WIND IN THE WIRES

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President's Letter

Some of us really have a flying addiction! … I flew last week but it was time to go up again. The weather forecast is calling for cold and snow later in the week. If I did not go up on Sunday it mite be another week without flying! However, Sunday was pretty windy. I fly out of Crest (S36). Strong east winds are the ones that are more of a challenge. These winds were from the southwest at about 45 degrees to the runway, so flying would only be rough and blustery but not unsafe. Before going up, I drove over to the office to have a look at the windsock. The winds that we had on Saturday were strong enough that the windsock was blown up! It is all shredded. Sunday was not as bad so I flew. Lots of fun, as usual … +3 and -1 on the G-meter

(Continued on page 2)

Virtual Meeting This month

https://meet.google.com/iux-swkb-mbb

This month: Again: Virtual Meeting

https://meet.google.com/iux-swkb-mbb

Meeting Topic:

February Adventures

FUTURE EVENTS

TBD what happens in the rest of 2021

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You have to pay attention to the takeoff and be more alert on the landing, flaps a little less and carry a little more speed. I think the winds were about 25-30mph at about 2000'. I am writing this on Monday morning and it looks pretty and smooth but freezing, so I may have to fly again … just because.

I am ready for this summer and regular meetings and flying again. I hope we will be back to some kind of normal by then! Hope to see you on the computer on Thursday.

~Dave

Not Dave's actual windsock

Do Federal Mask Mandates Affect GA?

EAA is closely monitoring the FAA's and TSA's implementation of a recent White House executive order on mask mandates to ensure that it does not inappropriately impact general aviation operations.

The order, signed on January 21, directs the Departments of Transportation and Homeland Security to enforce a mask mandate on most public modes of interstate travel. The order clearly targets "commercial aircraft," among other forms of public transportation like trains and busses, but also calls for mask mandates at "airports" without offering specificity as to which facilities it is intended to cover.

While “commercial aircraft” can reasonably be taken to mean Part 121 airliners, the open-ended “airports” requirement could spill over to general aviation facilities, even private areas such as hangars, if interpreted overzealously. EAA is working to ensure that the implementation of the order remains limited to public transportation facilities such as airline terminals, and does not create any unreasonable “one size fits all” mandates that cover GA.

NAS Report Confirms 100LL Unleaded Replacement Complexities

The complexities and difficulties regarding developing high-octane unleaded aviation fuel alternatives were confirmed by the National Academy of Sciences on Tuesday, as it released a report that studied how to reduce lead emissions and exposure from aviation fuel. The report recommends a multi-path approach to lead reduction included many findings outlined previously by EAA, which has been involved in advocating for possible unleaded alternatives for nearly 50 years.

In the report, *Options for Reducing Lead Emissions from Piston-Engine Aircraft*, the NAS notes the environmental and health implications of lead use, but also recognizes the complex marketplace, technological, and economic barriers to a "drop-in" solution. EAA was asked to provide input during the early stages of the report, as the association has been involved with leaded fuel alternatives beginning with EAA's groundbreaking unleaded auto-fuel research in the 1970s.

The NAS also noted that simply eliminating 100LL is not a viable option, given the importance of general aviation aircraft that use the fuel to the nation's transportation system. In addition, the inability of GA aircraft to use auto fuel containing ethanol eliminates that option due to the effect of ethanol-blended fuels on aircraft systems and operational safety.

"The National Academy of Science research group reiterated what EAA has been saying for many years – that working toward a viable fleet-wide replacement for 100 low-lead fuel is the only complete solution, but that despite concerted effort, formidable technological barriers have prevented success thus far," said Sean Elliott, EAA's vice president of advocacy and safety. "It is our hope that this study will assist Congress, the FAA, and other government agencies in better understanding the challenges we face in eliminating lead from aviation fuel and encourage them to dedicate the resources necessary to help make that outcome a reality."

(Read more on eaa.org)

2/24/21 7 p.m. CST

Owner in Command: Things I Wish I Knew Before I Knew Them
Qualifies for FAA WINGS and AMT credit.

Sebastien Seykora

A detailed look at the maintenance decisions and responsibilities of owning a certified or amateur-built aircraft, with special emphasis on Canadian rules and registered aircraft. Covering regulations, maintenance schedules, service bulletins, airworthiness directives, and various manufacturers service instructions in order to determine when and how to inspect and maintain registered aircraft.

3/3/21 7 p.m. CST

How Mags Fail
Qualifies for FAA WINGS and AMT credit.

Mike Busch

Following up on his previous EAA webinar about aircraft magnetos, Mike Busch A&P/IA discusses the various ways that magnetos can fail, how pilots can safely deal with these failures (and why they usually don't), and how proper maintenance can prevent these failures from happening in the first place.

2/17/21 7 p.m. CST

ATC and You: Balancing IFR Flying and the Efficiency of Controlled Airspace
Qualifies for FAA WINGS credit.

Richard Kennington and Bob Obma

Do you know the impact your flight has on the ATC system? Many pilots don’t realize how they are affecting the flow of air traffic, but with a little knowledge everyone can contribute to the safety and efficiency of the airspace system. This course will explore some misunderstood procedures and give a behind the scenes perspective that will help you make the most of your flying in controlled airspace. We will use IFR examples but the topics covered will benefit VFR pilots as well.

On the Wreckord by Ron Wanttaja

Glastar – Missouri: Shortly after takeoff, the Subaru engine experienced a total loss of power. The pilot was unable to restore power, and the airplane was substantially damaged during the subsequent forced landing. An examination of the engine and related systems revealed that one of two batteries required for operation of the electronic ignition system had a short and would not take a charge. When this battery was replaced with a known serviceable battery, the engine and systems functioned as designed. An examination of the remaining systems revealed no other anomalies. (12/31/2016)

RV-10 – Wyoming: The pilot was departing on a local flight when the right gull-wing cabin door rotated open upon liftoff. A witness saw the pilot reaching for the fully open door as the airplane continued to overfly the runway at a low altitude. The airplane subsequently entered an aerodynamic stall at a low altitude and descended into terrain about 1,675 ft past the end of the runway and 183 ft left of the extended runway centerline. A postimpact fire destroyed the airframe.

The right gull-wing cabin door was found in a ravine about 600 ft from the main wreckage. Although the door had separated from the fuselage while the airplane was in flight, there was no evidence that the door had struck any portion of the airplane. The pilot likely became distracted by the open door and, as a result, did not maintain adequate airspeed after takeoff, which resulted in the airplane exceeding its critical angle of attack and experiencing an aerodynamic stall at a low altitude. (11/5/2016)

Quad City Challenger – Florida: One witness reported hearing the engine noise decrease before seeing the airplane descend and then abruptly pitch up and hearing the engine noise increase. He then heard a loud sound and saw a wing separate from the fuselage. Subsequently, the airplane entered an uncontrolled descent and impacted trees and terrain.

Examination of the wreckage revealed that both the forward and aft right wing "Rony" attachment brackets had failed. The brackets were separated from the root tube and the root tube was fractured on all four sides at the aft wing attachment bracket mounting holes. All the attachment brackets and root tube fracture surfaces were consistent with overload failure and showed no evidence of preexisting damage, cracks, or corrosion.

Photo 3 – Right Wing Forward Attach "Rony" Bracket

NEWSLETTER

Chapter 26

EXPERIMENTAL AIRCRAFT ASSOCIATION

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