WIND IN THE WIRES

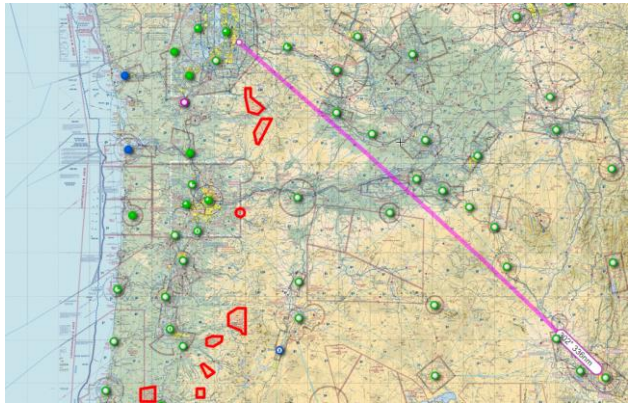
The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXXI No. 9 ❖ Sep 2023

President's Letter

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

Second Thursday At 7:30 PM

This past weekend we got to use our plane for what is an ideal situation … We wanted to be in Boise by Sunday morning for a cousin's memorial service. We were going to leave Sunday, early (by 6:30am) to make the 11:00 mtn time service. That would have worked but decided to go Saturday afternoon. Instead, I decided about 2:00 that we should go Saturday and spend the night with our kids/grandkids. By the time we were packed, etc., we left about 5:00pm so we got to Nampa at 8:00 mtn time, just before sunset. Two hours flying sure beats an eight hour car ride!



(Continued on page 2)

This month:

The Homebuilt Submarine

By Ron Wanttaja

IN PERSON AT BOEING FIELD

Thursday @ 7:30

Also meet online:
meet.google.com/jvg-uchh-ecu

President's news (Continued)

Going in the afternoon can be bumpy. It was a little, because we stayed low (7500'). We were closer to the ground, still plenty safe. We took our O2 bottle, but didn't use it. If we would have had to go IFR, the altitudes are 9000' and 10,000' minimums across that V-4 route. We would have needed the O2 if that were the case. The weather was beautiful! There were a few high clouds and in a few places we could see verga. There was a section over the Blue Mountains where we saw a rainbow. We watched it get brighter and we could see a full half circle before it disappeared.

We spent the evening with our daughter's family. She has a new baby girl, eight weeks old now. Grandpa had to spend some time holding her. We came back Sunday afternoon. Two hours each way, not bad – about 19 gals each way. It is real nice when good weather and the trip works out. We land at Nampa, because I don't want to have to deal with the big Boise airport. Besides, fuel is a lot cheaper and no charge to park overnight.

For our program, last June, Ron Wanttaja told us how he and his fellow CAP cadets restored an old Link Trainer. This month, Ron spills the beans on the cadets building a submarine based on a T-33 fuel tank.

"A submarine is just a plane that flies underwater, right?"

Hope to see you on Thursday.

~Dave

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Interesting experimental aircraft

The Sustainable Flight Demonstrator project seeks to inform a potential new generation of more sustainable single-aisle aircraft – the workhorse of passenger airlines around the world. Boeing will work with NASA to build, test, and fly the X-66A, a full-scale demonstrator aircraft. The X-66A with extra-long, thin wings stabilized by diagonal struts, known as a Transonic Truss-Braced Wing concept.

With ungainly proportions, Beechcraft wings and tail surfaces, and a primitive flight control computer strapped to the nose, the Bell X-14 was a decidedly unconventional X-plane. [Credit: NASA]

EAA National News

The NPRM continues EAA efforts to keep aviation safe, affordable, and accessible by expanding the already successful rules of light-sport aircraft and sport pilots.

The FAA's release of the MOSAIC NPRM just before AirVenture led to a significant amount of positive energy throughout Convention week. The NPRM continues EAA efforts to keep aviation safe, affordable, and accessible by expanding the already successful rules of light-sport aircraft and sport pilots.

During AirVenture, EAA's advocacy staff participated in numerous meetings, forums, and other lively discussions with members, vendors, and other associations discussing the details and impacts of the proposed rule. A link to the NPRM, as well as additional information and an early analysis of the rule, can be found here.

