

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXX No. 2 ❖ February 2022

President's Letter

Days are slowly getting longer, the weather is warming and the fog may lift once in a while, so it is time to go flying! We have started flying my nephew's C-172. Last time I had a few hours in one was about 40 years ago. Nothing much has changed. I just added a little bit to the speeds on the 150 and that fits the 172. It is such a forgiving airplane. Stalls are almost non-existent. It will stall if the RPM is clear off, airspeed about 40 and the yoke full back.

Right away after starting to fly it, the rpm would not go below 1000rpm which should be about 650. The nose gear would shimmy and shake. The airplane had not been flown since the annual in November. It also was looked at by a mechanic for a 'pre-buy' inspection. I took it over to our local mechanic, Glen, who fixed the throttle linkage and adjusted the rpm. He also serviced the nose gear. He added new fluid to the shock strut. The shimmy dampener was nearly dry and the nose gear scissors were a little loose. The airplane works better now! The engine starts and runs real smooth. It has a nearly new muffler so is real quiet.

(Continued on page 2)

This month:

***C182 engine monitor
upgrade photo tour***

In person at Boeing Field
(Also, online)

<https://meet.google.com/jvg-uchh-ecu>

When:
Thursday @ 7:30 PM

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

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President's newsletter (Continued)

The other day, I flew the 172 then the 150. I prefer the 150, probably because I am more used to it. It rotates easier. The 172 has dihedral in the wing and the 150 does not, so the 172 is more stable. It is a real nice comfortable airplane to fly. You can see why 1000's of each were built and are still around.

We are going to practice some more on landings and ground reference maneuvers. Since I no longer have my instructor rating, we can fly together to brush up on the basics and get him comfortable with the airplane but he can not count the time. He had started flying years ago so this is not new to him. Soon he will have an instructor work with him to finish up getting his license and move on. After flying these, I have to fly my Falco to enjoy the expanded envelope that is available in it.

The Trade Show is later this month in Puyallup. Go see real people and stuff in one place! Our program will be our own Clay Chase talking about aircraft maintenance by an amateur under the supervision of an A&P. It sounded interesting to me, hope you think so too. See you Thursday! You can join us in person or online.

~Dave



C182 Engine Monitor



My engine has been a long time since the last major overhaul – about 35 years. While people mostly pay attention to the number of operation hours since the last overhaul, there is also a 12 year recommendation as well. So I'm well beyond TBO in this regard. I've been operating with a single exhaust gas temp which was the combined temperature of all three copilot side cylinders, and one cylinder head temperature on each side. I've wanted a full on engine monitor for a long time and this used Insight G2 was just the thing. I've been learning a LOT as I go through this. Acceptable methods for fastening the wires, what to do about cylinder temp wells that are too small, and lots more. Not only am I doing the install of the engine monitor, I'm replacing some circuit breakers, getting a new set of flaps reading for install, and I've done a LOT of cleaning.



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Winners will be drawn June 1, 2022

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Tickets Now on Sale for EAA AirVenture Oshkosh 2022

Weekly and daily admission tickets for the 69th edition of EAA AirVenture Oshkosh, EAA's annual fly-in convention, are now available online for the event at Wittman Regional Airport in Oshkosh, Wisconsin, on July 25-31, 2022.

[Read More](#)

Help with Young Eagles Rally

Young Eagles Rally

We have been asked to join Chapter 441, (and probably 84 and 326) to help with a Young Eagles rally at Auburn Airport Day, Saturday, 9 July.

There's an organizing meeting next month, and we'll keep everyone informed, but in the mean time, everyone who wants to help has to go through a background check. It's free, doesn't take very long, and is available on EAA's web site. Get that done in plenty of time.

They think they're going to be expecting a large crowd, so we'll need lots of help.

Stand by for more news.

Brian Lee



Saturday, July 9, 2022: Auburn Airport Day

Join us for what's sure to be an amazing day at the airport. Learn more about general aviation and the Auburn Airport while you enjoy great food, great company and the chance to be up close and personal with the people, planes and helicopters that make flight possible.

Pacific Northwest Aviation Conference And Trade Show



Saturday 26 Feb 9:30 AM

Single Pilot IFR Pro Tips | Gary Reeves

Keynote Stage | 10 real-world IFR pro tips that are totally different than taught or tested during IFR training and why these are so important for flying IFR.

Understanding Primary Flight Displays | Wayne McGhee, Garmin
Pioneer Room

Avoiding Runway Incidents | Kent Koran, FAA Runway Safety Office
Heritage Room | Learn how to safely navigate and communicate.

Saturday 26 Feb 11:45 AM

Training with Technology for Flying in the Real World | Bruce Williams, Bruce Air

Keynote Stage | How to include EFBs, electronic navigation, and autopilots in VFR and IFR training

FLIGHT FITNESS – FAA Medical Compliance | David Hale, Pilot Medical Solutions, Inc.

Pioneer Room | Everything you need to obtain and keep your FAA medical certificate.

