WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXX No. 11 ❖ January 2022

President's Letter

When:
Thursday @ 7:30 PM

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

I have undertaken a new adventure in the last month or so. Several years back, my nephew wanted to get his pilot's license. He started flight training but as it often happens, life and work got in the way. Now he is ready to finish up his license and wants a plane to take his family along too. He found a Cessna 172 for sale in Spokane. This seems like a good fit to me!

(Continued on page 2)

This month:

P-51 Merlin Engine rebuild photo tour

In Person at Boeing Field
(Also, online)

https://meet.google.com/jvg-uchh-ecu

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President's newsletter (Continued)

So a couple of weeks ago we headed off to inspect the project and seal the deal. I have not been paying attention to airplane prices too much but my mechanic suggested we sell our C-150 because the prices are climbing fast (just like houses). This C-172 is in great shape for 50+ years old. It has been kept up well in Spokane there for 20-30 years. My nephew wanted to finance it. To do that, you need title searches and pre-buy inspections. These are a good idea anyway, because an airplane is no small investment. Not like the $850 we paid for our L-2 Taylorcraft back in 1967. The title search info did not quite match up with the partnership name. So the signatures and forms have to be straightened out. This will cause a delay in getting it, but another friend says the process can be speeded up by expediting in Oklahoma City.

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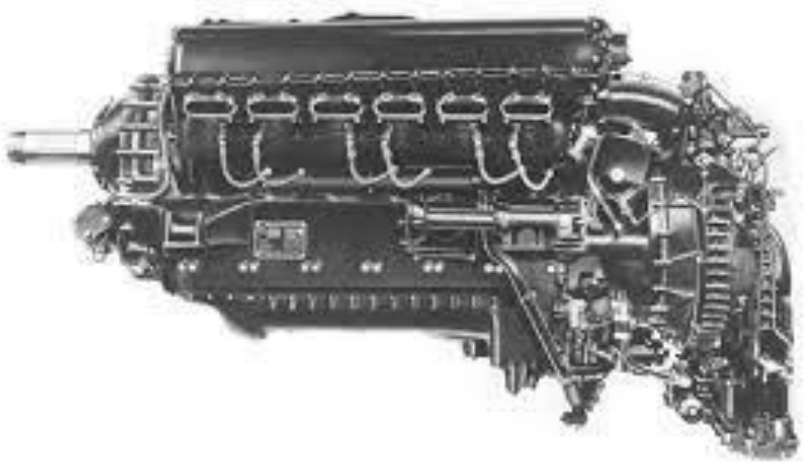
This airplane is fully IFR equipped so I have been studying up on the Garmin 530 that it has for navigation. I hope he will ultimately get the plane because it will be fun working with that navigation system. The Garmin 430/530 series of radios are over 20 years old and out of production, but with over 100,000 units in use they are still good. My flying buddy has a Garmin 430 in his airplane. Now when I fly with him, I will be better equipped to operate the radio. They are very straight forward but have a few small quirks that can throw you off. You can only load one approach in at a time. So when doing multiple approaches for IFR currency rides, you have to keep loading in the approach for each time. Another small issue, is when you go missed approach, it won't take you through that leg without some button pushing. It goes into suspend and you have to use a heading to get started toward the missed approach course/hold. I have been watching all of these YouTube videos for learning this radio and it has been a good 'refresher course' for all the IFR procedures. I have always done ILS and VOR approaches so GPS approaches are all new to me. I could say I am too old to be learning new stuff and procedures (haha) but it is what we need to stay flying in the instrument environment.

For our program this month … since you saw the awesome powerful cylinder in my 100 horse power C-150, we will move up a little to a picture tour of a big rebuild shop of the Merlin engine (P-51 type) that Steve Crider toured a number of years ago when he was working on the big old Liberty engine.

See you on Thursday in person at Boeing Field Terminal or online if that works better for you. ~Dave



2/2/22 7 p.m. CST
Cylinder Rescue
Qualifies for FAA WINGS and AMT credit.
By: Mike Busch

Way too many cylinder wind up getting pulled due to low compression, says Mike Busch A&P/IA. Many of them can be rescued without resorting to cylinder removal. Mike illustrates this by telling the story of a frustrated Piper Seneca owner who had already replaced seven cylinders and was now being told by his mechanic that two more needed to come off. With the help of Mike's team, both cylinders were rescued without removal--one by lapping the valve in place and the other by doing a solvent ring flush. Mike feels that cylinder removal should be the last resort after less-invasive methods have been tried.

FAA Moves to Investigate Santa Clara County Airport Safety Issues

December 23, 2021 – In a strongly worded letter to Santa Clara County's (California) leadership, the FAA is investigating the County's ongoing airport safety issues, including its rushed ban of 100LL fuel as of January 1, 2022, as it considers possible violations of federal law.
Aviation groups, as well as local pilots and airport-based businesses, have shown that the ban carries significant safety risks as it does not provide a safe transition to unleaded fuel. In the letter, the FAA "strongly recommends that the County take action to suspend the effective date of its ban on leaded gas at the County-owned airports until this matter can be resolved."

