

SKYWRITINGS



EAA Chapter 439
Central U.P. of Michigan

November 2016
Home of the Yoopers!



*Going over the numbers for the hangar worked up by Dean Hensel for the October meeting.
David Pasahow was on the phone and Mike Youngs came later.*

Up-Coming Events

November 15th Tuesday - Chapter Meeting 8:30am CST at Kubick Aviation Topic: Planning and strategy on the hangar.

December 10th - 9am CST Chapter Meeting at Kubick Aviation

January 7th - 5pm CST Chapter Christmas Party/Kubick Open House at Kubick Aviation

The Prez Sez!

Tom Sullivan

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We've had nice progress on the chapter hangar planning and we are in good shape on funds to get a real serious start in the spring. Plans are to pound on some doors for help, both in cash and "in kind". The goal is to get this up without any debt (or very little and short term) and if we work hard enough at it, that should be possible. We are having a meeting on the 15th, just for hangar planning. Since most members showing up for the last 3 meetings are, either retired or, available during the work day with notice we picked a time that worked for the bulk of this core group to attend.

It was decided, since there is no project to view at my home, to move the Chapter Christmas Party to Kubick Aviation this year. That accomplishes several things. We never were able to get Chad to attend, but having it at his facility will surely put some pressure on him. Last year he scheduled his customer appreciation/Kubick Aviation Christmas Party on the same date and time as our chapter event (surely an oversight with him being so busy). That can't happen this year, as they are combined. The final benefit is that we will have the opportunity to meet with "non-chapter member" aviation enthusiasts during this party and hopefully accomplish some "recruiting" during the party. Kubick Aviation and the chapter (and/or U.P. Truck Center) will cover the food and beverage costs, so this will be a non-potluck event as well. Just show up and enjoy and immersion in aviation social time.

The Lancair had its Airworthiness Inspection completed last week and is officially an airplane. We had some lingering squawks (electrical, avionics, and a finicky throttle geometry issue) to deal with, so put off first flight for a couple weeks (one week for work, the other waiting on my test pilot to be available). We DID get to run the engine for the first time (and a second time during the inspection a day later), so a couple of milestones were met last week anyway. With the terrible safety record of this particular airplane, I can't possibly apply too much caution on first flights and flight testing in general.

My test pilot has the most experience of any prop jet Lancair owner in the world, with over 20,000 hours of Walters Prop Jet time and over 2,000 in the IVPT. Although I could LEGALLY fly it myself immediately, I will not fly it until he gives his blessing I am up to speed enough to do so safely. I was granted only the second waiver ever to use the second pilot initiative during phase one testing for a prop-jet, doing so through LOBO, my type organization who worked extensively with the FAA to make this a reality. It is incumbent upon me to accomplish this without incident as we are under a very watchful eye and the future of a permanent change to include turbines in the second pilot initiative rests on successful beta tests like we will be doing. Thus far, the second pilot initiative has been a huge success, dropping the incident/accident rate on EAB aircraft during testing phase.

Keep the shiny side up and enjoy our wonderful fall weather. It is very clear winter WILL be shorter this year, especially when it hasn't visited us yet this late in the year.

Tom

Editor's Note - To view a video of the first engine run on Tom's Lancair go to:
<https://youtu.be/ebnYXyPVj2E>

Editor's Notes

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In case you missed last month's meeting

Yes, I used the same title for my article last month. But, a lot of things are moving in this chapter and attending the meeting is a good way to know first hand what is happening. Our October meeting covered Ford Airport Day 2017 and starting the process of acquiring a Chapter hangar.

Our theme for FAD 2017 will be "Vintage Airplanes & Cars" Why? Because it goes well with the EAA Ford Trimotor. We are now on the calendar to be the "Kickoff for the EAA Ford Trimotor 2017 Fall Tour" on September 14th - 16th. This is a great opportunity for FAD but comes with money and work commitments from the chapter. Our upfront cost is \$4000 in money or "in-kind" services (hotel rooms, cars, etc) before we have a share of any revenue generated from the selling of rides. *(Update - we have received a donation to cover this cost)* The Chapter needs someone to be a Marketing Chairman to work directly with EAA before the Trimotor arrives and a Merchandise, Ground Tour & Equipment Chairman to work with them after arrival. We will also need to provide up to 6 people for ground support during the event. The good news: EAA provides a manual to help guide us through the process.

