



Experimental Aircraft Association

Chapter 891

The Sussex EA Eagles

EAA Chapter 891 Newsletter for April 2020

Volume 4-20

Minutes from the March meeting

Date: March 12, 2020

Location: Sussex Elks Lodge

In Attendance: President John Massari, Vice President Dick Aaron, Secretary/Treasure John Lipari, Members: Bob Hewitt, Reid Bodine, Joe Glennon, Jon Neumeister, Henry S, Dick Smith, Dick Deming, & Andy W, and guests: Andy's Wife, Potential new member Steve

Call to Order: The meeting was called to order at 7:43 PM

Secretary's Report: The secretary's report was presented by Secretary Lipari the report was accepted as presented and recorded in the newsletter.

Treasurer's Report: The treasurer's report was presented by Treasure Lipari he stated the current balance and that all bills are paid and the report was accepted as read, and a bank statement was provided for record.

Old Business: The chapter membership drive promotional materials have been ordered and are expected soon; once they are delivered they will be stamped with the chapter's contact information and distributed. An update on chapter dues was given 15 members are current and treasure Lipari will send a reminder to those members still unpaid. An update on the ongoing airport compliance issues was given. National updated the chapter's young eagles credits to reflect John Massari's sons flight with Dick Aaron

New Business: A good and welfare report was given by John Lipari on the conditions of Dick Aaron and Nelson Gravenstede both have returned home and are recovering nicely from there recent medical issues.

A draft of the new chapter web-site was passed around for review and also the new chapter newsletter is now in distribution. A discussion was had of this years upcoming events schedule, a list of events with confirmed dates is listed in the current newsletter.

New Business Con't: A correction of the date was noted for the Chapter 501 fly-in which is set for May 30th not the 20th as stated in the newsletter, a correction e-mail was set to advise everyone of the error. The State Department of Transportation Aviation Division recently made a visit to the airport and noted the current conditions. It was stated that they are looking to increase support to the state's airports; hopefully some of those funds will find its' way here.

Projects: Bob Hewitt's Champ restoration is now completed and he has made the first flight and reports he has a nice flying classic.

VMC Club: John Massari has received approval to administer training seminars which qualify for wings credits he presented a brief preview of an upcoming session to identify any issues within the presentations.

The 50/50 Winner: No Drawing

Meeting adjournment: The meeting adjourned at 9:12 PM

This Month's Topics:

GE Aviation to furlough 50% of its engine manufacturing staff as coronavirus weighs

By: Leslie Josephs

Updated Thu, Apr 2 2020 4:25 PM EDT

General Electric is planning to furlough half of its aviation unit's engine manufacturing staff as the coronavirus roils the industry, the company told CNBC. The move would involve thousands of jobs in the important unit and last for four weeks.

The additional reductions come less than a month after the company said it would cut 10% of its aviation unit, affecting roughly 2,600 workers. But the coronavirus's devastating toll on travel demand has increased and airlines are parking hundreds of planes while deferring orders of new aircraft.

"Due to the unprecedented impact of COVID-19 on the commercial aviation industry, GE Aviation is implementing a temporary reduction in commercial engine assembly and some component manufacturing operations for up to four weeks," a GE spokesperson said. "We appreciate the commitment of all our employees during this difficult time, and we regret having to take this action. We will continue to deliver for our customers and preserve our capability to respond when the industry recovers."

The aviation industry's struggles are expected to hurt demand for both travel and new aircraft this year, which hurts top GE Aviation customers like Boeing and its European rival Airbus.

Earlier Thursday, Boeing said it plans to offer employees buyouts to help cut costs because of the downturn.

GE's airplane engines are on about two-thirds of the world's Airbus and Boeing commercial aircraft fleets, according to Teal Group analyst Richard Aboulafia.

Graves' Bill Would Hasten Federally Financed Airport Infrastructure Projects

By Ripon Advance News Service February 25, 2020



U.S. Rep. Sam Graves (R-MO) recently introduced legislation to permit the use of incentive payments to expedite certain federally financed airport development projects.

“Delivering projects ahead of schedule can save money, which in turn can have the same economic impact as increasing investment without any additional federal resources,” Rep. Graves said. “This bill is a win-win for all involved, including taxpayers.”

