

SKYWRITINGS



EAA Chapter 439
Central U.P. of Michigan

November 2017
Home of the Yoopers!



Being an old Air Force Bomber pilot, this is one of my favorite EAA photos from AirVenture 2017



While looking through the EAA webpage for a photo to place here I ran across "The Green Dot". The Green Dot is a podcast for those who fly for the love of it or are simply fascinated by the world of flight. The Green Dot features EAA news, general aviation topics, history, personal experiences from the hosts and a variety of guests, and anything fun, interesting, or cool in and around the world of flight.

You can land on *The Green Dot* no matter the season on iTunes, Google Play, Stitcher, and on EAA's blog.

Up-Coming Events

November 11th - 9am Chapter Meeting at Kubick Aviation

The Prez Sez!

Tom Sullivan

toms1@chartermi.net

After the last meeting, Chad, Steve Phillips, Scott and I (the 4 that actually attended the meeting) went out and measured up the area where the hangar is planned. We consulted the following week with Tim Howen and thought we had plenty of room for the hangar on that site. A few days later Tim and I visited with Dane at the Construction Code office and found we are more limited than we initially thought, needing a 30' setback from both the county hangar and the Valley Med hangar. Those limitations, combined with some serious electrical panels and wiring for the security gate, are leaving us pretty challenged to get the size hangar we would like. Chad and I went out yesterday and re-measured and I drafted a lot diagram which was forwarded to the engineer for review. We will be finding out more shortly on what we can do with this location.

Tim and his crew also removed the old concrete pad and safety poles. Tim skinned the topsoil off and they hauled in some fill for the building. The fill will have the winter to settle and compact, and we can add more in the spring. We will need to relocate the gate in the spring as well.

Kubick Aviation hosted a FAA wings program at the end of October. The program was started though with the FAA bestowing the Wright Brothers Award to Les Brown for 50 years of accident/incident free flying. The attendance for the award was probably 60-70 people. It was clearly a special moment for Les and Caroline and they enjoyed the great turnout of friends and fellow pilots for the ceremony. Chad is planning on hosting several of these Wings Programs on an annual basis, pending pilot interest and participation. It sounds like Mark Yankovich may present the next one, as he has now become affiliated with the Milwaukee FSDO, the presenting FAA office.

The Lancair has been down for over a month for "final bodywork". To say final is a bit of a stretch, but my body guy from Tennessee looked the plane over pretty good at Santa Fe, NM and suggested several areas I could complete before sending it down to his shop. Many of the items cropped up after 165 hours of flying, either from pressurization cycles, air loads at the cruise speeds this plane sees, or from baking in the sun and shrinking some of the composites. I've been living out at the hangar the last 5-6 weeks and hope to be back in flyable primer in the next week.

We need to have a discussion about our Christmas Party this year. Last years did not go over very well, and we are open to suggestions. We also need to conduct elections in the next 2 months, whenever we can get a decent enough group together to conduct them.

Tom

Editor's Notes

Will Kroeger

906-241-9070

wkroeger@alphaComm.net

Listening to My Plane

I am happy to report that the carburetor on my engine has been fixed. My first indication of a problem was an increase in fuel consumption on one of my flights to my home in Nebraska. I had fueled up at Merrill, WI and decided the dog and I (yes, I fly with my dog) could do the 3.5 flight with no further stops since it was a nice, clear calm day. As I approached the Omaha area I noticed my fuel gauges indicated lower than normal but thought nothing of it. I filled my tanks a few days later before my return flight and was shocked to see I had burned 3 gallons more an hour than normal. I attributed this increase in fuel burn to flying at a slightly higher power setting and that my plane was probably not level when I fueled up.

I paid more attention to my power settings on my return flight to Iron Mountain, but still burned about 1.5 gallons more an hour than I normally do on cross country flights. At this time I was starting to think that my manual primer, which had been worked on during my last annual, may be leaking fuel somehow into the intake manifold. I was not concerned of any real problem at this time.

However, my concern increased a few days later when I flew back to Nebraska. My first leg went ok, but the leg after a fuel stop proved interesting. The engine felt a little rough on takeoff and initial climb out, but smoothed out when I leaned the engine. Several times during the flight I would push forward the mixture lever and the engine would feel rough again. Not a rough vibration or a roughness noticed by other people, but a roughness you feel after owning a plane for 24 years.