Chapter Hangar - Dean Hensel presented an initial estimate for materials based on the size of hangar discussed in the September meeting.

Size: 60x70

Construction: stick with 10' walls on top of 6' block footer walls \$40,000

Cement: 50-70 yards \$ 7,000

Door: 13x40 (different purchase options were discussed) \$10,000

Engineering Plans: \$ 1,500

Total \$58,500

This estimate was for a basic hangar. We also discussed adding a lean-to on the south side to accommodate a bathroom and a kitchen area to support Chapter activities like FAD, educational efforts and possible community events that the hangar could host.

After further discussion it was decided to get an engineering spec for a design using trusses that will accommodate the addition of a mezzanine level at a later date.

Final update on My Medical

It appears the FAA Oklahoma Medical Center has improved their internal communications between the Special Issuance and Third Class Medical divisions. Doctor Paul Hayes, my AME from Norway, wrote an excellent letter detailing my medical status and the reason for my medication in terms I think they understood.

The bottom line: The FAA granted my third class medical and extended my SI to June 2020 with no additional medical testing. The only thing to work on now is the fact that the FAA stated my medical is good for 2 years but only put one year on the certificate.

Denali Test Engine Has 35 Percent 3D Printed Parts

GE has test run a developmental version of its Advanced Turboprop (ATP) engine that contains 35 percent 3D printed parts. The ATP will be used in Cessna's new Denali single and is a big part of the sales pitch for the aircraft. GE says 3D printing saves weight and is more precise than traditional construction methods. "With subtractive manufactured parts and assemblies, you traditionally use bolts, welds or other interfaces to attach the parts together, which adds weight to the engine," Gordon Follin, who runs GE's 3D printing department, told New Atlas. "On the ATP, additive reduces weight by eliminating those attaching features while also optimizing design of the parts." The engine tested this week is just the beginning of the development process.



GE says that the final design will reduce 855 conventional parts in the engine to just 12 printed parts. Those parts include the sumps, bearing housings, frames, exhaust case, combustor liner, heat exchangers and stationary flow path component. When it's done, GE claims it will use 20 percent less fuel and provide 10 percent more power than comparable engines. Despite the record-setting achievement, the prototype was developed in a fraction of the time it normally takes because 3D printing makes the prototyping process so much faster. Parts that formerly took months to create in the conventional manner are printed in a few days and that speeds up the whole development process. The finished version of the engine is expected by the end of next year. (From AVwebFlash 11/7/16 by Russ Niles)

FAA implements new airport runway reporting for snow and ice safety

Airports across Michigan and the United States will have new requirements on reporting runway conditions this winter. The FAA is now requiring additional observations of a runway's condition with respect to wetness, snow cover and amount of ice coverage.

These additional comments on runway surface conditions are expected to give pilots a clearer picture of winter runway conditions. Airports have been reporting field conditions to their users for a long time. However, a new report matrix will ensure information provided to flight crews is consistent and removes the subjectivity in reporting what is observed on a runway surface. This in turn provides for an improved and safer airport operating environment for all users of the facilities.

Old method of reporting runway conditions

Most airports that reported runway conditions used the Bowmonk Airfield Friction Meter. This meter was placed on the dashboard of a vehicle. The vehicle was driven on the runway, and brought up to a speed of 20 mph. The brakes were then applied heavily so the wheels would lock up. The Airfield Friction Meter would measure the amount of skidding of the vehicle. The amount of skidding on the runway gave pilots a feel for the braking distance on a runway.

New runway reporting method

The new runway reporting includes human observations of types of precipitation on the runway. The matrix (right) shows different amounts and types of precipitation and the impacts on runway safety. The amount of braking friction will still be reported as in previous times. The additional information describing the runway condition will be used in conjunction with the braking friction to come up with a value between zero and six. A value of zero denotes the worst runway conditions, while a value of six signifies a dry runway.

The value will be determined in three spots along the runway and then averaged. Previously only one spot on the runway was required to be evaluated.

