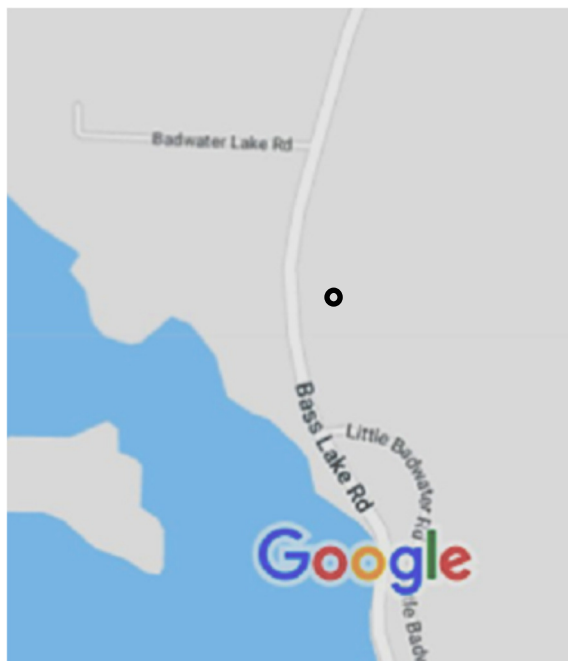


SKYWRITINGS



EAA Chapter 439
Central U.P. of Michigan

December 2017
Home of the Yoopers!



Take US 141/2 north out of Iron Mountain, go straight ahead at the light with 95. Turn left right after going over the Menominee river. Turn left on Bass Lake Rd/County Rd 607. Or take 95 north and turn left on Twin Falls Access Rd which is after the Whispering Pines bait shop. Turn right on Bass Lake Rd/CO Rd. 607.

The Christmas party will start at 4pm (CST) with appetizers; Trask's will provide coffee & fruit drinks. Dinner will start at 5:30pm. Please bring your favorite dish to share and/or an appetizer along with your special someone. The Trask's live on the east side of the road between the north entrance of Little Badwater Road and Badwater Lake Road.

Up-Coming Events

December 16th - 4pm (CST) Christmas party at Trask's house N4592 Bass Lake Road/County RD 607
Drinks and appetizers at 4pm with dinner at 5:30pm.

The Prez Sez!

Tom Sullivan

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Winter has clearly arrived in the U.P. Although we've not had a lot of snow, the temperatures have been pretty "normal" for this time of year. I was reminiscing during the middle of November what 2016 was like while I was conducting the initial flight testing of my Lancair. In 2016 we experienced temps nearly in the 60's and on the 14th, my first flight day, the airport was like a bee's nest with planes out to enjoy the last of our fall. This year the ground was already froze by the 14th, and few outdoor jobs in the middle of this year's November were met without full winter gear and cold hands.

Speaking of the anniversary of my first flight on the Lancair, I didn't get to celebrate it with a flight because I was down for 7 weeks completing a list of bodywork items preparing the plane for my painter. Having just completed a flight to Florida and back last weekend, I was able to see about a 3-5 knot speed increase as a result of some speed mod's I did while doing that bodywork. At this point it looks like the last trip in primer will be just after Christmas to Florida, then to Tennessee in early January for paint. Hopefully my interior will follow in late spring and maybe, just maybe, I can attend Oshkosh with this plane completed in 2017.

My trip to Florida was for the funeral of the very guy I flight tested my plane with last year, John Cook. He was diagnosed with a cancerous brain tumor in February, fought a valiant fight, but was unable to beat it. His primary home was in Deland, a short hop from Spruce Creek. I picked up a fellow Lancair Propjet builder in Columbus Ohio (well actually KOSU, which is the Ohio State University Airport) on my way down, and he accompanied me to the service. John was my mentor for all things engine related and his son (who had taken over John's engine shop) was my engine builder. His knowledge of the Lancair and Walters engine was unsurpassed by anyone else on this planet. It was a tough loss.

I submitted a lot diagram to our hangar plans engineer about a month ago. I followed with another email and finally a phone call to verify they received the diagram. We will likely need to modify and/or reduce the hangar size a bit to meet fire code requirements for setback. Our location could not be better, but the distance between the county hangar and valley Med's hangar (Kubick's previous building) is tighter than would be ideal. We're hoping for a final drawing by mid-winter so we can hit the ground running in the spring on the project.

