WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXX No. 10 ❖ October 2022

President's Letter

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

Second Thursday At 7:30 PM

meet.google.com/jvg-uchh-ecu

This smoky air got about the worst on Saturday. I figure about two mile visibility around Crest. It was better down by Enumclaw. I gave a first ride to a boy about 15 who is home schooled. I was wishing the air would have been better but we had planned it for Saturday. His family didn't realize that when they came to look at my airplane it included a ride. When we got back, I thought we should fly the Dad. When we were done, I could tell the Mom was interested so I took her up too. They all really enjoyed taking all kinds of pictures. I am not so sure their pictures would be any good with the heavy smoke but they were having so much fun it didn't matter.

(Continued on page 2)

This month:

Replacing Flying Wires on a Fly Baby

By Ron Wanttaja

IN PERSON AT BOEING FIELD

Thursday @ 7:30

Online also available: https://meet.google.com/jvg-uchh-ecu

President's news (Continued)

I took my nephew's C-172 to Tacoma Narrows to get the IFR certification on the transponder. The weather was much better especially since we had a little rain last night. The people at the Avionics shop there have some kind of fancy tester so that he didn't have to take out the altimeter and test it separately. This saves time and money. It only took about an hour and a half for the whole deal. My nephew is getting everything ship shape and legal because e is going to get his Instrument rating and Commercial license soon, so all the paperwork has to be current and in order. At Tacoma on departure, there were several planes in the pattern and three of us waiting to take off. It was real busy with students. A big three engine private jet taxied up to leave too. He probably waited ten minutes before he could leave. After I left, I heard the tower had one on downwind do a 360 and another plane do two 360s. I think he was trying to make space for the big jet to leave.

The weather is still staying good so I still fly as often as possible. We have had a gal here at Crest that flies an Extra 300. She goes out twice and sometimes three times a day. She goes to the Enumclaw plateau and practices aerobatics. She competed in Ephrata recently and got several prizes. She is going to S. California the end of the month for another competition.

This month our own Ron Wanttaja is going to talk about replacing the flying wires/cables on his FlyBaby. A real in depth look at it – should be interesting! Hope to see you Thursday.
~Dave

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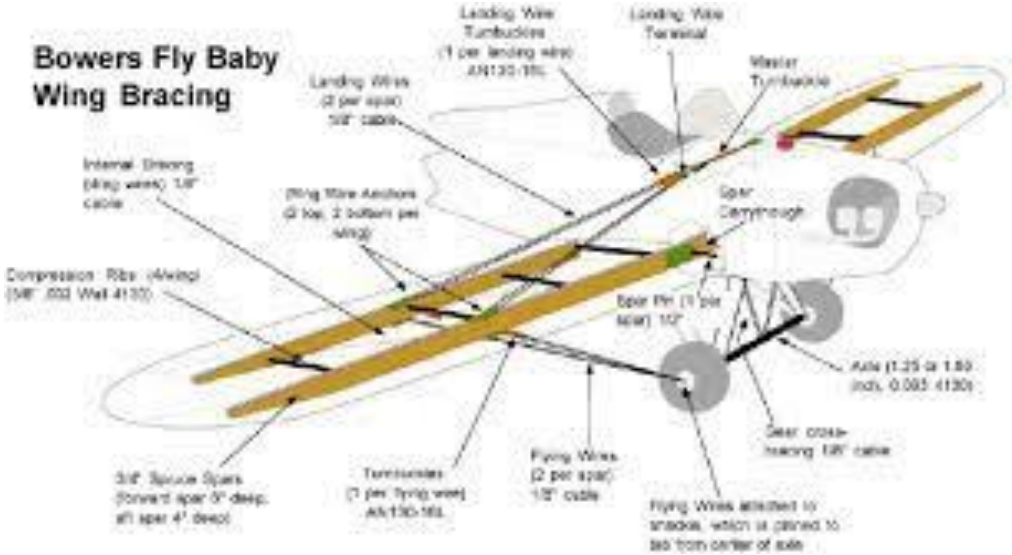
October's Program

Ron Wanttaja replaced the flying wires on his Fly Baby this summer, and will give a detailed report on the process. He'll include cable-type selection issues, problems with forming tight cable eyes with non-flexible cable, and the use of the modern MS-series turnbuckles instead of the classic AN variety. This will be a "hands on" program, with everyone getting the chance to deal with various cable types and to use the special safetying clips for the modern turnbuckles



Read more at: https://www.eaa.org/eaa/aircraft-building/builderresources/while-youre-building/building-articles/basic-construction/an-even-strain-with-paired-flying-wires-its-critical

EAA Webinars

11/9/22 7 p.m. CST
Talk to the Tower — Communicating in Controlled Airspace
Qualifies for FAA WINGS credit

By: Prof. H. Paul Shuch

Pilots who trained in a non-towered environment are sometimes overwhelmed when first they venture out to a big city municipal airport. Though their flying skills are quite up to the task, they often find the fast-paced radio chatter intimidating. This WINGS award webinar Prof. H. Paul Shuch will help you to make sense of what you're hearing, and come across on the radio as calm, cool, and collected.

11/16/22
7 p.m. CST
ForeFlight IFR Pro Tips
Qualifies for FAA WINGS credit.

By: Gary Reeves

This is a must-attend webinar for IFR students, pilots, and instructors that want to gain a mastery, not minimums level of knowledge, using ForeFlight to make single-pilot IFR easier and safer. This special presentation is by Gary "GPS" (Guy in the Pink Shirt) Reeves, the 2019 FAA National CFI of the Year. With two decades and more than 8,300 hours of real-world experience flying more than 50 different aircraft types in every U.S. state and internationally, "GPS" will share tips and techniques that go far beyond other good instructors and training programs.

