WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXIX No. 1 ❖ January 2021

President's Letter

Virtual Meeting This month

https://meet.google.com/nou-bnmd-nax

It is the New Year and time for another exciting bit of verbiage from the chapter 26 President (me). Since we still can not meet in person to tell our flying stories we have to do it on the computer.

Our little Cessna 150 is a **basic** airplane; no fancy gauges, dials, or screens to look at; just the old fashioned ones that were intended for us old mortals to see and fly with. I have been noticing on my iPad (not a round dial) that the winds have been very strong recently. I saw 62mph at 3000' the other day but my wife would not let me go flying. *(mixed with pouring rain I might add – crazy of me to say no!)* The winds on the ground at Crest were not a problem but the higher winds were strong. I have enjoyed flying (playing) with them like the seagulls and crows you see dancing in the wind. I usually take the C-150 up for this to practice patterns and landings. When the winds are this strong we can have 20-25mph winds in the pattern, which means a strong crab angle on downwind and hovering on base and sometimes final. I only go up if the lower winds are within reason. I want to keep the plane upright (you know, tires down)!

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This month:
Again:
Virtual Meeting

https://meet.google.com/nou-bnmd-nax

Meeting Topic:

Christmas

FUTURE EVENTS

TBD what happens in the rest of 2021

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President's newsletter (Continued)

At Crest, I turned base at pattern altitude and close in (over the power lines) and it worked out just right to make landing on the numbers without having to use lots of power and drag it in. The C-150 teaches you to use all of the controls. I flew again today (Sunday) and because the winds were gentle, I took three times to extend the pattern out to get the approach just right. I made about ten landings just fine tuning the speeds, power settings, etc. At 65mph, you have plenty of time to make fine adjustments.

The other day I tried this in the Falco. The winds were 55mph at 3000'. I was able to get my air speed down to 80mph (about 10-15mph above stall) and saw 25mph for the ground speed. The plane was talking to me, because I had about 20 degrees of flaps down and no landing gear, the gear warning light was flashing. Fast or slow … it is FUN to fly. It is all good practice since most of our flying activities are sort of restricted at this time.

This information was taken (without permission) from the Chapter 441 newsletter …

FAA news: I see that the FSDO folks, since their office is closed, but they're still being paid to do something, have found a way to busy themselves. So what are they up to while working from home and not available to actually process certificates? It seems they're busy revising all of the FAA training materials. The term "Student" is not longer appropriate for referring to someone trying to learn a new skill. Seems someone had trouble with confusing a "Student Pilot", which is the name of an FAA certificate with, say, a commercial pilot who wanted to add a seaplane rating (a student for that purpose), or a private pilot wanting to working on an instrument rating (in this case an instrument student). So our friends at the FSDO are busy expunging the term "student" from the FAA training materials to be replaced with the term "learner", which somehow avoids any confusion. But that's not all: It seems that the term "cockpit" is also going away, and the FAA is replacing all reference to the place where the pilot's control stations are located as "Flight Deck". So take that, Ron: Your Fly Baby now has a "Flight Deck". As does the Cessna 150.

Hope to see you all on Thursday on the computer.

~Dave

See AD link for Superior crankshaft part numbers.

Summary:
This AD was prompted by three crankshaft assembly failures that resulted in the loss of engine power and immediate or emergency landings. Within 25 engine operating hours after the effective date of this AD, remove the crankshaft assembly from service.
The FAA indicates Superior Air Parts has sold 192 affected crankshaft assemblies to date: 115 estimated to be installed on type certificated airplanes and the remaining 77 crankshaft assemblies are estimated to be installed on experimental aircraft. The FAA's risk analysis indicates that 100 percent of crankshaft assembly failures will destroy the engine.

https://rgl.faa.gov/Regulatory_and_Guidance_Library/rgad.nsf/AOCADSearch/A075F4B8A321D68F8625863B0064921B?OpenDocument

RV 12 Raffle (Texas Barnstorming Museum)

We are a small Aviation museum in South Central Texas, and a 501(c)3 non profit organization, and utilize antique aircraft to teach kids any of the aviation trades, from becoming a Pilot, Engineer, or A&P Mechanic. The museum arose from the realization that kids in our area had little or no exposure to Aviation, and a grass roots effort arose to create the museum, which morphed into the non-profit organization. At no expense to them, the kids learn in a J-3 Cub, and after soloing that, transition into a Grumman Traveler for their PPL. So far, we've been pleased with our graduates, at present we have 5 kids in various Aviation Colleges (not too bad for a town of 2600 population) who will hopefully continue on into various aviation fields. In addition to their flight training, most kids here have flown the Stearman, TravelAir, etc. If they are so motivated, we teach them welding, woodwork, and the other skill sets that go into restoration and maintenance.

The RV12 we are raffling was built by a friend and supporter of the museum, Milton Weikel, who was a lifetime member of the EAA and hadn't missed the annual EAA Fly In in Oshkosh, and before, when it first began in Rockford, IL, ever... not one. Milton built the airplane to completion, flew it about 5 hours, and then began building a "Legal Eagle" when he was stricken with a rare form of cancer and passed. He had a passion for aviation that was just boundless, and was always eager to help the kids. He was a powerful motivating force here, and missed. We painted the aircraft and are at present finishing the certification flights. We will send the aircraft to a Vans specialist to have all the Service Letters complied with immediately prior to the drawing. The airplane is essentially a brand new aircraft, and beautifully constructed (Milton was an engineer by profession and education, and the craftsmanship is just beautiful) We are going to use the proceeds of the raffle benefit our ongoing "Kids in Aviation" scholarships and allow us to begin a new crop of young pilots and mechanics, and will bare the name "The Weikel Scholarship in …", and will be offered in Engineering, Aviation and A&P Mechanics. In addition to the airplane, several more prizes are offered and have been sponsored by some great aviation companies like David Clark, Sporty's, Aircraft Tool and Supply, and Garmin. I'm continuing to add prizes as the raffle continues.

