

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXIX No. 4 ❖ April 2021

President's Letter

[Virtual Meeting](#)
[This month](#)

[Video call link:](https://meet.google.com/ryz-hpwq-dsa)
<https://meet.google.com/ryz-hpwq-dsa>

Happy Spring! Last weekend (March) the wife and I took a drive along Lake Washington Blvd to see the flowers and trees in bloom. There were some, but I think we were a little early. We have noticed around home that there are more trees blooming out every day.

My knee is recovering well. I have been able to go flying! I have had four flights so far and enjoying every one of them! Getting in and out of the airplane takes a little help, my wife is there to assist with the step stool.



(Continued on page 2)

[This month:](#)
[Again:](#)
[Virtual Meeting](#)
[Thursday @ 7:30](#)

<https://meet.google.com/ryz-hpwq-dsa>

[Meeting Topic:](#)

**April Flying
Adventures**

[FUTURE EVENTS](#)

TBD what happens in the rest
of 2021

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President's newsletter (Continued)

The Annual is being done on the C-150 and the instructor is getting his vaccine next month so he will be ready for my son-in-law to get some official flight training. He is ready to go and looking forward to it.

The weather is getting nicer and summer is coming so hopefully we get to go flying and even socialize a little more. Until then we are stuck with a virtual meeting again.

Hope to see you all on Thursday.

~Dave

§ 91.409 Inspections.

(a) Except as provided in [paragraph \(c\)](#) of this section, no [person](#) may operate an [aircraft](#) unless, within the preceding 12 calendar months, it has had -

- (1) An annual inspection in accordance with [part 43](#) of this chapter and has been approved for return to service by a [person](#) authorized by [§ 43.7](#) of this chapter; or
 - (2) An inspection for the issuance of an airworthiness certificate in accordance with [part 21](#) of this chapter.
- No inspection performed under [paragraph \(b\)](#) of this section may be substituted for any inspection required by this paragraph unless it is performed by a [person](#) authorized to perform annual inspections and is entered as an "annual" inspection in the required [maintenance](#) records.

Task-Based Phase I to Revolutionize Flight Testing



April 1, 2021 – After years of hard work and advocacy by EAA, the FAA has published [draft guidance](#) to implement an optional task-based Phase I program for Experimental Amateur-Built (E-AB) aircraft. Under the program, once an aircraft completes a flight test plan that meets FAA standards, Phase I is complete. The standard 25- or 40-hour flight test period for Phase I will remain an option for all E-AB, and Experimental Light-Sport (E-LSA) continues to carry a 5-hour test period.

The program is part of an upcoming update to Advisory Circular (AC) 90-89B. Flight test programs do not need specific approval by the FAA, but the Circular lays out certain required flight test points and requires the use of test cards for data collection in flight. Users of the EAA Flight Test Manual should find it a straightforward way to complete the requirements of the task-based Phase I program, but anyone may draft a flight test plan that meets the FAA's outline, including kit manufacturers and other experts.

Task-based Phase I ensures that every hour spent in flight testing is meaningful and is contributing to both validating the airworthiness of the aircraft and gathering the data necessary to build a detailed operating manual. This will benefit the builder in ensuring full exploration of the aircraft's operating envelope, and it will benefit subsequent owners in having access to quality data on the aircraft. In exchange for this work, the aircraft will be released from Phase I when it is ready, not based on an arbitrary time requirement.

"This is the result of more than eight years of work by EAA and the FAA and we couldn't be happier that it is now nearing completion," said Tom Charpentier, EAA Government Relations Director. "This will be a true paradigm shift in E-AB flight testing."

This program comes on the heels of EAA's publication of its Flight Test Manual in 2018, which has sold thousands of copies to date. EAA is continuously working to improve it and create new materials and programming based upon the manual.

Task-based Phase I is yet another example of the EAA working collaboratively with the FAA to achieve a win-win solution that benefits the community and enhances safety. The groundwork for this change was laid by the EAA/FAA working group that created the Additional Pilot Program (AC 90-116), which allows another pilot into the cockpit to enhance safety during flight testing.

The Advisory Circular is in draft form and [comments will be accepted](#) through April 29. Please note that the relevant language on Task-Based Phase I is housed in Chapter 1, Section 1 of the draft. The rest of the document contains advisory information on flight testing and is not part of the task-based program requirements.

EAA Free Webinars and News

4/7/21 7 p.m. CDT

How Risky is Maintenance

Qualifies for FAA WINGS and AMT credit. Mike Busch

As pilots and aircraft owners, we've all experienced maintenance-induced failures (MIFs). But just how risky is maintenance? How often do MIFs occur? How serious are the consequences when they do? In 2002, the FAA studied 10 years of NTSB accident reports involving maintenance-related GA accidents. In this webinar, Mike Busch discusses what they learned and concluded.

