

# Frostbitten Flyer

EAA Chapter 850

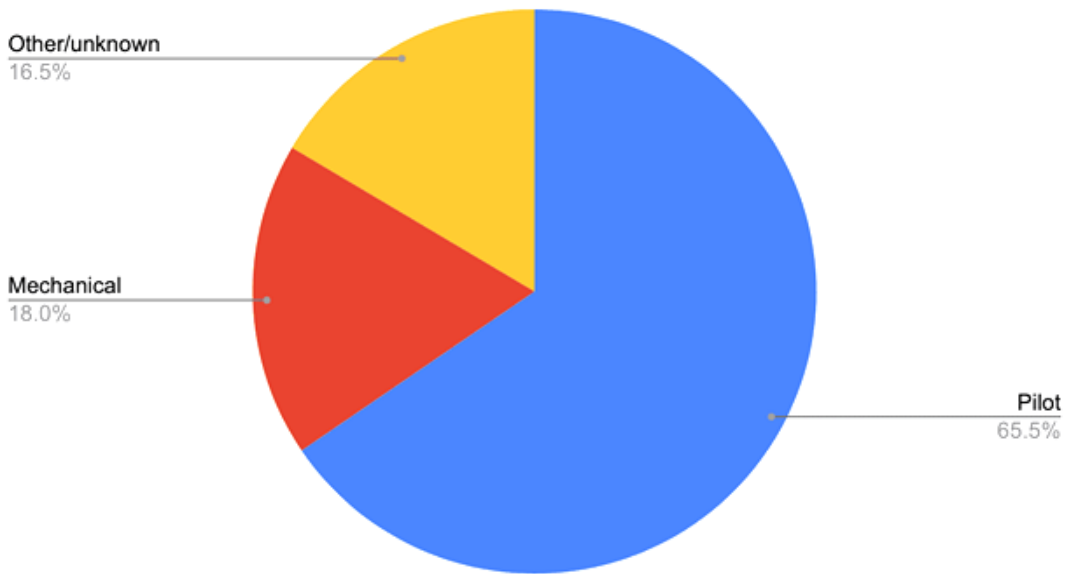
November 2020

Lake Superior Chapter

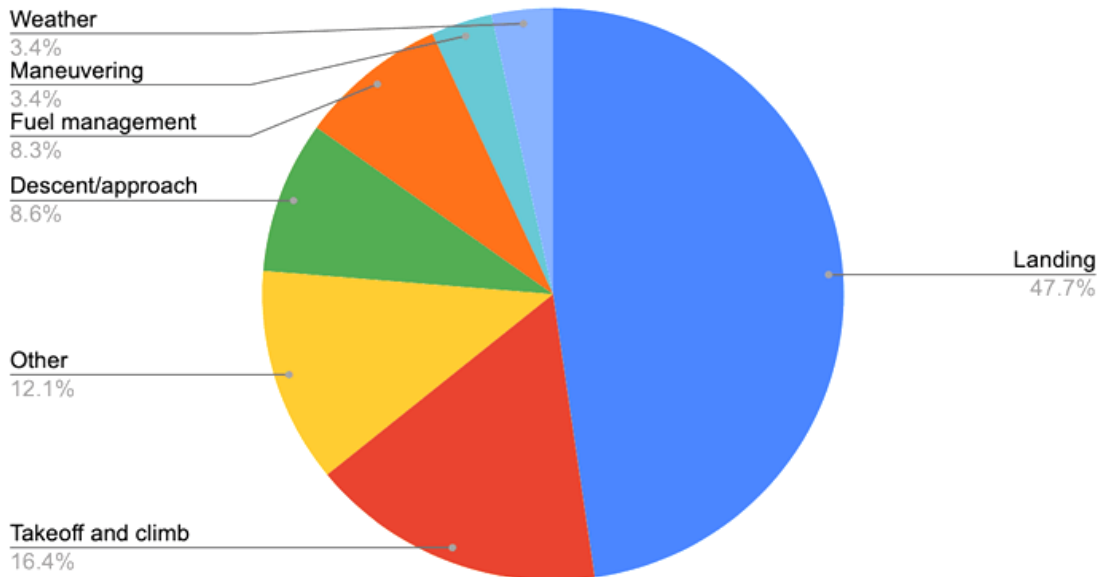
North Central U.P. of Michigan

## General Aviation Accident Causes

Accident Cause



Pilot-related Accident Type



See info on page 3

## Up-Coming Chapter Events

*None at this time!*

# Words From Ted

The weather has cooled; snow has already come and gone several times and the folks doing rotorcraft ice testing have returned to Sawyer and can be spotted frequently in their three ship configurations with the chinook spraying its icy contrail. How can a year go so fast? Well, actually, I'm sure that most of you are glad to see it go and are hoping for a better 2021 as am I.

