

SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

December 2015
Home of the Yoopers!



Its Winter—Time to stay warm and further/refresh your aviation knowledge

"Get a Better Preflight Briefing!"

Topic: How to prepare for and receive a better preflight briefing.
On Monday, December 21, 2015 from 7:30pm—9:00pm Central

Description: In this free 90 minute webinar you will significantly improve the quality of your preflight briefings and your understanding of the information provided to you. We'll also explore 1800wxbrief.com and discuss how to do an effective pre-brief. Lastly, you will learn the differences in various forecasts and what to look for to begin to identify hazardous weather conditions. Register at <http://www.fly-rite.com/#!/weather-classes/c7tk>

To view further details and registration information for this seminar, go to:

https://www.faa.gov/SPANS/event_details.aspx?eid=66086

"RNAV Revealed"

Topic: We will provide a refresher on RNAV basics, as well tips & tricks and a few new insights.
On Thursday, December 10, 2015 at 6:00pm

Description: For over a dozen years, pilots have used Area Navigation (RNAV) to fly direct, navigate more accurately, save time, reduce fuel expense and operate more confidently. But the technology that changed how you fly continues to evolve. Are you keeping up? In RNAV Revealed, we'll provide a refresher on some critical RNAV basics, reveal a few tips and tricks to help you get more from today's technology, and offer you actionable insights for your next flight—and every flight after that. Plan to attend the latest addition to our Chart Clinic Confidential series!

To view further details and registration information for this webinar, go to:

https://www.faa.gov/SPANS/event_details.aspx?eid=64735

Up-Coming Events

Dec 12th - Meeting - 9am at Maple Creek in Iron Mountain. **ELECTIONS for 2016.**
Come enjoy a good breakfast and fellowship!

The Prez Sez!

Tom Sullivan

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Winter is upon us on the calendar, but not sure anyone informed Mother Nature yet. It has been pretty mild this fall and, other than some occasional fog, it's been decent flying weather. I flew over to Eagle River this last Saturday for a half day referee clinic. There ended up being four of us going over, with one being a 54 year old ref that had never been in the air before. It was interesting to see him make the sign of the cross as I started my take off roll. Can't say I've seen that very often. He and the two 16 year olds in the back loved doing a 20 minute flight for a trip that would have taken 75 to 80 minutes by car. The trip home, with wind in our favor, was only 15 minutes.

I announced when we were 20 miles out, and within a minute the local air carrier (regional jet) announced they were 10 out and planning a right base for runway 19. My passengers heard the report and asked if they would see him land. I said I doubt it, as with their speeds they should be on the ground well before us. I announced again at 10 miles out and the RJ called back they were 15 miles out, planning a right base for 19. Confused, I slowed a bit and prepared for a full pattern landing, entering the pattern on a cross wind for 19. I announced we were in the downwind and the RJ stated they were on a 4 mile final, so I extended my downwind for them to land. Well, I ended up on a 5 mile extended downwind before they passed us and I could turn base. On landing and clearing the runway, they thanked me for "letting them in first". I was pretty perturbed, and let them know they could be a "lot more honest" with their position reports, as I could have had the Mooney in the hangar before they landed. I have always given priority to the commercial operations at our home field but deferring to professionals that can't give accurate position reports and ignore VFR pattern rules clearly demonstrates their lack of respect for others sharing the sky with them.

Progress on the Lancair has been very good the last couple months. We have the wiring almost completed in the main fuselage and engine compartment. About all we have left is wiring to the overhead and the wings. Barring any surprises, it's looking like the top will get bonded on in the next week or so. Then the work will really start, with the last hard push before moving it to the airport. Pressure bulkheads, with all the related "chicken plates", final A/C work, defroster and glare shield, TKS deicing connections, final pressurized door fit and adjustments, fitting engine cowls, and a considerable amount of bodywork are all projects slated for completion after the top is bonded on.

Will and Scott are proposing a breakfast chapter meeting. This IS the annual election meeting, so if we can get a decent attendance, we will handle that business. If not, we will post phone elections until the Xmas party, where attendance has always been pretty good. Hope to see you Saturday.

Tom

Editor's Notes

Will Kroeger

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Reading Dave Houseman's article on the next page made me think about the process the NTSB takes when it investigates an accident. The following is an abbreviation of information taken from their web page dealing with investigations. Go to www.nts.gov/investigations for more information.

