

SKYWRITINGS



EAA Chapter 439
Central U.P. of Michigan

December 2018
Home of the Yoopers!



Take US 141/2 north out of Iron Mountain, go straight ahead at the light with 95. Turn left immediately after going over the bridge just west of the 141-2/95 intersection. 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 and dessert to share, along with your special someone. You can also bring an appetizer. 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

Sunday December 16th - 4pm (CST) Christmas party at Trask's house N4592 Bass Lake Road/County

RD 607 All are invited!! Drinks and appetizers at 4pm with dinner at 5:30pm.

Heads Up - There will be no newsletter in February as the editor will be on a trip.

The Prez Sez!

Tom Sullivan

toms1@chartermi.net

December and winter in the U.P. have arrived, whether we were ready for it or not. The way it came on it's a good thing we didn't tackle more on the hangar build. It would have turned into a miserable project in the cold and challenging to protect the concrete from damage over the winter. We just need to make sure the project doesn't fall to the back burner. We have an opportunity to take the winter break and use the time planning, developing a game plan to hit the ground running in the spring, and develop our fundraising strategies so we are not competing with ourselves come spring/summer when next year's FAD is winding up again. The way I see it, we should develop two committees, one for building plans and strategies, the other for fundraising.

On the fundraising side, I think the first project, and needing to be addressed ASAP, should be developing a brochure type document that explains the hangar project and goals for the chapter after completion such as a hosting venue for future FAD events and other chapter activities. A couple chapter members would probably suffice in taking on this aspect of the hangar project. Discussing this at our next meeting and developing bullet points would be a great starting point. My dealership has lots of options for developing the print aspect of this. I have an amazing marketing gal that preps a lot of materials and coordinates well with a local print shop, taking concepts from an idea to an amazing finished, marketable, product.

The building committee could work on some of the current permitting challenges (yes, we still have some things needing work in this arena). Obviously, we have quoting and material acquisition as another part of this. Then there are the labor challenges we encountered this fall (a pretty SHORT list of members stepping up to help). Can we get commitments from a larger pool of members, do we need to look at some hired (hourly) help, or would there be any chance funds could be raised for contractors? In-kind donations from contractors might be an option too...but only if there were some serious attempts in securing that kind of assistance.

There are so many aspects of this project needing attention it's clear we can't rely on one or two members to handle all this work. Even if you can't make the meetings, its important members consider the long-term value of this hangar and consider stepping up for this project. Please contact Will or me if you can help us move this dream to reality. Based on interest and meeting attendance, we could even schedule specific committee meetings to address these areas of the project.

Elections are coming up. Please advise on board and/or officer position interest. Reminder: Your membership must be CURRENT to hold one of these positions. We have had a few lose long standing chapter positions because they were several years expired on their chapter membership.

Tom

Editor's Note: Please contact Tom, Scott Trask or myself if you have a question about your membership currency or go to the "Members Only" section of our webpage, enter the password, then select "439 Members Only Page" to check on your currency. As of 11/20/18 we have 20 members current; 14 members who were current till 8/18; 6 members current till 8/17; 18 members (living in the local area, not counting AirVenture only members) who expired before 8/17. I will be working on sending an email to those who are not current to see if they want to continue being a member of this chapter.

Editor's Notes

Will Kroeger

906-241-9070

wkroeger@alphaComm.net

Fly Safe: Prevent Loss of Control Accidents

The Federal Aviation Administration (FAA) and the general aviation (GA) community's national #FlySafe campaign helps educate GA pilots about the best practices to calculate and predict aircraft performance and to operate within established aircraft limitations.

A Loss of Control (LOC) accident involves an unintended departure of an aircraft from controlled flight. LOC can happen when the aircraft enters a flight regime that is outside its normal flight envelope and quickly develops into a stall or spin. It can introduce an element of surprise for the pilot.

A Continuing Problem.

The NTSB calls it "the problem that never went away." CFIT or Controlled Flight Into Terrain continues to claim up to 17 percent of all general aviation fatalities, even though many pilots have technologies on their side. CFIT occurs when an airworthy aircraft, under pilot control, flies into the ground, a mountain, a body of water, or an obstacle. Most often, the pilot or crew is unaware of the looming disaster until it is too late. CFIT most commonly occurs in the approach or landing phase of flight.

Accidents where the aircraft is out of control at the point of impact are not known as CFIT. Rather, they are considered uncontrolled flight into terrain. Similarly, incidents resulting from deliberate acts, such as terrorism or suicide by the pilot, are not considered to be CFIT.

Why Does CFIT Happen?

There are many reasons why a plane might crash into terrain, but pilot error is the most common, particularly a loss of situational awareness. A pilot may not know what his or her actual position is, and how that position relates to the surrounding terrain. Fatigue can cause very experienced pilots to make mistakes.

