

SKYWRITINGS



EAA Chapter 439
Central U.P. of Michigan

September 2016
Home of the Yoopers!

PILOT's LAST CALL

Author Unknown

I hope there's a place way up in the sky,
where pilots can go the day that they die

A place where a guy can buy a cold beer,
for a friend or a comrade, whose memory is dear

A place no doctor or lawyer can tread,
nor the FAA type would ever be caught dead

Just a quaint little place, dark, full of smoke,
where patrons sing loud, and love a good joke

The kind of place a lady could go,
and feel safe and protected by the men she would know

There must be this place where old pilots go,
when their flying is finished, and their airspeed gets low

Where the whiskey is old, and the women are young,
where songs about flying and dying are sung

Where you see all the fellows who'd flown here before,
who call out your name, as you came through the door

Who would buy you a drink, if your thirst should be bad,
and relate to others, "He was a good lad"

And then through the mist, you'd spot this old guy,
you hadn't seen in years, though he taught you to fly

He'd nod his old head, and grin ear to ear,
And say, "Welcome, home son, I'm pleased that you're here"

For this is the place where true flyers come,
when their journey is over, and their war has been won

Here they feel safe and just like at home,
away from the pundit, the bureaucrat, the management clone,

Where all hours are happy, enjoying a cold one, maybe deal from a deck,
this is heaven my son, You've passed your last check !



We miss you Jim!

The Prez Sez!

Tom Sullivan

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This past month was a pretty painful one. We lost one of our longest ACTIVE members, Jim Riverside. Few in our fold have given more to Chapter 439 over the years than Jim and Inez. Whether it was Young Eagles Flights, Ford Airport Day, Air Adventure, or Sun & Fun, everywhere Jim helped he could be counted on year after year to return and go to work. This was not only true to Chapter 439, but with his commitment to the CAP and the Dickinson County Pilots Association as well. Will and I visited Jim after the last chapter meeting, which was the day before he passed. As we left, I told Will I thought he was near the end, and he clearly had fought his last (in my mind). Jim, along with Bob Hill, Whitey Jensen, and Terry Glimn, were the true ambassadors of the chapter and many members can look at these guys and credit them for their very involvement today. I know my initial roots are tied to these guys for sure. RIP Jim!!

It was evident no one was interested in stepping up this year to chair Ford Airport Day. That, combined with running into dead ends on any airplanes for an attraction, made it an easy decision to take a year off. I clearly feel bad about not being able to manage that project this year, but after 17 plus years of hard work on my Lancair, and being so close to finishing it, I just felt I needed a year off to dedicate my time to seeing this project get completed. I'm 60 years old, will be 61 before we close 2016, and my "usable time" on an aircraft this fast and complex is dwindling every year that passes with it in my shop instead of flying. Losing Jim, and a close friend losing his wife at 56 years old recently, I feel like we are walking through a mine field, wondering who will drop next (or will it hit even closer to home). My wife has been pretty clear about getting the Lancair build behind me. She lost her dad at 23 years old (he was 65), so she has a pretty realistic prospective on life.

That said, I have been working pretty intensely on the Lancair, and getting close to final inspection. I have been home few nights in the last month before midnight. The "do list" is getting pretty short and I've spent some serious time lately on some of the "end of build" issues, like getting the AAIP (Approved Aircraft Inspection Program) submitted and reviewed. It spent over two months in the Grand Rapids FSDO (and was never even opened) and just this week they released it to the Milwaukee FSDO. I've already had contact from the FAA agent assigned and was promised we'll get it worked through in the next two weeks. I suspect by the time I submit another newsletter article I will have the aircraft flying.

The chapter scales turned up a few weeks ago. Terry did some investigating and found Jerry Coppock had them. Not sure if he reads the newsletter, as he never contacted me after the last three requests for information on where they were. It's clear we need a better system for tracking them, so I will implement a program like we have with the tables and chairs, where they do not leave my hangar unless they are signed out. Preliminary numbers on the weight of the Lancair look decent, but we have several items left that will affect final empty weight (paint and interior being a couple of the significant ones).

Our bill board is still down. I will have my shop maintenance guy get the new frame and boards assembled in the next couple months so we can get it back up at the airport. The intention is to install a "non-Ford Airport Day" message on it during the months we are not close to that event. We will solicit for new members, educating the public they need not be pilots to join our chapter. I think we can rally some new blood by informing ALL the public they are welcome.

Tom

Editor's Notes

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How is Your Project Coming?

Looking at the pictures of Tom's plane made me think about my aircraft project (Or lack of project). Hopefully your project is not coming along at the same pace as my wife's and mine? That is to say, at a stand still!