I had an interesting exchange with Jacksonville Center on my way home a week ago Sunday (morning). I had just been handed off by Daytona Beach Approach, climbing pretty briskly towards my first way point of my flight plan (ROYES CRG KOSU). The friendly controller says "Cleared to your destination, via Ann Arbor, direct". I look at Joe, my passenger from Ohio, and asked him "what did he say"? He said he thought he heard Ann Arbor too? I call the controller back and ask him to repeat the intermediate way point and he says "Ann Arbor, Direct OSU"..... and then starts laughing and says "GO BLUE", (this was the morning after the Big 10 Championship between OSU and Wisconsin, which we watched as my friend was an OSU Grad). I laughed and asked to clarify that I WAS DIRECT TO KOSU, which he approved. I clarified at that time I WAS a Michigander, and just dropping off an OSU guy on my way home. When he handed me off 10 minutes later, he departed with the final comments "GO BLUE" and laughed. As I reflected I thought it was pretty wise of me to NOT tell him I'm a State fan, I would have likely been given KOSU via Atlantic City, Direct. He must be a big Michigan fan.

Tom

Editor's Notes

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Ford Airport Day 2018

I know some of us are still recovering from FAD 2017, but now is the time to start thinking about next year. In fact, by this time last year we already had a tentative agreement to get the EAA Ford Tri-Motor.

We did talk a little at the November meeting about what our main attraction could be next year. We thought a Bell UH-1 (Huey) helicopter as a display would be nice. It would be even better if we could get a Huey that offered rides. Having a Huey would also work with any program the airport and VA might plan for the Friday before FAD. I do not know if any veteran event is planned for next year, but the last two programs were very successful.

I decided to check the possibility of getting a Huey for FAD 2018. The problem is that most flying Hueys are in the southern part of the US, but I did find one in Indiana - American Huey 369. They do offer rides to "members". Membership costs \$100. I contacted them and found the cost to be prohibitive for our event - \$20,000 in flying costs to come (4 hours to/from @ \$2500/hr) plus 7 hotel rooms for 3-4 days plus a large van. This would require some big donors.

I looked into getting a nonmilitary helicopter to offer rides. There are two companies close enough (UP North in Menominee & Fly High in Baraboo, WI) that offer rides. However, I don't know if a regular helicopter is enough of a pull to get people to FAD. UP North has offered rides at Pine Mountain during the ski jump in the past, however it did not appear to be real busy. Of course, that was during the winter.

Another option could be to get a B-25 from either the Commemorative Air Force in St. Paul, MN or the Yankee Air Museum at Willow Run Airport. I checked both of their online schedules and they are available for FAD.

Bottom line: We need to decide what we want to do for FAD 2018. If any one has a suggestion, either come to the party on Saturday or let a chapter officer know.

I have decided to bite the bullet and upgrade my aircraft while I am traveling this holiday season. I have decided to go with the Stratus ESGi ADS-B certified transponder which comes with the Stratus 2i ADS-B in receiver. I am also installing two Garmin G5s, the EFIS and DG, and interfacing them with my Century IIB autopilot; and a Stratus Power to run my iPad and maybe charge my iPhone.

My main reason for the ADS-B upgrade was the safety factor. I noticed during all my trips between the UP and Nebraska that the amount of traffic shown on my iPad depended on whether I was within the 30 mile & 7000 foot traffic box of an ADS-B out aircraft. As predicted, when you only have ADS-B in, you do not see non ADS-B equipped aircraft unless you are in the box of an ADS-B out aircraft.

The most interesting case of this was when I was near Mason City, Iowa. I was in the box of another aircraft and had been watching conflicting traffic on my iPad. This traffic was faster, traveling at the same altitude and general direction with a slight intercept angle on me. Then the traffic disappeared from my iPad. My search for this aircraft intensified and I found it a few minutes later at my 9 o'clock and made a turn to avoid a conflict. I would not have known of this aircraft without having been in the box of another. Of course, I would have known of this aircraft if I was using Flight Following, but service is spotty when I take the northern route unless I fly at a higher altitude.

Another reason for the upgrade is that I am tired of all the wires stretching across the cockpit to power my iPad & ADS-B in device and for the antenna connection. I just hope I get some return on my dollars when I eventually sell my plane. A recent article I read indicated there will be a zero sum gain on aircraft values for having ADS-B in/out after 2020. Hope the G-5s increase the value. Will

Future FAA AD on Pipers

Main Wing Spar Inspection: Piper Aircraft released Service Bulletin 1304 on August 23, 2017 (but did not distribute until November 14, 2017) that directed the inspection of the main wing spar on many Piper PA-28 and PA-32 aircraft. On November 7, 2017 the FAA issued a Notice of Proposed Rulemaking (NPRM) that addresses reports of main wing spar corrosion found in certain Piper PA-28 and PA-32 *Cherokee* series airplanes. This proposed AD would require installing an inspection access panel in the lower wing skin near the left and the right main wing spars if not already there, inspecting the left and the right main wing spars for corrosion, and taking all necessary corrective actions. The FAA estimates the AD would affect 11,476 airplanes of U.S. Registry. For more details and for instructions on how to submit comments before the December 22 deadline, go to www.gpo.gov/fdsys/pkg/FR-2017-11-07/pdf/2017-24083.pdf or <https://www.federalregister.gov/documents/2017/11/07/2017-24083/airworthiness-directives-piper-aircraft-inc-airplanes>

