SKYWRITINGS

EAA Chapter 439
Central U.P. of Michigan

November 2019
Home of the Yoopers!

The Hangar

First pour

After 5 separate pours it is

DONE!

Up-Coming Events

Tuesday November 12th 6:30pm (CST) - Chapter Meeting at Tom's Hangar at Ford Airport

Please come here about the work done on the hangar and ideas about FAD 2020

The Prez Sez!

Tom Sullivan toms1@chartermi.net

Giving Tom a break this month so he can recoup from all the foundation and concrete work on the hangar.

iPad Proficiency Check webinar coming up this week from Sporty's.

Join flight instructor and iPad Pilot News Editor Bret Koebbe for Sporty's most popular webinar of the year. This fast-paced hour will include a series of tips that pilots of all experience levels should know, including hidden software features, iPad "gotchas," flying with ADS-B weather, iPad connected panel, ForeFlight tips, and much more. The live webinar is Thursday, November 14 at 8pm eastern. Register Here.

FAA allows aircraft operators to opt out of ADS-B flight tracking

In light of privacy concerns, the Federal Aviation Administration has a plan to allow private aircraft owners who have implemented Automatic Dependent Surveillance Broadcast Equipment to opt out of real-time flight tracking. Operators may make a request via an FAA web portal to block ADS-B information, and they will be provided with a temporary International Civil Aviation Organization address that is not linked to the FAA Aircraft Registry. *(from AOPA online. See full article here.) or go to FAA website here. (Ed. Note: The first phase really only applies to people already using Call Signs instead of tail numbers. Also, it appears you need a programable ADS-B.)*

Investigation: As drone sightings soar, airport defense systems grounded

U.S. airports are "completely blind" and unprepared for the increasing possibility of drone disruptions or attacks, blocked by the federal government and hobbled by unclear regulatory authority from immediately beefing up defenses, a yearlong investigation by the Hearst Television National Investigative Unit has found. *(See the rest of the article from the 11/07/19 issue of "The Hour" here.)*

Winter Flying for Airplanes and Pilots

(Winter is here, which is a good time to review this article published in the EAA Flying Tips on 11/15/18.)

Any time we fly, we have to consider the possibility, no matter how remote, of an off-airport landing. On a nice and sunny summer day, landing in a field somewhere could often be simply inconvenient, with the biggest problems behind you once you safely get out of the airplane. In the short and bitter cold days of winter, that inconvenience could quickly turn in to a legitimate survival situation, so keep that in mind as you plan your route.

So, what do you bring with you? Well, there are the obvious common sense things like a jacket, hat and gloves, a survival blanket, some food and water, a fire starter of some kind, and a multi-tool like a Leatherman or a Swiss army knife. A dedicated tool for cutting seatbelts and shoulder harnesses is a good idea, as is another one for breaking your way through a cracked or jammed canopy.

(See the whole article here.)

Editor's Notes

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Always Learning

I have always stated that I learn something on every flight I take. It may be because I forget stuff or I was not taught a lot to begin with. However, I like to believe that every flight is unique enough to provide a moment where I can learn something, no matter how small or insignificant.

Today I learned something even though I did not fly. I learned something from my son-in-law. He had borrowed my plane to fly from Nebraska to Iowa County in Mineral Point Wisconsin to visit his aunt. It was the first time his sister, visiting from California, would be flying with him. Their plan was to visit then return the same day. They also planned to get fuel on the way back to Nebraska at Manchester Wisconsin since Iowa County still has not gotten their 100LL fuel pumps working.

Their flight went as planned as they enjoyed a 20 knot tailwind. The only issue was the "fixed" radio he put in the #2 slot. It seems the volume on that radio is rather low regardless of where the volume knob is set. (Something I will have to look at later. Good thing I have a backup radio that works good).

Their problems started when they attempted to start the engine on their return trip later that day. The starter did not engage the flywheel. Mike, my son-in-law, decided to check the starter while his sister went into the FBO to stay warm. He, and a person from the FBO, removed the engine cowling and set it on the ground under the wing because the wind was blowing. He checked the starter and tapped the solenoid thinking it was sticking. He then decided to try and start the engine again with the cowling off.

The engine started! However, as he was shutting the engine down, a gust of wind slid the cowling forward, then picked it up and moved it toward the spinning propeller. Luckily, the prop only hit the cowling on the top back edge. I have not seen the cowling yet, but Mike tells me the FBO person looked at it and did not see a problem. They put the cowling back on, started up and flew to Manchester for fuel. After fueling, they had no problems starting the aircraft and flew back to Nebraska.

So, what was the lesson learned here? If the wind is blowing, have someone keep an eye on the cowling (the FBO person was on the other side of the aircraft) or make sure it is secure or at least placed downwind from the aircraft. I make it a habit to always try to park into the wind. Don't know if I was taught that or just had too many doors caught by the wind swing all the way open.

(Update: I had our local IA in Nebraska look at it just to be sure and it is OK. Will do the cosmetic repair during next annual.)

Talking about learning, I learned a lot while helping to put in some of the hangar foundation and flooring. The first thing I learned was that a 67 year old body does not have the energy it did when it worked construction 49 years ago. I remembered why I did not choose that line of work as a career.

I learned that this chapter was lucky to have some talented people help us with this project. I sure Tom remembers everyone's name and will mention them at the meeting. However, I would like to thank Tom Sullivan for his dedication, work and guidance during this project. It would not have happened without his drive and leadership. Thanks Tom!