The Investigative Process

The National Transportation Safety Board was established in 1967 to conduct independent investigations of all civil aviation accidents in the United States and major accidents in the other modes of transportation. It is not part of the Department of Transportation, nor organizationally affiliated with any of DOT's modal agencies, including the Federal Aviation Administration. The Safety Board has no regulatory or enforcement powers.

To ensure that Safety Board investigations focus only on improving transportation safety, the Board's analysis of factual information and its determination of probable cause cannot be entered as evidence in a court of law.

At the core of NTSB investigations is the "Go Team." Their purpose is simple and effective: Begin the investigation of a major accident at the accident scene, as quickly as possible, assembling the broad spectrum of technical expertise that is needed to solve complex transportation safety problems. In aviation, they have specialists who focus on:

OPERATIONS: The history of the accident flight and crewmembers' duties for as many days prior to the crash as appears relevant.

STRUCTURES: Documentation of the airframe wreckage and the accident scene, including calculation of impact angles to help determine the plane's pre-impact course and attitude.

POWERPLANTS: Examination of engines (and propellers) and engine accessories.

SYSTEMS: Study of components of the plane's hydraulic, electrical, pneumatic and associated systems, together with instruments and elements of the flight control system.

AIR TRAFFIC CONTROL: Reconstruction of the air traffic services given the plane, including acquisition of ATC radar data and transcripts of controller-pilot radio transmissions.

WEATHER: Gathering of all pertinent weather data from the National Weather Service, and sometimes from local TV stations, for a broad area around the accident scene.

HUMAN PERFORMANCE: Study of crew performance and all before-the-accident factors that might be involved in human error, including fatigue, medication, alcohol. Drugs, medical histories, training, workload, equipment design and work environment.

SURVIVAL FACTORS: Documentation of impact forces and injuries, evacuation, community emergency planning and all crash-fire-rescue efforts.

The individual working groups remain as long as necessary at the accident scene. This varies from a few days to several weeks. Some then move on - power plants to an engine teardown at a manufacturer or overhaul facility; systems to an instrument manufacturer's plant; operations to the airline's training base, for example. Their work continues at Washington headquarters, forming the basis for later analysis and drafting of a proposed report that goes to the Safety Board itself perhaps 12 to 18 months from the date of the accident. Safety recommendations may be issued at any time during the course of an investigation.

Editor's note: I do not know how much of the above investigation process Dave was subject to. Maybe in the future he can relate his experiences with the investigators.

The following comes from one of our members. I asked Dave if he would write an article of his experience in a Kitfox on November 3, 2015 at the Delta County Airport in Escanaba, MI. Please understand that this incident is still under investigation by the NTSB so this is not an "Official Report" of events.

***Aircraft Mishap at Escanaba
By Dave Houseman***

"We all know that unannounced, catastrophic, mechanically caused engine failures - loss of power with no previous warning - are unlikely " yah right!

The opening statement in Decembers Flying magazine, Unusual attitudes by Martha Lunken.

Now from the person who has experienced more than his share of "Murphy's Law" moments is another story. I am not a crotchety old grump, rather I choose to learn, laugh, and move on.

So on a perfect November morning I am at the airport with the intention to fly. The aircraft is experimental in nature. The preflight inspection was completed, the engine had run long enough to reach operating temperature. By removing the rope holding the aircraft securely to the ground I am ready to taxi. AWOS report, wind 100 at 3, clear sky, visibility unlimited. I chose runway 36. No one else flying. My 1st circuit around the airport was normal. I line up on 36 for the 2nd lap around the airport. Power is increased and I lift off smoothly. At 400 feet AGL my noise canceling headset begins to howl. When I turn left on the crosswind leg, the passenger door flies open. I cannot reach the handle to close the door. Other aircraft are approved to fly with open doors, so I continue to climb thru crosswind leg. I turn downwind a bit high, 1200 feet AGL and reduce engine power to start the glide thru the downwind leg. The howling stops on the headset, I feel / hear a faint "klunk". What was that? Engine running normal propeller still turning. As I pass over runway 9-27, I attempt to add power—the engine races, I immediately reduce power and normal conditions return. Still flying away from the airport, having lost half of my downwind altitude, I now need power for the base leg. The second time I add power the engine races, power is reduced, finally I realize I am in TROUBLE. My base leg turn becomes a 180 degree turn back to the airport. I should be able to make runway 9-27. On a power off glide, I find the altitude vanishes really fast. The little voice in my head kept saying "watch airspeed", do not stall.

