

SKYWRITINGS



EAA Chapter 439
Central U.P. of Michigan

June 2018
Home of the Yoopers!



Tom Sullivan's Lancair

Up-Coming Events

**Saturday June 9th 8:00am (CDT) - Chapter Meeting at Kubick Aviation at Ford Airport.
9:00am - Noon - Young Eagle Rally, Please contact Scott Trask if you
can help.**

The Prez Sez!

Tom Sullivan

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The hangar project has been on almost a one month hold waiting on getting a required drawing / map of the hangar location in relation to the two adjacent hangars. Part of that was some misunderstanding between me and Tim Howen, and part was due to mass confusion on what we needed and where to locate everything on this map with the surveyor. Tim and I met today (the day I'm writing this newsletter submission, so Monday) and THINK we've got a plan for moving forward. Anyway, it's been frustrating trying to get past what should be a simple formality BEFORE submitting the plans to the code commission. Let's hope these setbacks don't continue through that phase.

Once we get through all the paperwork, we need to move forward with the concrete stage. We have a few options but I suspect we will need to do the lions share ourselves if we are to preserve our funds for the main building project. I know everyone has busy schedules, and after essentially completing an 18 year airplane build, I have a spouse with a pretty long "do list". That said, if we get a decent group to pitch in, this could go pretty quick. I flew down to Freemont, MI last Saturday for their small airport day, having attended last year in primer, I thought showing up this year in new paint and interior, it would be neat. Anyway, I met the same chapter member from last year that welcomed me, and he told me about a hangar project their chapter took on this spring. We walked over and looked at it. I was impressed. All work was being done by the chapter and they had the walls, roof and some of the concrete work done, with the main hangar floor planned for this past week.



I mentioned the Lancair is back at Ford Airport, with completed paint and interior. It was down for almost exactly 4 months, but the job they did was nothing short of amazing. I am anxious to take it to local and regional events, as well as Air Adventure 2018. This will be the first "Oshkosh" I will attend where I will be there more than 3 days, and the first time I've had an airplane there. I plan to make the entire event. Beth and I bought a 30' camping trailer, mostly for the air show but also because she misses the camping scene with many of our friends. The camper should make my stay much more enjoyable than the tent was last year. My sister Cheryle, from Washington State, will accompany me for the whole show, and Beth will make quite a few more days than she has in the past. I may have my kids, and even my grandkids show this year too. Just hoping for reasonable weather for that stretch, which I am sure others are as well.

We've got our annual Young Eagles Day scheduled for this Saturday morning. If you can squeeze some time out of your schedule, please stop by; maybe even fly some kids if you are registered with EAA for the background check. The weather, at

this time, looks like it could be challenging, but then we know how quickly that forecast can change, especially when it's 5 days out.

Tom

Editor's Notes

Will Kroeger

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Here I sit broken hearted, wanted to fly but could only look at the dead main Garmin G5 EFIS display on my panel. (Yes, I started to use some bathroom graffiti, but kept it clean). Being a Sunday, I figured there was no one who could help me at the Omaha Garmin dealer who installed my G5s. So, I started to look up what could be causing the problem on the internet. The only thing I could find was in the G5 user's Manual which indicated it might be a loose wire or a bad connection at the circuit breaker.

A loose connector screw on the back of the circuit breaker panel caused my Anti-Collision light not to work several months ago. So, I assumed the same thing was happening here. Therefore, I rolled up my sleeves and proceeded to look at the backside of the circuit breaker panel. Now, the smart way to perform this task would be to remove the front passenger seat. However, I did not do that because I wanted to save time as I had plans to go to a fly-in breakfast. I mean, how long could it take to just do a quick check on the backside of the panel?

Have you ever seen a 65 year old man, who weighs 200lbs and has a pot belly, try to maneuver himself up under the circuit breaker panel in a Piper Cherokee 180? Let me tell you, it is not a pretty picture. Your head is against the rudder pedals while your butt is wedged between the seat and door jam with your legs out the door. It is hard to move your arms, you put the flashlight in your mouth while using one hand to adjust your trifocals to see the back of the panel while checking the connectors with the other. Events like this make you wish you had passed on that extra helping of pasta and eaten more carrots instead. It also makes you appreciate the people who work on aircraft.