Rep. Graves on Feb. 14 sponsored the Expedited Delivery of Airport Infrastructure Act of 2020, H.R. 5912, with bill cosponsor U.S. Rep. Garret Graves (R-LA) to ensure that Airport Improvement Program (AIP) funds may be used by airports to incentives early completion of critical runway and airport projects.

The AIP program provides grants for the planning, development and execution of infrastructure projects at public-use airports, such as runways and taxiways.

“When it comes to infrastructure projects, time is money,” said Rep. Sam Graves, who is the ranking member on the U.S. House Transportation and Infrastructure Committee, which is reviewing H.R. 5912.

“This is a good government bill: a simple but important step to help prevent project delays for airports and their surrounding communities that rely on those facilities for both travel and business,” he added.

If enacted, H.R. 5912 would authorize an incentive payment to a contractor upon early completion of a project if the payment does not exceed the lesser of 5 percent of the initial construction contract amount or \$1 million; if the level of contractor’s control of, or access to, the worksite necessary to shorten the duration of the project does not negatively impact the operation of the airport; and if the contract specifies application of the incentive structure in the event of unforeseeable, non-weather delays beyond the control of the contractor, among other provisions listed in the text of the bill.

FAA Withdraws Permission for the Collings Foundation Aircraft to Carry Passengers

By Rob Mark
March 31, 2020



The FAA last week ruled the Collings Foundation could no longer accept money from people who wanted to ride on the organization's World War II aircraft. The ruling included a critical look at the NTSB and the agency's finding following the October 2, 2019, crash of the foundation's B-17G, "Nine O Nine" at Bradley International Airport (KBDL) in Windsor Locks, Connecticut. Though the NTSB conducted the investigation at the accident site last year, the notice immediately rescinding the foundation's exemption to carry paying passengers came from the FAA. The agency's action also halted a Collings Foundation request to renew its current exemption, an action required every two years. It is unclear when the agency previously audited the foundation's operations or record keeping. Most of the B-17 was destroyed by a post-crash fire.

The accident occurred shortly after the WWII bomber took off from KBDL about 9:45 am local time. At 9:50 am, one of the B-17 crewmembers told the tower they were experiencing an engine problem and would return to land on KBDL's Runway 6. The crippled aircraft never climbed higher than 500 feet agl. The B-17 crashed on short final to Runway 6 and burst into flames after striking the airport's deicing facility. The accident killed five passengers as well as the two pilots. Another six people aboard were injured.

The Collings Foundation fleet was operating under Exemption 6540P of the federal regulations that allow certain vintage aircraft with either an experimental or a limited category airworthiness certificate to carry passengers as part of the living history flight experience. The FAA “historically found the preservation of US aviation history to be in the public interest. Organizations offered to provide short in-flight experiences in exchange for compensation, leading to the term nostalgia flights and later living history flight experience and provided a means for private civilian owners to offset the considerable restoration, maintenance and operational costs.”

The FAA said the Collings Foundation failed to comply with a number of the exemption’s requirements as its reason for the enforcement action. One dealt with the crew chief assigned to the B-17. Crew chiefs are required to assist the pilots with a number of duties on each flight and require extensive training before being allowed serve in that position. The crew chief on the accident flight—who survived—later testified he’d never received any training on the aircraft. He also said he had no knowledge of what his duties should have been while aboard the flight.

The Collings Foundation was required to have established and maintained a safety management system for the entire operation. A safety management system is designed to promote a culture of safety and allow any employee—without fear of retribution—to feed important safety information back to a central source to ensure problems are resolved. The crew chief stated he had no knowledge that the foundation even had an SMS.

The investigation uncovered numerous unresolved maintenance squawks on the B-17. The PIC of the accident flight, Ernest “Mac” McCauley, had flown “Nine O Nine” for 20 years and had logged more time on the model than any other pilot. McCauley held an A&P certificate and served as the foundation’s director of maintenance.

The NTSB discovered magneto and ignition failures on the B-17’s number four nine-cylinder radial engine. “Inspection and testing of engine 4 left magneto revealed the movement of the safety-wired lead caused grounding to the case, which rendered the magneto lead inoperative,” said the FAA report. The right magneto was also “unserviceable.” The point gap on the magneto’s points was less than half of what was called for in service documents that led to the right mag delivering “weak or no spark” to four of the nine cylinders. All spark-plug gaps on the number three engine were also found to be significantly out of tolerance, making it likely neither engine on the right side was producing normal power. Witnesses reporting seeing the aircraft flying right wing low as it attempted to return to KBDL.

