

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXVIII No. 01 ❖ January 2020

President's Letter

This Meeting:

9 January 2020

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

Now that winter is officially here, when the days are nice it is time to fly! Last Saturday was absolutely gorgeous. A friend had asked if he could bring an out of town guest by to see the Falco. While I was waiting for them to come by I had to go up for bit. I had just taken off from Crest and someone called my name quietly on the radio. I was not sure I had actually heard my name so I waited a bit. He called back with my tail numbers so I knew the sky was speaking to me. I found out where he was and asked what he was flying. He said I should look at the ADS-B on my iPad. I recognized the tail number. It was his Cessna 310 and he was headed south near the Cougar mtn gap and I was headed north. We switched to an air-to-air frequency. Even though he was probably only two miles to my side I missed him, but I turned back and had him turn north so I saw him then about four miles south. At 165-170 mph, I had him turn so I could intercept him without too much delay. In a few minutes I had formed up on his wing for a little fun practice. I stayed with him only a few minutes because I needed to get back and he is burning lots of gas, so I came back to Crest.

(Continued on page 2)

This month:

Thursday, 9 January

7:30 PM

Boeing Field Terminal
East side of the field

Meeting Topic:

Vans Safety Record
by

Ron Wanttaja

FUTURE EVENTS

February 13 2020

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President's newsletter (Continued)

By the time I got back home, my friend had arrived with the guest. I then gave a ride to a fellow who had about 100 hours in 172's. He enjoyed flying the Falco – much more sensitive and good visibility. He talked about his Granddad having an airplane at Crest when he was a kid. After a while we figured out that I knew the Granddad and was good buddies with his uncle back in high school days. Small world

When I got back from that, my wife said some people from the high school were coming over to show their daughter my plane. She is attending Emery Riddle in AZ and taking flying lessons. She has about 120 hours in 172's and is working on her instrument rating. So I gave her a ride too. She liked it. I let the people fly as much as they want. Flying with a stick and the sensitivity is different for them. So Saturday we spent most of the day flying and talking about flying with people who enjoy the same. Lots of fun! What a difference a day makes – Sunday was dark and rainy and has stayed that way the rest of the week.

Now that 2020 is here, we all get to have our ADS-B's working. We installed and tested the uAvionix tail beacon in the C-150. I then had the mechanic do all the paperwork to make it legal. This did not take near the effort to get done as I had in the Falco. This is certified and on the outside of the plane.

So, enjoy your winter flying as the weather permits. We do not get slowed down too much around here like they do in the Midwest.

This month's program will be our own Ron Wanttaja will share his data about RV accidents that he submitted for an upcoming article in KitPlanes.

See you on Thursday, ~Dave



EAA National News



EAA Outlines Safety-Enhancing Efforts at GA Roundtable

December 19, 2019 - EAA outlined its organizational safety-enhancing efforts as well as the importance of MOSAIC for the future of GA. EAA CEO and Chairman of the Board Jack J. Pelton addressed the FAA General Aviation Safety Roundtable in Washington, D.C., last week. MOSAIC is a sweeping reform of special airworthiness certification that includes greatly anticipated reforms to the light-sport aircraft category, amateur-built aircraft, and other major benefits for the general aviation fleet.

Pelton and Sean Elliott, vice president of advocacy and safety, attended the GA safety roundtable, which was the first one with new FAA administrator Steve Dickson in attendance. During his segment addressing the panel, Pelton highlighted EAA's role in GA safety and the key elements of MOSAIC that will drive future improvements for all of GA.

"The FAA administrator's GA roundtable provided the ideal forum for EAA to present directly to the new administrator the importance of moving forward the MOSAIC regulatory and policy changes to support continued safety improvements and growth of GA," Pelton said. "The administrator, Steve Dickson, responded favorably to keeping MOSAIC moving forward."

EAA looks forward to our regular interactions with FAA senior leadership, as well as the unique opportunity provided by EAA AirVenture Oshkosh 2020 to continue to showcase the importance of EAA's efforts within the GA community to the new administrator.

December 19, 2019 - EAA affirmed that legacy model aircraft can safely be integrated into the NAS — as they have been operated inside controlled airspace and near airports for decades without causing a safety risk to full-scale aircraft — in a Safety Risk Management panel (SRM) in Washington, D.C.

EAA vice president of advocacy and safety Sean Elliott represented EAA as a subject matter expert at the SRM panel, which sought to define recommendations towards a process/checklist for Air Traffic Control to integrate model aircraft operations and allow their operations at higher altitudes than the current LAANC facilities map currently allows.

It has long been EAA's belief that model aviation is a significant pathway to manned flight, and many EAA members came into general aviation through model aviation while many more continue to participate in both forms of flying.