After landing I contacted the local FBO. I told them of the engine roughness and the increase in fuel consumption and asked if they could squeeze my plane in for a quick check of the manual primer. While checking the manual primer they stated that the carburetor was very loose and needed an overhaul. They asked when it was last overhauled and indicated the carburetor had probably been acting up for a while. I checked my log books and found out the last time the carburetor was overhauled was 1977.

The FBO sent my carburetor to Central Cylinder, which is owned by a friend of mine, in Omaha to do the overhaul. After three weeks the carburetor was fixed and back in my plane. Sadly, this all occurred during the EAA Tri-Motor visit and FAD which meant I had to drive back and forth from Nebraska to Michigan.

I performed the flight check of the rebuilt carburetor before my next cross country to insure everything worked ok - carb heat and leaning. The engine felt slightly different than normal, but not in a bad way, which I think confirmed the FBO's statement about the carburetor deteriorating over time. I must have been getting use to a new sound and feel without realizing it. Leaning was different with the overhauled carburetor in that I had to pull the mixture lever back farther to get the RPM increase (I do not have an EGT gauge) and to find that sweet spot for cruise.

My next flight was back to Iron Mountain to do work on our house before winter. The flight was smooth and my fuel burn was a little over 9 gal/hr which I had not seen in several years. My flight back to Nebraska had the same results on engine performance. It was nice to fly a 3.5hr leg and not see the fuel gauges get real low.

So, what is the lesson learned here? You know your aircraft better than anyone else. You know the sounds and how it feels. If you feel something is amiss, then you should have it checked sooner than later. I heard my aircraft telling me something but I choose not to listen at first. Luckily, I did listen before something catastrophic happened in flight.

Will

FAA AD on ELT

The FAA released an AD on Ameri-King Corporation ELTs on October 24, 2017. The Ad applies to ELT model numbers AK-450 and AK-451. This AD was prompted by multiple reports of ELT failure. This AD was also prompted by a report of noncompliance to quality standards and manufacturer processes related to Ameri-King Corporation ELTs. Failure to adhere to these standards and processes could result in ELTs that do not function. They issued this AD to detect and correct nonfunctioning ELTs, which, if not corrected, could delay or impede the rescue of the flightcrew and passengers after an emergency landing.

For further information go to: <http://www.regulations.gov/document?D=FAA-2016-6673-0011>

FAA Safety Team Survive a GA Accident

Do you have what it takes to survive a forced landing or aircraft accident? Little things can make a big difference in increasing your odds of a successful rescue. Although surviving a crash is one of those “I hope it never happens” events, it’s something you need to consider both for yourself, and your passengers. Download the FAA Safety Team #FlySafe fact sheet to learn more at: <https://1.usa.gov/2xOV2MU>

TOP ISSUES EAA IS WORKING ON

EAA Headquarters is always working on numerous advocacy issues on behalf of individual members, chapters, and the GA community as a whole. Their work is motivated by their goal of lowering barriers to aviation participation and helping fellow aviators now and in the future. Some of their work benefits individual members, some benefits localized communities. Much of their effort, however, addresses concerns shared by all recreational pilots, current and future.

The following is a brief list of a few of EAA’s major advocacy goals: For more info on any topic go to: https://www.eaa.org/en/ea/aviation-advocacy-and-safety/aviation_advocacy/top-aviation-issues

ATC Privatization

EAA is actively opposing a disastrous ATC privatization proposal currently making its way through Congress.

BasicMed Resource Center

For information regarding BasicMed, please visit our BasicMed Resource Center.

Light Sport Aircraft Reform

EAA is engaging with appropriate FAA officials to explore multiple paths for potential light sport reform.

Certification Policy Changes, Primary Non-Commercial Aircraft Category

EAA is working to incorporate the final recommendations of the aircraft certification ARC into FAA regulations.

Drone Policy: Protecting GA Flight Safety & Airspace Access

EAA is working to ensure that the UAS policies are acceptable to the GA community in terms of airspace access and flight safety.

Finding an Acceptable Unleaded Fuel for the GA Fleet

EAA continues to work toward a sustainable unleaded replacement for 100LL in light of recent environmental and economic challenges.

ADS-B Equipment Mandate

EAA is working to ensure that the transition to ADS-B for the GA fleet will be accomplished smoothly and inexpensively.

Keeping 121.5 MHz ELTs Legal

The FCC has repeatedly attempted to overstep its bounds by threatening to ban the use of 121.5MHz ELTs.

LODA Reform & Expansion for Ultralight Training

EAA is working to bring back instruction in low mass/high drag aircraft. Many are 2-seat ultralight trainers now certified as E-LSA.