4/14/21 7 p.m. CDT

Canadian Airspace 101

Qualifies for FAA WINGS credit.

Radek Wyrzykowski

Airspace is complicated, but learning about airspace does not have to be. Join Radek Wyrzykowski, EAA manager of flight proficiency, as he breaks down complex airspace and discusses it in simple terms you can understand without being an expert in the CARS. This webinar has been specifically developed for Canadian airspace and the rules in Canada. Radek's technique will teach you practical information that's easy to remember and useful for each flight.

4/27/21 7 p.m. CDT

Flying Clubs – Getting Started

David Leiting

EAA's initiative to support the formation of flying clubs continues to grow, and David Leiting from the EAA HQ will help you learn the ins and outs of forming a separate nonprofit flying club!

Former EAA Chapter 26 member



Kenneth Seal was born 1928 in San Francisco, CA to Harold and Margaret Seal. He spent his early years in the Bay Area. Around age 10, Ken relocated with his mother and sister, Barbara, to the Portland area.

At age 18 he joined the Navy and trained as an airplane pilot in Pensacola and Corpus Christi, before being deployed to Okinawa in the Korean war. He came back to the United States and trained as an engineer at Portland University. He then went to work as an engineer and technical writer at Boeing.

Ken believed that it is important to serve the greater community, so he volunteered many work hours over many decades. He served on the board of Group Health Cooperative. He was active in local politics, and he served in various positions in his local church. Despite this busy schedule, he and his wife, Maria found the time to raise 7 children.

Ken loved to share his stories and opinions with anyone who would listen, and he gave generously of his time, talent and treasures to the people and causes that he loved.

Ken Seal died November 20, 2020 after repeated bouts of cancer at age 92 in Bellevue, WA.

He will be laid to rest at Tahoma National Cemetery.

He is survived by his wife, his sister, his half-sister and half-brother, seven children, 7 grandchildren, and 4 great-grandchildren .

Pietenpol Aircamper for sale

For Sale: Pietenpol Aircamper \$19,500 with additional Rotec aerosport parts. I would appreciate you letting your chapter members know about this plane.

This Pietenpol Aircamper has a wooden fuselage and radial engine. It was built by longtime builder and EAA instructor Dick Navratil. I have all the paperwork with pictures of the building process by Mr. Navratil and all the receipts etc. After Dick Navratil passed away, his widow sold this Pietenpol to Charlie McFarlan of Oklahoma, who thoroughly enjoyed flying this plane. Summer of 2020, my husband Daniel Graf and I bought the Pietenpol from Charlie McFarlan.

We watched as Charlie and his pilot friends dismantled the wing sections. They carefully packed it into a 26 foot U Haul which we drove home to Grandview WA and then unloaded it into our shed. My husband had made a cradle for the longest of the wings. Then sadly, my husband Daniel, passed away from cancer in October 2020. The Pietenpol and wings are sitting in our shed covered with drop clothes. The other dismantled sections are wrapped in blankets.

This is a beautiful plane. You can email me at graffarm@bentonrea.com if you are interested in purchasing the plane. I have attached some pictures. Also, previous owner, Charlie McFarlan said if you have specific questions, call him at: 832-654-8875.

Sincerely,
Betty L. Graf



from left to right: Start button, A-9 mag and battery switch, red knob below is choke, red button above is battery warning light, altimeter, 4 switches are ignition, avionics, fuel pump w/ warning light and strobe, ASI, Compass, fuel press, tach, quad gauge is amps, oil press, oil temp, and CHT with rotary switch with probe on each cylinder. Hobbs meter. Below on left is throttle and small control ahead is carb heat. The cable hanging down not connected is fuel shutoff.



Dick Navratil's R2800 Powered Piet at Osh 2007



On the Wreckord by Ron Wanttaja

Super Cub Replica – Texas: During the recovery from a simulated engine failure, the pilot turned off the carburetor heat, applied full engine power, and raised the nose to a steep pitch attitude of about 35° to 40° nose up. The engine experienced a total loss of power in the climb about 200 to 500 ft above ground level. The engine started to regain power about the time that the airplane struck the trees, which resulted in substantial damage to the wings and fuselage. The airplane had a 180-hp engine installed that was not equipped with an engine-driven fuel pump or electric fuel boost pump. The airplane's gravity feed fuel system had 24-gallon fuel tanks installed in each overhead wing, but there was no fuel header tank installed. Leading edge slats were installed along the entire span of the right and left wings, which allowed the airplane to be flown at a very high nose-up pitch attitude. It was possible for the airplane to climb at a very steep angle, which could put the carburetor higher than the wing tanks. With inadequate fuel pressure to deliver fuel to the carburetor, it is possible that a gravity feed fuel system might experience a disruption of fuel flow in high nose-up pitch attitudes. (1/31/2017)



