

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXVII No. 3 ❖ March 2019

President's Letter

This Meeting:

March the 14th

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

It is that time of year again ... since we had a good snow and cold weather flying has been slow (put on hold). I was beginning to wonder if the Midwest moved west! We still have a couple of piles that have not melted yet. The nights are still cold but the days are turning sunny and nice. I think spring is coming but don't bet on it. If you have not been flying for a while a refresher might be in order, or at least think about what you are doing real closely.

MAP OF UPCOMING RUSTY PILOT SEMINARS



This month:

Thursday 14 Mar

7:30 PM

Boeing Field Terminal
East side of the field

Meeting Topic:

Clay Chase
uAvionix skyBeacon
install report

FUTURE EVENTS

February Meeting
11 April 2019

We are starting to get some
sunny days.
Let's get out there and enjoy
them!

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EAA News from National

EAA Voices Concerns Over Canadian ADS-B Out Mandate

March 7, 2019 - EAA joined nine other aviation entities to voice shared concerns in a letter to Neil Wilson, president and CEO of Nav Canada, over the corporation's proposed ADS-B mandate for Canadian pilots.

According to the letter, the mandate regarding antenna diversity as a part of ADS-B requirements is excessive and "will have a significant negative impact on Nav Canada's most cost-sensitive users."

The letter goes on to state that if antenna diversity is required for certain airspaces, the decision still needs to be further researched and a mandate should take effect further in the future to give operators a chance to comply.

"Should diversity be justified in specific airspace and levels, we believe that the mandate proposal must allow enough time for operators to be educated, solutions approved, and installations to take place; the current timeline is not realistic for a successful mandate implementation," the letter states.

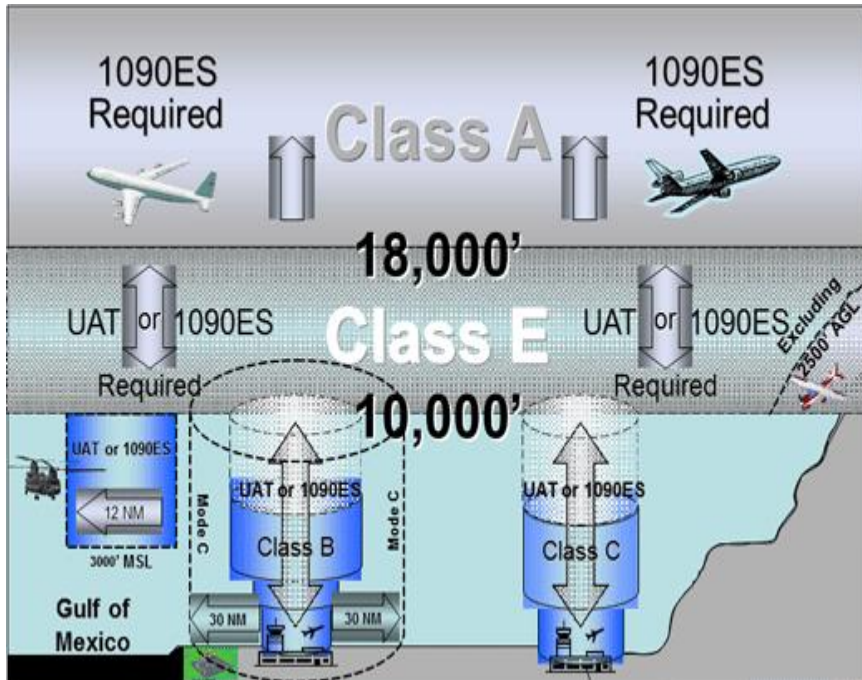
EAA will monitor the situation going forward and continue to advocate for Canadian members' best interests.



