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~Dave

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXVII No. 8 ❖ August 2019

President's Letter

This Meeting:

8 August

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

We just got home from Oshkosh on Saturday after being there for three weeks. This makes for a fast turn around to prepare for the meeting. AirVenture was impressive as always. We had a fly thru by the Navy's Blue Angels on opening day and the Air Force's Thunderbirds in the middle of the week. We saw some familiar faces of people back home, and finally made connections with my cousin's friend from Australia. One friend and his brother went for their first time. It will be interesting to hear their perspective at the meeting. We got to try out our iPad with the ADS-B on the trip. It worked great until it overheated and quit. We put it in the cooler for about five minutes and all was good to go again. Some lessons were learned about keeping it cool and how to charge. We will have our usual mountains and airplane pictures to show. If you have been to a fly-in and have some to share please bring them! New and different stories are always welcome.

See you Thursday,
~Dave

This month:

Thursday 13 June

7:30 PM

Boeing Field Terminal
East side of the field

Meeting Topic:

Show and tell from
Summer flying

FUTURE EVENTS

12 September 2019

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STOL Breaks out of the Backcountry



July 27, 2019 - Kevin Quinn and Cory Robin, members of the EAA STOL demo group and the Flying Cowboys, are major influencers in the short takeoff and landing space. They're well known for inspiring both new and old aviators to get into the area of STOL flying. STOL flying has seen a burst in popularity lately, growing into aviation gatherings all over the U.S. and drawing international crowds. The Reno Air Races will now be presenting STOL drag racing and has seen promising enthusiasm from participants and onlookers.

The EAA STOL demos at the Fun Fly Zone have grown profusely over the years, Kevin said. "Just being part of the EAA Twilight Flight Fest demo that we do over on the ultralight field that we have done for six years, it has grown extensively. In the first years, you could always walk over and find a place to sit or stand, talk, and see people, and now you have to get there two hours ahead of time just to find a seat just to get up front and witness the action. Last night, when Cory [Robin] and I were walking up and down the field, because we couldn't fly last night due to an incident on Boeing Plaza, I bet we had four or five plus thousand people there and last night was the light crowd. The two previous nights I heard people say that they were guessing we had five, six, eight thousand people there. The runway was 60 people deep the whole way down."

They strive to be relatable to anyone who wants to get involved in aviation. They want people to see their content and performances and realize they can do that, too. Kevin explained, "STOL and STOL drag is accessible to everyone. It is basic skill set. To complete a race you take off and you fly; you do a slip, you come to a spot you land, you turn around and do that again. We aren't talking about advanced skill set. Other aerobatics are fun to watch, but people can't associate with it; they can't see themselves doing it. ... It is a challenging skill set, but it is attainable. STOL drag, you can race a Cirrus, a Carbon Cub, a Highlander, Beavers; we even have Cessna 150s show up."

(Continued on page 5)

Airventure Facts and Figures

- Attendance: Approximately 642,000 — 6.8 percent above 2018's record total.
 - Total aircraft: More than 10,000
 - Total showplanes: 2,758 including 1,057 homebuilt aircraft
 - Camping: More than 12,300 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.
 - Volunteers: More than 5,500 contributing in excess of 250,000 hours.
 - Commercial exhibitors: 863
 - Forums, workshops, and presentations: A total of 1,500 sessions attended by more than 75,000 people.
 - EAA aircraft flights: 3,051 people flew aboard EAA's Ford Tri-Motors, while 3,173 people flew aboard EAA's Bell 47 helicopters and 669 flew aboard EAA's B-17 *Aluminum Overcast*.
 - Visitors Tent: A record 2,772 visitors registered from 93 nations
- Economic impact*: \$170 million for the five counties in the Oshkosh region (Winnebago, Outagamie, Fond du Lac, Calumet, and Brown).



Resolving “Rule 20” for experimental Aircraft

August 1, 2019 - EAA is close to resolving an issue regarding an operating limitation currently assigned to new experimental aircraft that is concerning to many members. Limitation 20, found in Order 8130.2J, requires that parts with manufacturer-recommended service or replacement intervals must be maintained in accordance with those guidelines, or an alternative maintenance plan must be specified in the aircraft's "approved inspection program."

Some experimental aircraft owners were concerned that this language meant that in the absence of an FAA-approved inspection plan, manufacturers' guidance such as time between overhauls and time-in-service limits on parts would be mandatory. In most areas of general aviation, these are strictly advisory.

In meetings with the FAA at EAA AirVenture Oshkosh 2019, EAA received assurances that this limitation only means that if experimental aircraft owners choose to go beyond the manufacturer's recommended service or replacement intervals, they must merely have a plan for evaluating the part's serviceability, such as oil analysis for an engine. This is no different than the practices used by any aircraft maintenance professional when inspecting any aircraft.

The FAA policy staffers also acknowledged that such inspection plans need not be explicitly "approved" by FAA, and they agreed to remove that word from the limitation in a forthcoming update to the order. Some special-case aircraft such as jet warbirds and turbine helicopters do require FAA-approved inspection programs, but there are other limitations specifically for those aircraft that address such requirements.