EAA continues to evaluate the proposal, and in doing so, would like to hear your thoughts. To do so, we have established mosaic@eaa.org and encourage you to send us your comments and suggestions on the proposed rule. Important to remember, comments and suggestions supported by well-thought-out safety justifications have the most impact and best chance of influencing changes to proposed rules. Well before the October 23, 2023, closing of the NPRM comment period, EAA will provide further in-depth analysis along with suggested guidance on key themes to help members draft comments in response to the NPRM.

EAA Webinars

9/13/23 7 p.m. CDT
Dealbreakers - Lessons Learned from Prebuy Examinations
Qualifies for FAA WINGS and AMT credit.
By Paul Such

Over the past decade, Prof. H. Paul Shuch has performed several dozen preflight examinations of used light sport and experimental aircraft. In this FAA Safety Team WINGS and AMT award qualifying webinar, he shares flaws found, lessons learned, and new insights he has gained into when to walk away.

9/14/23 7 p.m. CDT
MOSAIC: Expanding Light Sport
By: EAA's advocacy team

EAA's advocacy team updates you on the proposed changes to the light sport aircraft category and sport pilot. We will explain the history, the proposed parameters of the rule, and how to provide productive comments to the FAA on the Notice of Proposed Rulemaking (NPRM).

9/27/23 7 p.m. CDT
Collision Avoidance in the Traffic Pattern
Qualifies for FAA WINGS credit.
By: Tom Turner

Tom Turner from the American Bonanza Society Air Safety Foundation discusses specific things you can do to see and be seen, including:

- When and under what conditions most midair collisions occur
- Lessons from accident case studies
- What's legal—and what's not—for traffic pattern entry and departure
- Right-of-way rules and responsibilities
- Practical collision avoidance tactics

10/10/23 7 p.m. CDT
The Curtiss A-1 Sweetheart
Museum Webinars Series
By: Chris Henry

This month, we will talk about the oldest airframe in the EAA Aviation Museum's collection: the Curtiss A-1 Pusher Sweetheart.

On the Wreckord

Zenith CH-601 - Kansas: About 5 minutes after takeoff, the pilot felt air coming into the cockpit from the canopy. He noticed that the canopy latch was not adequately secured and attempted to secure it, but the canopy opened. The airplane became very difficult to control with the canopy open, so he made an emergency landing in a cornfield. During landing, the nosewheel collapsed, and the airplane skidded to a stop. (10/22/2018)

On the Wreckord

Titan T-51 Mustang - Florida: Shortly after takeoff on a local test flight, the engine surged, with a corresponding fuel pressure fluctuation. Because the engine was developing partial power, the pilot elected to return to the airport for landing, but while on the base leg of the airport traffic pattern, the engine lost total power. The airplane subsequently impacted a small retention pond and came to rest partially submerged in water.

Postaccident examination of the engine revealed damage to the Nos. 2 and 5 cast aluminum pistons consistent with detonation. Although the pilot believed he was operating the engine with a rich fuel-to-air ratio, when compared to an identical airplane that was operating successfully, the accident engine was being operated in a lean fuel-to-air ratio at all power settings (500 to 5,000 in 250 rpm increments). This finding was consistent with the pilot's report of overheating at sustained moderate power settings. (10/27/2018)

On the Wreckord

Lancair Legacy RG - Georgia: The pilot/owner and flight instructor were returning from a cross-country flight and arrived in the vicinity of the airport after dark in visual meteorological conditions. Flight data indicated the approach was flown using the autopilot. Just after the airplane passed the final approach fix, the flaps were partially extended, the pitch attitude decreased, and the airplane descended below the glidepath. The autopilot commanded nose up elevator and the airplane returned to slightly above the glidepath where it remained stable for about 16 seconds, before drifting to nearly a full-scale course deviation above the glidepath.

The NTSB Probable Cause attributed the accident to the pilots' failure to execute a go-around when the nighttime autopilot-coupled approach became unstable, which resulted in a loss of control and subsequent impact with terrain. Contributing to the accident was the inadvertent application of pressure to the pitch control while the autopilot was engaged, which caused an out-of-trim condition that was not identified by either pilot and resulted in control difficulty when the autopilot was disengaged. (11/17/2018)

NEWSLETTER

Chapter 26

EXPERIMENTAL AIRCRAFT ASSOCIATION

The Newsletter of EAA Chapter 26