

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXVII No. 4 ❖ April 2019

President's Letter

For the last month, I have been “playing” with this ADS-B stuff. I bought the system at the trade show. The parts came, and I have been working on the installation. Since the Falco is all wood, I want the antennas to be inside which makes it a little more challenging. The antenna needs to be line of sight which means no obstructions. I think I had a few things blocking it. The first flight I failed, so I removed the ELT bracket which was blocking partly to the side. The next flight I failed by only 2 ½%. I think you are allowed a few misses on the reception. I have made a couple more flights, thinking maybe my turns were blocking the signal; or that I did not fly long enough. Still came up with a failure. (ugh)



This Meeting:

11 April

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

This month:

Thursday 11 April

7:30 PM

Boeing Field Terminal
East side of the field

Meeting Topic:

Brian Lee

Getting a glider rating in
Florida

FUTURE EVENTS

February Meeting

9 May 2019

2019 OFFICERS

President: Dave Nason
Vice Pres: Steve Crider
Secretary: Don Davis
425.822.3439
Treasurer: Jason Sorenson
Newsletter Clayton Chase
Joel Godston
Web Editor: Tom Osmundson
Tech Counselor: Tom Osmundson
Tech Counselor: Dave Nason
253-631-0191
Flight Advisor: Ross Mahon
206.550.9526
Rossair@aol.com

EAA News from National

April 4, 2019 - The FAA issued a policy statement on Monday that details a one time at a time policy for operators of non-ADS-B Out equipped aircraft to operate in ADS-B airspace after January 1, 2020.

The policy is not intended for daily operations through ADS-B airspace, but instead as a way for those who have not equipped to operate in ADS-B airspace, which includes Class A, B, and C airspace, airspace above 10,000 feet MSL, and areas within 30 nautical miles of a Class B primary airport.

The areas requiring ADS-B are largely similar to those that currently require a Mode C transponder, and it is EAA's position that requesting access as laid out in the policy statement should work largely the same way that it currently does for those without a transponder: with a phone call to ATC in the airspace in question at least one hour before the proposed flight.

Additionally, there is a website proposed that could be used to request access as well, a welcome addition to the already proven methods of requesting access to airspace.

The full policy statement [is available online](#). EAA will continue to monitor ADS-B policy as 2020 draws ever closer.



From the policy:

Operators who are not conducting scheduled operations (“unscheduled operators”) [10] and are seeking to operate non-equipped aircraft in rule airspace may request ATC authorizations consistent with § 91.225(g). However, operators should be aware that requests for authorization to operate aircraft that are not equipped with ADS-B Out equipment might not be accommodated for a variety of reasons.

President's Newsletter: Continued

So I have several reports to study in an attempt to figure out the reason for the failure. I think the frequency of the hits seems to be one every three seconds. It looked like the transponder was not working once, so I took it out to make sure the connections were clean and put it back. The flights need to be a minimum of 30 minutes. Last Monday, April 1, I flew in the morning and again in the afternoon. In the morning flight, I talked to both Renton and Tacoma. Both picked up my altitude on their radar. In the afternoon flight, a Lancair picked me up on his ADS-B showing my tail number, altimeter and speed. Yet the FAA had no record of my flights! My latest idea is to connect to the DME antenna which is in the wing. I put that antenna in when I was building 20 years ago but never got a DME. As you can tell, I am still trying to make it work.

I am going to contact the *uAvionix* guys to see what should be the next step. It seems to me to be working, but has not passed the FAA test. My patience is being tested! However I have had several beautiful flights around Puget Sound. In the meantime, I am learning the charts on the iPad. So I am making some progress on this electronic stuff.

This month's program will be Brian Lee sharing about his trip to Florida a while back to get his glider rating. He got to work with some interesting people.

See you on Thursday,

~Dave





OVERVIEW



How it Works?

- Collect stamps at enrolled airports
- Earn WINGS Credits (www.FAASafety.gov)
- Visit aviation museums
- Be an FAA licensed pilot and earn rewards!



