

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXX No. 5 ❖ May 2022

President's Letter

Oshkosh is only 2½ months away so it is time to get ready to go. I am going to fly back again this year. Since we are back there for three weeks, I wanted to find a hangar to use. The fellow that has allowed me to use his for the last several years sold his aircraft and so the hangar is not available. Charlie Becker came through and I will be able to keep my Falco inside the week before and the week after convention. However, the week of the airshow, the hangar owner uses it for entertaining family and friends, so he does not want the plane there. He does not want to be responsible for any damage with lots of people being around. Charlie Becker said I might be able to put the Falco in the homebuilder's hangar the last of the week, so barring bad weather, I should be ok. If things got desperate, I am sure something else could be arranged.

(Continued on page 2)

Second Thursday
At 7:30 PM

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

This month:

*Misc flying and
building photos*

Online only this month:

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

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President's newsletter (Continued)

Since I am the builder of the Falco, I can do my own maintenance. It is time for the annual "condition inspection" this week, lubricating all the controls, repacking the wheel bearings, checking the brakes, etc. That is about all there is to do on the Falco. It only has six total inspection covers on the whole plane. I have to take out the seats and some covers inside to check those areas. All looked good. I even found two loose zip-ties (unused). The airplane has been upside down occasionally so a few loose pieces showed up. I am very careful to not drop anything, but somehow when I was working putting in the ADS-B and securing wires I must have lost track of a couple. I will have the mechanic work on the engine in June before heading off for OSH. He does the plugs, compression and timing and gives the engine a good lookover.

I have worn out the fabric on the seat over the 20+ years of use. I am getting new pads from Oregon Aero. I am trying to find someone to recover the worn areas. Oregon Aero raised their prices substantially so I am looking elsewhere.

This month we will have to have another virtual meeting as Steve is not having much luck with the folks at Boeing Field and we have not found an alternative location either. For our program, we can share about our miscellaneous flying experiences and/or building projects. Do you know of upcoming Fly-Ins?

Hope to see you on Thursday,
~Dave



EAA Keeping Close Eye on Trent Palmer FAA Enforcement Case

May 05, 2022 –EAA is closely monitoring an ongoing FAA enforcement case involving social media personality Trent Palmer. While the case has been quietly underway since 2019, Palmer disclosed details of the case in a widely circulated YouTube video published late last week.

The case involves an “inspection pass” that Palmer says he undertook over a friend’s property, to determine if his modified backcountry Kitfox was capable of landing on a small strip normally used for model flying. He decided that it was not safe to land at the strip and abandoned the landing attempt. According to Palmer’s account, a neighbor of the friend documented the flight on a surveillance camera and reported the incident to the FAA, which charged Palmer with violating FARs 91.13, prohibiting careless and reckless operation, and 91.119(a) and (c), which specify minimum safe altitudes. 91.119 does not apply to operations necessary for takeoff and landing.

Palmer reports that the NTSB administrative law judge (ALJ) who heard the case determined that the “takeoff and landing” clause of FAR 91.119 did not apply to this operation because he did not land. Furthermore, the lack of features typical to an airport, such as lights and a windsock, purportedly led the ALJ to conclude that the property was not an applicable landing area.

Palmer intends to appeal and is concerned that if the ALJ’s interpretation of 91.119 is allowed to stand, it would set a dangerous and illogical precedent that a pilot must actually land — and land at a designated airport — in order to be protected by the applicability clause of the rule. EAA agrees, and we look forward to learning more specifics of FAA’s allegations and the judge’s ruling. Going around must always be an option of any approach, as must abandoning a landing attempt altogether and proceeding to an alternate airport. Additionally, “off-field” operations where inspection passes are common procedure before landing are routine for backcountry pilots, ultralights, light-sport, and other types of GA flying. The FAA has been cracking down on low-altitude operations where there is truly no intent to land, i.e. buzzing, but bonafide landing attempts must be protected. EAA will watch this case closely and if necessary address the regulatory implications for all of GA with FAA headquarters staff, in coordination with our partner associations.

EAA Webinars

5/10/22 7 p.m. CDT

Baby Ace: The Airplane That Brought Homebuilding to the Headlines Museum Webinar Series

By Chris Henry and Ben Page

When Mechanix Illustrated magazine ran a three-part series of articles written by EAA founder Paul Poberezny showing how easy and affordable it was to build a Baby Ace, little did he know that he would soon be facing a mound of fan mail and requests for information on the airplane. Join EAA Aviation Museum staff members Chris Henry and Ben Page as they talk about this great homebuilt aircraft.

5/11/22 7 p.m. CDT

Out After Dark — A Pilot's Guide to Flight at Night Qualifies for FAA WINGS credit.

By Prof. H. Paul Shuch

Night flight can be a most beautiful experience for a general aviation pilot. It is also fraught with unique challenges, and its own particular hazards. Private pilots (and sport pilots upgrading to private privileges) receive minimal night training, but that is only the beginning. You can become a safer night pilot, while recognizing that sometimes, the only winning move is not to play. Join Prof. H. Paul Shuch for this presentation.

