

Frostbitten Flyer

EAA Chapter 850

December 2020

Lake Superior Chapter

North Central U.P. of Michigan



COVID-19 vaccine or not, aviation events for 2021 are by no means assured and EAA's Jack Pelton says planning for AirVenture continues to be "a high wire act." This week, organizers of the Paris airshow announced that the June event has been canceled and at least one show planned for January 2021, the Deland Sport Aviation Showcase, has now been moved back to November. Pelton says EAA continues to examine contingencies for AirVenture but warns that people should be prepared for a very different show. Public health officials, including the CDC and NIAID, are advising that large crowd events might not be practical until late in the summer or end of the year.

If a vaccine is available and widely deployed and COVID-19 cases are in sharp decline, AirVenture could be close to normal, Pelton told us in this exclusive vodcast recorded this week. "What we're doing from a planning standpoint today is that it won't be normal. We're assuming there's going to be a smaller crowd. We're looking venue by venue to see what we cannot do to be safe. Theater in the woods would look at distancing, we're looking at masks, we're looking at taking exhibitors out of the hangars and putting them in outside exhibits," Pelton said. "There's certain parts on the grounds where there's congestion. We're looking at ways to either minimize the crowds or do away with those particular venues. I know so much of this depends on people's personal behavior," he added.

EAA is also in contact with major sports teams, specifically the Green Bay Packers, to learn what they're planning and doing for events in 2021 if COVID-19 is still a factor. It's also talking to two nationally known sanitization products companies about how to provide anti-virus protection and cleaning for high-touch surfaces. Much of what happens next depends on events beyond EAA's control. "A couple of things need to happen. We've got to get the curves at least turned in the correct direction in the coming months because even with the vaccine, if we're having these enormous numbers of deaths, that's not going to bode well for a July event," Pelton said.

Critical decision making will happen in the first or second week of May. "To have the event period, whether it's go or no go, that needs to happen at the beginning of May time frame. After the beginning of May, we start writing pretty big checks that we can't recover," he said. EAA is also contacting volunteers, exhibitors and members to poll sentiments on going forward. In August, EAA returned to office operations in Oshkosh, with COVID-19 risk mitigations in place. The museum is open, but isn't hosting large school groups and high-touch areas are limited. The association is planning more virtual events for the coming months.

"When it comes to decision time, a lot of it will be personal choice. We do believe it will be a 50-50 coin toss on how people make that decision. There are some people ... they aren't wearing masks ... others are more concerned and taking adequate precautions and following the guidelines. How you translate that into who's going to show up and who isn't is hard to say," Pelton said.

(From 12/9/20 AVweb vodcast)

Up-Coming Chapter Events

None at this time due to the pandemic rules!

Words From Ted

Ted had carpal tunnel surgery and was unable to write an article this month. So, I thought I would raid his Facebook page for some photos with famous aviation people:



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 CDT unless otherwise noted

12/16/20	Night Flight*	Larry Bothe
01/05/21	The Sonera 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 of KIMT): (B) Breakfast (L) lunch (D) Dinner

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/x7t3g>.

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

EAA Chapter 850
c/o Ted Kirkpatrick
401 Kirkpatrick Lane
Gwinn, MI 49941

EAA CHAPTER 850 OFFICERS

President: Ted Kirkpatrick, 906-361-6196 aerokirk@gmail.com

Vice President: Fred Benzie, 906-250-7110 fbenzie@chartermi.net

Treasurer: Fred Joyal, 906-226-6749 fjoyal@nmu.edu

Secretary: Ann Joyal, 906-226-6749 ajoyal@nmu.edu

Newsletter Editor: Will Kroeger, 906-241-9070 wkroeger@alphacomm.net

YE Coordinator: Ted Kirkpatrick

Eagle Coordinator: Fred Benzie

Fly-out Coordinator: Fred Benzie

Technical Counselor: Bill Landry, blandry801@aol.com

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

Website: www.850.eaachapter.org/