WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXIX No. 6 ❖ June 2021

President's Letter

Virtual Meeting This month

Video call link:

https://meet.google.com/oiu-ciwh-key

Last week I flew up to the Arlington/Darrington area. My passenger was an old acquaintance from about 40 years ago. Back then, he was learning to fly and has not flown since. He is 60 now and sold his house up in that area. I wanted to give him a ride so that is why we flew up there. I usually use the iPad traffic and charting. I took it just for fun to keep track of the area. The weather was hot, about 85 degrees and the iPad quit after about 20 minutes (overheated). I pulled out my paper Seattle chart which did not seem to overheat. I was not trying to protect the iPad from the sun so that is why it quit so quickly. It was fun flying out of my Crest area. He had trained in a C-172 so he was not sure what to do with the stick control. He figured it out. H is a fisherman in Alaska and just left for Dutch Harbor. When he gets back he may buy a motorcycle or a plane – we will see…. It is satisfying when people enjoy flying as much as he did. As we were flying over Lake Sammamish on our way back, a yellow and white RV did a nice aileron roll over the lake. We were at about 2700' and he was at least a 1000' below us. I had a nice view from above. When I came into Crest, a yellow RV was coming in also. I told him an RV did a nice roll earlier. He did not admit to anything but said it was more fun than the big planes. He was enjoying his flying too.

(Continued on page 2)

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

https://meet.google.com/oiu-ciwh-key

Meeting Topic:

FUTURE EVENTS

TBD what happens in the rest of 2021

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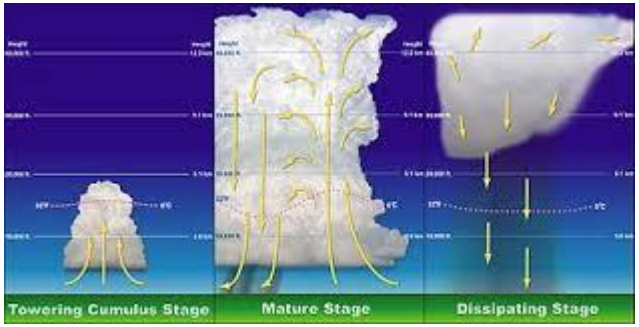
President's newsletter (Continued)

I just read an article in the University of WA Alumni magazine. It usually has articles about local football heroes and businesses. This was about a local pilot. He was the first to go mach 2. Scott Crossfield grew up around Chehalis and attended UW. During WWII, he was a Navy fighter pilot. After the war, came back to the UW to finish up, getting a master's degree and being chief operator of the Kirsten Wind Tunnel. He flew the X-15, among other planes, and had many scary adventures. He prided himself on always bringing his plane back. He never bailed out of anything. The article did not say, but he must have flown at the same time as Bob Hoover. Both worked for North American Aviation. They said that he loved the risk. He would have been quite a person to know! He died at 84 when he flew into a level 6 thunderstorm over Virginia in 2006. I remember hearing about it. They blamed the accident on controllers not telling him about the storm; and him not getting updated weather. When I was at pilot training in TX in 1969-70, one of our guys got into a thunderstorm at night. He had full power on the T-38 and was still going down. He managed to get out of the storm. We were taught to give thunderstorms a wide birth, at least 20 miles. Hail can be spit out a long way! I am not going to Oshkosh this summer but if you are traveling remember to watch the weather and give storms a wide birth. It is okay when you can see them, but imbedded ones are trouble when you can not see them. My flight instructor says wait 90 minutes for the storm to dissipate. Isolated ones are okay but a line of storms will stop you. Remember, hotels are cheaper than funerals. Wait a day and go on.



Sport Pilot and LSA Expansion Still on Track—MOSAIC Rulemaking Update

May 20, 2021 – EAA participated last week in the meetings of ASTM International Committee F37 on Light-Sport Aircraft that were focused on the Modernization of Special Airworthiness Certificates (MOSAIC) rulemaking initiative. The committee is tasked with updating industry consensus standards for light-sport aircraft to prepare for and accommodate anticipated changes to the regulations under the MOSAIC project.

Top on the priority list for many EAA members, the MOSAIC package is still on-track to expand sport pilot privileges and the range of aircraft they can fly, including a shift to a performance-based metric describing sport pilot-eligible aircraft (LSA) as opposed to the current weight limit. Additionally, a new category will allow larger and more complex aircraft to be built under LSA-like rules but will likely require a recreational or private pilot certificate to operate as is the case for similar type-certificated aircraft today. As we have previously reported, this category is being termed Light Personal Aircraft, or LPA.

