

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXVIII No. 02 ❖ February 2020

President's Letter

This Meeting:

13 February 2020

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

In case you had not noticed, the weather has been rather poor for (ever) since the first of the year. I am beginning to wonder if building boats would be appropriate now. I try to fly my little red airplane once a week if possible, otherwise I go into withdrawals. I have to be ready at any time to fly if the sun is out or the clouds are high enough. Because the weather has been so 'yucky' (technical term) when I do get to fly, I appreciate it even more. Today, (Saturday February 8) was the first hint of better weather. Reading the weather report, it was suppose to improve over the course of the day. So I was looking forward to getting to fly by the afternoon. At about 1:30 the sky thundered and it really dumped for about 30 minutes. Darn, looks like I was not going to get to fly today. Then the sky cleared up! (I saw blue) So about 3:00 I was able to go.

(Continued on page 2)

This month:

Thursday, 13 February

7:30 PM

Boeing Field Terminal
East side of the field

Meeting Topic:

**Strojnik Electric
Motorglider Conversion
by
Donald Berk**

FUTURE EVENTS

March 12 2020

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President's newsletter (Continued)

I wanted to check out the river flooding and what Snoqualmie Falls looked like, so I headed there. I took the cut over hwy 900, past a soaring eagle and on to the falls. If you know where to look, the mist coming off the falls is a guide to find it. I expected the volume of water to be high and it was. There is so much water going over that it is one big falls and the side vent to the north side is running strong too. The mist is coming up so much that the people at the viewing area probably can hardly see anything. I made several circles around at about 175mph, staying out of the clouds and trying to take some pictures. Following the river down the valley, it was half to 2/3rds flooded. I came back through the same cut where the para-gliders jump off the hill and kept my eyes peeled for the eagle. The clouds were lower over Lake Sawyer so I flew higher over and around them, big wingovers etc. – too much fun! I then came back to the west over Lake Meridian to get down to pattern altitude at Crest and land to the south. It would have been hard to enter on the 45 for landing runway 15. I had a fun and enjoyable flight for 45 minutes so I should be okay until tomorrow maybe, or even next week. My airplane is fast and very maneuverable so it is fun to position myself in three dimensions, climbing and descending a thousand feet in wingovers and 100-200 mph in speed. As you can tell, I had fun!

Remember to mark your calendar for the WA Aviation Conference and Trade Show the last weekend of the month.

Our speaker this month is our own Donald Berk presenting on the Strojnik electric motorglider conversion.

Hope to see you then,
~Dave Nason





CONFERENCE & TRADE SHOW INFORMATION

FEB 22 – 23 | Showplex, Puyallup WA
 SAT: 9 -5:30 | SUN 10 - 4:00
 Select this option for admission, directions, lodging and schedule



2020 AVIATION CAREER FORUM

FEB 22 | Educators, employers and recruiters share insights with pilots, mechanics & students
 PRE-REGISTER ONLINE



IA MAINTENANCE RENEWAL PROGRAM

FEB 22 – 23 | Exhibitor driven seminars allow certificate renewal at the annual Conference.



CONFERENCE & FORUM EXHIBITOR INFORMATION

Click here to view information on exhibiting at the Career Forum and Trade Show

8:00 AM Room C | Founders **Replacement of Exhaust and Welded Parts in General Aviation** Acorn Welding, Paul Gryko

9:00 AM **TRADE SHOW OPENS** Admission \$5.00/person at the door | 17 and under FREE. Parking FREE, Blue Lot

Room C | Founders

9:15 AM

Care & Maintenance of Wheels & Brakes

Vern Rogers, Cleveland Brake and Wheel

Room A | South

STUDENTS: Aviation Career Paths Military, College, Building Time Pros and Cons, Q&A. **OPEN ONLY TO REGISTERED ATTENDEES**

Room B | Pioneer

Annual Update on Garmin Products Wayne McGhee, Garmin International

Room D | Heritage

Airport Surface Safety Kent Kora, FAA NW Mountain Region Runway Safety Program Manager
Learn how to safely navigate and communicate.

