

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXX No. 11 ❖ November 2022

President's Letter

We had such a long lasting summer, but it seems to have left in a hurry! Now it is late fall. Sunny and dry has turned into cold and wet. In case you had not been outside recently to notice. Now with the standard time back ... afternoon and evening flying may be going away until next spring. I flew up to Snoqualmie Falls on Saturday afternoon. The weather was calling for flooding so I wanted to see how much water was going over the falls. I enjoyed seeing the view from the C-150.



(Continued on page 2)

This month:

Alternators: How they work and how to test them

By Mark Owen

IN PERSON AT BOEING FIELD

Thursday @ 7:30

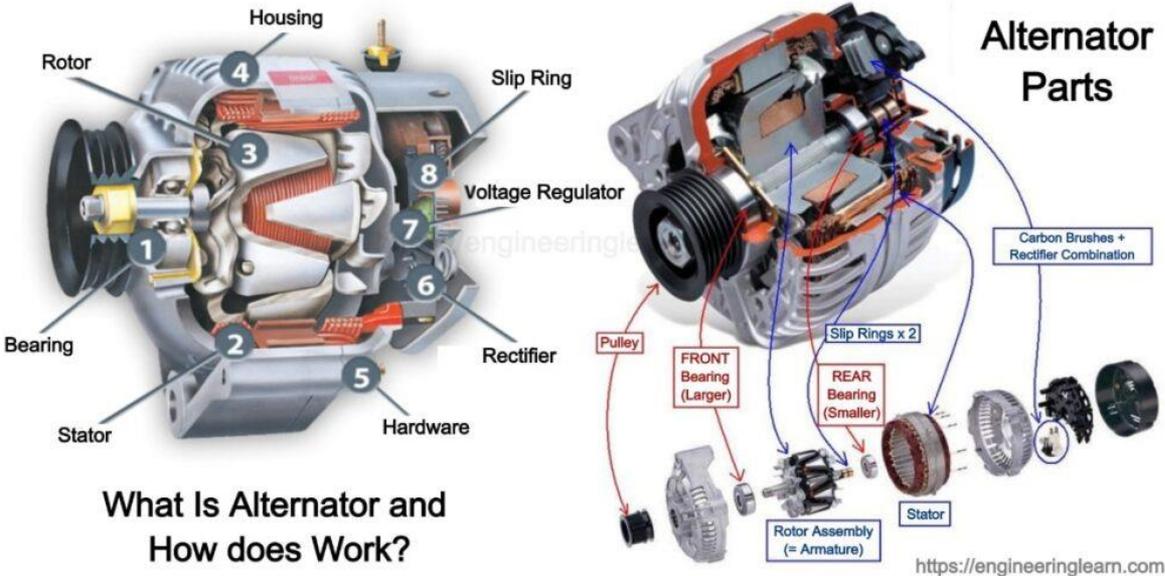
Terminal Building at Boeing Field
7259 King County Airport Access Rd,
Seattle, WA 98108

Second Thursday
At 7:30 PM

President's news (Continued)

. There were lots of flooded areas by Fall City. I also enjoyed the fall colors. Some of the planned communities and city streets by Snoqualmie have a single kind of tree that has all the leaves bright red right now. There were others that were all orange. Then there are the random trees in all the different shades. A lot of the leaves have blown off or washed away but it is still pretty. There was a good rain squall near the falls so the plane got a good washing too. The winds at Crest were quite blustery, so shooting landings was a real challenge! You have to move all those control things in the cockpit. Good practice!! There were some kids (18 to 20ish) landed in a C-172. I noticed one of them carried his lunch in a plastic bag to the bathroom. He came out drinking something to settle his stomach. The pilot saw the C-150 and didn't know what it was. I told him, and said it was a 1962 model. He got a funny look on his face and said it was older than his parents! Just think, in a few years these guys will be our airline pilots.

