

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

November 2015
Home of the Yoopers!



One Lucky Person



EAA's 2015 Sweepstakes winner Jim Balderson is all smiles as he poses with his new Cub.

The winner of EAA's 2015 Sweepstakes Piper J3 C-65 Cub, Jim Balderson of Greenville, South Carolina, was in Oshkosh on October 23 to accept his prize before taking it on a 10-hour flight back home.

Jim said he only sent in one entry slip just before the sweepstakes deadline and hoped it would get to EAA in time.

After failed attempts to reach Jim by phone and e-mail, EAA sent Jim a registered letter telling him he had won. "I opened it up and just said 'I can't believe it,'" Jim said. "I was almost crying."

Jim said the airplane will be going home to a grass strip 30 miles from his residence, and that he plans on enjoying flight in the Cub for many years before handing it down to his son Drew.

(From the EAA website).

Why this picture when he is not a member of our chapter? Well, I thought it would be nice to see who wins the sweepstakes aircraft. Maybe one of us will win next year!

Up-Coming Events

Dec 12 - Meeting - Time and place TBD

The Prez Sez!

Tom Sullivan

toms1@chartermi.net

Tom is taking the month off - good luck hunting Tom!

***EAA's Annual Wright Brothers Memorial Banquet
Celebrating the 112th anniversary of powered flight***

Friday, December 11 | 6 to 9 p.m.
EAA AirVenture Museum's Founders' Wing

Join us at EAA's Wright Brothers Banquet as Erik Lindbergh, CEO of Powering Imagination and grandson of pioneering aviator Charles Lindbergh, speaks about his Lindbergh heritage and his quest to create a clean, quiet, and exciting future for aviation.

Tickets to the banquet are \$55 for EAA members and their guests, \$65 for nonmembers, and include the reception, a full-service dinner, and the evening program. Purchase your tickets online at <http://www.eaa.org/en/eaamuseum/eaamuseum-events/wright-brothers-banquet> or call 800-564-6322. Please RSVP by December 7, 2015.

Editor's Notes

Will Kroeger

906-246-3881

wkroeger@alphaComm.net

Pilot's Bill of Rights 2 - Modifications to Medicals

New pilots would need to obtain FAA medical certification one time in order to establish a benchmark for their health, however they would not need to make repeat visits to an FAA aviation medical examiner (AME).

Current pilots who have held a valid third class medical, either regular or special issuance, within the past 10 years, would be considered as having met the initial certification requirement. Private pilots who have had a heart condition involving surgery, mental, or neurological issues would be required to go through the special issuance process one time only.

Pilots would be required to take an online medical education course every two years. The course would cover a range of aviation medical issues, including the effects of over-the-counter medications on pilots.

Pilots also would be required to see their personal physician at least once every four years, make a note of the visit in their logbooks, and certify that they are receiving proper care for any condition requiring medical treatment. As proof that they've met the requirement, pilots would need to provide the doctor's name and address and the date of the exam when they take the online medical course. They also would have to note the information in their logbooks, but would not have to file any paperwork with the FAA.

My Medical Issue

How I wish the above mentioned bill would have been in effect this past summer. My life would have been easier these past few months. Let me explain...

This past summer I volunteered to help a friend do some roofing work for a family in need. The job was to be a simple job of laying new shingles, but turned into a job of removing two layers of old shingles which were put on by someone who loved to nail, covering the old vent holes, then putting on the new shingles and crown vents. After 2 1/2 days of being in the heat (and not drinking enough water) I decided to mow my yard. By the time I came in on the end of the 3rd day I was exhausted and somewhat dehydrated. So, instead of drinking water I decided a beer would feel good. This was not a good choice.

Later that night my heart started to race. My pulse went to 145 then to 165. I informed my wife that my heart was beating fast and it took her over a half hour to convince me that we were going to the hospital. After several minutes in the VA emergency room I spontaneously converted (medical term for saying my heart rate went back to normal on its own). However, they decided to keep me over night so they could monitor my heart and prescribed a beta blocker medicine. They also scheduled me for a lot of tests.