6/1/22 7 p.m. CDT

Failure to Rotate (Burned Valves) Qualifies for FAA WINGS and AMT credit.

By Mike Busch

Savvy Aviation's Mike Busch discusses the function of exhaust valve rotator caps and their importance to keep unwanted deposits from sticking to the valve seat. Mike will review the causes of burned exhaust valves, and discuss ways to prevent and remediate without removing the cylinder.

6/15/22 7 p.m. CDT

Getting Started With the Skew-T Weather Diagram Qualifies for FAA WINGS credit.

By Scott Dennstaedt

The Skew-T log-P diagram is the best-kept secret in aviation weather forecasting if you know how to unlock its secrets. Learn from Dr. Scott Dennstaedt the basic principles and concepts of weather by also learning how to interpret the Skew-T diagram. This tool will enhance your preflight weather briefing in a way that few other tools can.

¾ Scale P51 Project for Sale

w/transport
trailer



Loehle 5151 Kit.
Cosmetically modified.
Retractable landing gear.

Airframe:
All wood - spruce,
hardwood, marine grade
plywood
(0.8 And 1.5mm on fuselage).

Adhesive:
System Three resins,
T-88 two-part epoxy.



Remaining work includes:
Covering wings and rear stabilizer. Painting fuselage
Purchase/install cockpit electronics. Price: \$20,000
Contact: Rod Hoffman (206)372-6969

¾ Scale P51 Project for Sale

Engine:

Suzuki G13B, 1.3 Liter, 4 cylinder, water cooled, obtained from a Chevy Geo Tracker, modified for fuel injection and electronic ignition.

Power Reduction Unit:

Reductions Inc., Canada
2.1:1 reduction w/4-inch cog belt

Propellor:

Warp Drive, ground adjustable, 68 Inches, ~11 degrees pitch.

Performance Specs:

Cruise: 100mph Strength: +4,
-2 gs Takeoff distance: 250 ft
Landing distance: 400-500 ft
Non-aerobatic

95% complete.



Remaining work includes:

Covering wings and rear stabilizer. Painting fuselage

Purchase/install cockpit electronics. Price: \$20,000

Contact: Rod Hoffman (206)372-6969

On the Wreckord

T-Bird– Kansas: The pilot and passenger planned on a short flight around the traffic pattern in an open-cockpit airplane. Shortly after takeoff, as the pilot turned downwind, he heard a "crack," and the engine started to vibrate and lose power. The pilot applied power, but the engine did not respond. He turned sharply left and then tried to stop the turn and descend, but the airplane continued to turn and descend until it impacted terrain.

A witness saw two objects fall from the airplane shortly after the engine sound "stopped." Both objects were retrieved. The first object was the passenger's knitted hat, the top of which was "chewed up" and had a line burnt/melted into it. The other object was one of the propeller blades. The accident is consistent with the passenger's hat exiting the cockpit and impacting the three-bladed pusher propeller, which led to the separation of one of the propeller blades and the subsequent loss of engine power. (11/5/2017)



On the Wreckord

RV-10– Arizona: During the en-route climb, the pilot smelled antifreeze and realized that the converted GM LS-1 engine was overheating. He then reduced power to idle and turned the airplane back toward the departure airport. As the airplane descended, the pilot added power, but the engine did not respond. He performed a forced landing to a desert. During the landing roll, the airplane struck several bushes, which resulted in the nosewheel and left main landing gear collapsing and the left wing and fuselage sustaining substantial damage.

The airplane was equipped with two alternators and a water pump to circulate the engine coolant. The common drive belt that connected the two alternators and water pump was found detached. In addition, the upper and lower attachment bolts that secured one of the alternators were fractured, and the alternator was partially displaced. It is likely that, once the alternator attachment bolts fractured, the common drive belt tension decreased, which resulted in the separation of the belt. The belt separation would have precluded the water pump from operating and led to the engine overheating and eventually losing total power. (11/12/2017)



On the Wreckord

Zenith CH-750– Colorado: The pilot was assessing engine performance after installing a replacement engine control unit (ECU) with updated programming. The aircraft was equipped with a Viking 130GDI converted Honda engine. During the flight, the engine monitor provided an alert regarding a high engine coolant temperature. Shortly afterward, the engine seized. The pilot attempted two engine restarts, including a complete reboot of the ECU, without success. The pilot made a forced landing in an open field. The airplane struck a barbed wire fence. A postaccident examination revealed that the ECU had caused the engine fuel-air mixture to be too lean, resulting in excessive cylinder head temperatures, which caused the engine to seize. The excessive cylinder head temperatures also resulted in the unseating of the head gasket, which pressurized the coolant jacket and evacuated engine coolant overboard. Coolant was found in three of the four cylinders, and oil was mixed in the coolant under the thermostat, resulting in the rapid rise of coolant temperature. (11/27/2017)





NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION



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The Newsletter of EAA Chapter 26

