

# SKYWRITINGS

EAA Chapter 439  
Central U.P. of Michigan

October 2016  
Home of the Yoopers!



## ***EAA has reached a major milestone - 200,000 members!***

"We reached this milestone by building on the legacy established by our founder, Paul Poberezny, more than 60 years ago when he stated that all who wish to participate are welcome," said Jack J. Pelton, EAA CEO and chairman of the board. "Paul understood the basic desire for the freedom of flight, and the dedication from EAA's members, chapters, and staff have made it possible to grow the organization to new levels. I thank every EAA member who has contributed through the years to EAA's achievements. We celebrate this milestone together."

Pelton added that EAA's value and growth are especially notable as a counter to a decreasing number of active pilots in the U.S. Fewer than 600,000 active pilot certificates are now held by U.S. residents, a number that EAA and its members have sought to reverse with programs to meet the organization's mission, which focuses on "growing participation in aviation by sharing The Spirit of Aviation."

Among EAA's popular outreach initiatives is the Young Eagles program that introduces youth ages 8-17 to aviation by offering free demonstration flights hosted by members and chapters. In July, EAA member and actor Harrison Ford flew the 2 millionth Young Eagle during EAA AirVenture Oshkosh, the association's annual fly-in convention in Oshkosh, Wisconsin.

EAA continues to expand its programs for members involved in homebuilding and restoration of aircraft. We've also created partnerships with other aviation-minded organizations, such as the Soaring Society of America, IMC Clubs, and the Academy of Model Aeronautics. These cooperative ventures are discovering ways to work together to inspire interest in all forms of flight, including emerging unmanned aerial technology or "drones," as well as creating pathways for people to engage in and enjoy aviation in various ways in their own hometowns, whether it is directly through flight or other educational activities.

"EAA's success is based on a basic principle of sharing the knowledge, information, and passion for aviation," Pelton said. "Our organization is also dedicated to getting it done – breaking down barriers that keep people from pursuing their own dreams, and encouraging innovation to take us over the next horizon of flight." *(from EAA eHotline 9/22/16)*

## **Up-Coming Events**

***October 14th - 9am Chapter Meeting Kubick Aviation***

***November 12th - Chapter Meeting***

# The Prez Sez!

Tom Sullivan

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Summer has slipped past pretty quick this year, at least for those of us with a loaded plate. I watched weather, on what would have been our Ford Airport Day this year, and we had sporadic rain all day with some pretty intense showers at times. Maybe this worked out, taking a year off, after all.

The September meeting was pretty well attended, and we had a very good meeting. Plans are starting already for our 2017 Ford Airport Day. Planning this far in advance, with multiple members contributing to the event, is what will make a successful show.

I've had very good progress on the Lancair but, as usual, was handed some more setbacks. I won't go into detail, but we expected to be in flight testing by now and the setback dropped us back several weeks. I'm to a point now I feel like it's a contest, between me and the airplane. I want to finish it, and the plane does not want to get completed. The problem is the plane has no clue how persistent I am. I AM going to win this battle and it WILL fly. I just shake my head at the setbacks, put my nose back to the ground and move on until I get past each obstacle. I really believe few people understand what it takes to build something as complex as an airplane (especially this one) and actually complete it. Hopefully next month I will have a first flight photo for the newsletter.

I get regular updates on membership renewals. There has been some discussion recently on expired memberships. Please review your membership status (on the chapter website, or email Mike, Scott, or Will). We are only a few short months from our annual renewal with national and we are required to report only CURRENT members in our membership count.

I am going to keep it short this month. I need to head back out to the airport. I have a fight to win!

Tom

# Editor's Notes

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## ***In case you missed last month's meeting***

Our September meeting covered an array of topics: Ford Airport Day 2017; starting the process of acquiring a Chapter hangar; and new signs for Young Eagle flights.

Our chapter received \$255 in credit for the Young Eagle flights we did in June. Scott Trask proposed we use \$216 to replace the Young Eagle event signs which are in need of repair. This was approved.