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 Flying Hamburger Social Go to www.wisconsinflying.com or www.wiflysocial.com

Nov 12	Fly-in (B)	Reedsburg, WI (C35)	8:00am - 12:00pm \$8
Nov 13	Meet with ATC Seminar/Q&A	Madison, WI (MSN)	7:00pm - 9:00pm
Dec 6	Meet with ATC Seminar/Q&A	Watertown, WI (RYV)	6:00pm - 8:00pm
Dec 10	Fly-in (B)	Reedsburg, WI (C35)	8:00am - 12:00pm \$8
Dec 16	Rusty Pilot Seminar	Middleton-Morey, WI (C29)	9:00am - 12:00pm

AirVenture Oshkosh 2018 Tickets Available Now

Advance purchase admission tickets and camping credentials are now available for the 66th annual EAA AirVenture Oshkosh fly-in, providing greater convenience for those traveling to the World's Greatest Aviation Celebration. The week-long event will be held July 23-29 at Wittman Regional Airport in Oshkosh. Buy your tickets at <https://www.eaa.org/en/airventure/aaa-airventure-tickets>

EAA Webinars

11/8/17 7 p.m. CST Weather or Not H. Paul Shuch

Making an informed go/no-go flight decision requires the pilot to collect and evaluate weather information pertinent to the flight. The task can be overwhelming, but help is available! In this FAA WINGS qualifying webinar you will learn where to turn for help in deciding "weather or not" to fly. Qualifies for FAA Wings credit.

11/15/17 7 p.m. CST Fly the Easy Way Larry Bothe

Why are you working so hard to fly your airplane? FAA designated pilot examiner Larry Bothe will share 21 tips and tricks you can do to make your flying easier, safer, cheaper, and a whole lot more enjoyable. Tune in and prepare to learn some new techniques your instructor may not have taught you. Qualifies for FAA Wings credit.

11/21/17 7 p.m. CST Add "Certified SOLIDWORKS Professional" to Your Resume Mike Puckett

EAA members may now take the test to become a Certified SOLIDWORKS Professional (CSWP) for free (\$99 value) thanks to the generosity of EAA member benefits partner DS SolidWorks! Our presenter for this webinar is Mike Puckett, a student pilot and senior manager for the SOLIDWORKS worldwide Certification Program. Mike will introduce this new EAA member benefit and explain how to prepare for the test including topics covered on the test, a demonstration of some of the skills that will be tested in each of the three segments of the test, and frequently asked questions.

11/29/17 7 p.m. CST Secondhand Homebuilt Earl Downs

Finding your dream plane in an existing experimental amateur-built aircraft could be a great option for pilots not able to build an aircraft. In the July 2017 EAA Sport Aviation article titled "Secondhand Homebuilt," Earl Downs wrote about the rules, regulations, and downline ownership responsibilities involved in owning and operating a homebuilt aircraft that someone else produced. In this webinar, Earl expands on the subject. In addition, he will also offer suggestions for original builders to add value when they look to the future of possibly selling their homebuilt aircraft. Qualifies for FAA Wings and AMT credit.

12/6/17 8 p.m. CST Grand Theft Propeller? Mike Busch

The IA declared the airplane's corroded propeller to be unairworthy to the point of being unrepairable. The owner agreed to replace the prop with a new one, but told the IA he wanted his old propeller back so he could sell it on eBay. The horrified IA was reluctant to give the corroded prop back to the owner; concerned it might wind up on another airplane and cause an accident. Can a mechanic hold an aircraft component — or an entire airplane — hostage like this? Mike Busch explores this question and offers some guidelines about owner and mechanic rights and responsibilities.

12/20/17 7 p.m. CST The Experimental Experience: Building, Flying, and Maintaining Dick Socash

Whether you are already flying, currently building, seriously considering, or just curious about building an experimental airplane, RV-7A builder Dick Socash answers many of the questions that come up. Including a collection of ideas, experiences, and considerations relating to building, flying, and maintaining an experimental airplane that come under the category of good things to know.

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

Vice President: Mike Youngs 1716 River Street Niagara, WI 54151 715-923-0066 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 906-241-9070 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

Oshkosh Volunteer Chairman: Donna Sisk 1101 River Reach DR #515 Ft. Lauderdale, FL 33315 954-647-4396 dk.sisk43@gmail.com

Technical Counselor: Bill Landry, blandry801@aol.com

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