I determined, after poking and prodding, that all the connections looked good. I resigned myself to waiting until Monday morning to see what the Garmin dealer had to say. Of course, I spent Sunday night trying to find a cause and solution on the internet with no luck.

Monday morning I called the dealer. Their answer was simple - the G5 failed to shutdown after a flight my son-in-law made on Saturday, thus the G5 was stuck in shutdown mode and needed to be reset. We use the 45 second automatic shutdown feature instead of turning the G5s off manually. It seems this "stuck in shutdown mode" is a known problem that can occur while using the automatic shutdown feature. Well, it is known to Garmin and their dealers, but not to the owners and users.

I was told to reset the G5 by holding the power button in for 30 seconds to 3 minutes. However, when I got to the airport and turned on the battery, the damn G5 started up. It seems the G5 stops trying to shutdown when the battery runs down to zero, which makes sense. The battery provides power for up to 4 hours of operation in the event of aircraft electrical failure, but does not drain to zero for an extended period of time (around 24 hours in my situation).

I would think a "stuck in shutdown mode", which renders your G5 useless, is information all registered users of the G5 should be notified of. Can you imagine the problems this could cause if it occurred on a stopover on a multiple leg flight. Garmin already has the email address of every registered owner and could send out a simple notification. I guess I could have called Garmin Support on Sunday to see if there was a fix, but I thought the G5 had failed.

Another issue - Garmin should also send out notifications of software updates. I checked and mine did not have the latest update. I am new to electronic display stuff. Is this the standard?

Will

Some FAA News

(Following from AVwebFlash - 6/4/18)

The FAA has updated airman certification standards to reflect recent changes in its operation and new rules that have been adopted and they go into effect on June 11. The changes were developed by the Aviation Rulemaking Advisory Committee Airman Certification System working group and are mostly designed to accommodate recent changes, such as the adoption of BasicMed. One relatively major change is giving the evaluator the option to ask a pilot on checkride to do a full aerodynamic stall.

“The integrated standards incorporate all the knowledge, risk management, and skill elements needed for a certificate or rating—clearly defining what an applicant is expected to know, consider, and do in order to pass and to also be a safe pilot,” said David Oord, AOPA’s senior director of regulatory affairs and chair of the Airman Certification System working group.

The FAA has issued a Supplemental Type Certificate (STC) that will allow pilots to fly two larger Piper aircraft under BasicMed medical certificates. Under BasicMed, pilots are restricted to aircraft certified to carry six or fewer people. Senecas and most Cherokee Six aircraft and their derivatives are certified as seven-seat aircraft although few actually have seven seats. The STC, which was issued to Aeronautix, requires the removal of the seventh seat in aircraft that have them and restricts them to six seats.

“By installing the Aeronautix BasicMed 6 Place Occupancy Restriction STC your seven place aircraft becomes a six place aircraft and meets the requirements of BasicMed (14 CFR §61.113(i)),” said company spokesman Jonathan Adams. The development of the STC arose when Seneca, Six, Lance and Saratoga Owners petitioned the FAA to allow them to fly their aircraft under BasicMed. The FAA responded by saying the seating capacity could be altered through an STC so Aeronautix got the paperwork started. The STC was issued June 1.

The Wx24 Pilot Aviation Weather App is now available in a free version.

No strings attached, no popup ads, just a presentation of aviation weather that gives pilots a quick and easy read of conditions and forecasts, in addition to providing weather reports for even the smallest of US airports, according to developers.

Wx24 Pilot’s difference is its way of presenting aviation weather that gives pilots the ability to see and understand complex METARs and TAFs in seconds, developers continue. Even AIRMETS, SIGMETs and TFRs are presented on one screen for weather at a glance.

The Wx24 Pilot app pulls together numerous aviation weather reports and presents them in a simple visual format.