We got into a discussion on what we want to do for Ford Airport Day 2017 since we had already cancelled FAD 2016. It was decided to try and get the EAA Ford Trimotor.

Our last topic of discussion was on the "Chapter Hangar", which the Chapter has been talking about for a long time. This conversion started after it was mentioned how much money we have saved over the years in order to build a hangar some day. The question was asked "what are we waiting for?" We talked about how a hangar could spark more interest within and outside the chapter since seeing a visible building is more appealing than talking about a hangar.

We then discussed where on the field a hangar could go to give the Chapter the most exposure to the public, especially during Ford Airport Day. The consensus was between the east gate and Kubick's old building. Then we talked about size, possible designs and costs.

So, what did we accomplish? Well, three members took actions to: (1) find out if the location next to the gate is available and meets all zoning (county) and airport requirements; (2) determine if previous concessions on leasing fee and taxes are still valid; (3) determine the size of a hangar allowed in the location we want; and (4) come up with a rough estimate to build a hangar of that size.

So, it sounds like we are moving forward. Please come to this month's meeting if you have any comments, suggestions or even a disagreement on this project.

Update: The airport has no problem with the location we have selected. A rough cost estimate to build is being worked on for a 60x60 hangar.

## **Update on My Medical**

Some times I think the medical people in the FAA Oklahoma Medical Center do not have a common set of rules. I was issued a Special Issuance for my fast heart rate (one time occurrence, no repeat and no heart issues) which is good till June 30, 2017. In order to get the SI I had to provide a 24 hour Holter heart monitor test result, stress test results, all medications prescribed and notes from all the doctors.

I thought they were happy. Well, I took my FAA medical exam in June and now the FAA 3rd Class Medical doctors need proof my "hypertension", which I do not have, is under control. It seems one of the meds prescribed by the cardiologists is also used for hypertension.

I can not wait for July 21, 2017, the end of 3rd class medicals, to get here so I can put this behind me!!!!

## Tom Poberezny Joins Hall Of Fame

Former EAA Chairman and CEO Tom Poberezny joined three others in being inducted into the National Aviation Hall of Fame on Saturday. Poberezny was joined by Capt. Robert Crippen, the first NASA space shuttle pilot, Christopher Kraft, NASA's first flight director and the late Col. Bud Day. The induction was at the Hall of Fame's facilities in Dayton. Poberezny's appointment was noteworthy in that he became part of the first father-son team to be honored. EAA founder the late Paul Poberezny was inducted in 1999.

Although Tom Poberezny was best known in his EAA role, he was also an accomplished pilot in his own right. "We at EAA are overjoyed at the recognition for Tom in respect to his long and varied career in the flying community," EAA Chairman Jack Pelton said in a statement. "That includes his aerobatic skill as U.S. National Unlimited Aerobatic Champion, a member of the American world championship team in 1972, and dazzling air show audiences as a member of the Red Devils and Eagles aerobatic teams for 25 years.

"His leadership as president of EAA also left an indelible mark, including the construction of the EAA Aviation Center in Oshkosh, the growth of the annual EAA fly-in convention as a world-class event, the creation of the Young Eagles program that has flown more than two million young people since 1992, and his leadership that led to the sport pilot/light-sport aircraft category in 2004. (by Russ Niles, 10/3/16 AVwebFlash)



### ***Is this the next phase of aviation?***

We have seen the influx of UAVs and drones into the airspace we fly in, at least at the lower altitudes. The FAA has place regulations on them to help insure our safety if the rules are followed. So what may be the newest incursion into our airspace?

