WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXIX No. 5 ❖ May 2021

President's Letter

Virtual Meeting This month

Video call link: https://meet.google.com/atv-xonv-shy

Its Mother's Day and the day started out a little gray and wet, but turned into beautiful sunshine! The green is coming out everywhere and the flowers are blooming all over. I just had a nice evening flight, enjoying the whole thing. The weather dies down near sunset, so I get to enjoy the smooth air. Flying the Falco in smooth air is like watching an ice skater glide around on the ice; big smooth even turns. FUN!

(Continued on page 2)

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

https://meet.google.com/atv-xonv-shy

Meeting Topic:

Stabilized Approaches

FUTURE EVENTS

TBD what happens in the rest of 2021

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President's newsletter (Continued)

I try to fly often to keep sharp and stay ahead of the airplane. When I want to fly precise I try to get the speed down to about 120mph on downwind for the gear and be at 1500'. It is hard to slow down without pulling the power too much. I will start slowing 5-10 miles away with the power back to 18" manifold pressure; and then down to 15" without making the gear horn blow. (Don't want to disturb the passenger you know.) I slow to 90-100 mph the rest of the way in. In the military, we put the gear down first, and then did the checklist. That is the way I learned, so that is the way I do it. Gear down, then when the lights go out, flaps to about 20-25 degrees, then the checklist. When I am playing "having trouble" going straight and level, i.e. rolling, wingovers, etc., then altitudes and speeds are not as important. I have a wide range to use.

When I took off tonight, I had just read an article in the EAA magazine about what altitude is needed to turn back to the field and make it back. From the charts they had, it looks like you need something with plenty of power and climbing good. You have to be able to climb faster than you glide or it does not work. I climbed out about 1200-1500' feet per minute and looked back at the field. I glide about 950-1000' so I was in good shape if I would have needed to return. I usually don't climb out too steep, so I could be close if I was not watching it too careful. Some say you need 500' and some say 1000' and some say it won't work so go out and try it to see what happens. I think it is most important to not freeze up and react fast enough to get the nose down and turned back (about 45 degrees of bank) is best I think. If you have a big field there is more room to adjust but it is all about each situation.

I do not expect to go to any Fly-Ins this year. Don't know if they will even have a local one. So I just fly all the time.

EAA Submits Comments on Task-Based Phase I Proposal

May 6, 2021 – Last week EAA filed comments on the FAA's draft proposal to create an optional Task-Based Phase I program for experimental amateur-built aircraft flight testing. Overall, EAA is excited for the rollout of the program, which would allow aircraft builders to replace the rigid time requirements for flight testing with a list of tasks to complete in order to develop data and procedures for the aircraft. This would be an option for aircraft builders, not a requirement.

The task-based program is housed in an upcoming revision to Advisory Circular (AC) 90-89B, the *Amateur-Built Aircraft and Ultralight Flight Testing Handbook*. EAA's comments were mostly technical in nature and focused on organizing the document to reduce confusion between the task-based program requirements and the rest of the handbook, which contains general advice on flight testing and is not directly related to the parameters of the alternate Phase I program.

Additionally, EAA pushed for a pathway to adopt requirements for other types of aircraft to use Task-Based Phase I. The current program — and the *EAA Flight Test Manual* — is written primarily for testing airplanes. EAA also took the opportunity to suggest technical edits to other sections of the AC, which was originally written several decades ago as a partnership between EAA and FAA.

Anyone following the *EAA Flight Test Manual* will be able to complete the proposed task-based program with ease. Other writers, groups, manufacturers, and even individual builders will be able to develop their own test plans that meet the requirements of the AC, and include the basic tests that any new aircraft should undergo.

The requirements are designed to validate the safety and performance of the aircraft, develop pilot familiarity and proficiency, and create data that can be used to build an operating manual for the aircraft. EAA suggested in its comments that this manual be termed an "Aircraft Operating Handbook" (AOH) to reduce confusion with similar terms for the manuals that are associated with type-certificated aircraft and the specific regulatory requirements that come with them.

EAA expects a final version of this AC to be released in the coming months, and is currently working on improvements to the *EAA Flight Test Manual* and creating associated guidance to make task-based flight testing even easier as the program is rolled-out.

EAA Free Webinars and News

5/18/21 7 p.m. CDT
Ultimate Aircraft Buying Guide 2021 by Scott Sky Smith

Before you buy a light-sport, standard, or experimental aircraft, get prepared! Learn from Scott Sky Smith's 30 years of experience. Scott Sky Smith has bought and sold 30-plus different aircraft, including a Smith Miniplane, KR2, Pietenpol, Skymaster, Pipers, and Cessna. Sky Smith discusses where the best deals are, what time of year to buy, and how to evaluate the price of your new purchase. Calculate the real cost of ownership and compare it to renting or building an aircraft. He will also be covering pilot requirements, insurance, and what to inspect before you buy.