Room E | North

The Ultimate Off Road Adventure: Flying Seaplanes Steve McCaughey, Seaplane Pilots Association

Keynote Area

Advanced Foreflight IFR Pro-Tips Gary Reeve, PilotSafety.org
Shortcuts on planning, filing, pre-departure clearance, approach plates, missing approaches and continuation to alternates. This class will make IFR flying easier and safer.

10:15 AM

Room C | Founders

10:30 AM

Slick Service Bulletins and Maintenance & Design

Zack Flathmann, Champion Aerospace

Room A | South

STUDENTS: Options with the Military, Reserve or ROTC
This is an opportunity to ask questions about the military path. OPEN ONLY TO REGISTERED ATTENDEES

Room B | Pioneer

CAREER PILOTS: Choosing A Carrier
What are airlines looking for? Hear it directly and compare salaries, incentives, benefits, and flow through OPEN ONLY TO REGISTERED ATTENDEES

Room D | Heritage

NORAD's TFR and ADIZ: Avoid a Fighter Escort
Discover the #1 reason GA aircraft are intercepted. Avoid TFRs and what to do if you are intercepted. An informative session that will keep you out of trouble, and off the news.

Room E | North

Overview of Wings Pilot Proficiency Program Robert Ticknor, FAA Safety Team, Spokane

Keynote Area

Real Best Glide Alicia Herron, AOPA Air Safety Institute
You're taking your college-age daughter to mountaineering course in Laramie, Wyoming. It's a routine kind of flight in your turbocharged A36 Bonanza. What could go wrong? Join the AOPA Air Safety Institute as we examine "what would you do" in this engaging, real-world scenario.

11:15 AM

Room C | Founders

Corrosion Prevention and Control

Mark Pearson, President, Lear Chemical (ACF50)

12:30 PM

CAREERS: Speed Networking for Pilots, Mechanics and Aviation Professionals

Bring your resume and questions to socialize, share refreshments, and meet with aviation companies looking for mechanics and pilots. OPEN TO CAREER FORUM, MAINTENANCE COMPETITION AND IA RENEWAL ATTENDEES ONLY.

1:30 PM

Room C | Founders

Maintenance & Inspection of Standard and Tuned Exhaust Systems

Jim Shafer, General Manager, Power Flow Systems, Inc.

2:30 PM

Room C | Founders

Calibration: An Annual Inspection for your Tools

Mike Ellis, PinnaCal

11:45 AM

Room A South	Room B Pioneer	Room D Heritage	Room E North	Keynote Area
STUDENTS: Fund the Dream <i>Cost prohibitive? Learn about scholarships, fast tracks and creative financing</i> OPEN ONLY TO REGISTERED ATTENDEES	CAREER PILOTS: Military transition to Airline <i>Hiring projections and steps to transition to a civilian air carrier. Open to non-military as well as active or veteran</i> OPEN ONLY TO REGISTERED ATTENDEES	Smartly Buying An Airplane Jeffrey Lustick, Tomahawk Aero Services <i>What to look for when shopping for an airplane, airplane models, evaluating engines, airframes, and avionics as well as negotiating with brokers and private sellers.</i>	Washington Pilots Assoc. (WPA) Annual Meeting and Luncheon	Engine Failure: When you only have one Johnny Summers, FAA DPE, Seattle FSDO <i>Once the engine quits, it's too late to prepare. We'll take a systematic look at being prepared for an engine failure in a single engine airplane. After reviewing preflight planning, we'll discuss how to prepare for when your engine fails and you do not have another one handy.</i>

1:00 PM

Room B Pioneer	Room D Heritage	Room E North Foyer	Keynote Area
Upper Air Program: Its Role in Weather Prediction" Steven Van Horn, Meteorologist, NWS, Spokane <i>Upper air observations and why they are still an important factor when it comes to numerical model prediction.</i>	How to Keep you Medical Certificate Alive and Well Dr. Curtis Edwards, NW Mountain Regional Flight Surgeon <i>Statistics for medical certification, dispelling the myth the FAA "wants to deny you because you are old."</i>	Fly Washington Passport Award Ceremony & Program T.S. "Max" Platts, WSDOT Aviation <i>Awards and information on how pilots and passengers can participate in this fun program to encourage participating in general aviation!</i>	General Aviation in the New Decade Tom Haines - AOPA Senior Vice President <i>Award winning author and co-anchor of the weekly video magazine AOPA Live This Week, Tom Haines provides his views on keeping GA vibrant for the next generation. Tom was named editor in chief of AOPA Pilot magazine in 1994. Under his leadership, AOPA has expanded its media properties to include Flight Training magazine and a host of media.</i>

