This was the first cross country flight with the Mooney after annual and it flew and looked good (fresh wax, newly painted prop, polished spinner, touch up paint on all blemishes and modernized window trimmings).

We were received well by the Houghton chapter. They are a much more active chapter when it comes to attending meetings, as Steve and I were surprised at the attendance for a normal monthly meeting. We shared some of our successes in raising the chapter coffers through our annual Ford Airport Day (and the intention of what these funds will be spent on). Their group has been hosting an airport day, but without any financial support from airport management. Their airport manager stopped by during the meeting and seemed more than willing to work with them, like Tim has worked with our chapter, promoting the airport with the chapter's help.

We did not get an opportunity to talk about a U.P. Poker Run, but there is still time to put something together if we have the interest. Currently there will be an airport day at both Houghton and Sawyer, so I hope we can support our fellow chapters in the immediate proximity of us in the U.P. by attending those events. If Will can keep those dates published in our monthly newsletters as reminders, I think we can organize group fly-outs for those events.

Someone on one of the aviation blogs I frequent posted a link to the AOPA Pilot Scholarship program. AOPA will award 25 scholarships to entry level pilots seeking their initial Private Pilot or Sportsman's Pilot License. The entries need to be in by August 9th. This looks like a great program for a candidate seeking their pilot's license where a significant portion or maybe all of the expense can be covered by a scholarship. For more information about the program go to:

<http://flighttraining.aopa.org/ftscholarship.html>

Progress on the Lancair has been pretty good over the last month. We installed the oxygen tank, started on the overhead console, completed final assembly of all the hydraulics and performed our first gear retraction (it can be found on You Tube at; <https://youtu.be/Bt9j7DJNlXk>). The new engine is now installed and much of the fuel system has been completed. We refit all the intake plenum parts to verify they fit the same as our initial fit on the core engine (and they do). They have been removed, as well as all the firewall brackets, for primer and final paint. We also completed all engine and prop control cable installations, getting everything secured and adjusted properly. Hopefully we will be refitting the engine cowls soon and fitting the intake scoops for the final time. At the rate we are moving along, this thing may actually run by August.

Scott has planned a Young Eagle event for this weekend. Look forward to seeing everyone and flying kids. I missed last year's event due to flying my dad back down to Asheville, NC that day.

Tom Sullivan

Editor's Notes

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Are you flying 140 knots with a 90 knot brain?

I saw the "Transitioning to Other Airplanes" (see page 4) article online a few months back and it reminded me of an old article by Rod Machado titled "Transitioning Up". I remember this article because a friend of mine was just learning to fly his faster home built and was concerned he might not keep up with it after years of flying low & slow.

Rod's article (in AOPA magazine I think) addressed the self imposed challenges some pilots face when transitioning to a faster or more complicated aircraft. The one line I remember from the article concerned a pilot who was having trouble approaching the airport doing 140 knots. He was behind the plane and was worried what to tell the controllers when Rod told him to slow down to a speed he felt more comfortable with. Rod said, "Tell the controller that your brain is only working at 120 knots today and that it's possible you may need to use your 90 knot brain soon."

The point of the article was that all planes fly basically the same - push forward on the stick to go down, pull to go up; push forward on the throttle to go faster, pull back to go slower. But that is not necessarily true with our brains. Or is it? Some of us may feel that we have only one speed when it comes to flying. Could it be that we have only trained and flown at one speed? Hence, we have gotten into a comfort zone. No more than 100 (or the wings may fall off) and no less than 60 (or we will fall out of the sky). Downwind at 100, base at 90, final at 80 and land at 60.

So, what happens when you own more than one plane or build something that goes a lot faster than the old Cessna 140 you have flown for years. Well, the first thing is training- make sure you have the proper instruction in your aircraft. Now, proper training is not just sitting down with some good ole pilot you know and talking about the experience you are about to have. It is receiving the training as prescribed by the FAA, your insurance company, or as recommended by the aircraft manufacture, aircraft type club or simply all of the above.

The bottom line is - do you feel you have had enough training to fly the plane solo? Do not let your ego get in the way of making the right decision. Second, be mentally prepared to fly the aircraft you are about to get into. If you fly more than one aircraft take a few minutes to review the speeds, systems and characteristics of that aircraft before flying off into the wild blue yonder.

Have you ever noticed that some instructor pilots carry cheat sheets for all the aircraft they fly in to use as a refresher. If they can do it, so can you.

Remember, don't let your ego allow you to fly a 140 knot aircraft with a 90 knot brain.

Will Kroeger

Transitioning to Other Airplanes

(From Aviation eBrief - 4/2/2015)

The AOPA Air Safety Institute (ASI) has released a new course to help pilots safely make the switch from flying a familiar airplane to one they've never flown before — or haven't flown for a long while.

"Transitioning to Other Airplanes" gives pilots factors to consider as they step from one airplane to another, no matter if the transition is from a trainer to a complex single-engine, an airliner to a tailwheel airplane, or from an airplane with traditional analog instruments to one with a modern glass panel.

