WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXX No. 4 ❖ April 2022

President's Letter

Second Thursday
At 7:30 PM

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

This past week, April 5-10, was the Sun-n-Fun convention, so flying season is starting in earnest. It will be interesting to see what new and wonderful ideas and airplanes come out of that event. I am still thinking about Oshkosh this year. Do I fly, take the airlines or drive? The gentleman that has allowed me to use his hangar for the last several years has sold his aircraft and therefore no longer has the hangar available. So I am trying to find a hangar for the most of the three weeks we are there. I just can not chance leaving the airplane out for that long. Putting it out for the 4-5 days at the air show is long enough … and even that can be risky in itself. The mid-west weather can be unpredictable!

SUN 'n FUN Aerospace Expo

(Continued on page 2)

This month:

Liberty Motor Rebuild
By Steve Crider

Online only this month:

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

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President's newsletter (Continued)

I have told you about the C-172 that my nephew got. We installed Vortex Generators on it. It now lands and does takeoffs at C-150 speeds. The handling is much better and quicker and more responsive. I am still trying to figure out final approach speed. It is happy at 65mph but seems slow from what I am used to before. The stall speed is below 50mph easily, especially with flaps out.

Then this past week we had a new opportunity/adventure! My brother has a friend with a place on Lake Meridian who has a C-185 on floats. It had kicked on starting and broke the starter so he was not able to get it running. To fix the starter involves moving the engine ahead about four inches to take the starter off. Since the airplane is in the water, the working conditions could be quite challenging. So … he wanted to hand prop it (550 cubes and 300hp) to fly home to Portland to get it fixed. He needed a pilot inside to work the throttle while he tried turning the prop. That's where I came in. Since he couldn't get leverage to pull the big prop through he had to get it just right so it would fire at the perfect time. We were not really convinced that this idea would work. We worked at it for almost an hour. He was getting tired but still not giving up. When it was just right off it went and ran just as smooth as silk. My brother stood watching from shore and didn't even take a single picture to prove my story! I can share more about it at the meeting if you want.

Steve is still checking on our meeting place and we will have a better idea on Monday. Sorry for the short notice but he is going down there in person as they don't seem to get back to him on the phone. Also, he is going to do the program with more information and pictures on the Liberty motor they built. Be sure to check your email to see where/how we will be meeting.

See you all one way or another on Thursday.
~Dave

EAA Efforts Find Success in Updated FAA Turf Operations Policy

April 07, 2022 – The FAA has just released updates to its airport design standards, and among the policy updates is a long-awaited acknowledgment to allow turf operations on unpaved runway safety areas (RSAs). This is a policy update first suggested by EAA several years ago during the annual EAA/FAA Winter Recreational Summit.

Subsequently, in September 2020, EAA combined with AOPA, the Recreational Aviation Foundation, and the United States Parachute Association in joint comments to the FAA in support of the turf operations proposal.

The updated policy (FAA AC 150/5300-13B, Chapter 2.10) includes key risk factors to consider for unpaved area operations, also commonly referred to as “turf operations.” It also covers airport design recommendations, FSDO safety assessments, maintenance requirements, and pilot education for aviators using either the paved or unpaved surfaces at an airport.

Aircraft often preferring a turf-operation option include vintage tailwheel aircraft, ultralights, gliders, and aircraft with large tundra tires, among others.

“This policy update has been several years in the making after EAA first asked FAA to codify what has taking place naturally at GA airports for decades,” said Lily Johnson, EAA’s government advocacy specialist, who coordinated the efforts with the FAA.

“EAA has worked closely with the FAA, Midwest ATC, and Wittman Regional Airport in Oshkosh to prototype the concept for non-AirVenture time periods, as evidence that it can work effectively for airports throughout the nation and give pilots who prefer unpaved turf options as safer and less demanding on airframes.”

4/13/22 7 p.m. CDT
Welcome to EAA – Getting the Most Out of Your Membership
By: David Leiting

Join EAA staff member David Leiting, as he welcomes you to EAA. This webinar will help you jumpstart your participation in EAA programs, and bring awareness to EAA’s wide variety of member benefits and resources.

4/20/22 7 p.m. CDT
Controllability as Affected by Weight and Balance
Qualifies for FAA WINGS credit.
By: Gordon Penner

Gordon Penner, master CFI-Aerobatics and FAA Gold Seal instructor, presents a simple and practical description of how critical flying within weight and center of gravity (CG) range is to controllability of the airplane. He will provide examples of how being out of CG range can put your aircraft out of control.