2:15 PM

Room A South	Room B Pioneer	Room D Heritage	Keynote Area
STUDENTS: The Other 90% <i>It's not all about being a pilot with the airlines, learn about rewarding aviation support careers. Forum speakers will share personal journeys.</i> OPEN ONLY TO REGISTERED ATTENDEES	CAREER PILOTS: Getting and Keeping the Job <i>Now will they call back? How to present the best image and set yourself about the crowd.</i> OPEN ONLY TO REGISTERED ATTENDEES	Flying Above 8K: Hypoxia Risks Jim Rutler: B.S. Neurobiology, Aithre <i>Jim will cover benefits of flying above 8k with a ATC audio of a Cirrus pilot in hypoxic state. He will discuss of rules and training required for mid-altitude flight, providing an overview of atmospheric oxygen pressure vs. altitud and review of blood oxygen exponential drop off above 8k. He will outline dangerous effect of carbon monoxide on SPO2; symptoms and risks of hypoxia, and finally how to develop personal maximums.</i>	Preparing for an IFR Flight in the iPad Era Bruce Williams, Bruce Air <i>Most of us use a tablet to prepare for flights and to display charts in the cockpit. These tools have made flying easier in many ways, but using them wisely requires planning and perhaps changes in our habits. I'll discuss lessons learned from using these tools and observing other IFR pilots, and I'll offer specific suggestions to help you fly effectively with EFBs.</i>

3:30 PM

Room C | Founders

Spark Plug Design & Maintenance

Alan Jesmer, Tempest/
Precision Airmotive

4:30 PM

Room C | Founders

Composite Float Maintenance

Matt Sigfrinius, Aerocet, Inc.

3:30 PM

Room B | Pioneer

Traits of a Superior Pilot

Mike Adams, VP of Underwriting Avemco
A pilot can hopefully identify in themselves personality traits that may contribute to having an accident, so they can be aware of and hopefully change those traits.

Room D | Heritage

Hijacked: A Critical Change of Plans

Arthur Krull, pilot & author
In 1980, a hijacker took control of a Delta L1011 and landed in Cuba, where he demanded more fuel to fly to Iran. Hear the story firsthand from a crew member.

Room E | North Foyer

Using Augmented Reality in the Cockpit

Steve Podradchik, CEO, Seattle Avionics
iPhone and iPad apps go further and use Augmented Reality (AR) to blend a video feed with computer generated overlays. Learn how this technology can make you a safer pilot, especially at night, near unfamiliar airports, or in poor weather.

Keynote Area

Weather or Not - Where do I go? Practical Tips on Mountain & Canyon Flights

Amy Hoover, PhD, CFII, Professor, CWU
Maximize performance and minimize risk by understanding weather phenomena unique to mountain and canyon environments. Find and use lift, avoid turbulence and downdrafts, assess hazards and make safe flights.

4:30 PM

Room A | South

STUDENTS: OTHER COOL PILOT JOBS

Firefighting, medical, bush float, rotor, etc - Q&A

Room B | Pioneer

Nail your Next Flight Review

Philip Mandel, CFI-I, MEI, AGI, IGI, FAAsteam Rep

Room D | Heritage

Why Backcountry Flying is Important to the Future of Aviation

Bill McGlynn, Recreational Aviation Foundation
The RAF mission is to create and maintain backcountry destinations that combine aviation and adventure.

