

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ♦ Seattle, WA ♦ Volume XXVII No. 1 ♦ January 2019

President's Letter

We had a very nice Christmas Party with Chapter 441 in December. We enjoyed connecting with some old friends and missed the ones that could not make it. It is always fun to see what treasures come up at the gift exchange. We came home with a biography book of Glenn Curtiss and that early phase of aviation. It is quite an interesting read. Everything that we take for granted was unknown and had to be figured out and tried. The Aerial Experiment Association was formed with five members, including Alexander Graham Bell, Glenn Curtiss and Tom Selfridge on October 1, 1908. These guys had not seen the Wright brother's plane since the Wrights were staying quiet. It was all so new and unknown. Some people wanted to patent their ideas while others just wanted everything out in the open for all to try and learn from. Some believed this flying thing was so new that it would take years for anything really to happen

This Meeting:
Thursday the 10th

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

NEW LOCATION!!!
Terminal building at Boeing Field
7259 King County Airport Access Rd, Seattle, WA 98108

This month:

Thursday

7:30 PM

Boeing Field Terminal
East side of the field

Meeting Topic:

Dan Hammer

ADS-B and possible mandate delays

FUTURE EVENTS

February Meeting

14 February 2019

It's cold and wet and dark.
Stay out of bad ice!

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EAA News from National

XP-82 Twin Mustang Makes First Flight in Decades



On December 31, 2018, the XP-82 Twin Mustang flew for the first time since December 14, 1949. But the restored aircraft wasn't supposed to fly that day. The original plan was to do the last FAA required runway high-speed taxi test, lift off for a second or two, touch back down, deploy full flaps, and brake to a stop. It accelerated so fast after the planned liftoff that test pilot Ray Fowler, EAA 229470, realized that getting it back down and stopping it in the remaining runway would be risky. So, he pushed the power back up and flew for about five minutes. There are virtually no photos of this flight as it was not expected to happen.

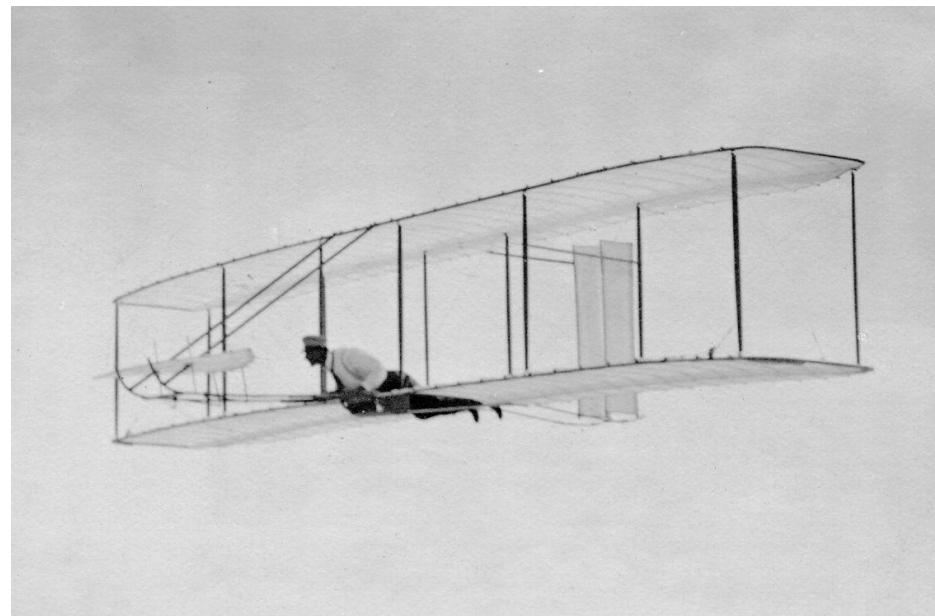
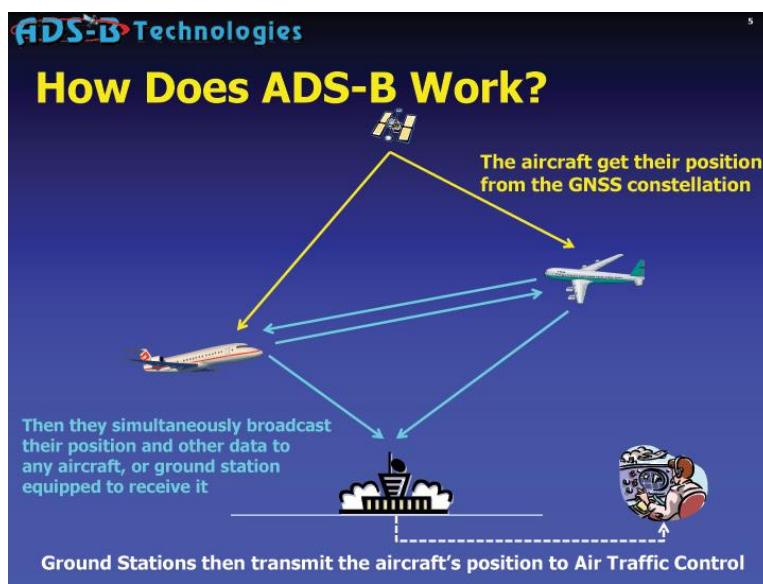
President's Newsletter: Continued