EAA Webinars

4/27/22 7 p.m. CDT
Bad News Is Good News: Avoiding Most Accident Scenarios
Qualifies for FAA WINGS credit.
By: Tom Turner

Having actively tracked and studied general aviation accidents for over 30 years, the bad news is that we keep doing the same things that lead to aircraft crashes. The good news is that, well, we keep doing the same things that lead to aircraft crashes. Why is bad news good news? Because most accidents are predictable, most accidents are preventable. In this presentation, Tom Turner from the American Bonanza Society Air Safety Foundation covers 14 lessons learned from three decades of accident history, and recommends strategies and practices to eliminate most potential accident scenarios while still enjoying the privilege of flight.

5/4/22 7 p.m. CDT
Tulip Fever (Pre-buys)
Qualifies for FAA WINGS and AMT credit.
By: Mike Busch

The market for used airplanes is hotter than a pistol right now. Lately, we've been seeing an increasing number of buyers who are in such a hurry to snap up used airplanes "before they get away" that they're shortcutting prudent due diligence. Mike Busch relates the experience of one such buyer who signed a contract to purchase a nice-looking Florida-based Beech Musketeer with a "fresh annual" only to discover that the aircraft was hideously un-airworthy and would have been a disastrous money pit had he not done an independent pre-buy examination.

5/11/22 7 p.m. CDT
Out After Dark — A Pilot's Guide to Flight at Night
Qualifies for FAA WINGS credit.
By: Prof. H. Paul Shuch

Night flight can be a most beautiful experience for a general aviation pilot. It is also fraught with unique challenges, and its own particular hazards. Private pilots (and sport pilots upgrading to private privileges) receive minimal night training, but that is only the beginning. You can become a safer night pilot, while recognizing that sometimes, the only winning move is not to play. Join Prof. H. Paul Shuch for this presentation.

On the Wreckord

Ultra Pup– Kentucky: The plane made several attempts to land. On climb-out after the last, the right wing dropped and it disappeared behind the trees and crashed. Examination of the wreckage revealed no evidence of any preaccident mechanical malfunctions or anomalies that would have precluded normal operation.

The pilot purchased the airplane about 5 months before the accident, and the accident flight was his first flight in the airplane. He had not recorded a flight review in about 25 years. About 3 years before the accident, the pilot applied for a Federal Aviation Administration medical certificate, which was denied for multiple physical and mental health reasons, and the pilot did not appeal the denial. Thus, the pilot was ineligible to fly any aircraft. (10/5/2017)

RV-6– California: About 25 minutes into the local personal flight, with all systems appearing to operate normally, the pilot noticed that the batteries (located near his right foot) were getting hot and that the system voltage indicated about 15.5V, which was above the normal value of about 13V. Almost immediately thereafter, the engine lost total power. The pilot activated the bus manager emergency power switch and independently selected each of the two engine control units but was unable to restore engine power. He chose a rural road for a forced landing but changed his path to clear a truck on the road; the airplane impacted a vineyard on the side of the road, nosed over, and came to rest inverted.

The pilot had recently decided to change the carburetor and conventional magneto ignition systems to electronic versions for "performance and efficiency improvements." He purchased a kit that included an electronic fuel injection system and replaced the magnetos himself with a fully electronic ignition. The only nonimpact-related anomaly discovered during the engine and airframe examination was that the swage/crimp of the terminal to the conductor of the primary alternator ground cable was loose, and the conductor and terminal bore evidence (black residue) of electrical arcing. The appearance was consistent with that residue having been caused by the looseness of the swage/crimp and as having been loose for an extended period before the accident. This looseness and arcing indicated that there were transient power interruptions. (10/30/2017)

On the Wreckord

Long EZ– Alabama: While in cruise flight, the airplane "violently began shuddering," and the pilot immediately shut down the engine and attempted an emergency landing. The airplane was unable to reach the selected runway and landed about 200 ft short of the runway threshold in a rough, grassy area. After exiting the airplane, the pilot discovered that a portion of the trailing edge of the wood propeller had separated and penetrated the lower half of the right rudder control surface.

A postaccident examination of the remaining portion of the wood propeller determined that the propeller was manufactured from laminations of defect-free hard maple lumber that showed no signs of decay. According to the propeller manufacturer, the propeller was carved by hand and assembled using an adhesive that is advertised as "ideal for interior wood application." However, the adhesive had not been tested for applications in which extreme temperature fluctuations, pressure, and vibrations would be expected, such as those experienced during airplane operations. (11/11/2017)

NEWSLETTER

Chapter 26

EXPERIMENTAL AIRCRAFT ASSOCIATION

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