

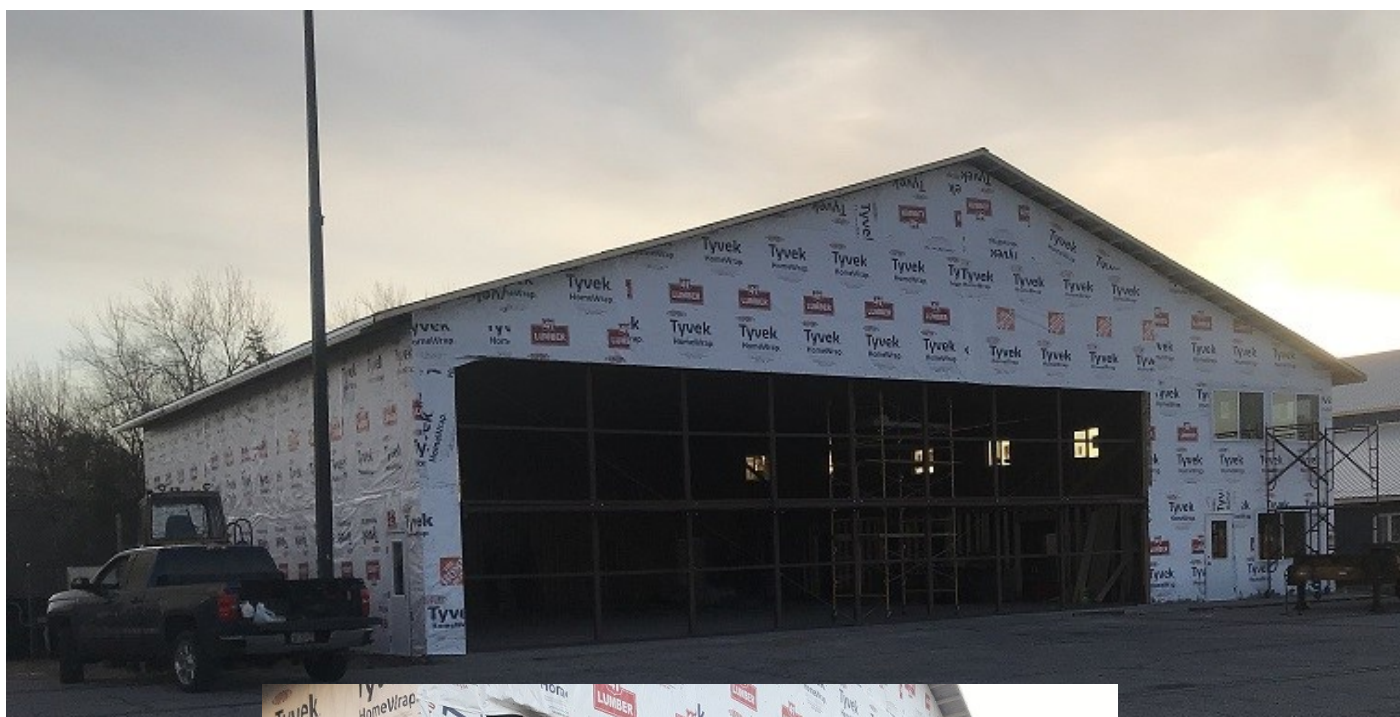
# SKYWRITINGS

EAA Chapter 439  
Central U.P. of Michigan

December 2020  
Home of the Yoopers



***Hangar - where we are today!***



## Up-Coming Events

***We are taking a break from meetings due to Covid 19. However, we are still working on the hangar. See Tom's comments on page 2.***

# The Prez Sez!

Tom Sullivan

toms1@chartermi.net

Hangar progress has been really good since the last newsletter. We finished the metal roof installation, got all the windows and service doors installed, closed up both gable ends with sheeting and Tyvek, and have the hangar door installed. All we have left is sheeting the hangar door, a couple really small spots of Tyvek to wrap up, replace the temporary south entry door with the new door, and general clean up. We've had decent late fall weather and I've scheduled the work sessions based on the best weather days each week (well, most of the time).

