

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXXI No. 6 ❖ June 2023

President's Letter

As you may know, I live at Crest Airpark. The flying activity can be quiet or not. We have a T-6 based here that has not flown for a year and a half. Two weeks ago I saw it. The instrument panel was out, and all the panels off the sides. A fellow came over from Deer Park, near Spokane, to get it back together and flying. Today about 3:00p.m., I heard lots of engine noise. I thought, "They got it going!" I drove over to watch them land. When they came back, everyone was grinning from ear to ear. They changed the aileron linkage, so they have more aileron travel. They were very excited about how well it flew!



(Continued on page 2)

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

Second Thursday
At 7:30 PM

This month:

*That Clever Mr. Link:
The birth of flight
simulation*

By Ron Wanttaja

*IN PERSON AT BOEING
FIELD*

Thursday @ 7:30

*Also meet online:
[meet.google.com/jvq-
uchh-ecu](https://meet.google.com/jvq-uchh-ecu)*

President's news (Continued)

A few weeks ago, there was a big Huey helicopter parked in someone's yard for a few weeks. That makes lots of noise coming and going too. Airplane noise to pilots and airplane lovers (fanatics) is music to our ears.

I know Oshkosh is still about six weeks away, but I am getting ready to go. I finished working on the plane and will have the mechanic do the engine. Then I am good to go. We won't have a meeting in July but come back in August to show pictures and tell stories.

The last few years, we have had a joint Christmas party with Chapter 441. Since we know each other, I am inviting the Chapter 26 people ***and their families*** to come to the 441 summer picnic at our hangar on the evening of June 22 at 6:00p.m. Our address is 17618 SE 303rd St, Kent, WA 98042. You can fly in if you want to, S36, taxiway J. We are the last one at the south end. Chapter 441 will provide meat for the BBQ along with water, lemonade and coffee. Please bring salad or desert to share potluck style.

Our program this month will be Ron Wanttaja talking about the Link Trainer. See you at 7:30p.m. this Thursday at Boeing Field.

~Dave



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Public benefit aviation to be highlighted during EAA AirVenture Oshkosh 2023

EAA AVIATION CENTER, OSHKOSH, Wisconsin — (May 17, 2023) — The many facets of aviation used for the public benefit will be highlighted as part of EAA AirVenture Oshkosh 2023, which takes place July 24-30 at Wittman Regional Airport in Oshkosh. This year's event marks the Experimental Aircraft Association's 70th fly-in convention, as the event traditionally draws visitors from more than 80 nations.

While elements of public benefit flying will be shown throughout AirVenture week, the primary focus will be on Saturday, July 29. That day, a variety of aircraft relating to the theme will be on display on the showcase Boeing Plaza, with additional aircraft participating in that day's afternoon air show.

"Public benefit flying has a beneficial effect on people's everyday lives, even if they don't realize it," said Rick Larsen, EAA's vice president of communities and member programs, who coordinates AirVenture features and attractions. "From flying cancer patients to treatment and air ambulance operations to water rescues and even saving threatened animals, aviation has a long, notable history of being used for the public good – often by people who volunteer their time and aircraft to make it happen."

The Air Care Alliance is assisting with the organization of the salute to public benefit flying. On July 29, airplanes on Boeing Plaza will include those representing the Alliance, as well as Civil Air Patrol, U.S. Coast Guard, Wisconsin Air National Guard, JAARS, ThedaCare, Buffalo Airways, and FedEx. All these display aircraft have been used in humanitarian or public benefit missions. The Air Care Alliance will make a special award presentation prior to that day's afternoon air show.

In addition, the JAARS Pilatus aircraft will be used each day to deliver the skydivers and American flag that open AirVenture's afternoon air show. Forums and presentations highlighting the work of public benefit flying will also be part of the weeklong forum schedule, with a special emphasis on July 29 forums.



Young Eagles Day - Looking for pilots

Please do not reply to this email address. Submit questions using the "[Contact Us](#)" website link.

Hi mark,

You are receiving this email because you have been involved with the Young Eagles program in the past or you were recommended to be a pilot for our Young Eagles program.

There is a Young Eagles event in your area for which we would like your help:

Airport: Auburn Municipal Airport
Event: Young Eagles Day Auburn Washington
Date: July 8, 2023
Time: 10:00 am - 4:00 pm
Chapter: EAA 441

To sign-up for this event, please go to <https://youngeaglesday.org> and either login to your existing id or select "[Sign Up](#)" to register as a pilot.

Below is additional information about being a pilot for the EAA Young Eagles program.

[Young Eagles Pilot requirements](#)

- Be a current [EAA national member](#) and hold an appropriate airman's certificate (sport pilot or greater)
- Possess a current medical certificate (if applicable)
- Be current to carry passengers in the aircraft you plan to use
- Have a current flight review
- Conduct flights in an aircraft that is airworthy
- Have aircraft passenger liability insurance (min \$100,000 liability) for the aircraft used (owned, rented, or borrowed)
- Adhere to all applicable Federal Air Rules (FARs)
- Complete the [EAA Youth Protection Policy](#), which includes a short training session and background check. (Please complete a week before the event)
- Complete the Young Eagles registration form before the flight, signed by you and a parent or legal guardian.