Our chapter pig roaster got its first usage in several years last month as Greg and his flying club members put it to use roasting up a 130 pounder for their Bill VanEffen fundraising event. Lynn and I dropped by in costume as we were on our way to a family Halloween party and did a "grab and go" of the tasty pork. It appears Greg had a good turnout for the event and there was certainly enough food to go around. Our roaster has spent many a year sitting outside in the elements and thus they had to declare an emergency shortly after starting the roast as the motor failed. Luckily another motor was found and the cooking continued.

We have owned our Comanche for over 26 years and we have been fortunate that it has been relatively free of problems other than the myriad of recurring AD's that plague all aircraft owners. This year the issue is the landing gear. I have heard from many retract owners how expensive their gear problems are and how often they have had issues but for us this has not been the case...until now. All things mechanical eventually wear out and it's now time for us to address those worn bearings and bushings as its pretty important that those feet come down when you actuate that gear switch. It's reassuring to know that all those parts will be new soon and we can continue to land with confidence.

With the spread of Covid-19 worsening in the U.P. and restrictions increasing it is not prudent for us to hold a face-to-face meeting at this time so there will no meeting again this month. Do to the many months that we have not been able to meet or host events this year I will be recommending to our board that we discount 2021 chapter dues to our current members. I am hopeful that we will be able to get back to normal by early Spring.

Stay Safe, Stay Healthy

Ted

# Editor's Notes

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## ***Fast Flying***

I am a member of the "Piper Arrow & Cherokee Owners, Pilots & Enthusiasts" Facebook page. Being a Cherokee owner, I find it interesting to read what people have to say and the questions they ask about them. However, like all Facebook pages, some people don't seem to belong because the questions they ask are things that even the most novice owner/flyer should know before they ever get into the plane. I know that sometimes it is done just to spark conversation, but I find those topics are better left to talking conversations versus writing ones. Sometimes these simplistic questions illicit some crazy responses that make me wonder if some of the people flying Cherokees should limit themselves to just riding a bicycle. But what can one expect - it is the internet where personal interaction and sarcasm is hard to interrupt.

But I digress. One thing I like about the site above are the photos of Cherokees. I like looking at how other people have upgraded their panels, refurbished their interiors, and repainted their aircraft. I know my son-in-law has noticed these photos because he talks about how our 180 would look with an updated paint scheme.

Another aspect of the site are the photos of fantastic ground speeds achieved by pilots. These posts remind me of a time before GPS (1993) when I flew to Oshkosh from Nebraska. I planned to takeoff off at 5am. Flying at 110 knots and using 40 minutes ground time to refuel, I figured I would cover the 374nm flight in about 4 hours to get there around 9am. The weather briefing that morning indicted I would have good weather and was following a front that had blown through Nebraska the night before. Well, the weather was good but I don't remember the forecaster saying anything about a 50 knot tailwind. My ground speed was 165 knots. Needless to say, I did not need to stop for fuel. In fact, I had to orbit before getting to Ripon because the field was not open.

I have not seen ground speeds in that range since that flight until last week. We flew the 454nm trip back to the U.P. in 3.1 hours with an average ground speed of 147 knots. Our highest GS was 162 knots. The wife says she liked the shorter flight time and maybe we should get a faster plane. Of course, she was also thinking about our flight back to Nebraska two weeks before where our average GS was 90 knots.

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## ***GA Safety Trends: What Should We Worry About?***

*(from blog by John Zimmerman in Air Facts Journal 10/26/20)*

The good news is that general aviation flying is getting safer. Accidents through 2018 are essentially flat over the preceding four years: about 1200 accidents per year and 200 fatal accidents per year. However, the rate of accidents, which adjusts for hours flown, was down 13% over the last five years. This is encouraging, but such calculations depend heavily on that "hours flown" number, which is notoriously noisy.

That overall rate will attract most of the headlines, especially for anyone trying to promote GA to a wider audience, but for active pilots the details are much more informative. In particular, there's a lot to learn by looking at non-commercial fixed wing, the type of flying most Air Facts readers do—and unfortunately where most accidents occur.

For the full article, [go here](#) .

## EAA Webinars

Register at: [Webinars](#)

All webinars are 7 pm CDT unless otherwise noted

11/18/20 Cockpit Power Management  
12/1/20 RANS S-21 Outbound, All Metal, All Purpose  
12/2/20 Good Eyes, Great Catch!\*\*  
12/8/20 Aerobatic Airplanes Made Affordable and Enjoyable\*  
12/9/20 Hot Topics in Aviation Medical Certification\*

Phil Lightstone  
Randy Schlitter  
Mike Busch  
Bruce Mamont & Renee Brillhante  
Dr. Steve Leonard, Donald R. Andersen,  
Greg Reigel, and Patrick Floyd  
Larry Bothe

12/16/20 Night Flight\*

\* Qualifies for FAA Wings credit.

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



Experts from every corner of the homebuilt aircraft community will bring their knowledge and information to aviation enthusiasts everywhere during the first EAA Homebuilders Week online event on January 26 -30, 2021.