5/19/21 7 p.m. CDT

Are you Stumped About Weather? Here are the Top Ten FAQs
Qualifies for FAA WINGS credit. By Scott Dennstaedt

Meteorology is perhaps the most challenging discipline you must master to become a pilot and continues to generate many questions long after your primary training has completed. Join us for some weather Q&As where Scott Dennstaedt will provide the answers to the top 10 questions he's been asked over the last 20 years as a former National Weather Service meteorologist and certificated flight instructor.

6/9/21 7 p.m. CDT

Evolution of Flexwing: Weight-Shift Trikes
Qualifies for FAA WINGS credit. By Mike Hudetz

Mike Hudetz, FAA weight-shift CFI and DPE, will discuss the modern trike development from the earliest aviation experiments dating back to 1891. He will explain performance and flight characteristics, including how the flexwing trike is different from a fixed-wing airplane, including how airplane pilots can transition and add weight-shift privileges.

Former EAA Chapter 26 member

Joel Godston (July 4, 1934 to March 30, 2021), distinguished engineer, avid aviator and beloved husband, brother and father, has passed away in Seattle, WA, at age 86. Joel, long time resident of Wethersfield, CT, Air Force pilot and member of the Pratt & Whitney team for over twenty-five years, is survived by his wife, Annemarie, of 62 years, brother Arjay, sister Ruth, his sons Peter and Gregory, daughter Christa and grandchildren Jaclyn, Anna, Trevor, Ashlee, James and Annika. Contributions may be made in Joel's memory to 'Partners in Caring,' Horizon House, 900 University St., Seattle, WA 98101.

Editor's note: Joel often sent aviation related humorous content to me that I included in the newsletter. The most recent one was this classic.

After every flight, UPS pilots fill out a form, called a "gripe sheet" which tells mechanics about problems with the aircraft. The mechanics correct the problems, document their repairs on the form, then pilots review the gripe sheets before the next flight.

Never let it be said that ground crews lack a sense of humor. Here are actual maintenance complaints submitted by UPS pilots ("P") and solutions recorded ("S") by maintenance engineers:

P: Left inside main tire
almost needs replacement.
S: Almost replaced
left inside main tire.

P: IFF inoperative in OFF
mode.
S: IFF always inoperative in OFF mode.

P: Test flight OK, except auto-land very rough.
S: Auto-land not installed on this aircraft.

P: Something loose in cockpit
S: Something tightened in cockpit

P: Dead bugs on windshield.
S: Live bugs on
back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent
S: Cannot reproduce problem on ground .

P: Evidence of leak on right main landing gear.
S: Evidence removed.

P: DME volume unbelievably loud.
S: DME volume set to more
believable level.

P: Friction locks cause
throttle levers to stick.
S: That's what
friction locks are for.

Looking for tailwheel RV Transition training Anthonee Gibbs

I figured I would leverage the EAA network in WA to reach out and see if any of you knew of a CFI who will perform transition training in a tailwheel RV. I recently purchased an RV-4 and insurance requires 10hrs dual in a TW RV and mine doesn't have rudder pedals right now.

I have a private pilot license (2018) with instrument rating and 440 hours in a Cessna 182. I have reached out to Mike Seager who works for/with Vans Aircraft for transition training but he is booked out until August. If you or someone you know is a CFI with a dual control TW RV 4, 6, 7, 8, 9 willing to do TW endorsement and transition training I'd greatly appreciate it.

Feel free to reply via email, or give me a call at 206-550-2557.

Thank you,
Anthonee Gibbs
EAA #1407073

Baking Deuce – Arizona: During the landing roll and as the pilot pulled the power to idle and lowered the tail, the airplane then encountered a dust devil that caused it to weather-vane. Subsequently, the airplane veered off the right side of the runway, the main landing gear collapsed, and the airplane came to rest nose down. (4/1/2017)

On the Wreckord by Ron Wanttaja

Sonex – Virginia: Prior to takeoff, the pilot checked the weather conditions before departure for the personal flight, and he noted that it was drizzling but that the cloud/ceilings were "good." Once airborne, the weather conditions began to deteriorate, and the pilot chose to return to the airport. While the airplane was on final approach to land at 700 ft above ground level (agl), the engine "just stopped." The pilot attempted to restart the engine to no avail, and he subsequently initiated a forced landing just short of the runway.

Postaccident examination of the engine revealed no evidence of any preimpact mechanical malfunctions or failures that would have precluded normal operation. Weather conditions reported at the time of the accident were conducive for serious icing at cruise power. The pilot acknowledged that the weather conditions were conducive to carburetor icing but that he did not apply carburetor heat until he tried to restart the engine, and even then, that he did not use full carburetor heat. (4/22/2017)

On the Wreckord by Ron Wanttaja

Bounds Bearcoupe – Utah: The airplane was designed and built by the pilot; it was a mid-wing tailwheel design. The pilot reported about 296 hours of flight experience in the airplane, He was flying with an instructor, and let the other man land the aircraft. Due to the instructor's lack of prior experience flying the airplane, which had foot pedals that were raised off the floor, he inadvertently applied pressure to the toe brakes, which resulted in the airplane nosing over immediately on touchdown. (5/5/2017)

NEWSLETTER

Chapter 26

EXPERIMENTAL AIRCRAFT ASSOCIATION

May 2021

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