

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ♦ Seattle, WA ♦ Volume XXXI No. 11 ♦ ☒♦ 2023

President's Letter

Well, if you are not sure what to talk about, talk about the weather... As the days are going by we are seeing the weather getting worse, too. Colder temperatures, rain and wind, all good flying issues.

The other night, I took off just about sunset for a short flight. I was only going to be up a few minutes. The weather forecast was not bad, just clouds about 3000'. When I took off, there was light rain just south of Crest about a mile or two. When I came back about 6-8 minutes later it was darker and the rain had moved north a little. It took a bit to find the lights of Crest, but I did. I was going relatively slow (about 130 mph) so when I saw Crest I could just turn and go straight in. When I slow up, the first thing I am looking for is 125 to put the gear down. I did that, then flaps and checklist and land. At night you have to remember to stay high (no lights on the trees) then bring it on down in, which I did. For a ten minute flight I spent the next 30 minutes drying off the plane and cleaning some mud off the bottom of the wings behind the tires.

(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:

Aviation Discussions

**By Dave Nason &
Everybody**

***IN PERSON AT BOEING
FIELD***

Thursday @ 7:30

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

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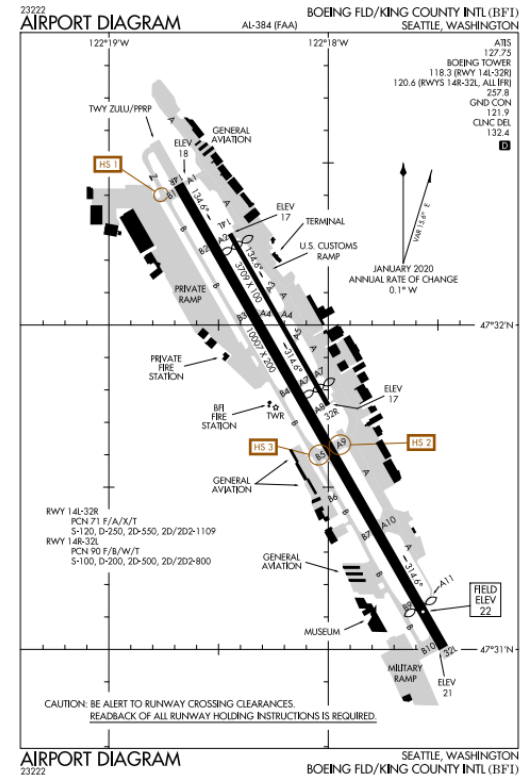
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President's letter (Continued)

I am not sure about the program this month. If they can fit it in, someone from the Boeing Tower is going to come and talk about runway issues; incursions, inclement weather, missed approaches including controller expectations, PIREPs, etc. Otherwise we will talk about flying stuff and anything else of interest. Just going around the room and seeing what people have been doing is fun too.

So come Thursday at 7:30 pm and we will talk aviation!

~Dave



Save the date! Mark your Calendar! It's almost party time!

Christmas Party

For the last couple of years now we have combined our party with Chapter 441. Since that was so much fun they will be joining us again. This will be in lieu of our December meeting.

When: Saturday, 9 December, 2:00p.m. at:

21307 SE 232 nd St.,

Maple Valley, WA 98038

This is same place as last year – just up the hill from the Hwy 18 & Maple Valley Hwy interchange.

Eat at ~3:00, party all afternoon, home before dark.

This is a pot-luck meal event. The chapters will provide meat, beverages and dinnerware. Experience has shown that it's no use trying to "assign" food categories. If we all bring deserts, we will fill up on desserts. If we all bring salads, everyone will eat salad with their meat and drink. Please bring a side, or a salad, or dessert to share (or all three if you want). Just bring something you like to eat, and enough to share. Because this is a family event, we ask you to please leave any alcohol at home.