We had a new volunteer show up for a couple very productive work sessions; Dean LeFebvre. The first session he helped us install all the windows and the upstairs outside entry door. The second session, the Friday after Thanksgiving, he was the only one to show while I was finishing up scaffolding assembly and runways for sheeting the north gable end. We worked until dark and got that end sheeted. I got some Tyvek on the following Saturday and Sunday, preparing for the final big job; hangar door assembly and installation. Monday I picked up my front end loader at home and transported it to the airport for lifting the hangar door pieces and installing the door. I then loaded the hangar door (in 100 pieces) on my trailer and hauled that out to the site as well. Tuesday we started on the hangar door after finishing the Tyvek on the north gable.

Wednesday, December 2, we finished assembly of the door (John Erickson, Mike Ackerman, Walt Charter, and me), and then installed it in the doorway. While Mike and I finished up the hydraulic pipes, hoses, and installed the power pack on the wall, John and Walt installed the service doors on the north and east walls. We will be totally weathered in and secure once the sheeting is installed on the door (likely tomorrow, Tuesday December 8<sup>th</sup>). There will be some small close up items yet but nothing we will need a crew for. So..... this project will pretty much be put to bed by the end of this week until next spring.

I'm now trying to catch up on work and other personal commitments, so closing up this newsletter submission. Check your membership expiration date. Very few have sent in their renewal. Also, not sure we have an option for a Chapter Christmas Party this year with the recent flare up of COVID-19.

Tom





# Editor's Notes

Will Kroeger

906-241-9070

wkroeger@alphaComm.net

## ***VFR Over the Top***

I was reading an article from the 11/19/20 Air Facts Journal titled "VFR Over The Top: Legal, But not Clever". The author, an airline pilot, thought it was a risk no one in a single engine aircraft should take. He mentioned that foreign countries do not allow VFR flights when the pilot can not maintain visual reference with the ground. In fact, sport, recreational and student pilots in the USA have that the same requirement. However, pilots with a private certificate or higher do not. Hence, we can fly VFR over the top.

Now, "VFR over the top" is not the same as "VFR on top". VFR-Over-The-Top is used by pilots flying VFR to fly above the clouds while still maintaining VFR cloud clearances. VFR-On-Top is a request to fly at VFR altitudes (below Class A airspace) in lieu of an assigned IFR altitude. You must ask permission from ATC to operate VFR-On-Top.

I must admit that I have flown VFR-over-the-top several times. I understand the risks involved like finding a landing spot in the event of an engine failure or getting trapped if the cloud deck does not dissipate. However, I have never elected to perform these flights unless there was a defined clear area ahead. Sometimes the clear area was only 20 miles ahead and a few times it was over a hour away. Also, I feel comfortable on these flights because my aircraft is IFR equipped & certified and, even though I am not FAA "IFR Current", I practice IFR flying techniques. One of these days I will get current and start flying IFR again.

Our last trip back to Nebraska required us to get on top. It seems the weather in the U.P. likes to be overcast a lot in the Fall with clearer skies being just 20-30 miles south. The day we left the weather was suppose to be broken at 2500 in the morning with clearing in the afternoon. However, the weather was 1,100 overcast with an occasional light snow shower when we arrived at the airport. But, 30 miles south it was severe clear.

Over the next hour the skies would open a little then close up. Several times we would see blue skies to the south, only to have it close back up before we could take action. Finally we decided to go ahead and start up, taxi to the runway and wait for a hole to open. Good plan, but it did not work as the ceiling got lower and snow began to fall as we sat on the hammerhead.