Finally, the investigation found the aircraft’s maintenance records lacked key pieces of information that made it impossible to verify whether some required maintenance had ever been performed on “Nine O Nine.” Though the FAA did not ask for comments to the Collings Foundation exemption renewal, the agency said it received more than 1,500. “Most were from individuals who cited the historical and sentimental value of allowing living history flight to continue.” The comments are believed to have been received before the FAA published the list of alleged violations against the Collings Foundation aircraft and the depth of its issues became known.

FAA, Groups Work On COVID Rule Relaxation

Russ Niles

April 5, 2020



The FAA has put all its COVID-19-related exemptions, policy deviations and various other pronouncements approved so far on a single webpage to help pilots, operators and maintenance organizations navigate the myriad time and personal-contact dependent regs that govern aviation enterprise. The agency has essentially thrown out the book that it normally throws at violators of the tightly governed system of checks and tests that rule participation in the industry. Friday's list had 17 specific memos, exemptions and policy changes that will allow aircraft to fly while the virus battle is fought. It's likely the list will be expanded as the agency has asked aviation organizations to point out possible exemptions. GA groups have sent a shortlist.

A letter signed by eight general aviation groups highlights seven regulatory requirements that are difficult or impossible to achieve during the current regime of physical distancing and FAA service curtailments and are necessary to keep everything from medevac flights to critical supply deliveries and even mosquito control operating. "The agency stated that a challenge to expand these regulatory approaches to other segments of the aviation industry that conduct operations in general aviation is the requirement to justify the exemption or accommodation by showing a benefit to the public," the letter reads. "Our industry can easily show its important role to the U.S. and worldwide economy and an overall public benefit."



Medical Certification

Important information about the impact COVID-19 on the enforcement of expiring medical certificates

Recent events regarding the COVID pandemic have led to significant access problems to Aviation Medical Examiners and other medical specialists. In response, the FAA will not enforce airman medical certificates which expire between the dates of March 31, 2020 and June 30, 2020. The period of non-enforcement will be in place thru June 30, 2020. The specific language for this enforcement policy was published in the Federal Register and will be available online.

If you are able, we continue to encourage airmen to accomplish their regularly required airman medical certificate exam with an FAA AME.

The Office of Aerospace Medicine will publish any updated or new, approved medical certificate alternatives and/or certificate extensions as soon as those processes are approved and available.

If you have been you have been asked to provide additional medical information and your treating physician or other clinician is unable to assist at the current time due to COVID, we can provide a one-time extension upon your request.

The specific wording of the non-enforcement action is located at:

http://www.faa.gov/licenses_certificates/medical_certification/media/COVID-19AirmanMedicalCertificatePolicy.pdf (PDF).

We continue to work with senior leadership and subject matter experts within the FAA and the Department of Transportation to craft interim medical certificate solutions during the COVID pandemic. Thank you for continuing to assist our airman.

FAA CAN'T WAIVE INSURANCE REQUIREMENTS CHECK POLICY BEFORE FLIGHT WITH EXPIRED ANYTHING

March 31, 2020 By AOPA ePublishing staff

The recent FAA decision to temporarily suspend enforcement of medical certificate lapses during the coronavirus emergency may not change insurance policy requirements, industry leaders told AOPA. It should come as no surprise that satisfying regulatory requirements and satisfying aviation insurance companies are two different things. That was true before the pandemic and will remain so.

AOPA was pleased to report the FAA decision on March 26 to suspend enforcement of pilot medical certificate expirations from March 31 through June 30, a move that aims to provide relief from looming deadlines and is among several similar measures that AOPA called for in light of the unprecedented disruption. The FAA recognized the value and importance of keeping general aviation pilots flying during this national emergency and able to respond as unmet logistical needs arise.

AOPA has been working with our industry partners since the decision was announced to drill down on important, related details that are well beyond FAA jurisdiction, and insurance is among those.

Bill Behan, CEO of AOPA's insurance partner, Assured Partners Aerospace, explained that aviation insurance policies, unlike automobile and homeowner coverage, varies from company to company on several key points.

"It is possible that flying without a current or valid medical certificate may jeopardize the validity of your aircraft insurance policy," Behan noted in a written response. His insurance brokerage responded to the FAA policy change by surveying insurers it writes policies for. Insurance companies offered "sympathetic responses to pilots' challenges in renewing their medical certificates, but none were willing to state the FAA's decision 'not to enforce pilot medical requirements' would override or alter their company's policy wording, in any way."

