

SKYWRITINGS



EAA Chapter 439

July 2013

Central U.P. of Michigan

Home of the Yoopers!



June 8th Young Eagle Event - Photos by Scott Trask

Up-Coming Events

July 13th 5 p.m. (EDT) Dinner at Terry's hangar in Escanaba

July 29 to Aug 4 AirVenture 2013 Oshkosh, WI

Thurs Aug 1st Chapter 439's Annual Schweinfest! Theme is BASEBALL!

Sat Aug 10th Cookout/potluck @ Kubick Aviation

Sat Sept 14th Ford Airport Day IMT (Tentative Date)

The Prez Sez!

Tom Sullivan

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The June meeting, well it was more of a Young Eagles Day than a meeting, went very well. We flew more kids this year than we have in quite some time in June. Thanks a bunch to the volunteers we had, from Inez, Doris Hill, Lynn Iverson, and Jim handling registrations, to the many pilots we had keeping the waiting list from getting too long. I might have made my "ten for the year" already, a first in several years for me. The weather cooperated nicely, although it was getting a bit more turbulent by noon. Dave Houseman asked me just before noon if it was getting rough. I told him it was, but can only imagine what the ride was like in a Cub by then.

We did NOT have time for a meeting, but we had already decided our next couple meetings in May, so there wasn't a lot of business to conduct anyway. Chad arranged for Ryan Doda to get our bi-folding signs updated, and had temporary signs made to cover the "Airport Day" section of the signs with Young Eagle flight information. Getting those signs out to the major intersections around town helped a lot with the turnout we saw. Scott had credits from the EAA National office to pay for these upgrades, so we will be reimbursed for those costs. Someone bought donuts and cookies for the pilots, and there was nothing left by noon. It sure was nice to see a well organized and attended chapter event, and special thanks to Scott and Chad for making this happen.

I spoke with Steve Zelle a few times recently, with my last conversation confirming his attendance to our next meeting just this past week. Terry will host the meeting at his hangar at KESC, and we decided to do a dinner meeting this coming Saturday, July 13th. Steve, the founder and president of Michigan Private Airport Owners Association (MPAOA) is flying up with a friend in an RV-9 (I think) to give a presentation about the private airstrips in the U.P. He will also have several private airstrip owners from the U.P. at the meeting. This should be an excellent meeting, and very interesting information will be shared.

I polled the board of Directors recently to see what they thought was the reason for our lack of interest in monthly meetings. I also asked for their input on what we needed to do to make our meetings more interesting and better attended. This meeting has several elements of what our membership wanted; an interesting meeting and topic (with a guest speaker), the meeting at a different time incorporating dinner with great social opportunities, and hosted during the friendliest flying weather of the year. Terry said he will set up a grill and do hamburgers, hotdogs, and maybe brats. I suggest everyone bring a supplemental dish to pass (potato, pasta or regular salad, fruit, veggies, desert, etc.) Bring your spouse, your girlfriend, pilot friend, pilot "want to be" friend, or any other aviation interested person you can think of. I WILL be there. This is what chapter membership is all about. Please make a commitment to attend this meeting!!!

A last order of business; this will be the first newsletter by Will Kroeger. Jim has finally found his sought after "Editor Retirement", (I hope). A huge thank you goes out to Jim for the time he has given over the years in providing the glue to our chapter, the newsletter. I look forward to working with Will, and thank him for stepping up to the job after such a short time with us. It sounds like he will be a great addition to our chapter.

Tom Sullivan

Editor's Notes

Will Kroeger

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Hi All! I would like to start by thanking Jim Riverside and Bruce St. Onge for all the time they put into the Chapter 439 Newsletters. I understand Jim spent many years as the Editor, even once passing it on only to taking it over again. I hope to at least partially fill their shoes and provide a decent newsletter to the chapter.

As you can see I managed to put my picture on the page 4, only so you will be able to recognize me at meetings and events. I know you are probably more interested in my plane (1972 Piper Cherokee 180G) than what I look like. But one of the perks of being the editor is selecting the photos. However, I do promise it will not happen again without good reason.

So, who is your new editor. Well, I am one of those people who loved planes at an early age and would always go out to the Lakefront Airport in New Orleans La to watch them. I built models as a kid, especially fighter jets. However, I did not learn to fly until I was in college in 1973. The Vietnam War, and a low draft number, got me into the Air Force and military pilot training in 1975. After graduation I flew 4 different models of the B-52 until 1989. In 1989 I was medically retired after a crash at K.I. Sawyer AFB (a briefing in itself) and did not fly for over 3 years.

My road returning to flying was first detoured by recovering from injuries then by the FAA. The FAA medical people, after reading my thick medical records, thought my injuries would prevent me from being able to control an aircraft. This required me to go through more medical tests plus a flight evaluation to insure I could control an aircraft in all phases of flight. They issued my SDA (Statement of Demonstrated Ability) in September 1992 and I was off and running. The next phase was buying a plane in 1993 which resulted in the Piper Cherokee 180G.

I joined EAA in 1989 before I returned to flying because my father-in-law loved planes but had not been to Oshkosh in many years even though he lived only 20 miles away. Also, I missed not being around planes and Oshkosh offered a feast of aircraft to look at and talk about. I did not realize how much I missed being around civilian flyers until I went to my first Oshkosh. To me the Military flying attitude is a lot different than civilian attitude. I prefer the civilian interaction.