NOTE: This information is strictly used for the [Young Eagles Program](#) within the [EAA organization](#).

EAA Webinars

6/7/23 7 p.m. CDT

Mechanic Crisis

Qualifies for FAA WINGS and AMT credit.

By: Mike Busch

GA is now facing a severe mechanic shortage. Simply put, there are not enough A&Ps to maintain our airplanes. Mike Busch A&P/IA describes what this crisis looks like from both the shop owner's and aircraft owner's point of view, and explains what must be done to enable the industry to cope with this difficult and challenging situation. Qualifies for FAA WINGS and AMT credit.

6/14/23 7 p.m. CDT

Tips for Flying Into EAA AirVenture 2023

Qualifies for FAA WINGS credit.

By: Fred Stadler

Learn all about the 2023 AirVenture NOTAM arrival procedures. EAA's volunteer NOTAM Chairman, Fred Stadler, describes FAA-required procedures and shares useful tips for reducing pilot workload when flying into Oshkosh for AirVenture 2023.

7/11/23 7 p.m. CDT

916iS - The New Rotax Engine

Homebuilders Webinar Series

By: Nino Tavio

An in-depth look at the new Rotax 916iS aircraft engine.

7/12/23 7 p.m. CDT

How to Ground an Airplane

Qualifies for FAA WINGS and AMT credit.

By: Prof. H. Paul Shuch

Nobody wants to fly an unsafe airplane. Fortunately, we pilots have numerous opportunities to uncover conditions which might compromise safety, including prebuy examinations, preflight inspections, thorough run-ups, inflight vigilance, post flight inspections, and post-maintenance checks. This WINGS and AMT award webinar will prepare you to ground the aircraft before it grounds you!

On the Wreckord

Zenair CH-750 - Texas: Before takeoff, the pilot completed a preflight inspection, engine start, and two engine run-ups with no anomalies noted. Shortly after takeoff, when the airplane was about 400 ft above ground level, the Corvair engine began to vibrate, and the pilot noticed a partial loss of power. He suspected carburetor icing and applied carburetor heat but observed no change to the engine power. Due to the low altitude, the pilot chose to execute a forced landing to a field. The airplane touched down in the soft field, and the nose gear collapsed. Postaccident examination of the airplane, which included the fuel system, revealed no evidence of preimpact mechanical malfunctions or failures that would have precluded normal operation. The pilot reported that he should have applied carburetor heat before takeoff to clear any potential ice buildup during the taxi and subsequent engine run-ups. The airplane was operating in an area with weather conditions conducive to the formation of serious carburetor ice at glide power settings. Thus, the partial loss of engine power was likely due to an accumulation of carburetor ice while operating at reduced engine power settings before takeoff. (9/20/2018)



On the Wreckord

Jet EZ - Tennessee: The pilot was flying the experimental amateur-built airplane about 200 ft above ground level when its left wing failed, causing the airplane to abruptly depart controlled flight and subsequently impact terrain. Two witnesses indicated that the left wing began a flutter-like movement (described as an oscillation and a "wave like movement"/"wiggle") immediately before the wing failed at its mid-span. The speed of the airplane at the time of the left wing failure could not be determined. However, a witness who had extensive experience observing the accident airplane during flight reported that the pilot performed an intentional low pass over the airport at a speed that may have been near the airplane's maximum structural limits.

The NTSB's Materials Laboratory examined portions of the internal left-wing material and found a lack of penetration and bonding of epoxy resin, which resulted in wing sections in which the adhesive had disbonded, leading to the wing's failure. This finding indicated a fabrication problem during manufacture and not wear over time or an environmental degradation failure. It is likely that the airplane's left wing entered a flutter condition during the high-speed low-pass maneuver and that the left wing's internal composite structure near the wing's mid-span subsequently experienced a failure of the adhesive between the composite layers. (9/1/2018)



On the Wreckord

Zenair CH-750 - Florida: About 15 minutes into the flight, the Viking 110 engine started "skipping" before completely losing power. The pilot then set up for a forced landing to an open area. During the descent, he maneuvered to clear power lines. The airplane touched down at a steep descent angle, nosed over, and came to rest inverted, which resulted in substantial damage to the airframe.

The airplane's engine used an electronic control unit instead of magnetos and required at least one of the airplane's two onboard batteries to provide electrical energy to the ignition system for the engine to operate. Postaccident examination of the airplane revealed that both of its batteries were discharged. After the batteries were charged, the engine was started and ran normally. The cockpit instrument panel switch that enabled the alternator to supply energy to the airplane's electrical system, and thus charge the airplane's batteries, was unlabeled. When the switch was placed in the unlabeled on position, the alternator field wire received power and the alternator charged normally. The pilot reported that he may have inadvertently left it in the off position during the flight. With the switch in this position, the engine would have continued to run until the selected battery lost its charge. (9/23/2018)





NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION



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The Newsletter of EAA Chapter 26