From EAA National

STOL Breaks Out of the Backcountry (Continued)

Both Kevin and Cory want to inspire aviators to get involved in STOL and backcountry flying, but beyond that they want to reach the next generation of aviators using social media. Kevin continued, "For the social media aspect, we are putting this kind of content online. Between all of the Flying Cowboys, we have 20 million followers. It is impressive to go to a place like Theatre in the Woods for a STOL forum and see that it is standing room only, and all we did was create a few videos that we want to watch and entertain ourselves because TV is horrible. We take a couple photos and you put it out on social media platforms, and all of the sudden people are seeing them and going, "Wow, that's neat," and you start to build this following. ... We are putting this out there because we appreciate aviation and backcountry aviation. To take part in the fly-in and talk about STOL and off airport, we just want people to realize that is accessible to everyone."

Cory added, "It is so awesome. It's aviation, it is nature, it's the backcountry, and combining those elements is the reason why we share it, because if we didn't share it we would feel guilty. It is that good. It is almost as if you had tasted this delicious fruit and the first thing you want to do is show it to your best friends, and everybody, and spread it like it is the gospel."

STOL flying is gaining in popularity at fly-ins all around the nation. The inspiration for anyone to get involved often comes from the influence of social media and the enthusiasm that is passed through content. Anyone can become interested in STOL flying, and it can open a whole new world of exploration. The popularity of STOL flying will continue to grow in the aviation community due to the accessibility and relatable energy. Kevin ended with, "You really feel like you are obligated now to share it, because we have built this following and you don't want to let them down because you have a voice now. ... I am proud to say we are inspiring young aviators and old aviators alike to get into flying backcountry."



Airbus tries new wingtips

Airbus is testing a scale model of an A321 with “flapping” wingtips it says may lead to lighter and less draggy wing designs. The AlbatrossOne remote control aircraft has been fitted with semi-aeroelastic hinges on the wingtips. The hinges allow the tips to move in response to wind gusts and turbulence, reducing stress on the wing structure and reducing drag. If they work as hoped, engineers will be able to take weight out of the wing structure because of the reduced aerodynamic stresses on them.



On The Wreckord

By: Ron Wanttaja

Zenith CH-701 – Florida: The pilot was positioning the airplane that had neither been flown nor received a condition inspection in about 4 years. Witnesses near the accident site reported that the airplane was rocking back and forth when one or both wings folded up and back. The airplane entered an uncontrolled descent, impacted the ground in a residential area, and was destroyed by a postcrash fire.

Metallurgical examination of the wings' front and rear struts revealed severe internal corrosion in all the struts and multiple separations. Lack of bending deformation suggested that the initial failure of the wing struts occurred in the left wing forward strut, likely as a result of normal operational loads applied to a severely corroded strut with a severely reduced cross-sectional area. One fatal. (11/6/2015)



On The Wreckord

By: Ron Wanttaja

Sonex – North Carolina: During initial climb for the local flight, about 3,000 ft mean sea level, the propeller separated from the airplane and fell to the ground. The pilot turned the airplane toward an airport that had a longer runway than the departure airport and attempted to glide the airplane to the runway. However, the airplane did not have sufficient altitude, and it subsequently impacted trees about 600 ft short of the runway. No injuries to either of the two occupants.

Photographs of the crankshaft revealed that it fractured just aft of the propeller mounting hub/flange. The fracture surfaces on the hub exhibited features consistent with fatigue crack propagation through the wall thickness of the crankshaft and the subsequent overstress fracture of the remaining portion of the crankshaft. Review of maintenance records revealed that the airplane had sustained a propeller strike about 7 years before the accident. After that event, the pilot/owner, who performed his own maintenance, replaced the propeller; however, he did not disassemble the engine or otherwise document any inspection or replacement of the crankshaft in the airplane's maintenance records. (11/15/2015)



On The Wreckord

By: Ron Wanttaja

Kitfox – Michigan: While on the downwind leg of the traffic pattern for landing, the pilot heard a "clunk" sound from the front of the airplane; however, the propeller continued to rotate and the engine appeared to be operating normally. The pilot continued to the base and final legs of the traffic pattern and attempted to add engine power, but the engine "overrevved." The airplane lost altitude as it neared the runway and touched down on the parking apron, then continued into a ditch, where it nosed over and came to rest inverted. A postaccident examination revealed that the propeller gearbox had failed in flight. All of the drive gear and propeller drive teeth were either worn or destroyed, and the gearbox drive gear displayed discoloration and heat signatures consistent with oil starvation. Additionally, there was no usable oil present in the gearbox, and no evidence of an oil leak. Although the airplane owner stated that he had added oil to the gearbox before the flight, it is likely that the flight departed with an insufficient oil supply in the propeller gearbox, which resulted in subsequent oil starvation. One minor injury. (11/3/2015)

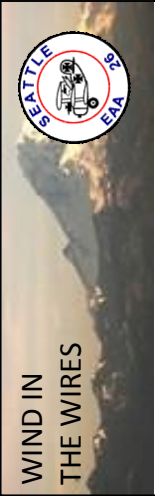


NEWSLETTER



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EXPERIMENTAL AIRCRAFT ASSOCIATION
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THE WIRES



The Newsletter of EAA Chapter 26

