

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXVII No. 6 ❖ June 2019

President's Letter

Summer Fly-In season has arrived. Yesterday the local mechanic at Crest Airpark, Normandy Aircraft, hosted a BBQ and open house. The weather even co-operated, although the clouds made it a bit bumpy and some arrived later in the day due to weather at their end. There was a good turn-out.

I gave a couple of first time rides to some friends. Mom and 6 yr old son went first, then Dad and 4 yr old daughter. The kids loved it, but the parents were not too sure about it. They put up a good front and survived. We did not realize how traumatic it was until this morning when Mom commented that her stomach gets queasy just thinking about the ride.



This Meeting:

13 June

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

This month:

Thursday 13 June

7:30 PM

Boeing Field Terminal
East side of the field

Meeting Topic:

Surprise!
EAA Videos

FUTURE EVENTS

8 August 2019

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EAA News from National

[Urban Air Mobility Showcase Bringing the Future to Oshkosh 2019](#)

6/6/2019

Members and attendees will want to visit the UAM Showcase to see everything from eVTOLs to hover bikes: to put it plainly, it's the home...



[Innovation Showcase to Host 21 Cutting-Edge Companies in 2019](#)

5/30/2019

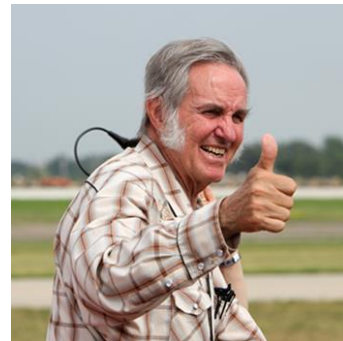
The Innovation Showcase is where AirVenture attendees, members, and investors go to see the latest and greatest groundbreaking technology...



[Legendary Aircraft Designer Burt Rutan to be Celebrated at AirVenture 2019](#)

5/30/2019

Renowned aerospace engineer and aircraft designer Burt Rutan will be celebrated at EAA AirVenture Oshkosh 2019 this July with a number of...



President's Newsletter: Continued

I told you that I got my ADS-B working. Now the iPad is also working. I needed some advice from some computer 'geek' friends. They came over and figured out the system needed to install an update. Once that was complete everything works like it is supposed to. I can even see planes on the ground waiting to take off. You may not see all the airplanes out there but it helps to know where to look. I keep practicing on the iPad so I will be able to easily find the information I will need at any point.

The speaker I had hoped to get for this month is unable to make it, so we will watch some videos from EAA headquarters. And any other ideas that people might have.