Specifically, Elliott pointed out the true lack of risks associated with model aircraft operations taking place in proximity to various types of manned operations. Legacy model aircraft — such as traditional fixed-wing airplanes, gliders, and helicopter models — have operated in the National Airspace System for decades without posing a threat to manned flight.

"Legacy model aviation is a pathway and parallel to all aspects of manned flight, from professional pilots all the way down to grassroots activities such as the EAA community; our members participate in these forms of aviation in a lifelong capacity," Elliott said. "It's very important for the future of general aviation. EAA's role is to bring that viewpoint and help the modeling community continue to exist and be relevant into the next century."

EAA is supportive of safe integration of UAS and believes legacy model aviation should continue to exist as it has for more than 90 years.

Meeting Topic: Vans Aircraft Safety Report

Twenty-five percent of the US homebuilt fleet are RVs. They're popular...but how safe are they? How do their safety statistics compare to other homebuilt aircraft?

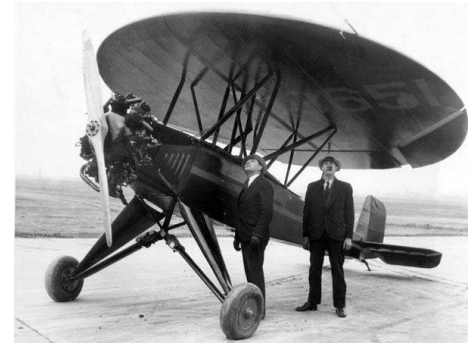
Chapter 26 member Ron Wanttaja has been tracking homebuilt aircraft accident statistics for twenty years. His database includes over 500 RV accidents, which gives a good baseline for analysis.

How do Van's RVs do, safety-wise? Come to the Chapter 26 meeting and find out!

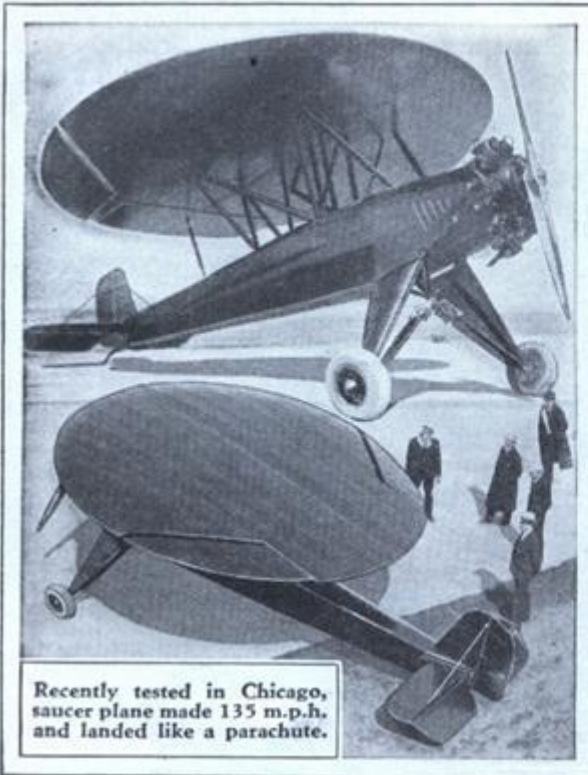


Interesting Aircraft

In 1934, the Nemuth Parasol, built by students at Miami University, demonstrated that even a circular wing could be used to fly a plane reliably.



Novel Parachute Plane Is Built to Land in the Back Yard



Recently tested in Chicago, saucer plane made 135 m.p.h. and landed like a parachute.

FIRST cousin to the autogiro, a new circular-wing airplane recently tested in Chicago is so simple in operation that one who has never been off the ground can learn to fly it in thirty minutes, according to the inventor.

Instead of the conventional wing structure, the new plane has a huge saucer-like disc trussed above the fuselage. At the rear of the wing are two ailerons which enable the plane to land at low speeds.

A small 110-h.p. Warner motor develops a speed of 135 miles per hour. The ship climbs at an angle of 45 degrees and lands at a speed of 25 miles per hour, coming to a halt within a few feet.

The plane's peculiar fifteen-foot wing is attached to a conventional fuselage by braces like those of the usual high wing monoplane. The ship carries two passengers and can be housed in a hangar not much larger than the ordinary garage.

The invention of Steven P. Nemeth, former aeronautics instructor at McCook Field, the plane is virtually stall-proof, fool-proof and can land on any kind of field.

