

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXIX No. 3 ❖ March 2021

President's Letter

Virtual Meeting
This month

<https://meet.google.com/qkx-zdiy-bsu>

We are still social distancing but life goes on. I see by the magazines that *Sun-n-Fun* and *AirVenture* (Oshkosh) are still moving ahead. There will be changes and restrictions, but as long as we can see the airplanes flying life will be good.

I have been flying as much as possible because I was going to be laid up for a while with knee surgery. I got my last flight on Monday, March 1 about 4:30p.m. I had my left knee replaced at about 10:30a.m. Tuesday morning.



(Not Dave's knee)

(Continued on page 2)

This month:
Again:
Virtual Meeting
Thursday @ 7:30

<https://meet.google.com/qkx-zdiy-bsu>

Meeting Topic:

March
Adventures

FUTURE EVENTS

TBD what happens in the rest of 2021

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President's newsletter (Continued)

After the swelling goes down I will be able to get around better. I am using a walker and a cane now, five days into recovery. By this time next week I should be a lot better. I am having so much fun, that I will probably get the right knee done in about three months; providing that I am getting around on my new left knee. They say full recovery can take up to a year, but I am looking forward to being able to walk again without pain. When I put the airplane away, I told it that I might have to wait a bit before we fly again so we will see how this goes. As soon as I have the flexibility and pain down we will be in the sky again.

Hope to see you on the
computer on Thursday at 7:30
~Dave



KNEE SURGERY RECOVERY TIMELINE

Everything you need to know from immediately post-op to full recovery

- **WEEK 1**
Diminish Pain & Swelling
Your therapists will reduce swelling by using cold and compression therapy. Then you will start range-of-motion exercises.
- **WEEK 2**
Full Knee Extension
Through non-weight bearing exercises your therapists will help you reach a full knee extension.
- **WEEK 3-6**
Walking & Light Aerobics
Most therapists will start you on walk exercises, gentle strengthening, or light aerobics to help further your range-of-motion.
- **WEEK 7-12**
Strength Training & Jogging
At this state you will increase your activity level; some patients start to jog around the 12th week in recovery. Adding in cold and compression therapy will help further your range-of-motion.
- **MONTH 4-7**
Enjoy a wide range of sports
At this stage you may start to enjoy sports like outdoor cycling, jumping rope, and many other sports that do not require side-to-side motion like soccer and football.
- **MONTH 8+**
On Your Way to Full Recovery
You may then begin participating in most all sports slowly. Do not over exert the knee. Use cold and compression therapy to ensure a healthier and faster recovery.



[EAA Air Academy Postpones Until 2022](#)

2/25/2021 The EAA Air Academy will remain on hiatus until 2022, with this summer's sessions in Oshkosh canceled due to the difficulty of scheduling multiple weeks of education sessions involving young people from throughout the country. [Read More](#)

[EAA, AOPA Letter Advocates for U.S. Homebuilts Flying to Mexico](#)

2/18/2021

EAA and AOPA have sent a joint letter to the AFAC, the civil aviation authority of Mexico, asking it to correct a regulatory snag that has prevented many U.S.-registered amateur-built aircraft from crossing the border in recent months. [Read More](#)

[EAA, GA Groups Meet with New Federal Air Surgeon](#)

2/25/2021

EAA and other general aviation groups had the opportunity earlier this month to connect with the FAA's new Federal Air Surgeon, Dr. Susan Northrup, to welcome her to her new position and briefly discuss some of the major issues faced by GA pilots relating to medical certification. [Read More](#)

3/31/21

Engine Care Items Every Pilot Should Know

Qualifies for FAA WINGS and AMT credit.

Bill Ross

This seminar is designed to answer many of the questions we as owners have regarding the proper care and feeding of our aircraft engines. Bill Ross from Superior Air Parts will discuss maintenance and operational best practices. Attending this seminar will result in enhanced safety, reliability, and lower direct operational cost of engine ownership.

4/7/21

How Risky is Maintenance

Qualifies for FAA WINGS and AMT credit.

Mike Busch

As pilots and aircraft owners, we've all experienced maintenance-induced failures (MIFs). But just how risky is maintenance? How often do MIFs occur? How serious are the consequences when they do? In 2002, the FAA studied 10 years of NTSB accident reports involving maintenance-related GA accidents. In this webinar, Mike Busch discusses what they learned and concluded

3/16/21

Rolling Fear Upside Down with Aerobatics

Cecilia Aragon

U.S. Unlimited Aerobatic Team pilot, CFI, and engineering professor Cecilia Aragon talks about three ways aerobatics can help anyone overcome fear and become a better pilot. Cecilia will share her personal journey from timid child to the World Aerobatic Championships.

On the Wreckord by Ron Wanttaja

Steen Skybolt – Texas: A witness was outside his house when he heard an airplane "flying aerobatics." He said that he heard the airplane conduct two to three passes and that he could hear the engine "cycling under load as they do in airshows." He then went to the other side of the house, at which point he saw the airplane in a hammerhead climb (climbing straight up); the airplane then entered a slow, spiraling descent straight down, during which he did not hear engine noise. The airplane made about four spirals before it went out of sight behind rising terrain. The witness added that it did not appear that any attempt was made to recover from the descent.

The airplane wreckage was found less than 1/4 mile from the pilot's private grass airstrip. The examination of the wreckage revealed no preimpact mechanical malfunctions or failures that would have precluded normal operation.
(1/12/2017)



On the Wreckord by Ron Wanttaja

RV-7 – Arizona: During the second flight following the installation of a new autopilot, the pilot noticed on short final that the mixture was set too lean. He added that, "with a gloved hand," he pushed the mixture in to a richer setting and accidentally turned on the autopilot, which was located directly above the mixture control. The autopilot was set to navigation mode, heading mode, and altitude mode from a previous flight. The pilot reported that he was "fighting the auto pilot" and that the airplane aerodynamically stalled, which resulted in a hard landing. (12/30/2016)



Not the accident aircraft

On the Wreckord by Ron Wanttaja

Kitfox – Wyoming: The pilot had experienced engine roughness during previous flights in the accident airplane.

Maintenance personnel determined that the airplane was not receiving adequate fuel at full power, even with both electric fuel pumps operating. As a result, they installed check valves in the fuel system and replaced the fuel pressure regulator. On the day of the accident, the engine experienced a total loss of power after both fuel pumps were turned off during a pre-takeoff engine run-up. The pilot and mechanic then performed another run-up check, during which the engine operated normally. The pilot subsequently departed and entered the airport traffic pattern. While on the downwind leg, with both fuel pumps operating, the pilot reduced engine power and the engine experienced a total loss of power. The pilot performed a forced landing to a field, during which the nose landing gear collapsed.

Postaccident examination of the engine revealed that the fuel pressure and airbox pressure differential was not within the engine manufacturer's limits. The fuel pressure regulator was adjusted within those limits, and the engine was subsequently test run with no anomalies. (12/23/2016)



NEWSLETTER



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The Newsletter of EAA Chapter 26