FAA Issues SAIB on Portable Fire Extinguishers

The United States Consumer Product Safety Commission issued a recall on November 2, 2017, for two styles of Kidde fire extinguishers: plastic handle fire extinguishers and push-button Pindicator fire extinguishers. The recalled fire extinguishers may be installed in general aviation aircraft.

The plastic handle fire extinguishers involve 134 models manufactured between January 1, 1973, and August 15, 2017. The recall summary notes that there have been approximately 391 reports of failed or limited activation or nozzle detachments. A complete list of affected Kidde fire extinguisher models along with contact information can be accessed on the Internet at the following link:

<https://www.cpsc.gov/Recalls/2017/kidde-recalls-fire-extinguishers-with-plastic-handles-due-to-failure-to-discharge-and>

Tide Against ATC Privatization Grows

Two notable editorials published this week (November 22) have added to the wide-ranging opposition to privatizing the nation's air traffic control system, with statements coming from those who have worked in aviation for government and industry.

James Van Laak, a former FAA deputy administrator who also worked at NASA, explained in an AVWeb editorial on Wednesday that the proposal currently contained in H.R. 2997 would do more harm to the air traffic system than any good it would bring. He added that pro-privatization arguments "seem to be weak and driven by political dogma."

On Tuesday, NBAA President Ed Bolen and AOPA President Mark Baker joined forces in an editorial in the Washington Examiner titled "Air Traffic Control Privatization is Just an Airline Power Grab." It highlighted just one devastating effect of privatization — the loss of support for the nation's airports that serve smaller communities and general aviation. It also noted the concerns of three separate non-partisan government research agencies with the privatization plan.

While congressional attention has been focused on a number of other issues in recent weeks, it's important that EAA members and all general aviation supporters continue to make their voices heard to their congressional representatives. With many lawmakers in their home districts over the holidays, it's a great time to reach them by phone or in person to make your opposition to H.R. 2997 known. You can also contact your representative via the ATCNotForSale.com website or EAA's Rally Congress page. (From 11/22 EAA e-Hotline)

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

Dec 16 Rusty Pilot Seminar Middleton-Morey, WI (C29) 9:00am - 12:00pm

Register at: <https://ww2.eventrebels.com/er/Registration/StepRegInfo.jsp?ActivityID=23640&StepNumber=1>

Jan 8 ADS-B Seminar Wisconsin Aviation, Madison, WI (MSN) 7:00pm - 9:00pm

Details at : <https://www.funplacestofly.com/aviation-event-details.asp?EventID=22784>

Feb 5 High Altitude Flight Wisconsin Aviation, Madison, WI (MSN) 7:00pm - 9:00pm

More info at: <https://www.funplacestofly.com/aviation-event-details.asp?EventID=22785>

AirVenture Oshkosh 2017 DVD

The official EAA AirVenture Oshkosh 2017 video features the U.S. Navy Blue Angels, B-29s *Doc* and *FIFI*, Bomber Day, a salute to Apollo, many night activities including the new Twilight Flight Fest, the world's greatest air show, and much more. New streaming or download options available now at www.EAA.org/digitalav17.

EAA's Annual Fund for Excellence

It's not too late to make your contribution to EAA's Annual Fund for Excellence. They are only \$132,000 away from their \$400,000 goal. Programs and initiatives like Women Soar *You Soar*, SportAir Workshops, flight experiences in the B-17 or Ford Tri-Motor, and the Chapter Leadership Academy are funded in part by your generous support. Your gift makes the difference! Visit www.EAA.org/annualfund to contribute today.

EAA Webinars

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.

Would you like to own an airport?

Michigan's Torchport Airpark, with grass runways measuring 3,300 feet and 2,600 feet, is for sale for \$999,900. The airport is owned and operated by Duane and Maryann Jorgensen, who are both 76 and no longer fly their own planes. For more info go to: <http://torchport.com/site-plan/sale/>

Bird Strike

A bird strike at night near Lincoln Airport in Nebraska gave these pilots a lot to handle! I can't find any more information than it happened and one of the pilots was injured. It appears to be Bonanza A-36. The birds shattered the windscreen. The ceiling was covered in blood along with the left side interior.



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