The weeklong online event coincides with the 68th anniversary of the first EAA meeting on January 26, 1953. Homebuilders Week virtual presentations are open, free of charge, to everyone interested in building an aircraft. The event is supported by Aircraft Spruce &

Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

"EAA members and the homebuilt aircraft community have always been generous in sharing information and knowledge when it comes to constructing a safe and fun aircraft," said Charlie Becker, EAA's director of chapters, communities, and homebuilt community manager. "Homebuilders Week is a tremendous learning opportunity that celebrates our legacy of, as EAA founder Paul Poberezny often said, using hand and mind to create aircraft that allow us to enjoy the personal freedom of flight."

The daily live presentations will begin at 1 p.m. Central each day and continue until 8:30 p.m. They will include everything from getting started successfully to techniques when building with sheet metal, composites, steel, and wood. New and experienced builders will also find in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. The live sessions will also allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review after the week's presentations are completed.

The technology used during EAA Homebuilders Week is based on the success of EAA's webinar series, which has welcomed more than 200,000 viewers for presentations over the past decade. Homebuilders Week also incorporates technology used during this past summer's EAA Spirit of Aviation Week. Updated schedule and presentation information, as well as registration details, is available at [Eaa.org/eaaircraft-building/homebuilders-week](http://Eaa.org/eaaircraft-building/homebuilders-week)

"Homebuilders Week is an excellent opportunity for aviation enthusiasts and EAA chapters to gather to learn more together, or for individuals to acquire the knowledge they need to be confident, successful aircraft builders," Becker said. "These presentations add to the resources EAA already makes available to anyone who wants to participate." (from EAA 11/12/20)

## Flying Events (within 200nm of KIMT): (B) Breakfast (L) lunch (D) Dinner

*These events were still listed on various sites but remember to check before you go.*

*Some events previously listed have been removed.*

Nov 14	Young Eagle Rally	Racine, WI (RAC)	9:00am - 1:00pm
Nov 18	ATC Offline Event "What the Heck is ATC-Zero?" <a href="#">Register here</a>	Wisconsin Aviation, Madison, WI (MSN)	7:00pm
Nov 30	FAA STeam Program "Accidents - What Can We Learn From Them?" <a href="#">Register Here</a>	Platteville, WI (PVB) (about 217nm,)	5:30pm
Dec 4-5	Sun 'n Fun Holiday Fly Festival	Lakeland Airport (LAL), Lakeland FL	
Apr 26	FAA Safety Event "Accidents Incidents and Pilot Proficiency" <a href="#">Register Here</a>	Houghton CO (CMX) Calumet, MI	6:00pm

### **GOING DOWN FAST**

Emergency Descents are the fastest way to get an airplane out of the sky. - The Finer Points

There are two accepted ways to do emergency descents. Pilots often ask which one gets the airplane down faster. It's no comparison. [Click here](#) to see the video. (From 11/12/20 FunPlacesToFly.com)

### **Van's Up-Powered RV-14A Walkaround**

What's new with the RV-14A? Van's Greg Hughes walks us through the changes for the '14 and the updates surrounding the Lycoming IO-390-EXP119 engine. [Click here](#) to see video. (From 11/12/20 FunPlacesToFly.com)

### **AD to mandate Cessna tail cone and stabilizer inspections**

The Federal Aviation Administration has adopted an airworthiness directive requiring the inspection of the tail cone and horizontal stabilizers of 6,586 Cessna 180s, 182s and 185s for corrosion and cracking. [Click here](#) for more information. (from Aviation eBrief 11/12/20)

### **EAA Mourns Death of Audrey Poberezny**

The EAA community and all of aviation were saddened on Sunday, November 1, as Audrey Poberezny, wife of EAA's late founder Paul Poberezny, died peacefully in Oshkosh, Wisconsin, at age 95. [Click here](#) for more information. (from EAA 11/5/20)

To see the EAA "Timeless Voices" video with Audrey, [click here](#).

### **Your Engine's Lifeblood.**

There's a lot more to piston engine oil than you might think. The lubrication requirements of slow-turning direct-drive Continentals and Lycomings are quite modest, but aircraft engine oil needs to do lots more than lubricate. We also depend on it to clean, cool, seal, and protect against corrosion. It takes a complex package of additives to do all this. In this webinar, Mike Busch offers a guided tour of the complexities of aircraft engine oil, and offers recommendations on selecting the best oil for your engine. [Click here](#) to see video - note: you have to sign in to EAA to see this video.

### **Learn Aircraft Building Skills in Two Days!**

Oshkosh, WI | January 23-24, 2021  
Hosted at the EAA Aviation Center

If you're ready to build or restore an aircraft and are missing Oshkosh this year, join us January 23-24, 2021, at the EAA Aviation Center for a SportAir Workshops course! Save time and money by learning proper techniques right from the start, taught by experienced and accomplished professionals. Better yet, enroll with a buddy and learn together! Share this email with an interested friend!

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**Dues are \$20.00 a year From January 1st Please send them to our treasurer!**

**Website: [www.850.eaachapter.org/](http://www.850.eaachapter.org/)**