

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXVII No. 10 ❖ October 2019

President's Letter

This Meeting:

10 October

**Terminal
Building at
Boeing Field
7259 King County
Airport Access
Rd, Seattle, WA
98108**

I enjoy giving rides to people. A few weeks ago, the grandfather of my new son-in-law was turning 86 years old and the family wanted to surprise him with an airplane ride. He has flown previously but maybe 60 years ago. The grandparents were visiting from AZ and the family planned a birthday lunch at Snohomish / Harvey Field.

Going in to Harvey is challenging compared to Crest. The runway is shorter, narrower, rougher, has displaced thresholds, low hanging wires and fences. A perfect place to fly

My airplane lands and takes off around 75-80 mph, so the bumps and dips in the runway had me bouncing and skipping to a stop. The weather was overcast on the way up there. We had a nice lunch and by noon it was breaking up and turning nice. So the Jumper plane warmed up and they started parachuting. If the airport wasn't enough of a challenge, now we had parachutists coming down right beside us to land in the middle of the grass. The airport is really busy especially on a nice Saturday; lots of flight training too. It is a better place for a slower plane. Still we had a good time. One of the older flight instructors passing by enjoyed seeing the round gauges in my plane. He commented that everything now is glass screens.

(Continued on page 3)

This month:

Thursday 10 October

7:30 PM

Boeing Field Terminal
East side of the field

Meeting Topic:

Japanese Zero
Restoration
by
Dan Hammer

FUTURE EVENTS

14 November 2019

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EAA National News



Ray Foundation Boosts Scholarship Program Heading Into 2020

Thanks to the great work done by EAA chapters through the Ray Aviation Scholarship program and unwavering support from the Ray Foundation, program funding for 2020 has been increased from \$1 million to \$1.2 million.



From Tractors to Crop Dusters

Jon Humberd, EAA 1041964, is the poster child for EAA and grassroots aviation. Jon grew up watching the crop dusters go by at his family's farm in Cleveland, Tennessee, which inspired him to become a pilot later in life.



President's Letter (Continued)

I also gave a ride to a lady from the local high school that had offered it as a raffle for their fund raiser. She won the raffle. She was a bit apprehensive at first but after flying around smooth and gentle she said she would buy another raffle ticket next year!

I like to fly when it is smooth as glass. You can be very precise in your practice. When the weather is rough then you get to practice some tough landings flying at Crest. It can be a good challenge. Actually I like both types of weather ... any kind is ok.

This month's meeting; Dan Hammer will be our guest to talk about the Japanese Zero they are restoring in Everett. Our trusty VP, Steve Crider, will lead the meeting as I will be out of town visiting our daughter's family in Savannah, GA.

Happy flying, Dave

NORMAN GRIER FLD (S36) 5 SE UTC-B(-7DT)
472 B NOTAM FILE SEA
RWY 15-33: H3288X40 (ASPH) S-12 LIRL
RWY 15: Trees.
RWY 33: Thld dspicd 281'. Trees.

HARVEY FLD (S43) 1 SW UTC-B(-7DT) N47°
23 TPA-1007(984) NOTAM FILE SEA
RWY 15L-33R: H2672X36 (ASPH) S-10 LIRL(NSTD)
RWY 15L: Thld dspicd 452'. Trees. Rgt t/c.
RWY 33R: Thld dspicd 242'. Trees.

A6M "Zero"



Mitsubishi A6M3 Zero Model 22 (N712Z),^[1] used (with the atypical green camouflage shown) in the film *Pearl Harbor*

Role	Fighter
National origin	Japan
Manufacturer	Mitsubishi Heavy Industries
First flight	1 April 1939
Introduction	1 July 1940
Retired	1945 (Japan)
Primary user	Imperial Japanese Navy Air Service
Produced	1940-1945
Number built	10,939
Variants	Nakajima A6M2-N

EAA Maintains Importance of GA in Comments on Amazon Petition



August 29, 2019 - EAA filed comments on Wednesday maintaining the importance of general aviation operations in the national airspace in response to a petition made by Amazon for relief from certain rules in order to conduct drone deliveries.

"EAA remains committed to the philosophy that UAS must be *integrated* into the airspace, with no concessions given to UAS that would encumber manned aircraft in any operation that is presently allowed, nor any equipment mandates imposed on manned aircraft beyond what is already required," the comments state. "Additionally, manned aircraft *must* have the right-of-way in all circumstances."

More Safety? More Gadgets? More Skills? What is safety? How much is enough?

As time goes on, we develop more accurate, reliable, and cheaper gadgets. Some of them can be used in aviation. Each of these gadgets or devices has both advantages and disadvantages. Usually they provide useful information or some measure of safety, but sometimes they just provide more noise and distraction.

ADS-B is an interesting one... It provides lots of new information in the cockpit that was previously not available. Most notably, it can show you the location of some other aircraft. But it is easy to focus on that rather than looking outside for other aircraft (or clouds, or mountains and trees!) I've turned off 'distant' traffic on my ADS-B in display because I was spending time looking at airline flights 30,000 feet above me. And there will be planes for quite a while yet that don't have ADS-B out, so if you only use this, there are planes you might not notice until it's too late. I know people who will refuse to fly VFR without ADS-B In. But midair collisions are extremely rare and they are more likely to have a fatal accident due to fuel starvation.

Angle of Attack indicators are another one... They provide precise information that was not available in a cockpit instrument before.... But I am not convinced that having that on the panel will help in the cases where people have been stalling by accident. I expect in those cases people have been looking outside. There are plenty of other signals that the aircraft is nearing a stall, such as stall warning horn, the sound of the air outside, the feel of the controls. It's hard to know how many lives (if any) this would save.

We'd be better served (in terms of lives saved per dollar spent) investing in fuel flow meters and accurate fuel gauges rather than on ADS-B and Angle of Attack indicators. But public perception and people's fears drive the market more than solid statistics.

For each person out flying they need to figure out what risks they are willing to accept as is and what risks they want to mitigate through gadgets and/or behaviors in order to leave them with an overall risk profile they are willing to accept.

While I like ADS-B in my cockpit I'm comfortable flying without it. While having an AoA indicator would be nice, I don't expect I'll be buying one any time soon. The risks I want to mitigate are engine and fuel risks, so an engine monitor is what I'd like to upgrade next.



NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION
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THE WIRES



The Newsletter of EAA Chapter 26