Flight Training Policy Fix: Try Again

December 20, 2021 – The hopes for a 2021 congressional fix to the FAA's flight training policy that has caused confusion and consternation among pilots were scuttled last week, when a bipartisan amendment was cut from the National Defense Authorization Act (NDAA) sent to the president for his signature.

The flight training provision, which was included in the House version of the bill and had been introduced in the Senate, would restore the flight training policy to the interpretation followed by the FAA for decades prior to this year. The agency's change in July 2021 came from FAA legal staff following a court's non-precedent ruling in a case involving flight training in warbird aircraft. The FAA used that ruling to limit the ability of aircraft owners in the limited, experimental, and primary categories to receive flight training in their own aircraft. EAA and other associations worked quickly with the FAA to provide immediate relief, which eventually came as a letter of deviation authority (LODA) to provide for such training. EAA maintains that the LODA program should be a temporary solution and that flight training in these aircraft should be restored to historic norms.

"It's disappointing that the bipartisan amendment to the NDAA was left out of the final bill sent to the White House, as it was an excellent opportunity to fix a matter that the FAA's leadership even admitted was a frustration and not safety related," said Sean Elliott, EAA's vice president of advocacy and safety. "While the LODA process is a temporary Band-Aid, we're not done with this matter and will pursue all avenues to enable aircraft owners in experimental and limited category aircraft to receive training essential to safety in their own aircraft."

On the Wreckord by Ron Wanttaja

RANS S-9 – Idaho: This was the first flight of the airplane. According to the witness, the airplane accelerated well, and liftoff occurred about 300 to 400 ft down the runway. About 2 seconds after liftoff, the airplane pitched up to a "fairly nose high attitude" of about 15° to 20°. When the airplane was at an altitude of about 150 ft and less than halfway down the runway, it descended rapidly. The airplane landed hard and sustained substantial damage; the pilot was seriously injured.

The pilot reported that the engine performed normally and that he intentionally attempted a steep climb to ensure that he cleared trees at the end of the runway; however, due to the mid-wing configuration, he lost sight of the horizon in the initial climb and then had difficulty judging his pitch attitude due to the lack of a cockpit attitude indicating instrument. Ground personnel had radioed him about the excessive pitch attitude, and the pilot likely overcorrected. (8/4/2017)

On the Wreckord by Ron Wanttaja

Wheeler Express – Oregon: The pilot/builder was approaching the airport for landing on a 3-mile left base leg at the conclusion of a cross-country flight. Shortly after being cleared for landing, witnesses observed the airplane make a steep left turn and dive toward the terrain. The airplane hit the ground in a near-vertical, nose-low attitude; the wreckage was consumed by a postcrash fire.

Examination revealed no mechanical malfunctions or anomalies that would have precluded normal operation of the airplane or engine. The airplane was equipped with a 'cruciform' (mid-mounted horizontal stabilizer) tail. Several years before the pilot completed the airplane, the kit manufacturer disseminated a report to owners regarding the design and aerodynamic characteristics of the cruciform tail. It stated that the airplane's tail "may stall on approach and turbulent conditions or upon crossing another airplane's wake (or its own wake in a turn)" and that "rapid action must be taken to avoid diving straight into the ground." (8/19/2017)

On the Wreckord by Ron Wanttaja

Glastar – Idaho: The pilot, who had no mountain flying instruction, planned to fly a friend's newly-purchased airplane from Idaho to Georgia. After he took delivery of the airplane at one airport in Idaho, he departed in the airplane for an airstrip situated about 38 miles to the northeast, at an elevation about 5,800 ft above mean sea level (msl). The aeronautical chart of the region depicted mountainous terrain between the two airports, with peaks ranging from about 6,700 to 8,700 ft msl. While en route, the pilot entered a canyon and realized that the airplane was unable to outclimb the rising terrain. The pilot began a course reversal turn to escape the canyon, but during the turn, the airplane experienced an aerodynamic stall and impacted the ground.

The pilot's preparations for the flight were minimal, and he did not explicitly plan out the flight route or altitudes to ensure sufficient terrain clearance margins. The pilot did not reside in mountainous terrain, and had not taken any mountain-flying training courses. The pilot did not have or use any paper charts before or during the flight and did not program his intended flight route into his GPS device, which was equipped with a terrain database and terrain display and warning capability. Prior to the accident, the pilot had only accrued about one hour in the accident airplane make and model. (9/2/2017)

NEWSLETTER

Chapter 26

EXPERIMENTAL AIRCRAFT ASSOCIATION

The Newsletter of EAA Chapter 26