WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ***** Seattle, WA ***** Volume XXXI No. 10 ***** Oct 2023

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

Second Thursday At 7:30 PM

President's Letter

About two weeks ago, I was the safety pilot for my nephew who was practicing instrument approaches at Tacoma. The weather was scattered to broken with clouds mostly between 2000' to 3000'. I vaguely remember seeing thunderstorms forecast, but you would not get those in the morning over there without big build ups, right?? - WRONG! We went into some ordinary cloud at 2000 feet. WOW ... he had his hands full trying to keep the bank less than 40 degrees each way and the 210 gained 500 feet almost immediately. I can not remember being in anything that rough myself. It probably lasted only a minute, but we were just along for the ride! We always keep getting chances to learn in our flying. He has a GPS Garmin 375 unit so we can do GPS approaches. I have always only done ILS approaches. This new fangled stuff works real nice as long as you punch all the right buttons. He has to be able to do these (which he is) for his IFR check ride in a month. If the airplane has the equipment in it, you have to be able to show the examiner that you know how to use it.

(Continued on page 2)

This month:

Safety Discussions

<u>By Dave Nason &</u> <u>Everybody</u>

IN PERSON AT BOEING FIELD

Thursday @ 7:30

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

President's news (Continued)

Since hearing that there have been several general aviation accidents in the last couple of weeks, let's refresh our understanding of some basic maneuvers (or not so basic). There have been several spin accidents, and a low altitude turn back to the airport. Ron Wanttaja was working on some information about the "impossible turn" which we need to go over. How can it be done? How high do you have to be? How quick do you have to react, etc, etc. We might discuss spin recovery too. In a twin it can be more challenging, but let's talk about that too. All these latest accidents will get more press and scrutiny because they are certified airplanes. The Feds don't worry so much about homebuilts, but when notable people die that gets more attention.

So let's get together this Thursday at 7:30 to talk about flying and safety stuff. Ron will give his presentation on the "impossible turn". Four or five years ago there was lots of discussion about this, but let's talk some more. ~Da



Figure 2-If engine fails at low altitude, it's reasonable to search for a suitable landing site up to 60 degrees either side of aircraft beading.

https://www.faasafety.gov/files/gslac/library/documents/2018/Nov/164492/P-8740-44.pdf

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Transavia Airtruk

It was developed from the Bennett Airtruck designed in New Zealand by Luigi Pellarini. It has a 1 tonne capacity hopper and is able to ferry two passengers as a topdresser. Other versions can be used as cargo, ambulance or aerial survey aircraft, and carry one passenger in the top deck and four in the lower deck.

Variants



- Transavia PL-12-300 Airtruk preserved at the Museo del Aire at Cuatro Vientos airfield near Madrid
- PL-12 Airtruk
- Single-engined agricultural aircraft. Powered by 300 hp (224 kW) Rolls-Royce Continental IO-520-D
- PL-12U
- Multi-purpose utility transport, air ambulance, aerial survey aircraft.
- T-320 Airtruk
- Powered by a 320-hp Continental/Rolls-Royce Tiara 6-320-2B piston engine.[9]
- Skyfarmer T-300
- Powered by Lycoming O-540 engine.
- Skyfarmer T-300A
- Improved version of the T-300.
- Skyfarmer T-400
- Enlarged, more powerful (400 hp (298 kW) Lycoming O-720 engine.[2]
- PL-12 MIL
- Proposed multi-role utility transport, air ambulance, forward air control, light attack, counter-insurgency aircraft. Also known as the M-300.[10]
- PL-12 550T
- Proposed variant powered by a 550-hp Pratt & Whitney Canada PT6A turboprop engine.[10]

EAA National News

Last week ended the FAA's fiscal year and with it, the totals for experimental category and amateurbuilt aircraft fatal accidents for the 12-month period ending September 30. While the rate of accidents based on flight hours will not be available until the FAA releases general aviation survey data next year, the total number of accidents over the past year in experimental aircraft was the lowest on record. The 28 fatal accidents in amateur-built aircraft over that period was down 28 percent from the previous year, when 39 fatal accidents were recorded. In addition, the 40 fatal events in

experimental category aircraft was down nearly 30 percent from the previous 12-month period and fell seven below the FAA's not-to-exceed period for the 2022-23 fiscal year

🕋 Experimental Fatal Accident Dashboard



"The activity data is necessary to paint the full picture, but the initial indications are very positive indeed," said Sean Elliott, EAA's vice president of advocacy and safety. "It shows a continuing trend toward safer operations, even as total hours flown increase. It reminds us that safety is an ongoing journey that always needs the highest attention of our flying community." The homebuilt fatal accident total has been cut by nearly half over the past 15 years, from 598 in the period from 1998-2007 to 338 from 2014-23. Over that period, EAA has introduced or championed a number of safety initiatives, including the EAA Flight Test Manual and the FAA-approved second safety pilot option. Those programs complemented the long-established EAA Technical Counselor and Flight Advisor programs.