At this time I knew my flying days were on hold until tests were run and analyzed by a cardiologist. The next four weeks seemed to take forever. (Yes, four weeks - two to get the tests done, then two before seeing the cardiologist at the VA. Reason - I was not an inpatient and they did not feel I was that critical.) The end result: the cardiologist gave me a clean bill of health. He attributed my arrhythmia to an electrolyte imbalance caused by dehydration. However, he did recommend that I continue taking the beta blocker which requires an FAA Special Issuance to take.

So what to do? Well, I called one of those organizations that help with these kind of situations and explained my situation and stated I was not taking the medicine. Their answer was that I could continue to fly and to report everything during my next FAA medical. Sounded good to me from a "wanting to fly" perspective! However, I decided to go to my AME to discuss the issue and get a more definitive answer. (I know what most of you are saying right now, but I did it anyway.)

My AME told me to start taking the beta blocker and stated he would do an "informal" call to the FAA to get a read on my situation. However, my medical information was actually sent to the FAA. It did not take them long to contact me with their ruling. Bottom line - The FAA has allowed me to keep my medical for the next 60 days as long as I get a 24 hour Holter Monitor test done, and have my cardiologist's review back to them within the 60 days. They will then make their definitive decision.

Waiting for good news,
Will Kroeger

New FAA policy allows aircraft owners to replace vacuum-driven attitude indicators

The Federal Aviation Administration issued a policy statement on Sept. 14 that says replacing a vacuum-driven attitude indicator with an electronic attitude indicator is in most cases a "minor alteration" for Part 23 airplanes that weigh less than 6,000 pounds.

The policy change permits the replacement of a vacuum-driven attitude indicator with electronically AI with backup battery that can include a secondary function, such as a turn-and-slip indicator. The FAA says the only caveats are that new unit must be positioned to allow for partial panel operations in the event of instrument failure and that it must include a dedicated circuit breaker.

The sun is setting on the Area Forecast.

The National Weather Service said the weather product, long familiar to pilots as a major component of preflight weather briefings, will be discontinued for the continental United States and Hawaii in the second half of 2016. Area forecasts will continue to be issued for Alaska, the Caribbean, and the Gulf of Mexico.

The FAA, in a June 2014 Federal Register notice of a proposed transition to digital and graphical alternatives, explained that area forecasts "tend to produce a broad forecast of limited value. While the Area Forecast (FA) met aviation weather information needs for many years, today NWS provides equivalent information through a number of better alternatives."

Drones to be Registered

A task force of government and industry stakeholders will be assembled to work out the details of a new requirement to register all unmanned aircraft systems (commonly known as drones) at the time of sale.

U.S. Secretary of Transportation Anthony Foxx announced on October 19th the urgent effort to ensure that every drone is linked to a particular user. Commercial operators are already required to register unmanned aircraft, and federal officials said they can expand that requirement to all drones based on their existing authority and regulations.

The task force, Foxx said, "will work on a tight timeline to get this done" by Nov. 20, with the registration requirement to be in place by mid-December. By some estimates, one million drones or more may be sold this holiday season. Foxx expects the registration requirement will be retroactive to drones sold prior to December, though that is among the details to be decided.

Your Innovative Idea Could Save Lives and Win You \$25,000!

Do you have a great idea to help solve the problem of in-flight loss of control accidents? Enter EAA's Founder's Innovation Prize challenge for a chance to win up to \$25,000. EAA wants to give you the opportunity to reduce fatalities in general aviation through innovation.

Your idea could make a difference; are you ready to change the world? Visit EAA.org/Prize for more information and to submit your idea! The deadline to enter is June 1, 2016.

(Go to <http://go.eaa.org/b0000OEB5Sw0Uu1I030Bp0K> for more information, rules and application.)

Flying Events (within 200nm): (B) Breakfast (L) lunch (D) Dinner

Varying dates Wisconsin Flying Hamburger Social

www.wiflysocial.com

Lawsuit Against Van's Mischaracterizes Homebuilt Community Court action misrepresents safety measures, certification process

October 21, 2015 - This week's \$35 million lawsuit filed against Van's Aircraft and a Washington transducer manufacturer has caused a big stir in the aviation and homebuilt community, but is a false reflection of the safety and integrity of homebuilt aircraft, according to EAA's vice president of advocacy and safety.

