WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXXI No. 4 ❖ April 2023

President's Letter

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

Second Thursday At 7:30 PM

The weather is still not too good for flying, so I guess we just hangar fly and study the magazines. We can always just sit in the airplane and make airplane noises, depending on how desperate we are. I do try to fly at least once a week.

I don't work full time anywhere but go in spurts on keeping busy. I have been working on several projects, so I can't just fly anytime. I have to plan a little more. I spent almost a week building some wood knee braces that will go six stories up on a building in Seattle. Someone else will install them but I enjoy working with wood.

(Continued on page 2)

This month:

Aviation stories and pictures

By Steve Crider and others

IN PERSON AT BOEING FIELD

Thursday @ 7:30

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

President's news (Continued)

We called three people to get a program for this month but batted a zero. We will be good for next month though. So … if you have any stories or pictures to share, now is the time to bring them. We will miss the sharing as my wife and I will be in Georgia visiting with our daughter, so our capable Vice-President, Steve, will run the show this month.

Enjoy the sharing,

~Dave

2023 OFFICERS

President: Dave Nason

Vice Pres: Steve Crider

Secretary: Don Davis
425.822.3439

Treasurer: Jason Sorenson

Newsletter Clayton Chase

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

New Parts Program Big Win for Vintage Fleet

Thanks to years of EAA's advocacy efforts, the FAA has unveiled a new program for the use of off-the-shelf parts in type-certificated aircraft. This is the first approval granted under the new Vintage Aircraft Replacement and Modification Article (VARMA) program, the next big step in keeping vintage aircraft flying.

Anyone who owns and operates vintage aircraft knows that finding parts can be a major challenge. This situation is especially frustrating when perfectly safe and functional alternatives are readily available, but can't be used because there's been no legal way to install them in a type-certificated aircraft. With VARMA in place, some aspects of vintage aircraft ownership and operation are about to get a lot simpler.

Notably, VARMA uses several existing FAA policies to create a program that requires no new regulations, orders, or advisory circulars. It applies to small (less than 12,500 pounds) type-certificated aircraft built before 1980. The program allows ordinary maintenance personnel to validate that certain low-risk replacement parts are suitable for installation on aircraft, without the need for extensive engineering analysis or complex and time-consuming design and production approvals from the FAA.

"This is great news for those of us who own and fly vintage aircraft," said Jack Pelton, EAA's CEO and chairman of the board. "There could easily come a time when a classic airplane that would otherwise be grounded for want of a part that's no longer available will fly again thanks to the parts substitution enabled by VARMA."

The program applies to parts whose failure would not "prevent continued safe flight and landing." While this means that safety-critical components are not subject to this program, there are plenty of hard-to-find parts that meet VARMA's criteria.

For the trial, EAA chose to apply for an off-the-shelf starter solenoid used as a substitute part in a Cessna 150, as the failure of the starter system is generally irrelevant to flight safety. The FAA granted the first Form 337 approval under the program several weeks later. Since that time, we've also been granted approval for alternators and voltage regulators in VFR aircraft.

EAA Webinars

4/12/23 7 p.m. CDT
The Nine Principles of Light Airplane Flying
Qualifies for FAA WINGS credit.

By: Rich Stowell

Why don’t we talk about first principles in aviation? What are those principles? And what impact could knowing them have on aviation safety and education? Tune in as Rich Stowell proposes nine principles for light airplane flying and drills down into two of them in a way that will broaden your understanding of maneuvering flight.

5/3/23 7 p.m. CDT

Booted Out of Annual!
Qualifies for FAA WINGS and AMT credit.

By: Mike Busch

Sometimes truth is stranger than fiction. In this webinar, Mike Busch tells the story of a Beech Debonair that was undergoing an annual inspection. The inexperienced owner was told by the shop manager that the airplane's engine required a costly major overhaul. The owner was shocked and questioned whether that was really necessary. One thing led to another, and the shop manager ordered the airplane to be thrown out of his shop in pieces. Worse, there were no other shops or mechanics on the field. The rest of this unusual story involved twists, turns, sabotage, and a kind FAA inspector from the local FSDO who was actually "here to help."

5/15/23 7 p.m. CDT
Flight Simulators 101 - Leveraging a Home Simulator for Flight Training
Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.
By: Chris McGonegle

Flight simulators have exploded in popularity recently. With new software options, impressive flight controls, and EFB app integration, it has never been easier to use a home flight simulator for real training (in addition to fun). In this fast-paced webinar, Chris McGonegle, a commercial pilot and Sporty's flight simulator expert, will discuss how to use simulators effectively and how to avoid making mistakes that will degrade your flying skills.

5/17/23 2 p.m. CDT
Getting Started in Ultralights
Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.
By: Timm Bogenhagen

Ultralight vehicles have long been an affordable way to experience the 3-dimensional freedom and exhilaration of the sky. Join EAA staff member and ultralight and light-plane guru Timm Bogenhagen as he discusses the simple rules of Part 103 and tips for getting started. Topics covered include types of vehicles, regulations, costs, training, comparison to sport pilot and light sport aircraft.