In the end, pilots will have one number to judge the safety of landing or taking off a certain runway.

(Modified from 11/04/16 Aviation eBrief article by Mark Torregrossa)

**APPENDIX F. RUNWAY CONDITION ASSESSMENT MATRIX (RCAM)
(FOR AIRPORT OPERATORS' USE ONLY)**

Assessment Criteria		Downgrade Assessment Criteria		
Runway Condition Description	Code	Mu (μ) ¹	Vehicle Deceleration or Directional Control Observation	Pilot Reported Braking Action
• Dry	6	40 or Higher	—	—
• Frost • Wet (Includes Damp and 1/8 inch depth or less of water)	5		Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
1/8 inch (3mm) depth or less of: • Slush • Dry Snow • Wet Snow	4	30	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
5° F (-15°C) and Colder outside air temperature: • Compacted Snow	3		Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
• Slippery When Wet (wet runway) • Dry Snow or Wet Snow (Any depth) over Compacted Snow	2	20	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
Greater than 1/8 inch (3mm) depth of: • Dry Snow • Wet Snow	1		Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
Warmer than 5° F (-15°C) outside air temperature: • Compacted Snow	0	20 or Lower	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil
Greater than 1/8 (3mm) inch depth of: • Water • Slush • Ice ²	0		• Wet Ice ² • Slush over Ice • Water over Compacted Snow ² • Dry Snow or Wet Snow over Ice ²	

FAA Safety Team | Safer Skies Through Education Programs

"ADS-B Made Easy"

Topic: Garmin and Jeppesen have teamed up to create a truly unique webinar to answer all of your ADS-B questions. On Thursday, November 17, 2016 at 1600 Central/1700 Eastern

Description: No question, ADS-B represents the next big technological leap for aviators of all levels. Look no further than the ADS-B 2020 mandate for proof. This emphasis on ADS-B has left a number of owners and operators with a lot of questions: What's so good about it? Why is it here anyway? Do I have to comply? How does it work? Are all systems the same? Garmin and Jeppesen have teamed up to create a truly unique webinar to answer all of your ADS-B questions. More importantly, this webinar will give you the insights to appreciate the value of ADS-B today, as well as a few key insights on how to be compliant tomorrow.

To view further details and registration information for this webinar go to: http://www.faasafety.gov/SPANS/event_details.aspx?eid=72328

"Airman Certification Standards (ACS) Explained (ID69)"

Topic: The FAA and Industry Have Partnered to Develop the Replacement for the Practical Test Standards. On Tuesday, November 15, 2016 at 13:00 CST/14:00 EST.

Description: The Airman Certification Standards bring substantial improvements to the certification process. This webinar will provide some background on how the ACS was developed and then explain how the ACS is used during both knowledge tests (AKA written tests) and the practical tests.

To view further details and registration information for this webinar, go to http://www.faasafety.gov/SPANS/event_details.aspx?eid=72072

Both courses offer 1 Credit of Basic Knowledge 3 for the WINGS/AMT Programs:

EAA Now Chairs GA Joint Steering Committee

EAA's influence and relationships with the entire aviation community will be a major asset as the organization assumed the chairmanship of the FAA's General Aviation Joint Steering Committee (GA-JSC) this month. Sean Elliott was in Washington, D.C., late last week to officially take the chairmanship from the retiring Bruce Landsberg, former president and executive director of the AOPA Air Safety Foundation.

The FAA's GA-JSC is an industry-agency partnership working to improve general aviation safety. It analyzes safety data and uses a consensus method to develop risk reduction efforts. Earlier recommendations from the group included those in loss-of-control accidents and system component failure. The stated goal of the committee is to reduce the GA fatal accident rate per 100,000 hours by 10 percent by the end of 2018, with no more than one fatal accident per 100,000 flight hours by that time. (From EAA eHotline 10/27/16)



Unique Aircraft Engine for Sale

John Erickson, a neighbor of Tom Sullivan, has this engine for sale. It's a pretty small engine as you can tell from the beer can. John and his wife have volunteered at FAD for years. If interested call him at 906-458-4514.

Please bring it to a Chapter meeting if you buy it so we all can get a look at it.

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