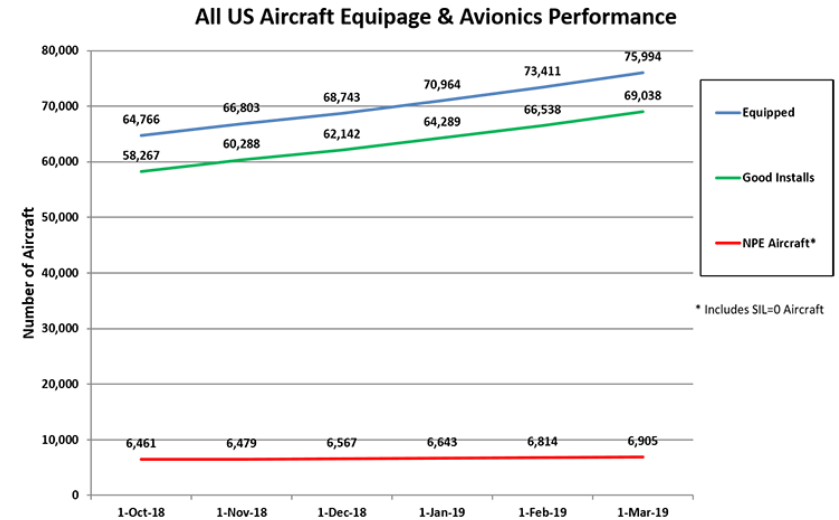
President's Newsletter: Continued

The NW Aviation Conference & Trade Show was two weeks ago. Hope you made time to attend. It is always fun to see so many familiar faces – lots of pilot friends and sales people in the booths. I went to see the SR-71 presentation. We saw it last year; it is still inspiring to see again. He went to the same pilot training base in Texas the year after I did. I could have been doing something similar during Viet Nam but I was not looking to be a hero, just fly the planes. He was not looking to be famous but he survived a terrible crash that burned him badly. He got back on flying status and later flew the SR-71. It sounds extremely challenging but fun too.

Since the clock is ticking to 2020, I am getting more committed to this ADS-B deal. The uAvionix are relatively new on the scene and have some interesting and 'potential' solutions to our problem. They call them Legacy Transponders which means we can use our old transponders and not have to buy new ones yet. I spent half the day Saturday and again on Sunday asking questions to find out what I should do. I did not want any exterior antennas, so I got the one that can go inside. My wood Falco already has at least six antennas inside and they work fine. See you on Thursday.



As of March 1, 2019



For Sale Cozy Mark IV project - \$4,500

Location: West Seattle

Fuselage - This is finished complete through chapter 9 and is currently standing on the main gear, with wheels and old shop tires installed. Chapter 8 is completed except for the head rests, the plan was to install something that would give more roll-over protection. Chapter 9 is complete except for the landing gear installation. The reinforcement layups for the landing gear "box" structure (aft fuselage) are complete, as is the landing gear cover. The speed brake is complete and the electric actuator kit from Wayne Lanza is installed (this option is approved by Nat Puffer). The only mod made to the fuselage was to make the electrical conduits a little larger than stock to allow for additional wires (1 1/2 inches vs. 1 inch). This was approved by Nat Puffer via phone call.

The fuselage and landing gear have small deviations from the plans:

1. Landing gear cover – the landing gear cover does not use the joggles as shown in Chapter X of the plans, but rather used Wayne Hicks' method (he's a master builder and his project website is a great resource for info). Please see Mr. Hicks' website for a very detailed description of the alternate method used with good photos.
http://www.ez.org/pages/waynehicks/chapter_09_5.htm
2. Seatback location – The seatback was moved aft by 1/2 inch from the plans location. Many builders who are taller or have long legs have opted to move the seatback aft to accommodate their size. Moving the seatback 1/2" aft is a small change that doesn't affect the position of the speed brake and has a very small effect on CG and rear leg room.
3. The landing gear has drag-reduction fairings applied on the aft side, per a method developed by Wayne Hicks. Please see Mr. Hicks' website for a very detailed description of the alternate method used with good photos.
http://www.ez.org/pages/waynehicks/chapter_09_6.htm



Contact: Bob MACON n8088r@hotmail.com
Cell: 206-747-1915

For Sale Cozy Mark IV project - \$4,500

Location: West Seattle

Due to multiple personal/family issues taking my time, I have decided to sell my Cozy Mark IV project. It has been well cared for and is in excellent condition. The project is located in Seattle, WA. Pickup is preferable, although delivery is negotiable depending upon location/etc and cost. At this time, I would prefer to sell as a project and am not intending to part it out. I'm asking \$4,500, which is less than the cost of the original project and transportation/storage costs over the time I've had it.

The project for sale is originally plans set #1488 and was constructed completely using MGS 335 resin system. All epoxy used was dispensed by an epoxy pump and ratio checks were performed weekly with a digital scale. The builder's log can be made available on request.