	Regional	Bronze	Silver	Gold	Platinum
# of Airports visited*	100% of participating airports per designated region	30% of participating airports	60% of participating airports	90% of participating airports	100% of participating airports
# WINGS credits earned	0 per year of participation (cumulative)	0 per year of participation (cumulative)	1 per year of participation (cumulative)	2 per year of participation (cumulative)	2 per year of participation (cumulative)
# of Museums Visited	0	0	1	1	1
Award**	1 patch per region completed	Hat and Program Logo Sticker	Lapel Pin	Flight Jacket	Gold Pin



**#of Airports TBD (dependent on voluntary airport enrollment)

** Awards are available to FAA-licensed pilots only and availability is strictly dependent upon sponsorship participation. WSDOT Aviation does not provide funding for awards.



OVERVIEW



Regional Completion Award

- Must visit 100% of enrolled airports within one region



Washington State Passport Program



OVERVIEW



Regional



Bronze Level



Silver Level



Gold Level



Platinum Level



On The Wreckord

By: Ron Wanttaja

RANS S-19 – Massachusetts: During the landing flare, the EAB airplane “ballooned.” The pilot relaxed back pressure on the control stick to correct; however, the airplane then struck the runway hard and departed the left side. Examination of the wreckage revealed that the stabilator trim tab (antiservo tab) push-pull tube’s threaded end had separated from its connection, that the associated nut remained loose on the threads, and that the three end threads were stripped. Further examination revealed that only three of the threads in the push-pull tube’s threaded end were engaged in the trim tab connection and that about 1 inch of the threaded portion of the push-pull tube was exposed and visible on the opposite side of the securing plain nut. The kit manufacturer’s assembly manual cautioned that a minimum of ten threads must be engaged to secure the stabilator trim tab push-pull connection. The manual also stated that about 0.5 inch of the threaded end of the push-pull tube should be exposed and visible on the opposite side of the securing plain nut.

At the time of the accident, the airplane had accumulated 94.5 total flight hours. The pilot performed the last condition inspection about 4 months before the accident, which was 32.8 total flight hours before the accident. The excessive thread exposure on the opposite side of the securing plain nut would have been detectable during the most recent condition inspection; however, the pilot/owner failed to detect the excessive thread exposure during the inspection. (9/15/2015)



On The Wreckord

By: Ron Wanttaja

Lancair Super ES– Arizona: About 1 hour into the cross-country personal flight, the pilot observed a slight loss of engine power and fluctuating engine exhaust gas temperature indications. Shortly thereafter, the engine experienced a significant loss of power, and the pilot subsequently chose to perform a forced landing to a rocky plateau, during which the airplane sustained substantial damage. Following the pilot's egress, the airplane was consumed by a postimpact fire. The engine was examined and disassembled following the accident, and it displayed significant thermal damage. No anomalies were observed that would have precluded normal operation. (9/1/2015)



Photo 1 – Wreckage at accident site (Photo courtesy of pilot)

On The Wreckord

By: Ron Wanttaja

RV-6A – Michigan: While in cruise flight, the pilot smelled an odor and subsequently confirmed that the engine had lost oil pressure. He believed that the airplane would not be able to reach an airport, so he decided to shut down the engine and make a precautionary landing to a nearby dirt road. Shortly before touchdown, the pilot saw obstacles near the road, so he banked the airplane left toward an open field to avoid them. The airplane landed hard in the field and subsequently nosed over.

The oil filter had disengaged from the adapter assembly and was the source of the loss of engine oil during the accident flight. The oil filter adapter assembly had been modified for a spin-on oil filter; however, the modification had not been completed in accordance with the installation instructions, and, as such, an incorrect oil filter had been used. It is likely that the incorrect modification of the oil filter adapter assembly resulted in a lack of proper thread engagement with the adapter heli-coil, the subsequent separation of the oil filter, and the corresponding loss of engine oil during the accident flight. A review of the engine maintenance logbook established that the incorrect oil filter adapter assembly modification and the corresponding incorrect oil filter had likely been used since the last engine overhaul, which was completed 18 years before the accident. The engine had accumulated 627 hours since the last overhaul. (9/22/2015)



Photo 2 – Damaged Heli-Coil Insert Threads

NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION
16614 188th Ave SE
Renton, WA 98058 **April 2019**

WIND IN
THE WIRES



The Newsletter of EAA Chapter 26