Keynote Area

4:30 Q & A WITH ALASKA AIRLINES TEAM

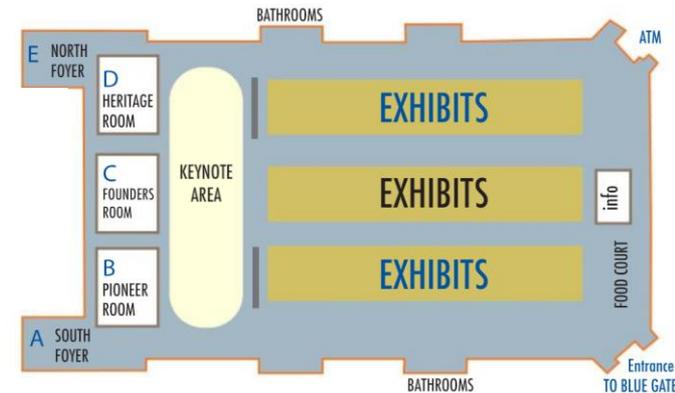
Attend or a discussion on hiring projections/updates

5:15 NW Regional AMT Skills Competition Awards (See page 22 for details)

5:30 PM SHOW CLOSE See you SUNDAY @ 10:00 AM

JOIN AOPA AT THE 2020

NORTHWEST AVIATION CONFERENCE



2020 NW AVIATION CONFERENCE SCHEDULE - SUNDAY, FEBRUARY 23 | 10:00 AM - 4:00 PM

10:00 AM **TRADE SHOW OPENS** Admission \$5.00/person at the door | 17 and under FREE. Parking FREE, Blue Lot

10:15 AM

Room B Pioneer	Room D Heritage	Keynote Area
<p>TFR and ADIZ: How to Avoid a Fighter Escort Speaker TBD, NORAD <i>Discover the #1 reason GA aircraft are intercepted and how to avoid it. In this action packed briefing you'll learn practical steps to avoid Temporary Flight Restrictions (TFRs) and what to do if you are intercepted. Join NORAD in a lively session that will keep you out of trouble, and off the evening news.</i></p>	<p>Owner/Operator Aircraft Maintenance Bruce Kitelinger - FAA Airworthiness Inspector <i>According to 14 CFR Part 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration, the holder of a pilot certificate may perform specified preventive maintenance on any aircraft owned or operated by that pilot, as long as the aircraft is not used under 14 CFR Part 121, 127, 129, or 135. This seminar will provide information on owner performed authorized preventive maintenance.</i></p>	<p>Avoiding Loss of Control Bruce Williams, Bruce Air <i>Loss of control remains a leading cause of aircraft accidents, and for decades the FAA and NTSB have advocated more training to address the problem. But specific recommendations are often hard to come by. Bruce will review the issue and suggest elements of a LOC-avoidance syllabus that instructors and pilots can practice regardless of the types of airplanes they fly.</i></p>

11:30 AM

Room B Pioneer	Room C Founders	Room D Heritage	Keynote
<p>Aviation Can Be Affordable! <i>Let the EAA show you the wide variety of ways that you can get involved in aviation and get into the air, for much less than you probably think! There are many ways to fly that aren't well known or widely advertised. The EAA will cover the spectrum of what is available.</i></p>	<p>Dynamic Propeller Balancing Aces System</p>	<p>Tips for Successful Seaplane Flights Steve McCaughy, Seaplane Pilots Assoc <i>This informative workshop will provide you with basic knowledge and techniques that may make all the difference between a good flight and an amazing one!</i></p>	<p>Rough Running at Wauchula Alicia Herron - AOPA Air Safety Institute <i>What looks like a perfect partnership in a Cessna Cardinal gets rough over unforgiving swampland. How will you resolve an engine issue and personality conflict when it's not your airplane— even though your backside will be in just as much trouble if the motor quits completely? Join the AOPA Air Safety Institute as we examine "what would you do" in this engaging, real-world scenario.</i></p>