Every year my wife and I would go to Oshkosh and look at the latest Hatz aircraft on display. We always said that *"this is the year we will start our project"*. In fact, we were all ready to start a project, a Fisher Biplane, in 1994 until we saw several Hatz aircraft at Oshkosh and fell in love with them. So, we took several years to talk to people, attend type meetings, and go to fly-ins that had Hatz aircraft. We joined the type club and got all the old newsletters for review. We were hot!



My wife even helped to do the annual on our Piper one year in preparation for her aviation mechanic classes at Iowa Western. She was going to take the classes, 8 to 2 Monday through Friday for two years, then dedicate her time to building the plane. (I have to admit that she is the builder in the family while I love the flying part.) Then things went astray. My mother-in-law got ill and moved in with us, then out, then back home. We moved to acreage with our horses, my wife was offered a new job, my job required more of my time, and

Several times we thought the time was right to start building. Once we even moved things in the barn and cleaned out one of the horse stalls in preparation of getting a quick build fuselage. Then our daughter bought my wife another horse, which took away the stall. This required us to buy more hay, thus taking more barn space, which was already getting smaller because of new yard equipment. Then we built shelves in the barn to store stuff for family members.

It seemed our plans had always gone astray. Now, we are just looking forward to a new grandson and enjoying our retirement. So that is our story, as weak as it may be.

What is your story? Have you come up with as many excuses as we had, or don't you even bother to make excuses anymore? Now, I know there are people out there like me. We prefer to fly, look, and admire rather than build. But what about those of you who REALLY want to build? What are your excuses? Talk to one of our chapter members who has already built if you need inspiration. They can get you going again.

For those of you who are currently building or have just finished please send Mike Betti a picture to put on our web site. It may encourage someone to start or continue. It's time to make no more excuses!

Will

Health of our Chapter

I was going to write my entire article on the health of our chapter but thought just a few words would be better. I joined this chapter 4 years ago right after the 2012 FAD event and have enjoyed my time here. I worked the last three FAD events which I believe were successful even though we had to rely on non-member volunteers to help ensure that success.

Our chapter is like all organizations, meaning we survive or perish on the participation of our members. I realize we all have many demands on our time but if this chapter is to survive we need our members to be more active in chapter events. This Saturday may be a good time to come and express what you feel our chapter needs to do to increase member participation or to gain new members.

Up-Coming Events

September 10th - 9am Chapter Meeting Kubick Aviation

October 14th - Chapter Meeting

Chapter Dues are Due!! Please contact Scott Trask if you have not paid.

Fuel Gauges

Pilots are taught not to rely on gauges alone to determine fuel quantity. A visual check of fuel in the tanks during preflight inspection to verify quantity is the prudent practice. Similarly, in flight, it's better to employ the computation method of fuel consumption management than to solely rely on what the gauges display. So then, why do we even need fuel gauges? Well, simply put, the regulations require them.

As it relates too normal, utility, acrobatic, and commuter category airplanes, 14 CFR 23.1337 requires "...a means to indicate to the flight crew members the quantity of usable fuel in each tank during flight. An indicator calibrated in appropriate units and clearly marked to indicate those units must be used." Interestingly, the standards only require accuracy when the calibrated indicator reads "zero" in level flight. So, this begs the next question, do the gauges/indicators have to work, beyond just reading zero when empty? For this we turn to 14 CFR 91.205. It stipulates that for operations with a standard category airworthiness certificate, an operable fuel gauge is required. The term "operable" is somewhat open to interpretation, but generally means that instruments and equipment are working as intended by the manufacturer. (from 9/6/16 AviationsBrief article titled "A faulty fuel gauge needs attention" by Kathy Yodice.)

Now, from the August 2016 newsletter of EAA Chapter 337



*Scott Trask, Mary & Ron Shortridge, Pam Trask at
Seaplane base at Oshkosh*

FROM MARY SHORTRIDGE—The highlight of my trip to OSH was reconnecting with friends Pam and Scott Trask. We met them in February or March of 2012, when they were flying their homebuilt RV7 from their home in the upper peninsula of Michigan to Lake Havasu, AZ. Weather turned to crap and they landed, at sunset, in Leoti, KS. Freezing fog kept them stuck in Kansas for five days. They drove to GCK to kill some time; I was serving lunch at the airport, asked them to join us, and the rest is history. The next day Ron gave them a feed yard tour of Cattle Empire; They had never seen one.

They have an (airconditioned!!!) camper right on the grounds of AirVenture. The primo location is due to the fact that they both volunteer extensively each year at

OSH (Before, during, and after AirVenture) and within their local EAA Chapter, and have for years. We ate dinner with them both nights. They grilled KS City steaks the first night. Second night was venison/pork burgers. Meat was prepared by Scott, using an old electric meat grinder he got from his grandfather. He gets it down out of the attic annually to prepare venison he has harvested from their land. It has been around since the 1930s. Scott joked that pigs do fly, as he picked up the pork in his RV7.