While transitioning to a different airplane is a rewarding achievement, statistics show that one of the most vulnerable times for pilots is during the first 10 hours of flight in a new, unfamiliar airplane.

Like all ASI safety courses, this new transition course is available to all pilots, not just AOPA members. It was made possible with the support of private and public partners, including the FAA, the General Aviation Manufacturers Association GAMA and AOPA.

"Transitioning to Other Airplanes" explains both the obvious and subtle nuances that can trap pilots of any level. The course offers pilots the option of selecting any of the five tracks aimed at the type of transition they are planning, and recommends ways to find a qualified flight instructor to support a safe transition.

The course also includes illustrative accident case studies involving pilots who transitioned to different aircraft. The interactive course is also optimized for use on mobile devices.

Find the course go to <http://www.airsafetyinstitute.org/transitioning>

Keeping with the transition training theme, I found the following on the EAA website under the Light-Sport Aircraft section.

Transition Training

If you're an existing pilot who has decided to operate under sport pilot rules, you may be transitioning to an unfamiliar aircraft as part of that process. If that's the case, then you really need to obtain some level of transition training.

Even a high-time pilot with considerable GA experience will need some instruction before moving from something like a Cessna 172 or Piper Cherokee to a lightweight composite two-seater, for example. These aircraft are light by definition, and that means that they'll have a very different feel, not to mention the possibility of different control types (stick vs. yoke) and, in many cases, modern avionics in the form of glass cockpits. If you're going the other direction, chronologically speaking, you might need specialized tailwheel instruction, as another example.

Transition training becomes more than just a great idea when moving to a new category/class; at that point, it's a legal necessity. Having flown thousands of hours in typical GA aircraft doesn't mean you can jump in, say, a weight-shift trike or powered parachute and go. The control mechanisms are considerably different, as is the overall experience of flying in the open, to name just two considerations.

There are three steps required when transitioning to another category/class as a sport pilot:

1. Receive training from an instructor in the knowledge and operation areas required for the new category/class. Your instructor will endorse your logbook when you are proficient.
2. Successfully complete a proficiency check from another instructor (other than the one who trained you). Upon successful completion of the proficiency check, the instructor will endorse your logbook certifying that you may fly the new category/class.
3. Your instructor will complete FAA Form 8710-11 and submit it to the FAA Airmen Certification Branch in order to have the new category/class recorded in your airman record.

Annual GA Survey Continues

(From EAA email) May 28, 2015 – Another batch of postcards are in the mail this week for the FAA's 37th annual General Aviation and Part 135 Activity Survey, better known as the GA Survey. Information collected helps the FAA determine funding for infrastructure and service needs, assess the impact of regulatory changes, and measure aviation safety.

The FAA asks that only those who receive a postcard invitation complete the survey, online or via paper form. Even if you did not fly your aircraft in 2014, you sold it, or the aircraft was damaged, please complete the survey if you receive a postcard.

The GA Survey is conducted by Tetra Tech, an independent research firm contracted on behalf of the FAA. Responses are confidential. The information will be used only for statistical purposes and will not be published or released in any form that would reveal an individual participant.

Career Opportunities at EAA!

EAA is seeking qualified applicants for a number of careers available at its Oshkosh, Wisconsin, headquarters. Among the positions currently open are: Business Development Manager, Social Media and Community Manager, Content Specialist, and Marketing Coordinator. To learn more about these and other great positions, visit eaa.org/careers on the EAA website. Join us and provide high-quality programs and services to our members and volunteers.

EAA Seeks Homebuilt Council Volunteers

Are you a homebuilder? Are you willing to donate your time and talents to advance the homebuilt movement? EAA is seeking candidates to serve on the EAA Homebuilt Aircraft Council. Terms are three years, and the council typically meets twice annually in Oshkosh in addition to monthly teleconferences.

EAA's Homebuilt Aircraft Council ensures that the organization continues to focus on vital programs of benefit to current and future homebuilders. This council of EAA volunteer leaders also provides direction for programs, services, and activities that add value for members who are dreaming of, building, buying, and flying homebuilt aircraft. Those interested in volunteering can visit the homebuilders section on EAA.org and download an application which must be **returned by June 26, 2015**. Application is at:

<https://www.eaa.org/~media/files/eaa/homebuilders/homebuiltaircraftcouncilapplicationform-4-30-2015.pdf>

ADS-B: How to equip?

The FAA has mandated Automatic Dependent Surveillance-Broadcast Out equipment by Jan. 1, 2020 for aircraft flying in most airspace where a transponder is required today. AOPA's has a selector tool to help you make the best choice on equipment needed based on where you fly. To use the tool, go to: <http://www.aopa.org/Pilot-Resources/Aircraft-Ownership/Technology/ADS-B/ADS-B-Selector>

EAA AirVenture 2015 NOTAM Now Available For Download

The FAA has released the EAA AirVenture Oshkosh 2015 Notice to Airmen (NOTAM), featuring arrival and departure procedures for EAA's 63rd annual 2015 AirVenture NOTAM fly-in convention July 20-26 at Wittman Regional Airport in Oshkosh.