This month our program will be on alternators; how they work and how to test them. Since I have been having issues with the alternator in the Falco, this will be good information. We will also talk about the Christmas Party in December.
See you Thursday,
Dave



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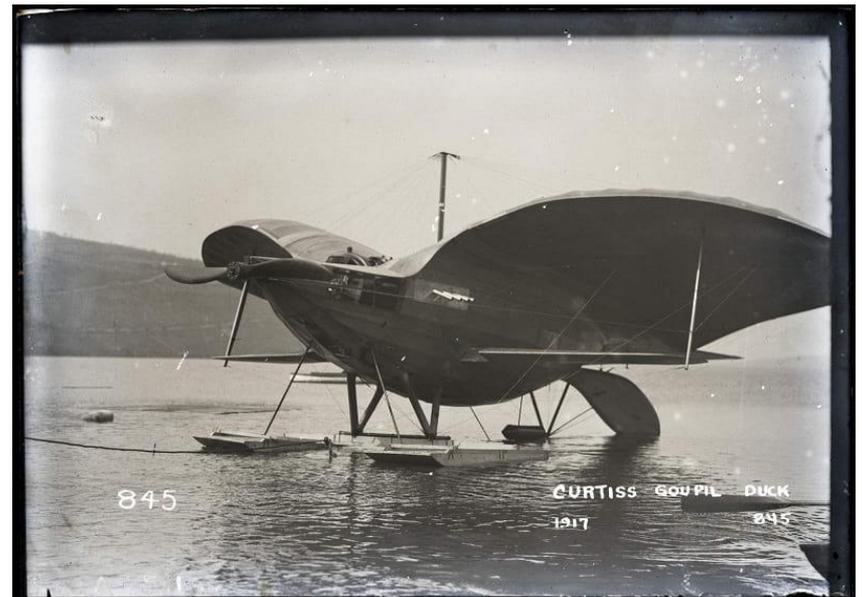
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Weird experimental aircraft

Messerschmitt Me P1109



Curtiss-Goupil Duck



EAA Webinars

11/16/22 7 p.m. CST

ForeFlight IFR Pro Tips
By Gary Reeves

This is a must-attend webinar for IFR students, pilots, and instructors that want to gain a mastery, not minimums level of knowledge, using ForeFlight to make single-pilot IFR easier and safer. This special presentation is by Gary "GPS" (Guy in the Pink Shirt) Reeves, the 2019 FAA National CFI of the Year. With two decades and more than 8,300 hours of real-world experience flying more than 50 different aircraft types in every U.S. state and internationally, "GPS" will share tips and techniques that go far beyond other good instructors and training programs.

12/7/22 7 p.m. CST

When Data Doesn't Look Right
By Mike Busch

Nowadays, more than half of the piston GA fleet is equipped with some sort of recording digital engine monitor. A modern engine monitor with a few dozen sensors records more than 100,000 measurements per hour of flight. This data can have immense diagnostic value. In this webinar, Mike Busch A&P/IA discusses Project GADfly, his company's exciting research project using Artificial Intelligence and Deep Learning to detect anomalous engine monitor data in order to alert aircraft owners that something doesn't look right.

12/14/22 7 p.m. CST

Flying Clubs 101
By Timm Bogenhagen

EAA's initiative to support the formation of flying clubs by the members of EAA's chapter network continues to grow, and Timm Bogenhagen from the EAA will help you learn the ins and outs of forming a separate nonprofit flying club at your local airport!

1/4/23 7 p.m. CST

System Awareness
By Mike Busch

How often do you look at your ammeter when you're in cruise flight? How about your oil pressure gauge? If you're honest, your answer should probably be "not often enough." Situational awareness requires being aware of your aircraft systems, too. In this webinar, Mike Busch (A&P and CFI) discusses two recent lightplane flights that were cut short because the aircraft's Lycoming engines lost oil pressure, lost power, and seized. One of the pilots made it to an airport, the other didn't. Mike will deconstruct both flights and talk about some important lessons all pilots can learn from them.

