WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXIX No. 8 ❖ August 2021

President's Letter

Virtual Meeting This month

Video call link:

https://meet.google.com/oiu-ciwh-key

Greetings Friends~

I know we were all looking forward to an in-person meeting this month ….

Steve Crider talked to the Boeing Field people last month and it was looking like it was going to be possible. However, when he followed up with them this month they said no. Our group is too large to 'social distance' in our regular room, so we asked about the large room at the end (where we have our Christmas party). They are planning to demolish that part. Soooo, long and short of it, we are on the computer again this month. Steve and I think we need to try to find another space, so we are open to ideas and suggestions.

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This month:
Again:
Virtual Meeting
Thursday @ 7:30

https://meet.google.com/oiu-ciwh-key

Meeting Topic:

FUTURE EVENTS

TBD what happens in the rest of 2021

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President's newsletter (Continued)

Since Oshkosh did happen this year, I would like to have our meeting be sharing about that and any other fly-ins that you have attended. Since I did not go (many withdrawal pains) I would like to hear from those who did. I watched a lot of it on the computer – next best thing to being there.
See you on the computer,
Dave

Editor's note

Since Google imposed the 1 hour limit on meetings, for this month we'll try stopping and restarting the meeting in the middle, and if that doesn't work well then we can switch to Zoom or some other videoconference for future online meetings.

Clay

EAA Grand Champion Gold Lindy
Doug DeVries
Everett, Washington
Grumman G-21G Turbine Goose, N642

EAA AVIATION CENTER, OSHKOSH, Wisconsin — (July 20, 2021) — The Experimental Aircraft Association (EAA) is partnering with Siemens Digital Industries Software to collaboratively grow youth engagement and education in the aviation industry. Siemens Digital Industries Software will become the official technology partner of EAA for education in aviation and aerospace. This joint effort of EAA and Siemens strengthens both companies' aviation education programs. EAA AeroEducate brings an interactive, educational, and engaging experience to the youth while inspiring them on aviation.

"EAA is welcoming Siemens to AirVenture for the first time this year. They will be demonstrating their technology through activities at KidVenture, which attracts about 25,000 children each year," said Jack J. Pelton, EAA CEO and Chairman of the Board. "This new joint effort takes Siemens' outstanding engineering education programs and brings them to a new audience of young people who are inspired through aviation."

EAA Free Webinars and News

8/18/21 7 p.m. CDT
How to Become a CFI
Qualifies for FAA WINGS credit.
By Radek Wyrzykowski

During his two decades as an aviation educator, Radek Wyrzykowski trained and signed off dozens of successful flight instructor students. Are you thinking about teaching in a light-sport, single-engine, or any other airplane? During this webinar, Radek will share his experience and knowledge about how to be successful if you want to become a certified flight instructor. This webinar is not just about regulations and requirements but about what it takes to be a successful CFI, how to pass your flight instructor practical test on the first try, and succeed after you have your certificate.

8/25/21 7 p.m. CDT
Tundra Tires Rule: Alaska Style
Qualifies for FAA WINGS credit.
By: Laura Herrmann

Learn what it's like to fly north of the Arctic Circle the day after summer solstice, fly around Denali, the tallest mountain peak in North America, or land on a road, gravel bar, or short gravel strip. Listen as Laura Herrmann describes her Alaskan summer and winter aviation adventures. Enjoy photos and GoPro video of the spectacular Alaskan scenery in Talkeetna and Fairbanks.

9/1/21 7 p.m. CDT
Machine Learning
Qualifies for FAA WINGS and AMT credit.
By: Mike Busch

Predictive analytics has been revolutionizing the maintenance of big airline jets. Huge amounts of data gathered from thousands of sensors throughout the aircraft are analyzed using machine learning and other artificial intelligence techniques to predict when components are likely to fail so that they can be replaced or overhauled before they do. This cutting-edge technology is now being applied to piston GA to predict exhaust valve failures before they happen, and more predictive analytics are in the pipeline. In this webinar, Mike Busch brings you up to date on where things stand now and what's coming.

9/8/21 7 p.m. CDT
Avoiding Carburetor Icing - A Cool Pilot's Guide to Carb Heat
Qualifies for FAA WINGS and AMT credit.
By: Prof. H. Paul Shuch

Carburetor icing can rob your engine of power, and if not corrected, will quickly turn your airplane into a glider. In this FAA Safety Team WINGS and AMT award presentation, Prof. Shuch tells you everything you always wanted to know about carb heat, but were too cool to ask.

KR-2 – Florida: The pilot was flying a Phase 1 test flight. Ground operations were normal, including the engine run-up. Shortly after takeoff, about halfway down the runway, the engine sputtered, hesitated, and then lost partial power. The pilot had passed the point at which he could land the airplane straight ahead on the runway, so he looked for a place to conduct a forced landing. During the forced landing, he turned the airplane to avoid nearby houses and then steepened the turn due to wind that was pushing the airplane left. The airplane subsequently collided with the ground and fragmented into multiple sections. The pilot did not recall the impact sequence due to injuries he sustained during the accident.
The fragmentation of the airframe was consistent with an in-flight loss of airplane control before ground impact.
Examination of the engine, including a full disassembly, did not reveal evidence of any preaccident mechanical malfunctions or failures that would have precluded normal operation. (6/30/2017)

RV-7 – Arizona: The aircraft was in cruise flight when radar contact was lost. Wreckage and impact signatures revealed that the airplane impacted the ground in an inverted, leftwing- down, nose-down attitude. The cockpit canopy, vertical stabilizer, and rudder were found about 1mile from the main wreckage. Examination of the engine found no abnormalities that would have precluded normal operation.

Examination of the airframe revealed biological matter in a dented section underneath the horizontal stabilizer, as well as bird feathers in the cockpit under the passenger seat. DNA and microscopic examination of the specimens were consistent with a rock pigeon. All fracture surfaces examined were consistent with overstress failure; there were no indications of any preexisting damage such as cracks or corrosion. It is possible that the pilot made an evasive maneuver before or during impact with the bird, that in combination, resulted in an overstress structural failure of the, vertical stabilizer and rudder. (6/27/2017)

Zenith CH-701 – Colorado: During initial climb after takeoff, the airplane's engine experienced a partial loss of power. As the pilot attempted to return to the airport, the engine lost total power. He subsequently conducted a forced landing on rough terrain, during which the right wing and fuselage sustained damage.
Postaccident examination of the engine revealed that the fuel hose from the left wing tank had deteriorated from the inside, which would have restricted the flow of fuel to the engine and led to fuel starvation and the subsequent loss of engine power. (6/18/2017)

NEWSLETTER

Chapter 26

EXPERIMENTAL AIRCRAFT ASSOCIATION

The Newsletter of EAA Chapter 26