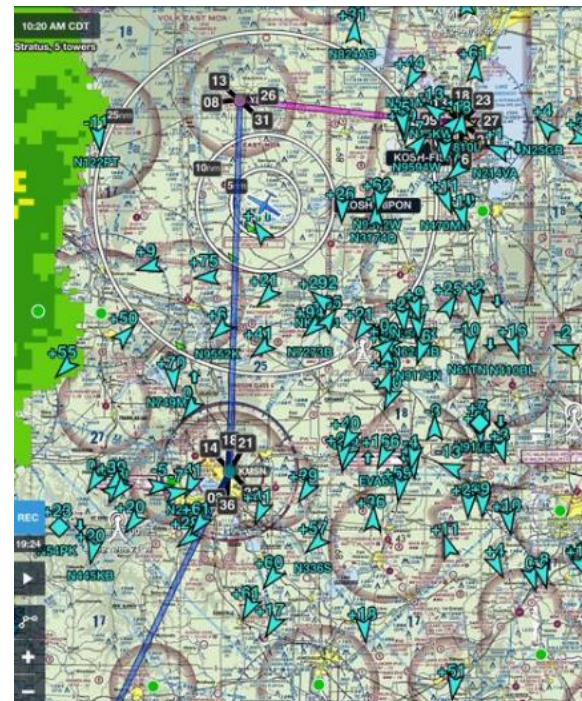
Happy Flying,

~Dave

WingX



Foreflight



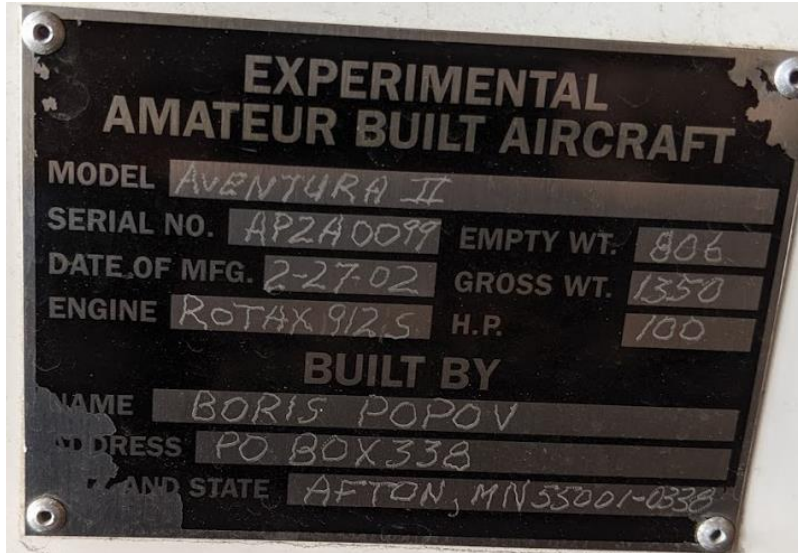
First impression on a recently purchased Aventura II

One of the previous owners lives in the area and was willing to provide some training in the plane to the new owner and another CFI who would be then able to train the new owner. We all met up at the aircraft's hangar in Arlington and spent about an hour and a half inspecting the plane. There were many modifications made and many years had passed after the former owner sold it. While the plane had recently completed an annual, it is always good to look things over extensively.



Aventura II

After determining that the aircraft was legal to fly and nothing was obviously wrong, two of us went out to do some high speed taxi runs. The engine idled at about 2,000 RPM, and we accelerated down the runway at 3,000 to 4,000 RPM.



Aventura II

The plane started getting light on the wheels at about 30 MPH indicated, and we lifted off (to about 2' AGL) at about 38 MPH indicated. The plane has a steerable tailwheel, which was very effective at both low and high speeds, and differential heel brakes, which were only moderately effective at best.

We performed 5 high speed taxis down the runway, each time getting a little faster.

After the 5th, on the return taxi to the start of the runway, a 'clicking' noise that varied with speed became apparent and started making the airplane shake. We determined that it was one of the machine screws on the brake rotor which had backed out and was hitting on the caliper. I had a hex wrench with me in the plane and was able to reach out and screw it back in (without even getting out of my seat!) but we decided to not risk taking off with it possibly coming loose, since it might lock up the wheel and cause a ground loop. So a new one is on order and we will do more (and a full flight) once it is installed.



On The Wreckord

By: Ron Wanttaja

Zenith CH-601 – California: The pilot taxied to the runway with the canopy unsecured, and later he could not recall if he secured the two latches before takeoff or if the “mental checklist” he used included securing the canopy. He initiated the takeoff roll, rotated the airplane, and then climbed it to about 80 ft above ground level, at which point the canopy opened. The canopy began “bobbing up and down,” so the pilot aborted the takeoff and landed on the remaining available runway. The pilot reported that he “lost perspective” during landing and that the airplane impacted the runway hard, which resulted in substantial damage to the fuselage and wings. (10/27/2015)



On The Wreckord

By: Ron Wanttaja

RV-4 – Nebraska: The pilot completed several intentional low-altitude passes (at or below 100 ft above the ground) over his brother's property/residence. Following the final low pass, the airplane pitched up into a climbing right turn. During the climbing turn, the airplane suddenly pitched nose-down and descended rapidly. The airplane recovered briefly to a wings-level attitude before the wings rocked left and right and the airplane entered a descending right turn into terrain. (10/17/2015)



On The Wreckord

By: Ron Wanttaja

Lancair IV – Wisconsin: While practicing an emergency descent during a dual training flight, the pilot receiving instruction entered the airplane into a steep dive, which resulted in a 0.5-G load factor for about 5 seconds and a transient drop in engine oil pressure of about 15 psi. As the descent continued, engine speed steadily increased beyond the maximum operating limit of 2,700 rpm. While still in the dive, the pilot initiated a left turn with a 3-G load factor, during which the engine oversped to 3,390 rpm. The engine immediately began to run rough, and subsequently experienced a total loss of power. The pilot executed a forced landing to a field with the landing gear and flaps retracted, during which the airplane struck a rock wall and tumbled.

Postaccident examination revealed that 8 teeth on the left magneto distributor drive gear and 16 teeth on the right gear had fractured. No evidence of progressive damage or material anomaly was observed with the distributor drive gear teeth. The nylon gear teeth were most likely damaged by the abnormal shock loads on the gear train during the engine overspeed. The damage to the gear teeth resulted in a dual magneto failure and subsequent loss of engine power.

The flight profile of a low-G pushover to a steep dive, which was accompanied by a drop in engine oil pressure, may have led to the propeller governor not supplying adequate oil pressure to the propeller, which subsequently contributed to the engine overspeed and the failure of the magnetos. (11/15/2015)



NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION
16614 188th Ave SE
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The Newsletter of EAA Chapter 26