EAA Webinars

10/25/23 7 p.m. CDT Balancing Act: Managing Energy in Flight Qualifies for FAA WINGS credit. By: Catherine Cavagnaro

The latest version of the FAA's Airplane Flying Handbook contains a new chapter devoted to energy management. It's a long time in coming; after all, the subject comprises a significant part of Wolfgang Langewiesche's famous text Stick and Rudder. Catherine Cavagnaro from Ace Aerobatic School will discuss the ideas presented in the new chapter a step farther and see how adopting an energy-centered approach to aviation can lead to safer flying.

11/1/23 7 p.m. CST Miracle in Sioux Falls Qualifies for FAA WINGS and AMT credit. By: Mike Busch

Nothing is more frustrating for an aircraft owner than a disabling mechanical problem that occurs far from home in the middle of an important trip. Nothing is more embarrassing if the problem was the owner's fault. That's exactly what happened to maintenance expert Mike Busch one Saturday evening in July as he was flying his Cessna 310 from California to AirVenture 2023. Mike got on the brakes too early during what should have been an easy-peasy crosswind landing at Sioux Falls, South Dakota. The resulting blowout of the right main gear tire and tube disabled the aircraft and closed the runway for more than an hour. The remarkable series of fortuitous events that followed, allowing Mike and his two passengers to get to Oshkosh on schedule, is the subject of this webinar.

11/8/23 7 p.m. CST Cloudy With A Chance of PIREPs Qualifies for FAA WINGS credit By: Prof. H. Paul Shuch

Pilot Reports are just one more way for aviators to share critical safety information with each other. In this WINGS award webinar by Prof. H. Paul Shuch, we will review the format of PIREPs, including what they cover, when to file them, where to check them, and how to interpret their sometimes cryptic language. We're all in this together! Qualifies for FAA WINGS credit.

11/15/23 7 p.m. CST Solid Edge Modeling 101 By: Muhammad Sajjad

Join us for an enlightening webinar on Solid Edge Modeling 101, presented by Muhammad Sajjad with Siemens. This webinar is designed for both newcomers to Solid Edge and seasoned professionals looking to enhance their 3D modeling skills. Topics will include:

- Synchronous Modeling workflows
- Ref planes
- Sketching
- Extrude, revolve, sweep and loft
- Multi-body modeling
- · Text to models

On the Wreckord

<u>Sopwith Pup - California:</u> The pilot reported that, during landing, the airplane encountered a variable crosswind gust, and the left wing lifted. He was able to keep the airplane on the runway and established a landing roll. The ground speed was about 20 mph, and the airplane encountered another wind gust. The airplane weather-vaned to the left, exited the left side of the runway, rolled into mud, and nosed over.

The pilot reported that the wind at the time of the accident was variable at 5 knots, gusting to 8 knots. A METAR at the nearest airport about 12 miles west of the accident site reported that, about the time of the accident, the wind was from 020° at 6 knots. The pilot landed the airplane on runway 25. (11/26/2018)



On the Wreckord

<u>RV-6 - Colorado:</u> The pilot had been conducting touch-and-go landings in the traffic pattern. During initial climb for the second touchand-go landing and once the airplane reached between about 200 and 300 ft above ground level, he smelled an unusual odor and noticed flames coming from the floor forward of his rudder pedals. The pilot rejected the takeoff and declared an emergency. He landed the airplane on the departure runway, exited onto a taxiway, and then stopped the airplane and exited. The postcrash fire consumed the airplane.

The pilot had installed all new fuel lines about 1 month or 1.5 flight hours before the accident flight. Postaccident engine examination revealed that all four fuel lines exhibited thermal damage and soot on their exteriors, consistent with exposure to fire. An end of one of the fuel lines had soot deposits in the first three threads of the line's attachment fitting. If the fuel line had been secured at the time of the fire, no soot deposits would have been inside the threaded fitting. Therefore, it is likely that the fuel line loosened during flight due to the pilot's failure to apply adequate torque to the line during installation, which allowed fuel to enter the hot engine compartment and led to an in-flight fire that consumed the airplane. (12/25/2018)



On the Wreckord

<u>Pitts/VariEze - California:</u> The pilot of the biplane had landed and was taxiing to his hangar while monitoring the control tower frequency. The pilot did not perform S-turns during his taxi and was not informed of another airplane in his proximity. The pilot of the VariEze was parked near a movement boundary area. He watched the biplane taxi down the taxiway without performing S-turns. The pilot of the Rutan airplane had previously contacted the ground controller and was not informed of the taxiing biplane.

The biplane impacted the VariEze, chopping the nose off the canard airplane and inflicting minor damage to the biplane. The pilot of the Pitts stated that he had limited forward visibility, and he may have prevented the accident had he made more S-turns, and if both airplanes had been on the same frequency at the time of the collision. (1/19/2019)



