

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

November 2018
Home of the Yoopers!



View from the nose of the B-25 at Ford Airport Day

FAA relaunches ADS-B rebate

The FAA on Oct. 12 reopened the \$500 rebate program to support Automatic Dependent Surveillance-Broadcast (ADS-B) Out equipment. The program that had ended in September 2017 will now close Oct. 11, 2019. The agency is making \$4.9 million available under the new rebate program, which will help to fund 9,792 new ADS-B Out installations.

As before, there are five steps aircraft owners should follow to meet the mandate and receive the \$500 rebate. First, purchase the equipment and schedule installation. Second, get a Rebate Reservation Code by reserving a position online. Third, install the equipment. Fourth, conduct the required equipment performance validation flight and get an Incentive Code. Fifth, claim the \$500 rebate online using the Rebate Reservation Code and Incentive Code.

As with the earlier rebate program, the FAA reports that the new rebate program is available only to those who have not yet equipped their aircraft. Full rebate rules are available on the [FAA website](#)

Up-Coming Events

Saturday November 10th 10:00am EST (9:00am CST)- Chapter Meeting at Terry Glimm's Hangar at the Delta County Airport (ESC) in Escanaba, MI

I know FAD 2018 is barely over, but it is time to start thinking about FAD 2019. We did not make as much money this year as we did the past few years, This was because of the cost to bring in the B-25. So for next year we need to find a less expensive option. Please think of what will not cost a lot while still affording an aviation experience for our community.

The Prez Sez!

Tom Sullivan

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“If we don’t make some progress here in the next few weeks, even the concrete may end up pushed back to next spring”.

Thought it was appropriate to quote the final sentence of my last newsletter submission. Steve, Will and I went out to attempt to get the forms straightened and supported several weeks ago but found a HUGE amount of dirt had been washed in all over the place, and especially behind the “not yet secured” forms. To compound that, the extremely wet ground was already starting to freeze. After a couple hours of mostly fruitless work, we made the command decision to remove the forms and store them out of the weather for the winter, putting the concrete off until spring. We MAY need to secure the fencing a bit more for winter and install some security measure along the ramp side where the footings have been dug down. I called Tim Howen for an opinion on that over a week ago and he has yet to call me back.

We will really need to develop a strategy for the spring if we are going to see this hangar built. Whether it be strong commitments from a larger portion of the chapter membership, hiring some workers short of full blown contractors (to keep the labor costs in check but actually get consistent progress) or hit some jack pot of money to go the full contractor route. These options should be reviewed in the next few months and we need to develop a “brochure” or information letter about the hangar and what we hope to accomplish with it (kids programs in aviation!). Fund raising for the hangar should be done over the winter, and some preferably before year end for a lot of businesses (December 31). Clearly trying to fund raise for FAD and the Hangar Project at the same time will not be very productive!

I compiled the final Financial Statement on FAD and we came out at about half of what we have seen in the two prior events, and lower than the last three events. Gate receipts indicate a pretty normal, or even a bit up, attendance. Probably the biggest factor was some donations (including mine / U.P. Truck Center’s) were down. Looking across the last four years financials though, many have trimmed down their support by 50%. We DO have some new ones, thanks to David and Will. That’s one area we can work on to get more profitable on our event. I am still convinced the Friday Veterans event really enhances our main Saturday event. We had three TV stations cover the Friday activities and that is ALL FREE advertising. There were quite a few that came through to look at the Bomber on Thursday evening, for free.....not sure how I feel about that. Several I saw never came for the “Pay Event” on Saturday. Kind of sad they get an up close look yet offer no support for the cost it took us to get them here.

We need to decide what we want to do for a Christmas Party. Scott was gracious enough to host last year’s party and we had a decent attendance. Looking for membership input on location and date!!

I will add just a few comments on my flying/airplanes. The Mooney Rocket is down for an engine overhaul. I ran it 500 hours past TBO, so can’t really complain. But I had it sold before that came up, back in August. Hoping the buyer is still on when it gets completed next week. I had Kubick Aviation complete my annual and engine replacement. I was not really wanting to have an “owner assisted annual and engine R&R” as the last entries in the logbook as I am trying to sell it. Chad updated my logbooks very nicely over the last several years, making them a real asset to prospective buyers. The Lancair is getting a defroster port to Beth’s side window mods done on it right now. She really doesn’t like the frost on it up in the flight levels. Otherwise it is flying great.

