# WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association & Seattle, WA & Volume XXXII No. 2 & February 2024

### **President's Letter**

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

Second Thursday At 7:30 PM We are getting ready for another regular meeting – this time at our regular place at Boeing Field terminal building at 7:30. No snow ... nothing out of the ordinary. I always talk about the weather because we need to pay attention to that when flying around here. It can be foggy anytime and nice anytime, just not always predictable. Now that we have turned a page on the calendar, it is time to renew membership. Dues are \$20 for the year.

The NW Aviation Convention and Trade Show is coming up at the end of the month in Puyallup. February 24 & 25. I always look forward to being able to find information and see what is new and exciting. I am needing to rebuild my mags (the 500 hour overhaul) or possibly go to electronic mags. So I will be asking a lot of questions about that. I have only flown a few times since our last meeting but it is always enjoyable.

Ross Mahon has been asked and agreed to do our next program on his Gweduck – a new and improved fiberglass version of the Grumman Widgeon. It was built in Renton, flown on Lake Washington and is now hangared at Boeing Field. See you Thursday, 8 February at 7:30. ~Dave

#### This month:

The Gweduck By Ross Mahon

This Month: Meet in person at BFI terminal! Also online: https://us06web.zoom.u s/j/84266433832?pwd= Y1rtb65lj32qKGDr1Qa EE2t0HtXPj9.1

#### 2024 OFFICERS

President: Dave Nason

Vice Pres: Steve Crider

Secretary: Don Davis 425.822.3439

Treasurer: Jason Sorenson

Newsletter OPEN

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

## Memberships:

Hey everyone! Don't forget to renew your memberships! Also, we'd love to know more about everyone and their aviation interests. Please let us know:

National EAA No. & Expire date

Pilot / A&P Ratings

EAA Offices held past or present

Phone number

Email address

Mailing address

Describe your experimental aviation interest and/or projects you are working on.

# Northwest Aviation Conference and Trade Show: 25 & 25 February Puyallup Fairgrounds

### For Sale

ESTATE SALE: Rare Avid Amphibian, completed 1992, 203 hours, Rotax 582 engine. Aircraft has been inactive since 2005, has been in covered storage in Renton since. Sale includes trailer (which needs TLC). All paperwork available. \$5,000 OBO. Contact Gladys Gilbert at ghg582@gmail.com.





### On the Wreckord

Zenith CH-750 - Tennessee: After departing the local area, the pilot noticed the DC electrical bus voltage decrease from 13.6 volts to 12.5 volts. He initiated a turn back to the airport and about 2 minutes later, the DC bus voltage decreased to 0 volts and the Corvair engine stopped producing power. The pilot performed a forced landing to an open field, during which the airplane sustained substantial damage.

The airplane was constructed such that the engine was electrically dependent on a single alternator and a single battery to provide required electrical power to operate the fuel pump and ignition systems. Examination of the airplane revealed that the alternator circuit breaker, which was located behind the instrument panel and out of view of and inaccessible to the pilot, was tripped. It is likely that an electrical load drew an excessive current through the alternator circuit breaker, which resulted in it tripping and interrupting the electrical power supplied by the alternator. (5/16/2019)



### On the Wreckord

<u>KR2 - Illinois:</u> Shortly after departure, the pilot smelled oily smoke and noted a loss of engine oil pressure and an increase in oil temperature. The engine lost power, and the pilot performed a forced landing to a corn field. During the landing, the nosewheel dug into the field and the airplane nosed over.

An examination of the engine revealed no mechanical anomalies that would preclude normal operations. The source of the oil leak was not identified. The pilot later reported that, after researching and consulting with other pilots who operated the engine type installed on the accident airplane, he believed that the loss of engine power was the result of vapor lock in the throttle body injection (TBI) system. His research indicated that other airplane owners provide "blast cooling" on the TBI to fix the issue. The pilot said that the vapor lock issue likely started at the same time as the engine heated up due to the extra lean mixture. He added that the rear seal might leak and spray oil on the exhaust pipe. He stated that enriching the mixture might have corrected the issue inflight. (5/26/2019)



### **On the Wreckord**

<u>Aircam - California:</u> The builder was conducting his first flight in the airplane. A video showed that during takeoff, as the airplane reached about 20 ft above ground level, the left wing folded upward. The airplane immediately rolled left and subsequently impacted the ground.

An examination revealed that the forward and rear left-wing lift struts remained connected to the wing but were not attached to the fuselage attachment fittings. Further examination revealed that the fittings on the fuselage were intact, and their corresponding bolt holes were undamaged; the bolts were present and secured to the lift struts with washers and nuts but had not been connected to the fuselage through the attachment fittings. The forward and rear right-wing struts were properly attached. (6/8/2019)