CFIT accidents often involve a collision with terrain which usually occurs during low visibility conditions and when the aircraft is on approach to a destination airport. Other contributing factors include weather, approach design and documentation, failure to use standard phraseology, and malfunctioning navigational aids.

GA Challenges

One of the problems in reviewing GA CFIT accidents is the lack of human factors data. This is due to the high fatality rate of CFIT accidents, and the fact that most GA aircraft are not equipped with data recording systems.

GA pilots have a unique challenge in that there is often only one pilot to conduct all of the flight and decision making duties. Unlike with a crewed cockpit, GA operations don't usually have a second pilot to help with avoiding a CFIT accident. Therefore, it is vital that you as a single pilot, to ensure you are qualified for the intended flight, meet all regulatory requirements, and have the self-discipline to follow industry recommended safety procedures to minimize CFIT.

There are technologies that can help, including onboard alerting equipment. Air traffic control can act as an external warning too. However, external factors like fatigue, distraction, time pressure, procedural non-compliance, and more, can punch holes in your defense.

Realize that errors can happen, and layer redundancy into your operation. Verify your checklists, prepare for the unexpected. Fly rested, remain alert, undistracted, and focused on the operation. Don't become complacent about safety. Your loved ones will thank you.

More about Loss of Control:

Contributing factors may include:

- Poor judgment or poor aeronautical decision making
- Failure to recognize an aerodynamic stall or spin and execute corrective action
- Intentional failure to comply with regulations
- Failure to maintain airspeed
- Failure to follow procedure
- Pilot inexperience and proficiency
- Use of prohibited or over-the-counter drugs, illegal drugs, or alcohol

Did you know?

- From October 2016 through September 2017, 247 people died in 209 general aviation accidents.
- Loss of Control was the number one cause of these accidents.
- Loss of Control happens in all phases of flight. It can happen anywhere and at any time.
- There is one fatal accident involving Loss of Control every four days.

EAA Webinars

Register at: [Webinars](#)

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
1/2/19	8 p.m. CST	Just Inspect It, Please**	Mike Busch
1/9/19	7 p.m. CST	Less Than Ideal: Short Field, Soft Field, and Obstacle Operations*	Prof. H. Paul Shuch
1/16/19	7 p.m. CST	An IMC Icing Accident - Why?*	Andy Miller

* Qualifies for FAA Wings credit.

** Qualifies for FAA Wings and AMT credit.

Non-FAA Aircraft Registration Renewal Notices

EAA is warning its members to regard any solicitation they may receive regarding aircraft registration renewal that does not come directly from the FAA with a healthy dose of suspicion. EAA is aware of several businesses — with names, web URLs, and logos that may appear reminiscent of a government agency — that notify aircraft owners of impending registration expiration and direct them to a website or mail-in form where they can renew in exchange for a hefty fee.

Adding little or no actual value to the transaction, these businesses essentially duplicate the same process that the FAA directly administers for a mere \$5.

Unless a business is known to be reputable and offers a tangible service above and beyond a simple registration renewal, such as expedited processing or automatic renewal, EAA members should use the FAA's online registration portal. If any members want EAA's help with registration renewal or any other issue, please contact us at 800-564-6322. (From EAA eHotline 11/21/18)

AirVenture Arrival Procedure Changes Recommended to FAA

A number of significant changes to the EAA AirVenture Oshkosh arrival procedures are being recommended by EAA to the FAA to create better staging and safety margins for incoming aircraft to Oshkosh. These recommendations are based on the annual review of air traffic operations and from feedback by pilots using the 2018 procedures.

The review working group included those with expertise in GA safety, homebuilt aircraft safety, air traffic control, and mass arrival processes.

Among the recommendations are:

Arrival Procedures (FAA Operations)

- Creating a new arrival gate (VFR waypoint, GPS and visually identified) that is further out than Fisk in order to facilitate consistent spacing prior to arrival at Fisk.
- A new depicted (GPS defined waypoints) VFR Fisk arrival overlay that is for marginal VFR weather (1,000- to 1,500-foot ceilings) operations. Aircraft that will be allowed to use this procedure must be ADS-B Out equipped.
- A raised minimum ceiling for all other aircraft operations on the Fisk arrival to 1,500 feet AGL.
- A procedure to address temporary airport closures and provide a "bail out" track that enables an orderly transition from the final inbound leg to KOSH to KFLD. Aircraft arriving KFLD along the defined route will either land at KFLD or be directed back to the initial for KOSH depending on airport closure status.
- The FAA should create a revised policy for mass arrivals that restricts the arrival day/time to the planned time only with limited ability to shift due to weather.