Will

EAA Webinars
Register at: Webinars

11/12/19	7 p.m. CST	EAA Ray Aviation Scholarship – 2020 and Beyond	David Leiting Jr.
11/13/19	7 p.m. CST	The First 400 Feet*	Tom Turner
11/20/19	7 p.m. CST	Crew Resource Management: How To Do It Right *	Prof. H. Paul Shuch
11/26/19	7 p.m. CST	Emergency Notification Systems *	Phil Lightstone
12/3/19	7 p.m. CST	Chapter Roster Management Application	Charlie Becker
12/4/19	7 p.m. CST	Is Hangaring Worth It? **	Mike Busch
12/11/19	7 p.m. CST	Vans RV Maintenance Gotchas **	Vic Syracuse
12/17/19	7 p.m. CST	IAC - Where We've Been and Where We're Going!	Robert Armstrong

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

Single Pilot Resource Management

The FAA Risk Management Handbook (FAA-H-8083-2) calls SRM the art of managing all the resources, both those onboard and those from outside sources, to ensure a successful flight. It is about how to gather information, analyze it, and make decisions. The pilot must be able to competently perform a number of mental tasks in addition to the physical task of basic aircraft control. These include:

- Situational awareness
- Task management
- Automation management
- Risk management
- The aeronautical decision-making (ADM) process
- CFIT (controlled-flight-into-terrain) awareness

To apply the tenets of SRM in a structured way, the Risk Management Handbook suggests regular evaluation of:

- Plan
- Plane
- Pilot
- Passengers
- Programming

The information above came from "*You Never Roam Alone - Putting Single Pilot Resource Management to Work*" by Susan Parson, FAA Safety Briefing Editor. See the full article in the November/December 2019 issue of FAA Safety Briefing.

Garmin announces Autoland system for GA aircraft

Garmin developed Autoland, a system for general aviation aircraft that will land an airplane at the touch of a single button that a passenger can push in an emergency. It advises passengers, air traffic controllers and nearby pilots of the aircraft's location and intentions and will be available in the Piper M600 SLS turboprop and Cirrus SF50 Vision Jet.
(from 10/30/19 Aviation eBrief. See article here.)

EAA Introduces Free Online Builder's Log for Members

A new, online EAA Builder's Log that is free for all EAA members to use to document their projects and demonstrate compliance with the FAA's 51 percent rule is up and running. **Read more →**

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

Every Thursday (L) Marshfield, WI (MFI), noon till the pizza runs out
Nov 20 EAA 1577 Ski Plane and Winter Flying Seminar Rhinelander, WI (RHI) 6:00pm
By FAA Safety Team at Jeff Melau's Hangar near commercial terminal
Dec 14 Rusty Pilot Seminar Central Wisconsin (CWA) Mosinee, WI 10:00am - 1:00pm
If interested, register here. Free if AOPA member, otherwise $79

Not all bolts are created equal

Notice Number: NOTC9804
(From 10/26/19 FAASafety.gov)

Proper maintenance in aviation is so crucial to safe operation and so well-established that it almost goes without saying. But a person could easily make a mistake in assuming that all maintenance is of equal importance. Much like that quote from Syndrome of The Incredibles, “And when everyone’s super, no one will be,” if all maintenance is assigned equal importance, then truly critical items could fail to get the attention they need.

FAA airworthiness directive (AD) 2016-17-08 “Elevator Tab Control System” is a case in point. That AD mandates repetitive inspections and prohibits reuse of attachment fasteners on the elevator trim tab push-pull rod. Certainly every bolt on a plane is important, but for the airplanes listed on that AD, these bolts are more important than most.

In particular, the forward bolt that attaches the push-pull rod to the actuator merits special attention. For starters, it is recessed within the elevator and not readily visible, unlike the aft bolt that connects the push-pull rod to the trim tab. A pre-flight check of the tab might only amount to wiggling it a bit to check for free play. If the bolt was present but missing the nut and cotter pin, such a check wouldn’t detect anything wrong. However, it would only be a matter of time before the bolt worked its way free. The AD mandates repetitive inspections to make sure the hardware gets thoroughly checked at least occasionally.

If this bolt comes free, the push-pull rod and elevator trim tab will freely move as a unit. If the tab rises high enough, the free end of the rod will clear the spar cut-out. At this point, the end of the rod is likely to drop and jam against the spar, resulting in the trim tab becoming fixed in an airplane nose-down condition well beyond the normal limits of travel.

There have been several accidents over the years attributed to this condition. Out of seven events documented by the NTSB, five resulted in fatal crashes. The other two both occurred shortly after takeoff and the pilots were able to make hard landings that resulted in substantial damage to the airplanes. NTSB accident number ERA17LA329 was the most recent. The bolt was located in the elevator, but the nut and cotter pin were not found. The airplane had recently undergone maintenance and paintwork.

Accordingly, the AD prohibits the reuse of any attachment fasteners on the push-pull rod to ensure these attachment points are as robust as possible. That prohibition includes the bolt, washer, castellated self-locking nut, and cotter pin. So, for example, if the attachment hardware is removed to facilitate removal of the elevator, such as for painting and balancing, new hardware is required.

Following release of the AD, some industry media articles were published to discuss different aspects of this issue. Here are two that might be of interest for further reading.

NEW AD on elevator trim hardware affects all Twin Cessnas by Tony Saxton, Director of Tech Support https://www.twincessna.org/pdf/Trim%20AD%20Article%20April%2016.pdf

Tales of woe (Whoa! This isn’t an Inspection) by Mike Busch
https://www.savvyaviation.com/wp-content/uploads/articles_aopa/AOPA_2016-10_tales-of-woe-(not-an-inspection).pdf *(Editor’s note: This one is a good read.)*

Indeed, not all bolts are created equal. Pay attention to this one!

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