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

Saturday 26 Feb 1:00 PM

AOPA Pilot Town Hall | Mark Baker, President, Aircraft Owners and Pilots Association

Keynote Stage | An update on current trends and issues facing General Aviation in the Region and across the Country, including the latest updates on AOPA's initiative to Get the Lead Out – The Charge Toward Fleetwide Unleaded Fuel.

Non-towered Airport Operations | Thomas Curran

Heritage Room | Flying at non-towered airports is challenging. It demands complete concentration, excellent judgement, accurate communications, sharp eyes, solid stick-and-rudder skills, and the ability to improvise at a moment's notice. It also requires patience, and frequently, a sense of humor. Many operate smoothly; at others, it can be like the Battle of Britain, full of unexpected ambushes and threats. We will look at some of the issues plaguing non-towered airports and review the "official" guidance that is designed to keep us all safe.

Pacific Northwest Aviation Conference And Trade Show



Saturday, 26 Feb 2:15 PM

Pacific Northwest Mountain Flying Clinic | Shawn Pratt,
Safety in Motion Flight Training

Keynote Stage | This clinic focuses on flight planning and operational considerations when flying in and around the mountainous terrain of the Pacific Northwest. This 45-minute clinic provides attendees with the high points of the full 2-hr mountain flying ground course, addressing mountain meteorology, aircraft performance, route selection, and emergency/precautionary landings

2:30 PM | **Corrosion Prevention and Control** [IA Seminar](#)
Mark Pearson, President, Lear Chemical (ACF50), *Room C*
| *Founders Room*

Saturday, 26 Feb 2:15 PM

Flying above 8K MSL | MILD HYPOXIA AND PILOT PERFORMANCE | Jim Ruttler, Aithre

Heritage Room | As GA pilots, most of us don't need to worry about rapid depressurization at FL 280 where the effects of hypoxia are obvious. But, increasingly, pilots are flying above 8k MSL, into the teens, and even the low flight levels – in unpressurized aircraft. The FAA-sponsored seminal study on mild hypoxia above 8k MSL is 25 years old, but the FAA hasn't changed the rules or training requirements despite more accidents and increased capabilities of the modern fleet. This leaves you as the pilot with the responsibility to learn, understand, and manage the risks of entering this dangerous zone, which this forum will help you do. Come join us for a review of the rules, the risks, and the effects of hypoxia and come away with an action plan to define your personal altitude maximums for flights with and without oxygen.

Jim Ruttler is a registered patent attorney with an MBA and a BS in neurobiology. He is an instrument rated private pilot and flies the RV-10 that he built. He is also the founder of Aithre, which makes smart oxygen systems and health technology for general aviation.

Fly Washington Passport Program | Warren Hendrickson, Port of Bremerton
North Foyer

TFRs and Risk Management | Kurt Kleiner

Heritage Room | This session will provide an overview of the various types of Temporary Flight Restrictions with an emphasis on large wildfire TFRs that create challenges for pilots and ATC every summer throughout the western US. The presenter will share some insight from the perspective of an Interagency Fire Airspace Coordinator on the decision criteria that factors into the design, modification, and management of a TFR for its duration. It will conclude with a discussion of several hints, tips, and suggestions for pilots to consider when planning flights and navigating around multiple complex fire TFRs in order to reduce and manage risk.

Pacific Northwest Aviation Conference And Trade Show



Sunday 27 Feb 2:30 PM

Cross-Country Flight Planning | Beyond the Regs |
Philip Mandel

Keynote Area | Relive the instructor's 2019 flight from Houston TX to Hillsboro OR in his newly acquired Thorp T-18. He will discuss the myriad of decisions, large and small, that go into advanced flight planning and long-distance operations in light aircraft.

Sunday 27 Feb 10:15 AM

Using an Engine Fire to Keep the Ice Off | Gary Reeves

Keynote Stage | Laugh and learn from some of the craziest real life emergencies he has experienced and how they could help save your life!

NORAD's TFR and ADIZ: Avoid a Fighter Escort | Mitch Walrod,
NORAD

Pioneer Room | Avoid TFRs and what to do if you are intercepted. An informative session that will keep you out of trouble, and off the news
Practical importance of Weight and Balance | John Swedburg, Big Bend Community College

Heritage Room | When learning to fly, we are taught how to work the charts and the math to figure the weight and balance, but there is far too little information in the primary sources as to why this is important. And I emphasize "when we don't understand the 'why', we then tend to devalue the need for the process."

11:30 AM

Do the Right Thing: Decision Making for Pilots | Alicia Herron – AOPA Air Safety Institute

Keynote Stage | It's a sad fact of aviation that every year pilot error is the cause of approximately 75 percent of all aircraft accidents, with a very large number the direct result of poor decisions. This presentation looks at factors affecting poor decision making and offers advice on how to improve decision making before each flight.



NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION



WIND IN
THE WIRES

The Newsletter of EAA Chapter 26