Tom

Editor's Notes

Will Kroeger

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I'm mad as H... and won't take it anymore!

This is my favorite line from the 1976 movie "Network". It is also my reaction when realizing I purchased and installed my ADS-B equipment between the two FAA ADS-B rebate periods. Oh well, at least I have the equipment in my aircraft. But now I hear there may be a replacement to ADS in a few years - something better they say.

If you are an AOPA member you probably noticed they have been after a few FBO for charging for unwanted services. I have only run into this practice three times in all of my years of flying general aviation aircraft. Of course, I normally fly into uncontrolled small airports which do not have fees.

All of my incidents occurred years ago when flying Airlifeline Missions. I took a man and his wife to Rochester, MN and did not know that the yellow line on the parking ramp around the FBO meant that I had to pay a fee even if I did not use their services. There was nothing about the fee in the Flight Guide I was using or the A/FD. I did not know there was a fee until I read the sign on the door of the FBO. As I was walking back to my plane, after getting my passengers to a waiting medical van, a line person from the FBO told me I had to go back inside and pay my "fee". I thanked him for letting me know, then informed him to send me a bill. He stated I could not start my engine on their ramp until I paid the bill. So, I pushed my plane about twenty feet to get outside of their ramp space, as indicated by the yellow line, started my engine and left. I never got a bill and never went back to Rochester.

Another time I flew into St. Paul Downtown and ran into the same situation. A sign on the door indicated I needed to pay for "parking" on the ramp. However, as I was getting ground transportation for my passengers, the person at the FBO counter indicated I did not need to pay any fees since I was on an Airlifeline mission. They also offered a reduced fee for fuel and gave me a heads up on what to expect for a VFR departure on runway 32 with a destination to the southwest. Nice people.

The last incident occurred in West Branson, MO. Once again, I did not get any previous indications there would be fees. Like the others, they had a sign on the door and on the counter indicating "fees" were due. However, like St. Paul, they waived the fees because of it being a Airlifeline mission. However, there was a pilot there who flew in with a twin who was very upset. He and the FBO manager were in a heated discussion when I left.

I have a feeling "ramp fees" may become more common in the future. Two of the airports I mentioned above are big towered airports. However, I heard a local airport (KMLE) here in Nebraska started to charge a "ramp fee" or minimum fuel purchase requirement. I saw it in the comments in AirNav but have not checked it out. I think this practice is more common than just a straight ramp fee regardless of fuel purchase. I really don't have a problem with min fuel purchase requirements when on a cross country flight since that is the main reason I am stopping at an airport. Of course, if the requirement is above 25 gallons then I might complain since I have a 25-30 gallon fuel burn bladder.

An online source to find if your destination has ramp fees is: <https://rampfee.me/> However, the best option is to call the FBO at the airport.

For another's opinion on ramp fees, go to:

<https://www.avweb.com/blogs/insider/Whats-a-Fair-Ramp-Fee-229581-1.html>

Will

EAA Webinars

Register at: [Webinars](#)

11/7/18	8 p.m. CST	Operating Oversquare**	Mike Busch
11/14/18	7 p.m. CST	Charting Your Course: Deciphering the VFR Sectional Aeronautical Chart*	Prof. H. Paul Shuch
11/21/18	7 p.m. CST	Tailwheel Flying Techniques*	Glen Oliphant
11/28/18	7 p.m. CST	ADS-B: A Practical Guide For Pilots*	John Zimmerman
12/5/18	8 p.m. CST	Post-Maintenance Checklist**	Mike Busch
12/12/18	7 p.m. CST	Master the Transition: Earning Your Complex and High Performance Endorsements*	Tom Turner
12/19/18	7 p.m. CST	Tail Wheels 101: Inspection and Maintenance**	Joe Norris

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

GAO Investigates FBO Pricing

The Government Accountability Office has bitten on AOPA's two-year-long campaign to end what it says is gouging by FBOs at some airports. At the request of House Transportation Chairman Bill Shuster and aviation subcommittee chairman Frank LoBiondo the GAO is specifically looking at whether the FAA is doing its job ensuring airports that receive federal funding ensure businesses charge "fair, reasonable and nondiscriminatory fees and prices" for services and products. AOPA alleges that some FBOs, particularly large chains that enjoy monopolies at some airports, are charging exorbitant rates for some services and also charging for services that aren't requested.