We had taxied back to the east ramp before the snow stopped, the ceiling lifted to 1,800 and a big hole developed to the south. We raced back to runway 31, took off and immediately turned towards the hole. We climbed to 6,500 before getting through the hole. We were on top for 30 miles before reaching clear skies. We had clear skies all the way to Nebraska. Just another day of flying in the U.P. Will



## **EAA Webinars**

### **Register at: [Webinars](#)**

*All webinars are 7 pm CST unless otherwise noted*

12/8/20	Aerobatic Airplanes Made Affordable and Enjoyable*	Bruce Mamont & Renee Brilhante
12/9/20	Hot Topics in Aviation Medical Certification*	Dr. Steve Leonard, Donald R. Andersen, Greg Reigel, and Patrick Floyd
12/16/20	Night Flight*	Larry Bothe
01/05/21	The Sonerai Story	John Monnett
01/06/21	It's Baffling**	Mike Busch
01/13/21	Surviving Carbon Monoxide**	Prof. H. Paul Such
01/19/20	The International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday!*	Lorrie Penner and Panelists
01/26-30/21	EAA Homebuilders Week 1pm-8:15pm daily	Various Aircraft Building Industry Leaders

\* Qualifies for FAA Wings credit.  
\*\* Qualifies for FAA Wings and AMT credit.

### **EAA's Monthly "Chapter Video Magazine"**

In [December's Chapter Video Magazine](#), Charlie Becker pays tribute to Audrey Poberezny and discusses upcoming EAA virtual offerings, Ray Aviation Scholarship applications, chapter renewal, and announces the winner of our Lincoln Electric TIG welder giveaway.

In addition, there is a feature video collection and Hints for Homebuilders section on the video site, which includes a variety of interest areas. There you can pick which video in each category you want to show that month, and you'll have the ability to download those videos.

### **Quiz: Are You An ADS-B Weather Expert?**

The free datalink weather component of the ADS-B network has been a big hit with iPad pilots flying with portable ADS-B receivers. But how well do you really know the system? Test your knowledge [here](#) in our latest quiz. (from 12/5/20 Sporty's iPad Pilot News) Ed Note: Hope you do better than I did!

### **Ice Bridging: The Myth That Won't Die**

Ice bridging is the idea that if you operate the boots too early, you will stretch the ice but not fracture it. When the boot deflates following the cycle, the stretched ice will remain, with more ice building on top of it. Yet there is not a single test conducted in anyone's icing research wind tunnel that has been able to replicate ice bridging, nor are there any accidents that document ice bridging as a cause or contributory factor. Read the full article [here](#). (From 11/30/20 AirFactsJournal.com)

### **Cold Weather Operations**

I still receive the monthly newsletter from EAA Chapter 569 in Lincoln, Nebraska. This month they included a very interesting four page article from Lycoming on Cold Weather Operations. Instead of repeating the entire article, I have provided a link [here](#). The article starts on page 2.

### **Cessna AD Requires Inspection of Tailcone and Horizontal Stabilizer**

The FAA recently adopted a new airworthiness directive (AD 2020-21-22) for certain Textron Aviation (Cessna) 180/182/185 airplanes. It was prompted by a report of cracks found in the tailcone and horizontal stabilizer. This AD requires inspecting the tailcone and horizontal stabilizer for corrosion and cracks and repairing or replacing damaged parts as necessary. The AD, which the FAA estimates affects 6,586 airplanes of U.S. registry, goes into effect on December 7, 2020. Download it [here](#):

## Flying Events (within 200nm): (B) Breakfast (L) lunch (D) Dinner *All times CDT unless noted*

***These events were still listed on various sites but remember to check before you go.***  
***Some events previously listed have been removed.***

Apr 26      FAA Safety Event      Houghton CO (CMX) Calumet, MI      6:00pm  
"Accidents Incidents and Pilot Proficiency" [Register Here](#)

### ***AD to mandate inspection of Piper main wing spars for corrosion***

The Federal Aviation Administration has adopted an airworthiness directive requiring the inspection of the left and right main wing spars for corrosion in certain Piper Aircraft, Inc. Models PA-28-140, PA-28-150, PA-28-160, PA-28-180, PA-28-235, PA-32-260, and PA-32-300 airplanes. [Click here](#) for more information.

### ***NTSB Asks FAA to Address Oil Filter Adapter Leak Hazard in Some General Aviation Airplanes***

*(From FAASafety.gov 12/4/20)*

The National Transportation Safety Board said Dec 3rd that oil leaks from aftermarket oil filter adapters have led to at least 11 general aviation accidents since 2004.