1:00 PM

Room B Pioneer	Room D Heritage	Keynote Area
<p>Digital Aviation Services (DAS): The Next Evolution of National Weather Service Aviation Weather Forecasts Matthew Cullen, Lead Forecaster at WFO Seattle <i>Each National Weather Service (NWS) forecast office currently provides TAFs for only a select handful of locations within the office's area of responsibility. Digital Aviation Services (DAS) will be the next evolution of aviation weather services provided by the NWS. With this new framework, DAS will be a set of products and aviation forecast guidance available for the entire forecast area, essentially providing TAF information for any location! Come learn about what new weather forecast information will be available and when you'll have access to this exciting new resource.</i></p>	<p>Flying With Purpose - Creating a Personal Culture of Safety Brig Williams, CFI <i>This presentation will cover how CFI's should promote using WINGS in their training activity and how the program helps pilots maintain proficiency. Brig will also show how WINGS is an additional way for CFIs to renew their certificate.</i></p>	<p>Mastering Single Pilot IFR Gary Reeve, PilotSafety.org <i>Learn 10 Tips to make IFR much easier and safer. A must attend class for any IFR student, pilot or instructor. Gary D Reeves, is the 2019 FAA NATIONAL CFI of the YEAR, an 8,800hr ATP and Master CFI</i></p>

2:30 PM

Room B Pioneer	Room D Heritage	Keynote Area
<p>Hijacked: A Critical Change of Plans Arthur Krull, pilot & author <i>In 1980, a hijacker took control of a Delta L1011 and landed in Cuba, where he demanded more fuel to fly to Iran. Hear the story firsthand from a crew member.</i></p>	<p>Combining Online Flight Planning with iPad Apps Steve Podradchik is the CEO and co-founder of Seattle Avionics <i>iPad apps have changed the way we navigate during a flight but their small screens make them less than ideal for flight planning. Web-based flight planners on your PC or Mac are much better for pre-flight weather and flight planning but can't be used while flying. Learn how to combine iPad apps with a new generation of web-based flight planning tools.</i></p>	<p>Power Loss at 300 Feet: What Went Wrong, What Went Right" Philip Mandel, CFI-I, MEI, AGI, IGI, FAASTeam Representative <i>Mandel and his primary student experienced significant power loss at 300 feet AGL over Vancouver WA off Pearson Field (KVUO) in 2019. With the help of dashcam video that captured the event, Philip will share lessons learned from the scariest two minutes of his life. He says he did more things wrong than right yet still managed to nurse the Beech Musketeer back to the field and land opposite direction without bending anything.</i></p>

On the Wreckord by Ron Wanttaja

Tailwind– California: According to the pilot, during his approach at a non-towered airport at night, he made the descent to what he thought was the runway, but realized that it was actually the taxiway, and "slipped" right, to what he then perceived to be the runway. Upon touchdown, the airplane ground looped and nosed over. The pilot had landed and nosed over in the safety area to the left of the runway.

The pilot reported that he had been flying for the preceding 12 hour period, and conceded to having exceeded his personal endurance limitations. The airplane sustained substantial damage to both wings. (1/24/2016)



On the Wreckord by Ron Wanttaja

RV-7– Florida: The pilot reported that there were no mechanical or weather issues as he was attempting to land. After a go-around, on the initial attempt, and with dusk approaching, he decided to make an abbreviated traffic pattern and circle back around to land on the runway. He apparently mistook a parallel access road for the runway. The airplane struck three mailboxes, a basketball hoop, phone lines, and a car and then came to rest inverted. (2/18/2016)



On the Wreckord by Ron Wanttaja

Lancair ES– Arizona: During the initial climb, the engine experienced a partial loss of power. The pilot performed a precautionary landing on a taxiway, during which the airplane departed the paved surface and the nose landing gear collapsed.

Postaccident examination of the engine turbocharger revealed reddish-white discoloration of the turbine wheel, which suggested excessive engine exhaust gas temperature. Likewise, discoloration observed on the turbine end shaft journal was consistent with high temperature. The combination of high exhaust temperature and the rotational speed of the turbine wheel likely caused the blade material to creep and the wheel diameter to increase until the blade tips rubbed against the turbine housing. This eventually caused blade tip failures, which resulted in a rotating imbalance. It is likely that the combination of wheel rubbing and imbalance and caused the turbocharger to slow or stop, which in turn resulted in the loss of engine power. (3/10/2016)



NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION
February 2020

WIND IN
THE WIRES



The Newsletter of EAA Chapter 26