Behan noted that the FAA policy change expires June 30, pending further action, so pilots whose medical certificates expire later will not be affected. For those with expiring medical certificates who do need to fly before June 30, but will be unable to renew their medical certificates, Behan advises careful review of individual policies.

If the policy requires a current medical certificate, and many do, affected pilots may still get some relief by contacting their agent or broker and asking that they request a written statement from the underwriter confirming that they will suspend or exempt that requirement to allow continued flight, with insurance coverage in place.

"If your underwriter is unable or unwilling to provide such a statement, you need to understand that flying without a current or valid medical may very well jeopardize your aviation insurance coverage," Behan wrote. "Your broker should discuss the various options that may be available to you, if any."

AOPA has heard similar responses from others in the industry, including USAIG, one of the major GA insurance carriers, who offered similar advice about reviewing individual policies before flying with an expired medical (or any other deficiency), specifically focusing attention on the policy exclusions (if any), and the pilot warranty or approved pilot clauses, which often establish requirements for training, experience, and certifications.

It's much better to confirm coverage before flying with any issues than to wait until there's a claim and then hoping to find a resolution, Behan advised. Also, there may be other aspects to investigate, particularly if you plan to fly internationally or if you are flying for an air carrier. Pilots who can demonstrate a need to fly, and a plan to mitigate risks, may be able to persuade insurers to extend coverage that would otherwise be precluded.

In summary, Behan wrote:

1) As respects your aviation insurance policy, the FAA's recent decision not to enforce actions against pilots whose medical certificates may have expired, DOES NOT relieve you of meeting all the requirements of your aviation insurance policy.

2) If your current FAA medical expires after June 30, 2020 nothing has changed and you may continue to fly as normal.

“3) If you are unable to renew your FAA medical certificate which expires prior to June 30, 2020 and desire to continue to fly you need to contact your aviation insurance broker to have them verify if your specific policy wording requires you to have a valid and current FAA medical.

“4) If your aviation insurance policy does require a current and valid medical certificate have your aviation insurance broker contact your insurance company underwriter to ask for a written statement exempting you for some period of time due to the current COVID-19 pandemic if you are unable to obtain a medical.

“5) If [your] underwriter is unable or unwilling to provide such a statement, you need to understand that flying without a current or valid medical may very well jeopardize your aviation insurance coverage. Your broker should discuss the various options that may be available to you, if any.”

Grab Bag: Can You Match Up These World War One Aircraft?

- 1 One of the best German fighter WW1 airplanes when finally introduced, but in numbers too small to make a difference.
- 2 A British RAF main night bombing WW1 airplane.
- 3 An unusual WW1 airplane, with head of pilot poking through hole in aircraft's top wing.
- 4 Produced as both land and seaplanes, it had the longest wingspan of any single engine biplane.
- 5 A huge single propeller bomber driven by four linked engines.
- 6 Introduced in 1918 before the end of the war, they flew on to finally retire in 1939

Next Business Meeting: All chapter activities are cancelled until further notice.

Calendar of events:

Hopeful upcoming events are

- May 20 Chapter 501 Fly-in Aeroflex Airport, Newton, NJ**
- June 6 Chapter 146 Fly-In Kline Kill Airport West Ghent, NY**
- June 13-14 The Greenwood Lake Airport Airshow West Milford, NJ**
- July 11-12 The New Jersey Aviation Hall of Fame
Wings and Wheels Fundraiser, Caldwell Airport Fairfield, NJ**
- July 20-26 Air-Venture Walt Wittman Airport, Oshkosh, WI**
- September 12 Chapter 146 Fly-In Kline Kill Airport West Ghent, NY**
- September 12-13 Chapter 643's Fly-In Sky Manor Airport Pittstown, NJ**

2020 Chapter Officers

- President: John Massari: jmassari@embarqmail.com**
- Vice President: Dick Aaron: raaron4u@yahoo.com**
- Treasurer: John Lipari: slick1@ptd.net**
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Quiz Answers: 1 Siemens Schukert, 2 Vickers Virginia, 3 Sopwith Dolphin,
4 Short Bomber, 5 Linke-Hofman R.II, 6 Martinsyde F.4 Buzzard