They are an awesome couple. We will be visiting their home in Iron Mountain, MI in Thumper, when time permits, hopefully soon! Anyway, we all look hot and sweaty, which we were. But it really was an awesome time.

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 Go to www.wisconsinflying.com or www.wiflysocial.com

Sept 10	Fly-in (B) Aviation Expo	Oshkosh, WI (OSH)	7:30am - 11:00am	\$7
	Spot Landing & Lunch	Milwaukee, WI Timmerman (MWC)	10:00am - 1:00pm	\$10
	Fly-in (B)(L) airshow	Osceola, WI Simenstad (OEO)		
	CAP 75th Anniversary (L)	Green Bay, WI Austin Straubel (GRB)	10:00am - 3:00pm	\$5
Sept 11	Fly-in (B) Open House	Watertown, WI (RYV)	8:00am - 2:00pm	
Sept 17	Fly-in (B)	Cable, WI Cable Union (3CU)	8:00am - 12:00pm	
	Fly-in Golf Tournament \$60	Danbury, WI Voyager Village (9WN2)	Starts at noon	
Sept 18	Fly-in (B)(L)	New Holstein, WI (8D1)	8:00am - 2:00pm	
	Fly-in (B)	Neillsville, WI (VIQ)	8:00am - 12:00pm	
Sept 24	Fly-in Donut Days	Neenah, WI Brennand (79C)	8:00am - 11:00am	
	Fly-in Brunch Fall Fest	Ladysmith, WI Rusk County (RCX)	9:00am - 1:00pm	
Sept 25	Fly-in (B)	Boscobel, WI (OVS)	8:00am - 12:00pm	\$8.50
Oct 1	Chili Feed Fly-in	Eau Claire, WI Valley regional (EAU)	10:00am - 2:00pm	
Oct 15	Fly-in (L) Poker Run Fall Tour	Mancelona, MI Gaylord Lakes (4Y4)	10:00am - 3:00pm	

New Remote Pilot Certification

Effective August 29, 2016, the FAA created its first and only airman certificate specifically for the use and operation of small unmanned aircraft systems (UAS), called the "remote pilot certificate with a small UAS rating." A small UAS includes a small unmanned aircraft, weighing less than 55 pounds on takeoff, including everything that is on board or otherwise attached to the aircraft. AOPA developed a short, step-by-step guide on remote pilot certification in response to the FAA's final rule on the operation and certification of small UAS. *(I have only included the pilot online process. If you are a non-pilot or wish to not use the internet, then see the AOPA guide at <https://www.aopa.org/Go-Fly/Aircraft-and-Ownership/Drones/Guide-to-Remote-Pilot-Certification>)*

You are a pilot applicant if you hold a pilot certificate (any grade, except student pilot, for any aircraft category) issued by the FAA under part 61 of the Federal Aviation Regulations and have accomplished a flight review within the past 24 calendar months.

Step One: Take the FAA Safety Team's online course at <https://www.faasafety.gov/> and obtain a copy of the online course completion certificate.

Step Two: Submit an online application for a remote pilot certificate using the FAA IACRA system at <https://iacra.faa.gov>. Register as an "applicant." Be sure to retain your username, password, and FAA tracking number.

Step Three: Get a temporary certificate.

- Meet with a certificated flight instructor (CFI), airman certification representative (ACR) for a pilot school, flight standards district office (FSDO) staff, or designated pilot examiner (DPE).
- Provide the CFI, ACR, FSDO, or DPE with the following information:
 - ◊ Valid identification (e.g., driver's license, passport)
 - ◊ Online course completion certificate
 - ◊ FAA-issued pilot certificate
 - ◊ Documentation or endorsement showing current flight review (FAR 61.56)
 - ◊ IACRA application ID number
 - ◊ FAA tracking number
- Obtain a temporary certificate and begin exercising the privileges of your remote pilot certificate.
 - ◊ If you meet with an ACR, FSDO, or DPE, a temporary certificate will be issued to you during the visit.
 - ◊ If you meet with a CFI, the FAA will send you instructions via email to access a printable temporary certificate online.

Step Four: Your FAA-issued permanent certificate will arrive in the mail.

I recommend you review the [Remote Pilot–Small Unmanned Aircraft Systems Airman Certification Standards \(https://www.faa.gov/training_testing/testing/acs/\)](https://www.faa.gov/training_testing/testing/acs/) to understand the aeronautical knowledge standards for the remote pilot certificate with a small UAS rating.

Note: Recreational and hobbyist operators will not be required to obtain a remote pilot certificate, as long as they comply with the special rule for model aircraft.

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