10/12/22 7 p.m. CDT
Oil Changes as a Diagnostic of Engine Health
Qualifies for FAA WINGS and AMT credit.

By: Bill Ross

One of the most important and informative bit of engine maintenance an owner can do is the oil change. Bill Ross from Superior Air Parts will examine how to look for indicators of internal engine health and when to become concerned. Engine oil types, additives, and filters will be discussed in providing the best protection against internal engine difficulties.

10/13/22
7 p.m. CDT
Tax Exempt Basics

By: Patti Arthur

This webinar will cover the basics of tax exempt status for EAA chapters. Patti Arthur, a tax attorney with many years of experience helping EAA chapters, will help you understand the basic rules of tax exempt and charitable status.

EAA News

Transition to Unleaded Avgas — What Does the Future Hold, How Much Work Remains?

On September 1, the FAA issued an Approved Model List Supplemental Type Certificate (AML STC) to General Aviation Modifications Inc. (GAMI) for their G100UL unleaded avgas. It represents the first FAA approval of a high-octane unleaded fuel for general aviation aircraft and moves the industry a step closer to an unleaded future. GAMI's STC opens the door to the complex work that remains to create a commercial pathway for this, and other unleaded fuels under development, to reach the marketplace and become available for purchase.

On the heels of this announcement, many are asking what the path to an unleaded future looks like. Questions concerning proposed high-octane unleaded fuels involve availability, production and distribution, operational differences or limitations, and price. In the meantime, concern over the continued availability of 100LL and its likely future phase-out persist.

Meanwhile, the Environmental Protection Agency (EPA) is in the final stages of coordinating a draft endangerment finding for lead emissions from piston aircraft. This is the first of multiple regulatory steps that will unfold over the coming years that will likely lead to an EPA emissions standard for lead from aircraft and FAA regulation that eventually phases out the use of leaded.

The EPA is in the final stages of coordinating a draft endangerment finding for lead emissions from piston aircraft that use leaded aviation gasoline. A proposed finding of endangerment is just the first of several regulatory steps that will be taken in the coming years that will most likely conclude with the eventual elimination of leaded avgas. In the meantime, as unleaded alternatives continue to be examined and their deployment carried out, EAA and the aviation industry are committed to ensuring the continued availability of 100LL throughout the transition to ensure safety and continued viability of the existing aircraft fleet.

The continued use of leaded avgas through the transition period will likely attract opposition and result in growing pressure on airports and operators at the state and local level. Most recently, California's Santa Clara County has moved to ban the sale of leaded avgas at its two airports, Reid-Hillview Airport (RHV) and San Martin Airport (E16). A well-coordinated and communicated plan for transitioning to a high-octane unleaded avgas is what was needed and that is where EAGLE comes in. This collaborative effort bring all of the stakeholders in aviation, the petroleum industry, and government together to effect a timely, safe, and viable transition away from leaded aviation gasoline. A patchwork of airport-specific requirements leading to inconsistency in what fuels are available would lead to airports that may or may not carry the necessary fuels, thus creating a situation where aircraft could be misfueled, leading to safety and operational concerns.

RV-4 - Idaho: During landing, the airplane bounced, and the pilot added power. The airplane landed on the runway, but the left side of the airplane dropped to the ground. The airplane exited the left side of the runway where it came to rest. The airplane sustained substantial damage to the horizontal stabilizer.
The FAA safety inspector that examined the airplane reported that the weld on the left main landing gear axle support strut had failed with some signs of overload. (4/6/2018)

On the Wreckord

Kolb - Tennessee: The owner had purchased the airplane disassembled and "half restored" from what appeared to be accident damage. He and the accident pilot completed the repairs and assembly of the airplane using a "build manual" and a set of plans. The owner did not have airframe or engine logbooks for the airplane.

The accident pilot was supposed to be performing high-speed taxi testing of the experimental amateur-built airplane prior to the condition inspection; the owner did not know that the pilot intended to take off. After two high-speed taxi tests, the owner heard the pilot apply full power, and the airplane then lifted off the runway. The airplane had a high angle of attack and a steep angle of climb; the tops of each wing were visible on a video. The airplane, turned right above the trees adjacent to the runway, and entered the traffic pattern then leveled, banked left, and dove into the ground. The sound on the video indicated the engine was operating normally through the flight.

A review of the pilot's logbook revealed that he had no training in the accident airplane make and model and that he had not logged any flight experience in the 17 months before the accident. (4/20/2018)

Kitfox - Texas: The pilot indicated that, during the takeoff climb, about 15 ft above the ground, the airplane violently rolled to the right. He applied full aileron and rudder opposite the direction of the roll, but the airplane continued to roll to the right, struck the ground with the right wing, and then impacted a tree.

Postaccident examination of the airplane revealed that three of the four hinges connecting the right flaperon hanger rib were loose. The wooden material of the flaperon was found dry rotted where the hinges connected. The airplane had been flown about 3 hours in the 11 months before the accident. The airplane kit manufacturer had issued a service bulletin in 1991 that identified flaperon hanger rib failures on the model of the accident airplane. The service bulletin recommended the addition of an aluminum reinforcement on each flaperon hanger rib end. The accident airplane did not have the reinforcement installed. (5/2/2018)

NEWSLETTER

Chapter 26

EXPERIMENTAL AIRCRAFT ASSOCIATION

The Newsletter of EAA Chapter 26