On the Wreckord by Ron Wanttaja

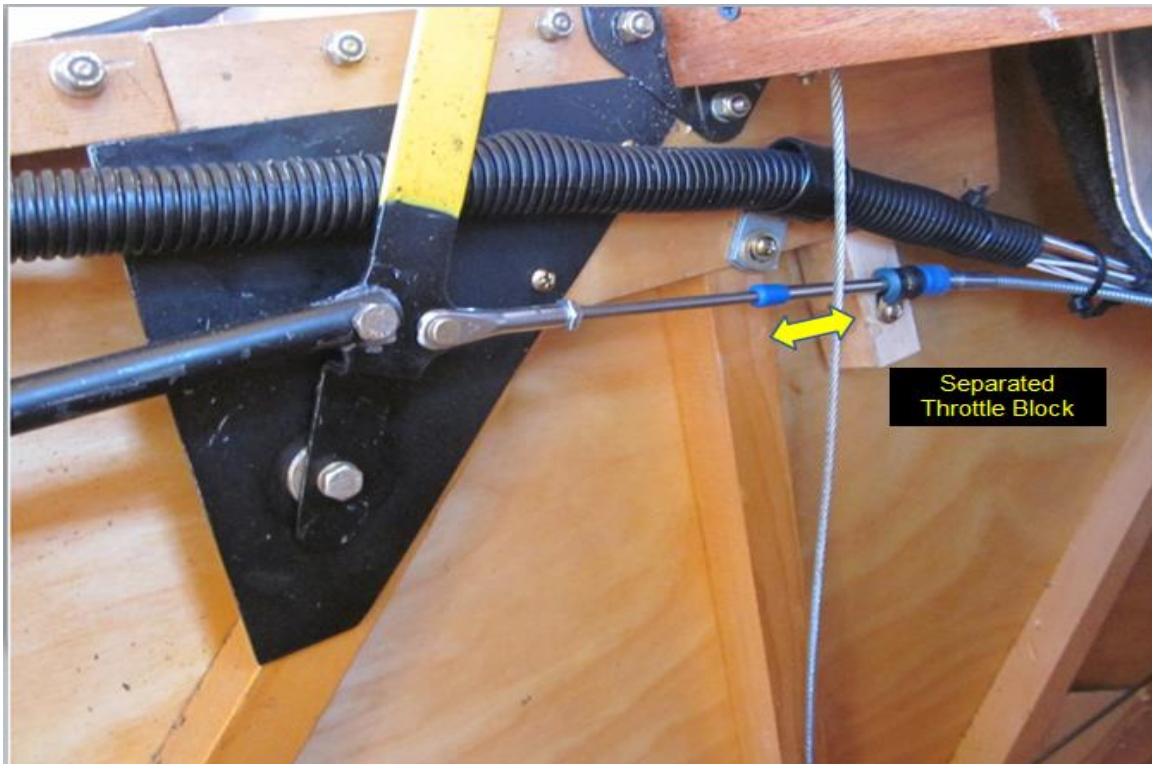
Smyth Sidewinder – Minnesota: During takeoff of the homebuilt powered by a Chevrolet LS-1 engine, the pilot smelled engine coolant. As he turned onto the downwind leg, the engine lost total power. Unable to reach the runway, he chose to conduct a forced landing in a field.

Although the pilot stated that he checked the engine coolant level during the preflight inspection, postaccident examination of the airplane revealed an insufficient amount of coolant in the reservoir. The radiator did not contain any coolant, and no leaks were detected in the coolant system. No other anomalies were noted with the engine. Given the small amount of coolant in the system and the lack of any leaks, it is likely that the pilot did not ensure that a sufficient amount of coolant was in the engine reservoir before takeoff, which resulted in the engine getting too hot and the engine control module shutting down the engine as designed. (3/4/2017)



On the Wreckord by Ron Wanttaja

Pietenpol – Missouri: After takeoff, the engine was losing power, so the pilot turned to return to the runway. The engine continued to lose power, and as the pilot attempted to line up for landing, the airplane lost airspeed, stalled, and then contacted low trees near the end of the runway, and the right wing contacted the ground. Examination of the wreckage revealed that a wooden throttle cable support block that had been glued to the aircraft structure was found detached. The detachment area did not appear to show signs of impact damage. No other anomalies were noted with the engine, airframe, or fuel distribution system. It is likely that the throttle cable support block came loose in flight, which resulted in the pilot's inability to control the engine throttle and the subsequent stall while maneuvering for an emergency landing. (3/21/2017)



NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION
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