The NOTAM, which is in effect 6 a.m. CDT July 17 to noon CDT July 27, 2015, outlines procedures for the many types of aircraft that fly to Oshkosh for the event, as well as aircraft that land at nearby airports.

This year's NOTAM cover features a photo of a ground volunteer directing taxiing aircraft at Wittman Regional Airport. The NOTAM was designed by FAA, in partnership with EAA, to assist pilots in their EAA AirVenture flight planning.

While the overall procedure is similar to past years, there are some changes compared to the 2014 version. Some of those changes include:

- MOA active in central Wisconsin
- TFRs near Milwaukee, July 25-26
- Fisk VFR arrival description
- Communication frequency updates
- IFR departure routings

Download a copy at: <http://www.eaa.org/~media/files/airventure/flyingin/2015-notam.pdf>

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
June 13	International Young Eagles Day	
	Fly-in (B) Eau Claire, WI (EAU)	8:00am - 11:00am
June 14	Fly-in (B) Shelby, MI (C04)	7:30am - 12:00pm
	Fly-in (B) Oceana County (C04), Hart	7:30am - 12:00pm
June 20	Props & Pistons Days	Eagle River, WI (EGV) 8:00am - 4:00pm (B) 8-11 (L) 12-4
June 20/21	Air Show	Gaylord, MI (GLR) 9:00am - 4:00pm
June 21	Fly-in (B) pancakes	Waupaca, WI (PCZ) 7:00am - 11:45am Pilot free
(Fathers Day)	Annual Wings & Wheels	Sheboygan Falls, WI (SBM) 7:00am - 4:00pm
	Fly-in (B) Palmyra, WI (88C)	7:00am - 12:00pm
	Cluckenfarten Fly-in (L)	Wautoma, WI (Y50) 10:00am - 2:00pm
	Fly-in (B) Mason County (LDM), Ludington, MI	7:00am - 12:00pm
	Fly-in (B) Car Show	White Cloud, MI (42C) 8:00am - 12:00pm Pilot free
June 27	Airfest 2015 (B)	Roben-Hood (RQB), Big Rapids, MI 7:00am - 2:00pm
	Airfest & Autorama (B)(L)	Menomonie, WI (LUM) 7:00am - 6:00pm (Temp Tower 119.0)
June 28	Fly-in (B)	Gilbert (94C), Rio, WI 7:00am - 12:00pm \$6 <12 \$4
	Fly-in (B)	Torchport (59M), Eastport, MI 8:00am - 11:00am
	Fly-in (B)	Brion Memorial (3WN9), Strum, WI 7:00am - 12:00pm
	ChickenQue Fly-in (L)	Holland (36WI), N of La Crosse, WI 11:00am - 3:00pm Pilot Free
July 4	Harbor Views (B,L,D)	Price Co (PBH), Phillips, WI 8:30am - 10:00pm \$5 admin
	Fly-in (B)(L)	Walters Agri-Center (WI28, Rio Creek, WI) 7:30am - 5:00pm riocreekairport.com
July 4&5	Airshow	Eau Claire, WI (EAU) 8:30am - 4:15pm \$20 >13 free www.chippewavalleyairshow.com
July 11	Wings & Wheels Show	Nicolet (88WI), Green Bay, WI 7:00am - 7:00pm
	Discover Sawyer	Sawyer (KSAW), Marquette, MI 7:00am - 3:00pm (fly in after 9am)
July 12	EAA 1389 Fly-in (B)	Middleton, WI (C29) 7:30am - 12:00pm
	Fly-in (B)(L)	Sawyer Co (HYR), Hayward, WI 8:00am - 4:00pm
July 18-19	Fly-in (B) (L)	Shiocton, WI (W34) 10:00am - 8:00pm (Sat) (Sun 7-8) http://www.shioctonairport.com/Fly-In.html
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.	

Discover Sawyer Family Fun Day July 11

The Marquette EAA Chapter 850 has once again invited us to the "Discover Sawyer" event at Sawyer International Airport on July 11th. Some events are: "Run/Bike the Runway" at 7:30am (The runway will be closed until 9am?); Pancake breakfast (7:30-11:00) car show; model airplanes flying; kids activities (bounce house, rock wall, etc); vendor displays and of course Young Eagle rides. The day will run until 3:00 pm.

They would like to invite our Chapter Young Eagle pilots to come and participate in the Young Eagle flights which will begin at 10:00 am and go to mid afternoon (registrations will only be taken from 10 to 1:00). Any pilots wishing to fly YE's will be required to be at a pre-flight pilot briefing which will be at 10:00 am. This will require you to arrive either prior to 7:30am or arrive after 9am. More info will be in next month's newsletter or you can check on the internet at www.sawyerairport.com. (Editor's Note: This is an opportunity for us to support EAA Chapter 850! All times Eastern.

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