Chapter 441 has a traditional 'White Elephant' gift exchange and so we will be adding that to our party. Essentially this is how it works: everyone who wants to participate brings a wrapped gift. This should be an aviation-themed article. In the past we've seen tools, books, ornaments, doo-dads, even aviation-oriented junk (er...treasures). For some, the ultimate satisfaction is to provide the most coveted of the gifts, something unique that others might find they can't live without. The gift need not be "new". If you feel you must purchase something, keep it inexpensive: we've used \$10 as a target in the past. But it need not be "new". Don't feel a need to go out and buy something.

When the time comes, the first person will open a gift and show what they've got. The next person then has the option of taking what the first person opened, or selecting another wrapped gift to open. If someone loses a gift to a subsequent person, they get to select a new one to open. And so it goes: each person has the option to select (steal) an already opened gift or select a wrapped one. The rules committee will announce their final rules about how many times a particular gift can be stolen, etc. It's great fun.

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When: Saturday, **9** December,
 2:00p.m.

Where: 21307 SE 232nd St.
 Maple Valley, WA 98038

Eat at ~3:00, party all afternoon, home
 before dark

Chapters will provide meat,
 beverages, and dinnerware

Bring a side, salad, or dessert to
 share

Bring a (wrapped) aviation gift for the
 gift exchange (see next page)



We have a traditional 'White Elephant' gift exchange as part of the Christmas party

Everyone who wants to participate brings a wrapped gift. This should be an aviation-themed article. In the past we've seen tools, books, ornaments, doodads, even aviation-oriented junk (er...treasures). If you feel you must purchase something, keep it inexpensive: we've used \$10 as a target in the past. But it need not be 'new'. Don't feel a need to go out and buy something.

When the time comes, in random order, each person will have the option of either selecting a new gift, or "stealing" a gift previously taken by someone else. The person who lost their gift then has the option of selecting a new one, or stealing from someone else.

For some, the ultimate satisfaction is to provide the most coveted of the gifts, something unique that others might find they can't live without. It's fun when the gift you provided gets stolen over and over again (although there is a limit to the number of steals, which will be announced at the party).



On the Wreckord

Lancair IV - Wyoming: During cruise flight at 15,500 feet mean sea level in the pressurized airplane, the pilot heard a loud “bang” as the windscreen fractured. The pilot diverted to a nearby airport, where he landed the airplane uneventfully.

An examination of the windshield pieces revealed that the fracture origin area displayed features consistent with a preexisting crack that developed due to environmental stress cracking (ESC). In addition, the overall appearance of the windshield edge showed limited visual evidence of adhesive on the surface, suggesting a relatively low bond strength between the windshield at the frame. (2/10/2019)

From the material report:

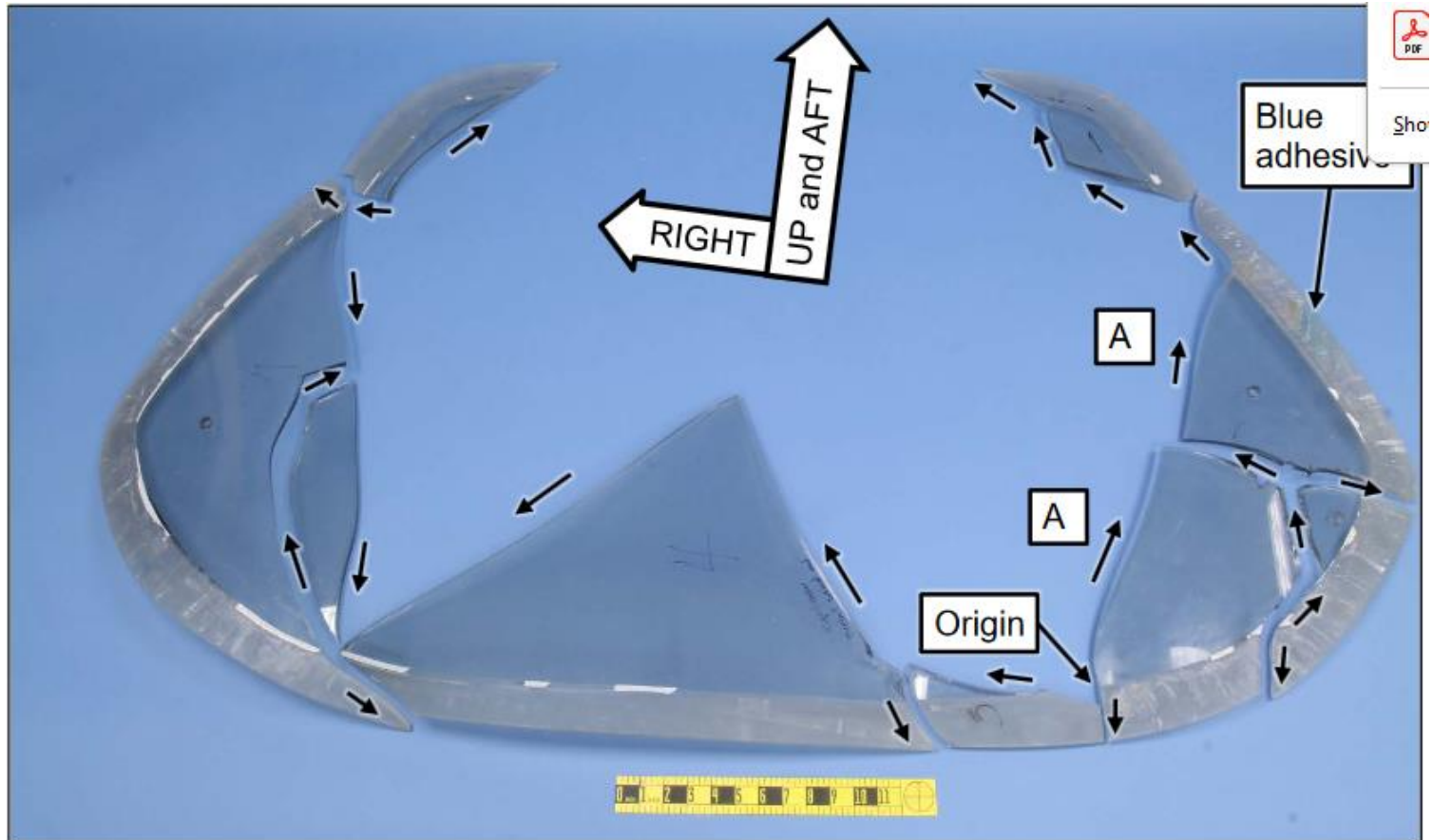


Figure 1. Overall view of the submitted windshield pieces. Unlabeled arrows indicate fracture propagation directions.

On the Wreckord

RV-8 - Texas: The pilot departed on the multi-leg flight, reportedly with both tanks filled to capacity, for a total of 43 gallons. The airplane consumed 11 to 12 gallons of fuel during the first leg, then consumed another 11 during the second leg. Shortly after departing on the third leg of the flight, the engine lost total power. The pilot performed a forced landing, during which the airplane sustained substantial damage.

There were no mechanical anomalies that would have precluded normal operation of the airplane or engine. Examination of the airplane revealed that both fuel tanks were breached during the accident; there was no fuel remaining in the tanks, nor was any evidence of fuel present at the site. A fuel flow indicating device displayed 17.8 gallons of fuel remaining, and, if the pilot had both tanks filled before takeoff, the airplane should have had about 17 gallons of fuel remaining for the last leg of the flight. (2/15/2019)



On the Wreckord

Zenair CH-701 - Illinois: After landing, while taxiing in gusting wind conditions, the airplane flipped over and came to rest inverted. A few minutes after the airplane was righted, it flipped over again.

The airport's automated weather observation system reported that, about the time of the accident, the wind was from 270° at 27 knots, gusting to 41 knots. (2/24/2019)



NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION

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THE WIRES



The Newsletter of EAA Chapter 26