EAA Process Improvements

- Expand aircraft parking to the south and improve parking management strategies to maximize use of the space. By 2020, EAA will achieve a "no aircraft turned away" condition for general aviation camping parking, weather and ground water saturation concurring, and explore means to shift arrivals to days with lower volume.
- An extensive educational campaign to highlight arrival informational tools, weather planning and preparedness, and best practices during arrival operations.
- A text messaging arrival update tool for ATC that will be available to attendees.
- Work with the FAA to create an overhead break protocol that enables ATC to determine if overhead operations can be authorized at any given time.

Joint FAA/EAA Actions

- Progressively integrate new technologies (GPS, ADS-B, TIS-B, etc.) into the AirVenture arrival procedures and aircraft identification as a multi-year, phased initiative to enhance safety and increase capacity.
- Education and incentive opportunities that may earn portions of WINGS credits.

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

The First HAAAAH

The Antique Airplane Association (AAA) and the Air Power Museum (APM)— are calling on owners of pre-1941 airplanes (certified or homebuilt design) to participate in the inaugural “Historic Airfield Rally to the Antique Airfield Homecoming,” forever after to be known as HAAAAH.

Since 1953 the AAA has worked to “Keep the Antiques Flying”. In 2008, for instance, AAA/APM achieved great success during its invitational fly-in by hosting “Air Mail Days”. Not only did airplanes that once flew the Air Mail attend, but AAA member crews were sworn in by the United States Postal Service to fly the mail in 17 antique/classic airplanes. In 2019 HAAAAH will build on this tradition of experiencing historical flight as it really happened...or nearly so.

Between August 28 and September 2nd (Labor Day Weekend) up to 25 pre-registered crews will fly antique/classic aircraft from all over the US to rendezvous with hundreds of other antique and classic aircraft at famed Antique Airfield (IA27) near Blakesburg, IA. Along the way, these emissaries of aviation’s storied past are being encouraged to stop at airfields of historic significance. Examples include, but are not limited to, former aircraft manufacturing sites, such as Lock Haven, PA (KLHV), onetime home to Piper Aircraft; or Iowa City, IA (K1OW), which was a stop along the transcontinental Air Mail route. Former military bases, such as Sweetwater, TX (KSWW) and Ottumwa, IA (KOTM) are likely stops, as are private aerodromes with historic roots, such as Koerner Field outside Kankakee, IL (3KK). And fields with aviation museums housing historic airplanes such as First Flight at Kitty Hawk, NC (KFFA) or Mid America Flight Museum in Mt. Pleasant, TX (KOSA). The point is, we not only want to keep the antiques flying but also the airfields they once used. We want to bring attention to these historic aerodromes and, in doing so, help keep them open. Speaking of open, we’re open to more suggestions. What’s your favorite historic airport?

How it works: AAA members with appropriate aircraft who wish to participate must register in advance as well as let us know the route and airports they plan to include. Up to 25 aircraft will be designated as official entrants and issued commemorative logbooks in which to record—and later share—their journeys to the 2019 AAA/APM Invitational Fly-in. Don’t plan to register as one of the 25 entrants but still want to fly the routes? Great! Anyone, in any aircraft, is welcome to fly the same routes and visit the same historically significant airports enroute to Antique Airfield. Visitors to the annual Fly-in at Blakesburg must be AAA members, but that’s an easily achieved item by going to www.antiqueairfield.com to join AAA and register to attend the 2019 Labor Day Weekend AAA/APM Invitational Fly-in, where aviation history is alive and flying!

More details will follow, including a listing of possible stops, but anyone interested in participating,—as pilot or sponsor—in the first ever HAAAAH, please contact Brent Taylor at AAA Headquarters, 22001 Bluegrass Rd., Ottumwa, Iowa, AntiqueAirfield@airsonline.com, (641) 938-2773

(From EAA eHotline 11/21/18)

Main Attraction for FAD 2019

We do not have one yet. If you know of someone with an air vehicle that would be of interest to the local community, please let us know. We are thinking of finding someone to do helicopter rides, but are not locked into that idea.

EAA Chapter 439
P.O. Box 264
Quinnesec, MI 49876

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/Treasurer: Tom Sullivan P.O. Box 264 - Quinnesec, MI 49876 906-774-0098 toms1@chartermi.net
Executive Vice President: Chad Kubick, 400 Vulcan St, Iron Mountain, MI 49801 906-779-5500 chad@kubickaviation.com
Vice President: Scott Trask N4592 Bass Lake Road, Iron Mountain, MI 49801 906-779-9157 strask@uplogon.com
Secretary/Newsletter Editor: Will Kroeger P.O. Box 159 Felch, MI 49831 906-241-9070 wkroeger@alphacomm.net
Web Editor: Mike Betti W8310 Johnson Road Iron Mountain, MI 49801 906-779-1368 mbetti59@charter.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:
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 above address.

Website: www.eaa439.org