On the Wreckord

Fisher Dakota Hawk - Wisconsin: The pilot was landing the airplane on the runway at an ultralight airfield. After the airplane touched down, the left main landing gear collapsed at the bottom end of the strut. The airplane ground looped, and the right wingtip struck the ground. The pilot stated that the landing was smooth andgentle, not hard, and that there was no side load on the landing gear at touchdown. He added that he suspected that a previous landing may have been hard, which resulted in a crack in the landing gear.
An examination of the left gear revealed that the upper/outer strut tubing was broken, and the lower/inner strut tubing was bent. There was no evidence of fatigue. It could not be determined if the crack occurred as a result of the accident or was preexisting. (7/26/2018)

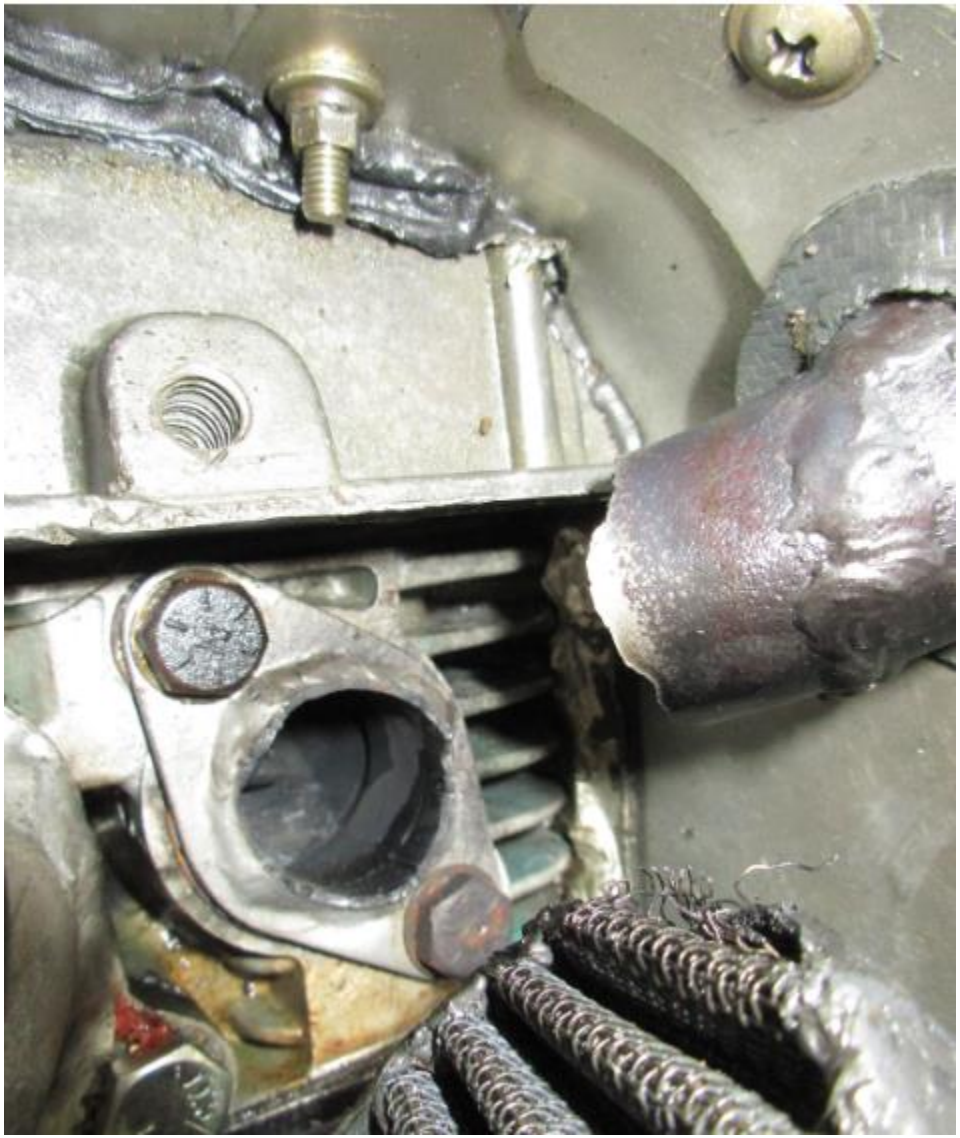
On the Wreckord

Fisher Celebrity - Indiana: The pilot was conducting a flight in his recently-purchased biplane when the airplane experienced an in-flight breakup and subsequently impacted a cornfield. There were no witnesses to the accident. The upper and lower left wings were attached to each other but were separated from the fuselage. Part of the lower right wing was located with the wreckage but not attached to the fuselage. Additional parts of the upper and lower right wings were found scattered throughout an area between 400 yards to 800 yards west of the impact area, and other parts of the wings were found about 80 yards from the wreckage; however, the majority of the wing structure was not found.

The right wing attachment fittings displayed fractures intersecting the inboard wing spar attachment bolt hole. The fracture features for each attachment fitting were rough and matte gray in appearance, consistent with ductile overstress fracture and with upward bending of the wing at the attachment location. The outboard end of the attachment fitting piece for the aft spar was also bent aft relative to the inboard end, consistent with the entire upper and lower right wings folding upward and rearward, bending and separating from the airplane. Because this airplane is a biplane, the upward bending of the lower wing attachment was secondary to a primary failure elsewhere, the location of which could not be determined due to the fact that a majority of the wing structure was unrecovered. There was no evidence of any preexisting damage on the wing spar attachment fittings. (7/19/2018)

On the Wreckord

Quickie – Ohio: During the flight, the engine power dropped more than 1,000 rpm, and the engine monitor indicated about twice the normal fuel flow. The pilot was initially able to maintain airspeed and altitude; however, the rpm subsequently began to decrease further, and the pilot determined that the airplane would not be able to reach the airport. During the subsequent forced landing in a cornfield, the airplane's nose struck the ground, and the airplane then nosed over.
Examination of the wreckage revealed a separation of the right exhaust manifold, which was directly beneath the intake breather for the engine. Additionally, a mixture set screw on the carburetor was found loose and extended out, both of which would have resulted in a loss of rpm. The failed exhaust manifold and loose mixture screw likely led to the loss of engine power. (7/19/2018)



NEWSLETTER

Chapter 26

EXPERIMENTAL AIRCRAFT ASSOCIATION

The Newsletter of EAA Chapter 26