. Getting a glider to coast down a hill for 70' or so, did not really count as flying. Some of the early comments were: "parts not just thrown together"; skidded over the ice "like a scared rabbit"; after a 200' run "jumped into the air"; launched into "the teeth of a 10mph wind". Sometimes I think these phrases still fit today ... I launch like a scared rabbit and leap into the air myself, sometimes even in an airplane.

The weather has been okay for flying. My little red bird goes up regularly. Our yellow and green C-150 has had it's annual, so we can now launch into the teeth of the 10mph wind.

This month, Dan Hammer, Bob Hammer's son is going to talk more about ADS-B. He says they (?) are going to delay it five years. This should be interesting. Please come to hear about this and any other flying delights.

~Dave



MY TOTAL SOLAR ECLIPSE

By George M Gordon, March 7, 2017 (updated 3/22/2018)



I worked as an engineer at Pratt & Whitney Aircraft for a few years, then in 1965, became an Experimental Test Pilot, where I flew the B-45, the B-17, and finally, the B-52E.

I made the last known flight of a B-45 bomber when I delivered B-45 48-017 to the SAC Museum at Offutt AFB, Omaha, Neb, June 14, 1972. This event is documented in the last chapter of the book, "THE B-45 TORNADO, An Operational History of the First American Jet Bomber, by John C. Freedriksen"

I did not see the total eclipse of August 21, 2017; only half of it was visible from where I was, but the event certainly refreshed the memory of my remarkable experience so many years ago. **It's impossible to forget being in the middle of The Eclipse of the Century!**



On The Wreckord

By: Ron Wanttaja

Skybolt – Kentucky: The accident flight was the pilot's first flight in the purchased homebuilt He planned a fuel stop during his long cross-country flight based on an estimated 12 gallons per hour fuel consumption rate. The pilot's estimated fuel consumption rate did not account for the fact that the engine had been upgraded from carbureted to fuel injected. During the first leg of the cross-country flight, the airplane was on approach to the planned fuel-stop airport; however, the pilot performed a go-around as the airplane ballooned during flare. During the go-around, about 500 feet above ground level, the engine lost all power and the pilot performed a forced landing to a field. Examination of the wreckage by a Federal Aviation Administration inspector revealed that the airplane's single fuel tank was not compromised and was absent of fuel. (7/18/2015)



On The Wreckord

By: Ron Wanttaja

Zenith CH 601XL – Wisconsin: GPS and radar data showed that, about an hour into a cross-country flight, the airplane turned left and then turned right. About 1 minute later, the airplane's groundspeed slowed to below its stall speed, and the airplane then entered a steep descent. Witnesses reported seeing the airplane “corkscrew” downward, and one witness reported that the propeller was “not spinning.” Flight control continuity was confirmed, and witness marks on the propeller blades were consistent with the propeller not rotating at impact.

A pilot who shared a hangar with the accident pilot reported that the accident pilot replaced the airplane’s ignition system coils the day before the flight. Postaccident examination of the engine revealed that the coils were not engine-manufacturer replacement parts. (7/25/2015)



On The Wreckord

By: Ron Wanttaja

Searey – Kentucky: The pilot reported that, during cruise flight, either the water/coolant or oil temperature reading indicated 235 degrees F, which he believed was above the normal reading. Due to a lack of suitable terrain between the airplane's position at that time and the departure point, he chose to perform a precautionary landing on a nearby lake. The pilot reported that, about 100 ft after touchdown on the water, the airplane's hull hit a submerged object, which damaged it and allowed water to enter the airplane.

Although the previous owner reported that the airplane had previously experienced issues related to the cooling system, the issues were attributed to operating the engine with low or no coolant in the engine or expansion tank; postaccident examination of the coolant system revealed that there was sufficient coolant in the expansion tank and overflow bottle. Further, examination of the engine revealed that it had a sufficient oil level. (7/16/2015)



NEWSLETTER



Chapter 26
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The Newsletter of EAA Chapter 26