AOPA says it's making progress in its campaign in that FBO chain Signature now publishes some of the fees it charges online, although not all of them. AOPA is also among five aviation groups that have called on FAA Acting Administrator Dan Elwell to make the FAA require airports to map all available transient ramp space. "As we've said since the beginning, most FBOs do a great job of providing service to pilots at reasonable costs. Our attention is focused on the small minority—often large chain FBOs with a monopoly position at an airport—who choose to abuse their positions to the detriment of pilots who funded these airports," reminded AOPA President Mark Baker. (AVweb 10/28/18)

Organizations Publish Best Practices For FBOs

Six aviation associations released a document detailing a series of communications best practices for FBOs on Wednesday. "Know Before You Go" ([PDF](#)) calls on FBOs to provide clear, complete and easily accessible online descriptions of available services, along with all associated prices and fees. The organizations, which include the Aircraft Owners and Pilots Association (AOPA), the Experimental Aircraft Association (EAA) and the National Business Aviation Association (NBAA), are also asking FBOs to encourage customers to contact them directly with any questions prior to arrival.

According to AOPA, it has been gathering data and working to address concerns about FBO fee transparency and potential airport accessibility issues created by some pricing practices for almost two years. "This is a major step in our work to ensure reasonable airport accessibility, and we hope that today's announcement sends a unified message that FBOs need to be able to accurately tell all aviators what costs to expect before arriving at publicly funded airports," said AOPA President Mark Baker. "We believe that the united support of these principals both validates that there is an issue with pricing transparency and provides a reasonable path to meet customer expectations."

The General Aviation Manufacturers Association (GAMA), Helicopter Association International (HAI) and the National Air Transportation Association (NATA) partnered with AOPA, EAA and NBAA on the release of "Know Before You Go." (AVweb 11/2/18)

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/Yooper Flying Hamburger Socials Go to www.wiflysocial.com

Not a flying event, but a nice video about the basic love of flying: "Wings over the Rockies"
Go to: <https://vimeo.com/41425441>

Do You Want a New Leather Jacket?



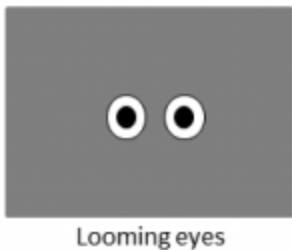
The Fly Wisconsin Airport Passport program promotes safety and education by encouraging recreational flight to Wisconsin's 126 public use airports. It also supports general aviation airports, area businesses and tourism. It is a collaborative program of the Wisconsin Department of Transportation (WisDOT) Bureau of Aeronautics (BOA) and the Wisconsin Airport Management Association (WAMA).

Who is eligible?

Any licensed pilot, from any state, and their passenger(s) may participate. Pilots and their passengers may earn three different levels of recognition awards by flying into airports, attending annual FAA safety seminars and visiting Wisconsin's aviation attractions.

For more info on how to get that jacket, go to: <https://wisconsin.gov/Pages/travel/air/pilot-info/flywi.aspx>

'Looming Eyes' Deflect Birds From Planes



Researchers in France have found that birds display an aversion to "large looming eyespots," and will avoid locations where they can see the eyespot display. The results were "significant," the researchers said, and "suggest a high potential for application." The eyespots are projected on a screen and animated to grow larger, as if approaching the viewer. Birds were tested both in the lab and at an airport, and most responded by turning away or flying away from the screen. The researchers completed more than 8,800 tests with a variety of bird species over five weeks.

In the field tests, the researchers found a few birds would remain in the "zones of visibility." Some birds may be resistant to the stimulus either because they are particularly fearless, cannot see well or have developed other avoidance strategies, they said. Most of those birds would turn away from the stimulus, "constructing their own visual obstacle." Bird strikes cost aviation operators about \$1.2 billion annually, according to the study. *(from the internet, but forgot where)*

Now, how do we get these on our aircraft?

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

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