The lawsuit, officially filed October 14 in Oregon, arises from a May 2014 accident involving an RV-10 in Oregon where two people died and one was injured. The legal action claims that Van's and transducer manufacturer FloScan were negligent in connection with an accident. Further, the suit claims that the FAA experimental amateur-built regulations are a "loophole" to provide substandard products.

"Any aircraft accident that leads to loss of life or injury is a tragedy, and our thoughts are with those families involved," said Sean Elliott, EAA's vice president of advocacy and safety who has flown and trained pilots in aircraft ranging from homebuilts to World War II-era bombers.

"However, the demands and tone of this suit are nothing short of parasitical. Just as one auto accident does not provide a basis to question automotive engineering in its entirety, this accident cannot be used to measure the value and integrity of the homebuilt aircraft industry. Lawsuits that challenge the industry as a whole do nothing to advance aviation safety. The history of safety and innovation by Van's and other established homebuilt aircraft designers speak for themselves, as thousands of their aircraft have flown hundreds of thousands of safe flight hours."

EAA supports the extensive testing performed by Van's and other similar companies with established models such as the RV series. We will continue to follow this story, which could have implications throughout the homebuilt community. *(From EAA e-Hotline October 22, 2015)*

Want to be a NASA astronaut?

NASA is taking astronaut applications starting December 14, 2015. In order to be a viable applicant, you must have at least a bachelor's degree in a science, tech, engineering or math field. Applications should also "have at least three years of related, progressively responsible professional experience, or at least 1,000 hours of pilot-in-command time in jet aircraft," NASA said, and they need to be able to pass a physical exam.

FAA updates list of cold temperature restricted airports

The FAA has updated the list of airports where temperatures can fall so far in cold weather that altimeter error may require pilots on instrument approaches to make altitude adjustments to ensure safe obstacle or terrain clearance. When the reported temperature at a listed airport drops to or below the published cold temperature restriction, aircraft on approaches may be flying lower than the altitude indicated on a barometric altimeter. Under those flight conditions, pilots "must make an altitude correction to the published, 'at,' 'at or above' and 'at or below' altitudes on all designated segment(s), for all published procedures and runways" for the airport, as shown alongside its entry on the list. The cold temperature error table used for calculations may be found at the beginning of the Terminal Procedures Publication.

(From Aviation eBrief 11/5/15) (Note: the only airport in the UP on the list is Ironwood.)

EAA Chapter 439

P.O. Box 264

Quinnesec, MI

EAA CHAPTER 439 OFFICERS

Chairman of the Board: Whitey Jensen N3079 E-Bar D RD Iron Mountain, MI 49801 906-774-5550 tljensen13@gmail.com

President: Tom Sullivan P.O. Box 264 - Quinnesec, MI 49876 906-774-0098 toms1@chartermi.net

Executive Vice President: Jim Riverside W9390 Nocerini Rd. Iron Mountain, MI 49801 jriverside@charter.net

Vice President: Mike Youngs 1716 River Street Niagara, WI 54151 i2av8or@yahoo.com

Treasurer: Scott Trask N4592 Bass Lake Road Iron Mountain, MI 49801 906-779-9157 strask@uplogon.com

Secretary/Web Editor: Mike Betti W8310 Johnson Road Iron Mountain, MI 49801 906-779-1368 mbetti59@charter.net

Newsletter Editor: Will Kroeger P.O. Box 159 Felch, MI 49831 906-246-3881 wkroeger@alphacomm.net

YE Coordinator: Scott Trask N4592 Bass Lake Road Iron Mountain, MI 49801 906-779-9157 strask@uplogon.com

Membership Coordinator/Nominating Chairman: Bruce St.Onge piperatc@icloud.com

Volunteer Chairman: Donna Sisk 1101 River Reach DR #515 Ft. Lauderdale, FL 33147 954-647-4396 dk.sisk43@gmail.com

Technical Counselor: Open. **Your name could go Here!**

Librarian: Bruce Flannery 6403 Russel 23.4 Lane Gladstone, MI 49837 906-428-2292 bflannery@chartermi.net

Dues are \$15.00 a year (\$25 for mailed newsletter)! From August 1st Please send them to our treasurer!

Website: www.eaa439.org