LPA is promising because it will fully deliver on the potential of affordable aircraft certified based on industry consensus standards. Along with fully manufactured aircraft, it could allow many of today's kit aircraft to come to market factory-assembled or professionally built for customers interested in this ownership option.

It is important to stress, however, that a broader redefinition of LSA and sport pilot privileges is planned alongside the development of the new and larger LPA, and EAA is advocating for the maximum possible expansion. The end result should be significantly-increased utility of the sport pilot certificate and privileges, which has proven its worth as a gateway to personal aviation since 2004.

The proposed rule is currently on schedule to be released for public comment by mid-2022, with a final rule on track for publication in the fall of 2023.

EAA Free Webinars and News

6/9/21 7 p.m. CDT
Evolution of Flexwing: Weight-Shift Trikes
Qualifies for FAA WINGS credit. From: 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.

6/15/21 7 p.m. CDT
Decision-Making and Loss of Control Inflight (LOC-I)
Qualifies for FAA WINGS credit. From: Gordon Penner
Gordon Penner will take a big-picture look at LOC-I and decision-making. Elements of the talk will include: a discussion of the takeoff phase from the beginning of the takeoff roll to the point where a safe return altitude is reached; a look at LOC-I when trying to return to the runway after engine failure and ways to determine a safe return altitude; risks for LOC-I in the maneuvering, approach, and landing phases, and finally botched go-arounds.

6/16/21 7 p.m. CDT
Aviation and Aircraft Taxes
From: Greg Reigel and Paul Herbers
This webinar will provide a high-level overview of various tax issues applicable to general aviation aircraft and hangars. Topics will include federal taxation on business use of aircraft, state sales and use tax on aircraft purchases, including various exemptions, personal property, homebuilt aircraft and registration tax, and liens resulting from failure to pay applicable taxes.

7/6/21 7 p.m. CDT
Propeller Selection for Homebuilts
Qualifies for FAA WINGS and AMT credit. From: Steve Boser
Steve Boser from Sensenich Propeller will discuss how to choose the right propeller for your experimental aircraft. He will explain the black art of propeller design and how to make good choices for your homebuilt. There are other considerations beyond diameter and pitch which can turn your hotrod into a hangar queen. Propeller materials and construction have also come a long way since the Wright brothers.

7/7/21 7 p.m. CDT
The Great Beyond (TBO)
Qualifies for FAA WINGS and AMT credit. From: Mike Busch
Many owners and mechanics start getting nervous when an aircraft engine gets to TBO. Although the FAA doesn't require Part 91 operators to overhaul at TBO, countless numbers of healthy engines are euthanized when they reach that consecrated number of hours. In this webinar, Mike Busch talks about his own extensive experience operating past TBO that has convinced him that TBO is a concept that is best ignored.

My name is Philip Platt. 35 years ago I built an all-metal sailplane. A wonderful bird. But now we are in the process of selling out in Sumner and moving to our new place in Orlando, FL, and I'm faced with selling about a hundred pounds of riveting equipment.

Rivit Kit - Gun, Sets, Bucking Bars, about 16 Pounds of Clecoes (mostly 3/32 and 1/8), plus leftover rivits.

Asking $300. Sumner 253-722-6720

Lancair Evolution – California: While in cruise flight at 25,000 ft, the airplane's windshield shattered, immediately followed by a rapid decompression of the cabin. The pilot shut down the engine, entered an emergency descent, and navigated to a nearby airport. During the approach for landing, the pilot received an anomalous landing gear indication and chose to perform a gear-up landing. The airplane touched down with an 8-knot tailwind and slid along the runway until it impacted a fence, continued across a road, and came to rest in dirt. Both wings were substantially damaged.

Postaccident testing showed that the relay modules responsible for opening and closing circuits to the left main landing gear were dislodged when the windshield shattered, resulting in the anomalous gear indication.