“The free version of Wx24 Pilot provides a great value to recreational pilots, student pilots, and their CFIs. These pilots usually fly within their local airspace and don’t require the app’s robust full version features, such as flight planning, weather charts and personal minimums,” said Paxton Calvanese, the app’s developer. (from Aviation eBrief 6/1/18)

(editor note: This free app is good for checking local conditions, if you put in a cross country flight you only get the wx surrounding the locations you enter, not in between. The app has a Tutorial page.)

EAA Webinars

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 Oshkosh
6/27/18 7pm CDT	Keeping the Peace In Partnerships: A Guide to Aircraft Co-Ownership
7/10/18 8pm CDT	Don't Shoot Yourself in the Foot
7/17/18 7pm CDT	Get Out Of Dodge! Preparing for Cross-Country Flight

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>

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

Jun 7	Fly-in (D) EAA 1128 BBQ	Two Harbors, MN (TWM)	5:00pm till
Jun 9	Young Eagle Rally	Ford Airport, Kingsford, MI (IMT)	9:00am - 12:00pm
	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-n (D) Hamburger Social	Iron Mountain, MI (IMT)	5:30pm - 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
	Warbird Rides	Sheyboygan, WI (SBM)	9:00am - 5:00pm
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
	Fly-in (B)	Strum, WI 3WN9 2100' turf	8:00am - 12:00pm
Jul 20-22	Bomber's Weekend	Madison, WI (MSN)	
Jul 21	Fly-in	Bois Blanc Island, MI (6Y1)	2:00pm - 4:00pm Food
Jul 22	Fly-in (B)	Wautoma, WI (Y50)	
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
	Airfest and Autorama (B)	Menomonie, WI (LUM)	8:00am - 3:00pm
Aug 5	Discover Sawyer Day	Sawyer Airport, Marquette, MI (SAW)	8:00am - 4:00pm

Oshkosh 2018 News

A massive Lockheed Martin C-5M Super Galaxy, one of the largest military cargo aircraft in the world, will attend EAA AirVenture Oshkosh 2018. The airplane will be flying in to Oshkosh at the end of the Tuesday afternoon air show and departing during the Sunday air show. The C-5 is celebrating its 50th year.

Jack Bally has announced plans to bring his remarkable 1/3-scale B-17, named *Obsession*, but best known as the Bally Bomber, to EAA AirVenture Oshkosh 2018.

One of the most unusual and intriguing aircraft to fly for the Air Force might make an appearance at AirVenture 2018. Aircraft restorer Tom Reilly says he's close to flying his XP-82, the so-called Twin Mustang that was built as a long-range bomber escort at the end of the war. It didn't see any action in that war but was used as a night fighter in Korea. More than 300 were built and all but five were scrapped in the early 1950s. Reilly, who is based in Douglas, Georgia, found a complete airframe at an Ohio farm and has spent the last 10 years scouring the world for the parts necessary to restore it to flying condition. See a video of the XP-82 at https://www.youtube.com/watch?v=qAd6t_On4rQ.

Hamburger Fly-In

Hosted By: Kubick Aviation
 Date: June 12th
 Time: 5:30- 7
 Location: Ford Airport (KIMT)

Fly or Drive to the Kubick Aviation Hangar to enjoy the company of other pilots and some good food. The Michigan Flying Hamburger Social is a traveling event that is held at different airports throughout Wisconsin on weekday evenings. For any questions please email info@kubickaviation.com

KUBICK AVIATION SERVICES

Michigan Flying Hamburger Social

Global Strike Command is bringing a Boeing E-4 Advanced Airborne Command Post to EAA AirVenture Oshkosh. The E-4 is a modified Boeing 747 used as a mobile command post for the National Command Authority. Each E-4 has more than a dozen external communications systems, giving those aboard the ability to run the country from the sky in case of a disaster. (Ed note: I see these flying everyday at my Nebraska house.)

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Ford Airport Day is September 15, 2018
We all need to work to make this event as successful as previous events!
You can help by finding sponsors to defray the cost of the B-25
Or by volunteering to work the event!

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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