EAA News

EPA's Proposed Endangerment Finding: What It Means for GA's Use of Leaded Avgas Now and in the Future

On Friday, October 7, the Environmental Protection Agency (EPA) released its long-awaited proposed finding of endangerment regarding lead emissions from piston aircraft. This was not unexpected and is the first step in a multi-year, multi-step regulatory process that will most likely conclude with the eventual removal of lead from avgas.

The general aviation community remains committed to removing lead from aviation gasoline by the end of 2030, without compromising the safe and efficient operation of the fleet and the economic health of the general aviation community. Therefore our industry has joined with the Federal Aviation Administration (FAA) in the Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative, which provides for an orderly and safe transition to a lead-free avgas future.

Near Term Impacts

The EPA notice does not change the current production, distribution, sale, or use of 100 low-lead (100LL) fuel. A primary tenet of EAGLE is to ensure that 100LL remains available for the safe operation of the current fleet as the community transitions to unleaded fuel.

General aviation's continued use of leaded avgas through the transition period will likely attract opposition and result in growing pressure on airports and operators at the state and local levels. In addition, more airports face challenges from local anti-airport activists looking to close or significantly reduce operations. The EPA announcement will undoubtedly be used by those groups.

Fortunately, EAA members and chapters have a remarkable history of bridging the gap between airports and their surrounding communities. Events such as Young Eagles, fly-ins, and open houses, most of which welcome the public, have formed strong bonds between pilots and locals. Airport managers, pilots, and aircraft owners will rely on these long-standing relationships to educate communities about plans to transition to unleaded fuels by 2030. Our goal is to avoid a patchwork of airport-specific requirements leading to inconsistent fuel availability. That could create a situation where aircraft could be mis-fueled, leading to safety and operational concerns.

On the Wreckord

RV-8 - Wisconsin: While in cruise flight, the radio and GPS lights flickered, followed by a total loss of engine power. The pilot attempted to troubleshoot the loss of power and then conducted a forced landing to a field, during which the airplane impacted a fence; the wings were substantially damaged.

Examination revealed that the wire connection from the main battery to the engine's electronic ignition had melted just above the terminal attachment. Although the airplane was equipped with a backup battery, the connection from the backup battery to the ignition was disconnected, with the wire connection from the electronic ignition to the backup battery not connected to the battery terminal. While the melted wire that connected the main battery to the electronic ignition would still have allowed power to the electronic ignition from the backup battery, the lack of connection to the backup battery provided no power to the electronic ignition and resulted in the total loss of engine power. (5/28/2018)



Photo 2 – Photo of Wire Found Disconnected From Battery (Courtesy of FAA)

On the Wreckord

RV-6 - California: During the initial climb, when the airplane was between 500 to 800 ft above ground level, the engine backfired several times before losing power. The airplane entered a 180° turn back toward the airport; however, during the second half of the turn, the bank angle increased, and the airspeed slowed. The airplane entered an aerodynamic stall and spin and subsequently impacted terrain.

Postaccident examination of the engine revealed that the left magneto was loose on its mounting pad and free to rotate by hand. This would have resulted in erratic engine-to-magneto timing for that magneto and would likely account for the engine backfiring and the partial loss of engine power. (5/27/2018)



On the Wreckord

Glaisair - Colorado: During the landing roll, the aircraft started drifting to the left and the pilot applied right rudder to correct. He subsequently attempted to apply right brake pressure to further correct for the drift as the airplane was traveling about 50 knots. At that time, the right brake pedal "went to the floor," and there was "zero" right brake available. The airplane departed the left side of the runway, crossed the grass, and came to rest on the parallel taxiway.

A postrecovery examination revealed that the plastic right brake line was broken near the upper end of the landing gear strut. The airplane was equipped with a free-castering nosewheel and did not have any nosewheel steering capability. (5/16/2018)





NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION



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The Newsletter of EAA Chapter 26