Say hi to the Ehang 184 Autonomous Aerial Vehicle (AAV). It is, according to their website, *"the safest, Smartest and Eco-Friendly low altitude autonomous aerial vehicle, aiming on providing Medium-Short Distance communication and transportation solution."*

The Ehang 184 is a 18-foot-long, 440-pound drone with four arms and eight propellers and can fly up to 63 mph for 23 minutes and go about 20 miles. It can carry one passenger who does not need to pilot the drone. Once a destination is entered, only a takeoff or land button needs to be pushed to travel. The drone takes off and lands vertically eliminating the need for a runway. (from *Travelers Today* 9/27/16)

### ***Foreflight Device Support***

ForeFlight is warning subscribers (go to <http://news.foreflight.com/t/y-EC23E0884B51245C>) that it will discontinue support for old iPads and iPhones on Jan. 3, 2017. The company said in its notice that iPhone 4 and first generation iPad 1 devices will cease to function with the app on the first business day of the new year. "We strongly encourage you to make sure your primary device is at least an iPad Air, iPad mini 2, or iPhone 5," the letter said. The company later clarified that iPhone 4s models will continue to be supported.

## 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](http://www.wisconsinflying.com) or [www.wiflysocial.com](http://www.wiflysocial.com)

Oct 15	Fly-in (L) Poker Run Fall Tour	Mancelona, MI	Gaylord Lakes (4Y4)	10:00am - 3:00pm
Oct 20	Hamburger Night	Watertown, WI (RYV)		?????
Oct 22	Fly-in Donut Day	Neenah, WI	Brennand (79C)	8:00am - 11:00am

## **SPORTAIR WORKSHOPS - SHEET METAL BOOT CAMP**

**When:** Tuesday, November 1 - Wednesday, November 2

**Where:** EAA Aviation Center - Cessna Technical Workshop  
3000 Poberezny Road  
Oshkosh WI 54902

**Cost:** EAA members: \$349 (must sign in to your account on EAA.org)  
Non-members: \$389

**Contact:** EAA SportAir Workshops **Phone:** 800-967-5746 or [sportair@eaa.org](mailto:sportair@eaa.org)

**Course length:** 2 days

This two-day course is designed to help you discover that you really can build or restore your own airplane. This sheet metal boot camp course, only offered in Oshkosh, WI, was created to give you the ultimate experience in learning to build or restore your airplane.

### **Sheet Metal Boot Camp Course Information**

With the boot camp version of the sheet metal course, you'll receive the following extras, along with all of the same offerings in the regular sheet metal course.

- Behind the scenes tour of EAA's Weeks Hangar, where our airplanes are built and restored
- Behind the scenes tour of Sonex Aircraft, a leader in aircraft kits
- Special Tuesday evening session, pizza dinner, and lively aircraft kit building discussion
- EAA Sheet Metal DVD
- EAA Sheet Metal Book

## **Ryder Cup Penalty For Floatplane Pilot**

GA pilots have been cited for delaying presidents, clearing the Capitol and stopping missile tests but a Minnesota floatplane owner may be the only one to be detained for interrupting a golf game. The unidentified man and his passenger were rowed to shore by Chaska Police (the motor on their boat failed) after they landed on Lake Hazeltine, the centerpiece of Hazeltine National, site of this year's Ryder Cup. Landing on a body of water is rather commonplace in Minnesota, which has more than 10,000 lakes, but putting down next to the seventh hole of Hazeltine and dropping anchor apparently violated a bunch of rules, starting with the local ordinance against any activity on the lake during the big tournament. The duo was cited by police for the infraction a day after two canoeists were similarly busted.

That won't be the end of it, for the duo, though. "But there are more things looming in the pilot's future," Chaska Police Chief Scott Knight told the Minneapolis Star Tribune. "The FAA Flight Standards division is very interested in him. He's violated their rules and they will be talking to him on Monday." It's not clear what violations might have occurred. There was no NOTAM or TFR listed that we could find. Knight called the actions "imbecilic" and the aircraft was effectively impounded because it was left at anchor in the lake. But the aerial borne golf fans may have had the last laugh. After getting their tickets from the police they were apparently left "afoot" to watch the U.S. team win the prestigious tournament from shore. (by Russ Niles, 10/3/16 AVwebFlash)

**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](http://www.eaa439.org)**