The project was inspected for me prior to my purchase by a former US Navy aircraft mechanic familiar with homebuilt construction. The project is of excellent build quality and in excellent condition. It was transported from the original builder in a custom-built fixture in a fully enclosed truck, and has always been stored in a fully covered garage.. Interested parties are encouraged to arrange for their own pre-purchase inspection to confirm the high level of craftsmanship of this project.



Contact: Bob MACON n8088r@hotmail.com
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For Sale Cozy Mark IV project - \$4,500

Location: West Seattle

Fuselage on main gear and wheels. No flying surface/structure started. No engine, prop, or avionics.

Fuselage is perhaps 65%. Rear upper structure "turtleback" not started, no canopy, and forward nose area with nose gear structure started, but just glassed panels and nose cone available.

Will include an unopened package of foam, ordered as a subkit from aircraft spruce. Matco wheels/brakes included

Included with the project are many parts and pieces – some highlights:

Antenna kit – All materials from RST Engineering to make all of the antennae. The fuselage has the marker beacon antenna already installed.

Speedbrake Kit - The speed brake is complete and the electric actuator kit from Wayne Lanza is installed (this option is approved by Nat Puffer).

Brock parts – All metal parts made by Brock.

Hidden rudder bellcrank plans – From Rutan Aircraft Factory. Eliminates external hinge and cable for the rudders, giving the plane a much cleaner look. I don't think these plans are available anymore.

Cozy MKIV Plans – These are included with the project, but have the serial number and the cover sheet with builder's license removed. New plans/license can be purchased from Aircraft Spruce."



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On The Wreckord

By: Ron Wanttaja

Searey – Kentucky: The pilot of the amphibious airplane stated that after a normal touchdown on a river, "5-10 seconds later we were upside down." The pilot and passenger were able to exit the airplane into the water and a nearby boater came to their assistance. The pilot stated that he believed he struck a submerged object in the water.

According to a Federal Aviation Administration (FAA) Aviation Safety Inspector (ASI), the right side of the airplane showed evidence that the airplane struck an object submerged in the water. The FAA ASI also reported that he was informed of numerous recreational boats striking debris near the accident site earlier in the day. (8/15/2015)



On The Wreckord

By: Ron Wanttaja

Sonex – Indiana: The engine quit while maneuvering about 1,200 above ground level. The pilot stated that his only option was to land in a soy bean field, and he attempted to fly as slow as possible prior to touchdown. After rolling about 50 feet in the field the airplane nosed over. The pilot reported that for the majority of the 30 minute flight, he was flying with the fuel mixture full rich. He stated that he did not depart with full fuel, and must have been burning fuel at a higher rate than he originally anticipated.

According to a Federal Aviation Administration Aviation Safety Inspector, during a postaccident examination the airplane's fuel tanks were empty and no fuel was found at the tank sumps. (8/15/2015)



On The Wreckord

By: Ron Wanttaja

Lancair IV – Florida: During the climb to cruise altitude, the pilot noticed a loss of engine oil pressure. He declared an emergency with air traffic control (ATC) and requested to return to the airport. After ATC acknowledged, the pilot advised ATC that he lost all engine power and had to make an emergency landing. During the forced landing, the airplane collided with a ditch and was destroyed by postcrash fire. An examination of the engine revealed that it failed catastrophically, displaying signatures of lubrication distress; further, no measurable quantity of oil could be recovered from within the engine. Detailed examination of the engine’s turbochargers revealed that one of the two units displayed evidence of burnt oil on the external surface and evidence of a foreign material in the unit’s center housing, on the thrust bearing, and on the thrust collar. The foreign material was identified as polyethylene (plastic), similar to that used to protect the exposed orifices of the engine during shipment.

The pilot/mechanic had replaced both turbochargers with overhauled units two days before the accident flight. The turbocharger overhauler provided installation instructions and warnings that, in part, stated, “Remove all protective caps and plugs BEFORE installing this turbocharger.” The foreign material discovered within the turbocharger’s center housing suggests that the protective plastic cap at the oil outlet was likely not removed during the installation. (8/30/2015)



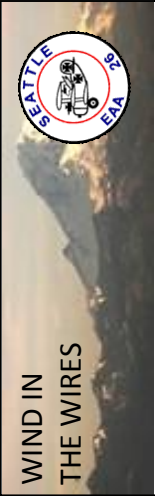
Photo 5 – View of foreign material in center turbo housing

NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION
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The Newsletter of EAA Chapter 26