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RV 12 Raffle (Texas Barnstorming Museum) (Continued)

There is much more information about us on our website (www.whereolddogsfly.org), Facebook (Texas Barnstorming Museum) and in past and upcoming articles in General Aviation News.
The link to the raffle is-
https://rafflecreator.com/pages/41866/vans-rv-12
Thank you so much for your time and consideration,
and if you or your members are in South Central Texas, please stop by! We have 2 yearly fly-ins with about 300 in attendance.
Thanks so much
Tailwinds
Jim Baker
President,
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EAA Free Webinars and News

1/13/21 7 p.m. CST
Surviving Carbon Monoxide
Qualifies for FAA WINGS and AMT credit.
Prof. H. Paul Shuch

We all know that carbon monoxide is tasteless, colorless, odorless, and lethal. Thankfully it is also easy to detect, and simple to avoid. In this FAA Safety Team WINGS and AMT award presentation, Prof. H. Paul Shuch shares a recent experience which could have ended very badly, but fortunately did not. Don't watch this seminar (unless you want to save your life!).

2/2/21 7 p.m. CST
Avionics Options for your Homebuilt Aircraft with Dynon
HOMEBUILDERS WEBINAR SERIES
Michael Schofield

After hundreds to thousands of hours working on your airframe, it's time to decide how to equip your panel. In this webinar, we'll cover general considerations such as matching your avionics to your flying and budget, product choices and configurations from Dynon and Advanced, and additional ways you can reduce your installation time with an ADVANCED PANEL.

2/10/21 7 p.m. CST
ATC and You: How to Make the Most of Flying VFR
Qualifies for FAA WINGS credit.
Richard Kennington and Bob Obma

Pilots avoid controlled airspace for many reasons, but in so doing they don't take advantage of all the system has to offer. This course will identify reasons why pilots should communicate with ATC, utilize flight following, and embrace controlled airspace. We will identify misunderstood procedures, clarify phraseology, and demonstrate how to operate in the system more efficiently. Pilots of all experience levels will benefit from attending this course.

2/16/21 7 p.m. CST
Flying Procedures into Canada
Qualifies for FAA WINGS credit.
Luke Penner

So you want to take a trip to Canada but don't know all you have to do to cross the border to and from the U.S. Attend this FAA WINGS presentation and learn answers to common questions, such as how the customs process works and how easy or hard border crossing is. Join CFI and Aerobatic pilot Luke Penner as he talks about complying with border crossing requirements.

Seawind – Washington: After arriving at his destination and trying to ensure that the airplane was configured for the water landing, the pilot observed that the right main landing gear (MLG) indicator light was off and that the hydraulic pressure read zero. The pilot then attempted to retract the right MLG several times to no avail.

The pilot attempted to use the backup manual hydraulic pump and abrupt maneuvers to extend the remaining landing gear to no avail. The pilot chose to land on the runway with the landing gear partially retracted. The pilot held the left wing off the runway as long as possible, but then the wing touched the runway, and the airplane veered off the runway surface. The airplane slid along the grass, impacted an airport sign and light, spun 180°, and then came to a rest.

Postaccident examination of the airplane revealed that a hydraulic leak had originated from a cracked flare in a hydraulic line fitting, which caused the hydraulic fluid to leak, decreased the hydraulic pressure to 0, and prevented the landing gear system from fully extending or retracting.

On the Wreckord by Ron Wanttaja

BDK Carbon Concepts– Alaska: During the first flight, while in level cruise, the pilot heard a loud "pop" and immediately saw that the left wing's leading-edge slat had buckled and distorted, which made the airplane difficult to control. While maneuvering for an emergency landing, the **right** wing's leading-edge slat failed, which resulted in an almost complete loss of airplane control. The airplane struck the top of a tree before impacting the road in a nose-low attitude, which resulted in substantial damage to both wings and the fuselage. Each wing was equipped with three carbon fiber leading-edge slats located center, inboard, and outboard. A detailed examination of the airframe and engine revealed that the right wing's leading-edge slats exhibited features consistent with compression failure of the leading edge, trailing edge bond failure, lack of adhesive in the joints, and ply bridging. In addition, the right inboard slat attachment bracket exhibited deformation patterns consistent with an overload failure. The left wing leading edge slats exhibited no leading-edge damage but had signatures consistent with resin starvation. In addition, the left attachment bracket between the inboard and center slats exhibited features consistent with an adhesive failure in the joint and a disbond at the attachment. Microscopic examination of the attachment bracket revealed a lack of adhesion, improper surface preparation, and improper adhesive thickness. (9/15/2016)

On the Wreckord by Ron Wanttaja

RV-6– Florida: The pilot did not fill the fuel tanks before departing and while en-route the left fuel tank was exhausted and he switched to the right fuel tank. Upon reaching 3,000 feet during the descent to the destination airport, the right fuel tank was exhausted and the engine lost power. The pilot reported that when the engine lost power, the "fuel totalizer showed 30 minutes of fuel remaining, but both fuel level sender units read zero".
During the forced landing the airplane struck wood and metal fence posts before the right main wheel dug into the grass and spun the airplane approximately 90 degrees to the right. (10/10/2016)

NEWSLETTER

Chapter 26

EXPERIMENTAL AIRCRAFT ASSOCIATION

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