I joined a Chapter in Omaha Nebraska and was their newsletter editor for 12 years and was President of a Vintage Chapter for 5 years. So, why am I in the U.P.? Well, we fell in love with the U.P. when stationed at K.I. Sawyer and decided to come back when we retired.

Ed. Will Kroeger

Other Flying Events (within 200 miles): (B) Breakfast (L) lunch (D) Dinner

Every Friday	Fly-in (L)	Iola, WI (68C)	Noon, but get there early
July 13-14	Fly-in (B)(L) Car Show	Iola, WI (68C)	7:00 - 5:00
July 13th	Aviation Day	Boyne City, MI (N98)	10:00 - 3:00
July 14th	Fly-in (B)	Middleton, WI (C29)	7:30 - 1200
July 17th	Flying Hamburger Social	Stevens point (STE)	5:00 - 7:00
July 20th	Fly-in (L) Fish Boil	Washington Island, WI (2P2)	11:00 - 1:00
July 20th	Donut Days	Neenah, WI (79C)	7:30 - 10:30
July 21st	Fly-in (B)	East Troy, WI (57C)	7:00 - 1:00
July 26-28	Bombers Over Madison	Madison, WI (MSN)	9:00 - 7:00
July 26-28	Cessna Flyer Association Gathering	Waupaca, WI (PCZ)	
July 27th	JFK Fly-in (B) & Airshow	Ashland, WI (ASX)	8:00 - til Airshow 1pm
July 27th	Fly-in (B)	Siren, WI (RZN)	7:00 - 11:00
July 27th	Fly-in (B)	Northport, MI	8:00 - 12:00
July 28th	Fly-in (B) & Term Dedication	New Holstein, WI (8D1)	7:00-10:00 Food 10:30-5:00
Aug 10th	Fly-in (B)(L)	Rice lake, WI (RPD)	7:00 - 1:00
Aug 11th	Fly-in (L)	Chetek, WI (Y23)	10:30 - 2:30



Will Kroeger — Your new Newsletter Editor

Young Eagles

We flew a total of 40 Young Eagles on June 8th. Thanks to the following pilots who volunteered:
Tom Sullivan flew 17 in Mooney Rocket
Aaron Tuinstra flew 8 in Piper Cherokee
Scott Trask flew 5 in VAN RV-7
Bruce Rutter flew 5 in Piper Comanche
Dave Houseman flew 5 in Piper Cub

Also, thanks once again to the people who handled the paper work.

EAA Chapter 1270 Dinner

Members dinner at Fitzgerald's on the lake front in Eagle River-July 10, 2013 - 5:30 PM
Please let Addy know if you are coming or call the restaurant 337-0666. Hope to see you there.

From EAA - Discovery Flight Challenge

EAA is excited to announce its participation in Cessna Aircraft Company's second annual "Discover Flying Challenge," a one-of-a-kind program that sends six energetic and professional student flight instructors across the U.S. to promote general aviation and encourage people to learn to fly.

The young pilots, who are flying new Cessna 172 Skyhawks, departed for their respective regions on Saturday, June 15, and will attend a variety of aviation events throughout the summer, including fly-ins, air shows, chapter functions, and EAA Young Eagles rallies.

In addition to their pre-planned stops, which can be viewed on Cessna's website, the six pilots will be searching for aviation events to attend throughout the country using websites such as SocialFlight.com and EAA's Calendar of Events.

If you are contacted by a Discover Flying Challenge pilot and would like help promoting your event, please contact the EAA Chapter Office at 920-426-4822 or chapters@eaa.org.

To follow their planned stops, go to:

http://www.cessna.com/single-engine/discover-flying-challenge#DFC_Events

From AVWEB

AOPA Takes A Stand On Customs Searches

They're aware that about 12 of their 400,000 members have been stopped and searched by customs and Border Protection (CBP) and AOPA Wednesday sent a letter to CBP seeking clarification regarding the authority for, and legal limits of, such searches. According to AOPA, none of its pilot members who have been stopped knew of any reason for the searches. The pilot group has filed a Freedom of Information Act (FOIA) request for documents related to those events, "but so far they have been unresponsive," Steve Hodges, AOPA director of media relations, told AVweb Thursday. Meanwhile, AOPA has crafted a kneeboard-sized advisory checklist for pilots, titled "What to do if stopped by law enforcement." CBP has already given AOPA a timeframe within which it can expect a response to its concerns. And through its letter, AOPA has offered a litigious reply.

AOPA's letter challenges CBP to provide a "full explanation" of "the legal basis for CBP to stop and detain aircraft and conduct searches" within U.S. borders and with no connection to a border crossing.

AOPA says it has been told on May 16 by CBP that it should receive a reply to its concerns within six months. AOPA's position is that if CBP does not respond to its FOIA request by July 20, it "will pursue such other remedies as are available at law" and contact members of Congress to seek intervention. The first item on the kneeboard advisory list (PDF) is a statement printed in bold text that begins "ALWAYS: Be courteous and respectful ..." It continues to include basic pilot protections and questions a pilot should ask. And it concludes with a suggestion to step back and take mental inventory: "Are you able to continue your flight safely after such an ordeal?" Pilot who have been stopped by CBP have reported high stress levels as multiple agencies, numerous people, and sometimes canines are called to the scene without offering the pilot much information about reasons for the action.

P.s. I will have copies of the kneeboard advisory available at the next meeting.

EAA Chapter 439

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Dues are \$15.00 a year! From August 1st Please send them to our treasurer!

Website: www.eaa439.org