Interesting aircraft

The balance-driven de Lackner HZ-1 Aerocycle was built with the dual hope of flying single-man reconnaissance missions and building the greatest Bond-villain chair of all time. A pair of crashes grounded the idea

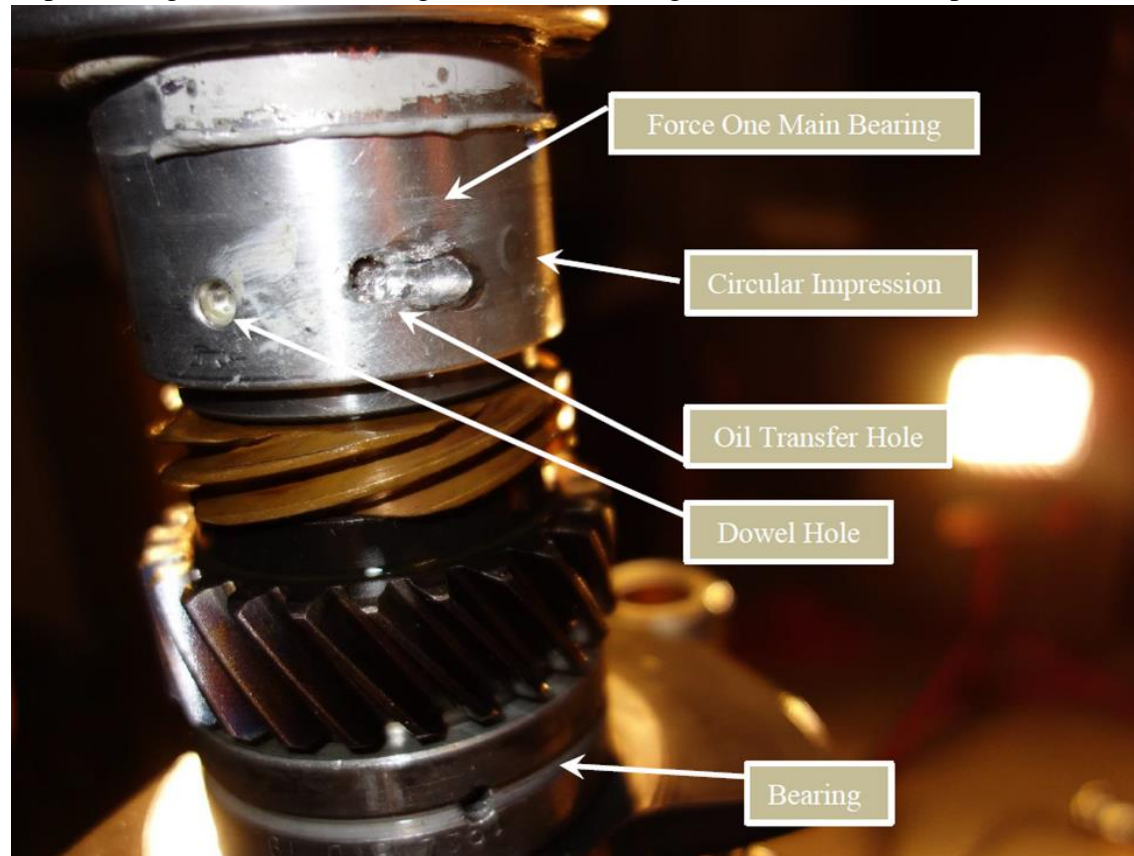


On the Wreckord by Ron Wanttaja

Onex– California: Shortly after takeoff on its first flight, the airplane's engine experienced a total power loss and the pilot initiated a descending left turn in order to avoid an airport fence. Subsequently, the airplane impacted terrain, in a nose down attitude with the left wing low.

An examination of the engine revealed that the Force One Main Bearing seized to the crankshaft. Further, there were multiple circular impressions on the bearing surface. Based on this evidence, it is likely that while building the experimental engine, the pilot did not properly align the Force One Main Bearing, and the oil feed hole was inadvertently used as the dowel pin hole, which resulted in a blockage of the oil transfer hole, thus preventing oil into the bearing and resulted in engine seizure and total power loss.

(1/10/2016)



On the Wreckord by Ron Wanttaja

Avid-Florida: The pilot took off and initiated a steep, left, crosswind turn to avoid horses off the end of the runway. About 300 ft above the ground, he smelled "burning wires" and thought he saw a "wisp of smoke." The engine "sputtered then died." The left wing stalled, the airplane rolled inverted, and entered a downward spiral. The airplane collided with trees and terrain before coming to rest, inverted, in a grassy field. Examination of the airframe and engine found no evidence of a mechanical failure or malfunction that would have prevented normal operation. (1/9/2016)



On the Wreckord by Ron Wanttaja

Kitfox– Idaho: During the landing roll, the left main landing gear slowly collapsed forward. During a postaccident examination of the airframe it was revealed that the left main landing forward gear tube had collapsed, which resulted in substantial damage to the landing gear mounting bracket. (2/7/2017)



NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION
January 2020

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The Newsletter of EAA Chapter 26