I did not panic and wasn't nervous. I have practiced for this event hundreds of times. I can do this, no big thing, except, I ran out of altitude before reaching runway 9-27 and touched down, rather abruptly on the parking apron in front of the terminal, coasting across the grass strip, the taxiway, almost stopped, a ditch in front—"RATS"—down I go to the bottom, the wheels roll into the muddy bottom where the aircraft flips on its back, which gives a whole new meaning to "wheels up ". As I hang upside down, via a 4 point safety harness, my thoughts are not printable. The safety harness is released, I crawl out of the aircraft and survey damage. Broken propeller and bent wing strut are obvious The ELT is activated. 911 is called by others watching, there are more police cars than I can count, along with the fire truck and ambulance. The EMT's were concerned about the bump on my forehead. No way am I going to the hospital in the ambulance. I have already had that ride. I am fine.

In the meantime the airport is closed for an hour. At some point the aircraft is put back on it's wheels. So what failed—I am still not sure. The NTSB has expressed an interest in finding the exact cause of the problem. This prohibits us from removing the engine and dissecting it.

Looking at the engine surface there is no apparent damage, but some internal part of the Rotax gear reduction unit failed. Looking back, the learning part of this adventure is to expect the unexpected. I do not remember a forced landing ever being on my bucket list, but I have crossed it off anyway.

Former Member Gone West



Donald R. "Don" Brackenbury, 87, Escanaba, passed away on Friday afternoon, November 20, 2015 at OSF St. Francis Hospital.

He was born on February 26, 1928 in Plymouth, MI, son of James A. and Lillian G. Brackenbury. Don was raised in Rogers City where he graduated from high school and then later received his Bachelor of Science in Geology from Michigan State University.

Don served in the US Air Force from 1946 – 1949. He received the World War II Victory Medal.

On October 21, 1961 Don was united in married to Dolores "Lorrie" Frazier. In 1969, they relocated to Escanaba where he worked for the State of Michigan. He was a geologist for 35 years before his retirement.

Don was a lifetime member of Great Lakes Sports & Recreation Club, Delta County Amateur Radio Society, EAA Chapter 439 and the Escanaba Masonic Lodge. He was a ham operator, pilot, hunter and skin diver.

Among survivors include his wife, Lorrie of Escanaba; two sons, Michael Brackenbury of Escanaba and Timothy (Beverly) Brackenbury of Waupaca, WI; brother, Richard Brackenbury of Vermont; grandson, Allen Kempf; and many nieces and nephews.

A New Metal Designed for Airplanes Is 99.99 Percent Air

The new material could significantly reduce the weight of airplanes, decreasing fuel consumption

Written by Nick Mafi for Architectural Digest Online November 26, 2015

For the past six years, scientists at HRL Laboratories have been working on their microlattice technology. "The concept is very similar to the structure of human bones," says Dr. Tobias Schaedler, a senior scientist at HRL Laboratories in Malibu, California. "Our bones, much like the microlattice, are composed of a very strong and durable exterior, while the interior is hollow. This is how our bones are not only tough but lightweight as well."

The metal is first constructed of lattice structure made of 3-D-printed polymers, which are coated with an extremely thin layer of nickel—so thin in fact that the metal is one hundred times finer than a single human hair. Afterward, the polymers are washed out, leaving a hollow tube of 100-nanometer-thick nickel, which is then combined to construct a larger mass of metal.

Formerly known as the Hughes Research Laboratories, HRL is aiming to implement the use of a metal that is half the density but the same strength as the ones currently utilized on commercial aircraft. The new microlattice technology would help bring down the overall weight of airplanes, ensuring less fuel consumption during operation, which is the largest overhead cost for airline companies.

Boeing will likely debut the technology on the lower section of its rocket ships within the next five years, while the microlattice will take another decade to be incorporated into the sidewall or floor panels of commercial planes.



For Sale. Pietenpol Project

Long fuselage, ribs, tail feathers, center section of wing, fuel tank are completed.

Sitting on the gear, with 600 x 6 Cleveland wheels, with tires and tubes and has Matco tail wheel. Also have control stick, master cylinders, A65 continental engine with 0hrs SMOH, and a Corvair engine core that is suitable for conversion. Wing spars came from Wicks, and have struts, safety wire and twist tool, several fittings and brackets are done. Have extra pulleys, and large assortment of

AN nuts and bolts. I have all documentation, pictures and many receipts. \$7500.00 for all. Contact Dave Jeardeau, Phone 608-334-0112, e-mail jjeardeau@att.net

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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