A portion of the windshield that remained attached to the frame exhibited a fracture consistent with pure tension loading, likely from internal pressurization. Due to the curvature at that location, the fracture area was likely one of high stress on the windshield. Examination of the windshield fragments and frame did not show any evidence of impact from a foreign object, but showed significant structural flexing of the fuselage due to delaminated wet-layup plies during construction, as evidenced by extensive cracking at the aft engine cowling. (5/15/2017)

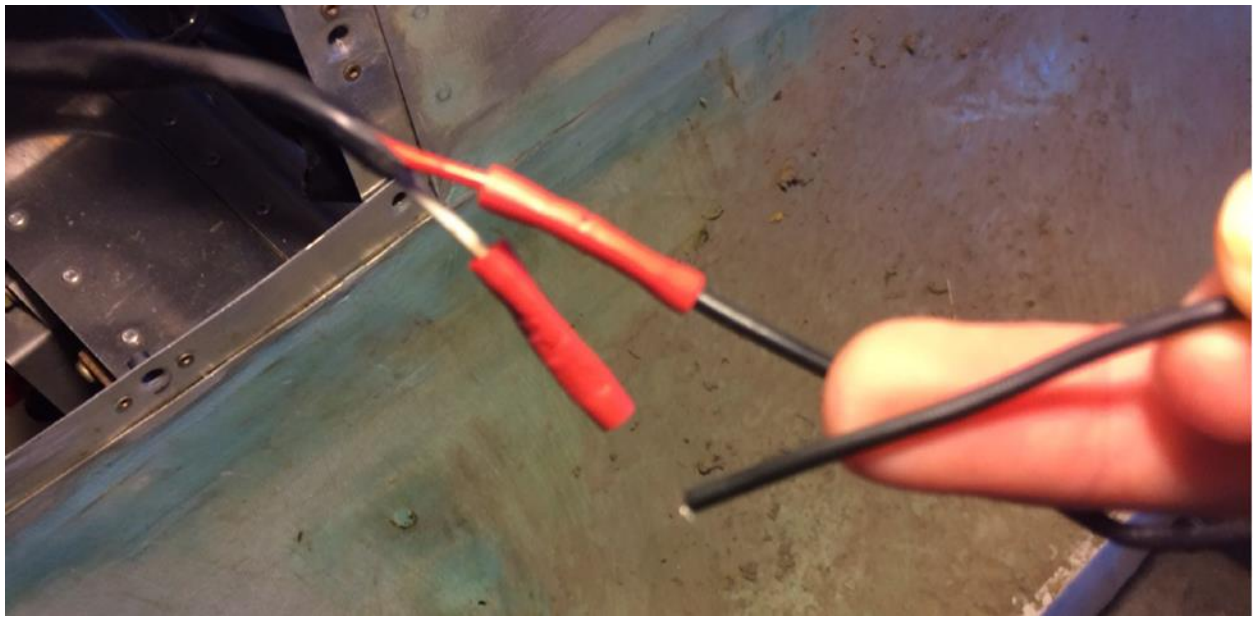
On the Wreckord by Ron Wanttaja

Zenith CH-601XL– North Carolina: The builder reported that the airplane was in cruise flight when the engine experienced a total loss of power. He noted that the right fuel tank was empty and that the fuel selector handle was on the left tank. He attempted a restart; however, this was unsuccessful, and he performed a forced landing in a field. The nose landing gear collapsed during the landing roll, resulting in structural damage to the lower fuselage and engine firewall.

Examination of the wreckage revealed that the fuel tank selector handle was on the left tank but the fuel valve remained on the empty right tank. Further examination of the hardware revealed that a threaded metal rod that the pilot installed to connect the tank selector handle to the fuel valve "twisted like bubble gum" when rotated and would not turn the fuel valve. The pilot, who was the airplane builder, used a thinner rod than specified due to an interference problem. The pilot reported that the handle/valve assembly had operated normally during initial testing. (5/29/2017)

BD-5B – Indiana: The purpose of the test flight was to obtain rate of climb data on the airplane, which had recently been completed. Following the sixth climb of the flight, the engine began to run rough. The pilot turned back toward the airport and entered the traffic pattern, and the engine experienced a total loss of power. The pilot determined that the airplane would not reach the runway and performed an off-airport landing in a field. The field was soft and contained high vegetation, which resulted in a ground loop during landing.

The pilot noted that, during the flight, the No. 1 cylinder exhaust gas temperature and cylinder head temperature had dropped, indicating that the No. 1 cylinder was not firing properly. It was after the No.1 cylinder quit firing that the No. 2 cylinder also quit firing. A postaccident examination of the engine revealed that the wire in the No. 1 cylinder connector between the engine control unit and the fuel injector was not properly crimped at the connector, which allowed the wire to be pulled back. In addition, a wire to the No. 2 connector was found broken where the wire had been spliced. This wire most likely separated at the spliced area due to engine vibrations after the No. 1 cylinder ceased operating. (5/26/2017)



NEWSLETTER

Chapter 26

EXPERIMENTAL AIRCRAFT ASSOCIATION

June 2021

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