The NTSB called on the Federal Aviation Administration to issue an airworthiness directive to address an unsafe condition associated with oil filter adapters installed through a supplemental type certificate on Continental engines. Oil leaks from these oil filter adapters can lead to a loss of engine power if not properly installed or maintained.

After uncovering the safety issue during its investigation of two crashes in 2019, the NTSB identified nine other accidents between 2004 and 2018 in which airplanes equipped with these adapters had a loss of engine power. These accidents resulted in three fatalities and five serious injuries.

[Select this link for a photo](#) taken on May 4, 2019, shows the oil filter adapter with a protruding gasket on an airplane that crashed following an oil leak and loss of engine power on May 1, 2019, in Mill Creek, California. Photo by NTSB.

The oil filter adapter, originally manufactured by F&M Enterprises from 1996 to 2015, and now manufactured by Stratus Tools Technologies, is an after-market product that can be installed on certain models of engines; it allows owners and operators to use a conventional spin-on oil filter in place of the brass screen on the original engines. Both F&M and Stratus oil filter adapters are affected by this safety issue.

Torn and unevenly compressed gaskets and loose adapters are among the safety issues the NTSB identified in the 11 accidents. In response to these problems and other reports of oil leaks, Stratus issued a service bulletin in October 2019 to instruct mechanics on how to install and maintain F&M and Stratus oil filter adapters and to advise owners on how often they need to be inspected.

[Select this link for a photo](#) of the torn gaskets from three airplanes that lost engine power following oil leaks. Source: NTSB.

Because compliance with service bulletins is not mandatory for Part 91 operators, the NTSB is asking the FAA to issue an Airworthiness Directive to require owners of airplanes equipped with an F&M or Stratus oil filter adapter to repetitively inspect, and if necessary, reinstall the adapter to bring it in compliance with the service bulletin.

Press Release: <https://www.nts.gov/news/press-releases/Pages/NR20201203.aspx>

Webpage: <https://www.nts.gov/investigations/AccidentReports/Pages/ASR2005.aspx>

The [advisory to mechanics, airplane owners and operators](#) is available at <https://go.usa.gov/x7t3q>.

The [complete six-page safety recommendation report](#) is available at <https://go.usa.gov/x7tqm>.

**Contact:** NTSB Media Relations  
490 L'Enfant Plaza, SW  
Washington, DC 20594  
Peter Knudson  
(202) 314-6100



## ***Unusual Aircraft***



***Westfall Special***

***Edgley EA-7 Optica***



***Had the name for this one, then lost it***

***Short S.B. 6 Seamew***



***Nemeth Parasol***



***Vought V-173***

***Stipa Caproni***



***MC-12 Cricket***

**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](mailto:tljensen13@gmail.com)  
**President/Treasurer:** Tom Sullivan P.O. Box 264 - Quinnesec, MI 49876 906-774-0098 [toms1@chartermi.net](mailto:toms1@chartermi.net)  
**Executive Vice President:** Chad Kubick, 400 Vulcan St, Iron Mountain, MI 49801 906-779-5500 [chad@kubickaviation.com](mailto:chad@kubickaviation.com)  
**Vice President:** Scott Trask N4592 Bass Lake Road, Iron Mountain, MI 49801 906-779-9157 [sctrask@icloud.com](mailto:sctrask@icloud.com)  
**Secretary/Newsletter Editor:** Will Kroeger P.O. Box 159 Felch, MI 49831 906-241-9070 [wkroeger@alphacomm.net](mailto:wkroeger@alphacomm.net)  
**Web Editor:** Mike Betti W8310 Johnson Road Iron Mountain, MI 49801 906-779-1368 [mbetti59@charter.ne](mailto:mbetti59@charter.ne)  
**YE Coordinator:** Scott Trask N4592 Bass Lake Road Iron Mountain, MI 49801 906-779-9157 [sctrask@icloud.com](mailto:sctrask@icloud.com)  
**Membership Coordinator/Nominating Chairman:**  
**Board members:** Officers + Dean Hensel, Craig Nowak, Walter Charter, Dave Houseman

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

**Website:** <http://chapters.eaa.org/aaa439>.