

# WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXX No. 3 ❖ March 2022

## President's Letter

When:  
Thursday @ 7:30 PM

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

The NW Aviation Conference & Trade Show was finally allowed to gather again this February. We were curious how people were going to respond. It was great to see people gathering together in person! It was still relatively low key as there were no government agency booths. Those booths usually line the back row. I had some medical questions and was looking for some answers as it is that time of year for me to get my flight physical. I didn't want any last minutes surprises. A Flight Surgeon had his own booth and I was able to get my questions answered. He was busy as there was no FAA booth. Sometimes a pill you start taking can mess up your medical ... I was okay though. Getting old brings on more pills, etc. It is always fun to go and see what is new. We always see a number of old friends that we have not seen for a while.

**(Continued on page 2)**

*This month:*

***35,000' and 600 MPH to  
Alaska and back  
By Dave Nason***

In person at Boeing Field  
(Also, online)

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

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## President's newsletter (Continued)

Last month my wife and I went on an adventure to Alaska to relax at the Chena Hot Springs near Fairbanks and see the Northern Lights/Aurora Borealis. We did get to see them the first night out, but not the next two nights. I still enjoy flying and watching the airplanes. We flew up and back on 737's. The ride back was the smoothest ever; flying along at about 35,000' and 600 mph the wing did not flex at all; perfectly smooth, like it was sitting on the ground. Of course I took lots of pictures, mostly of airplanes, which I will show at our meeting this coming week.

See you all on Thursday!

~Dave



## EAA Protecting Ultralight Activity in California

**February 17, 2022** – EAA this week contacted officials in Yuba County, California, after EAA members there reported that the Yuba County Airport had prohibited ultralight operations at that facility. County officials had cited Federal Aviation Regulations and the FAA Airport Compliance Manual as the basis for its decision; however, EAA communicated that the county’s ordinance is inconsistent with actual FAA policies. In a letter to Yuba County Airport management, EAA notes that FAA airport policy does allow airports to restrict certain types of aeronautical activity in the interests of safety, however, the policy requires any restriction based on safety to be adequately justified and supported. The FAA has the final say on whether or not a restriction is necessary. Airport sponsors, owners, or management may not act unilaterally. EAA contends that “ultralight operations are consistent with safe operations at most general aviation airports of Yuba City’s size.” There are numerous examples of such safe operations at airports throughout the country.

3/23/22 7 p.m. CDT

### **Home Flight Simulation for Private Pilot Training and Proficiency**

Qualifies for FAA WINGS credit.

By: Evan Reiter and Phil Coyle

Home flight simulation is widely considered an essential training aid for pilot proficiency, avionics familiarization, and communications practice. Getting started is simple: a \$60 simulator, joystick, microphone, and the computer you may already have is enough for you to start “simming” with human air traffic controllers. Pilots and Flight Simulation Association Co-Founders Evan and Phil will show you everything you need to know to get started with home flight simulation — for fun, training, or proficiency.

## EAA Webinars

3/30/22 7 p.m. CDT

### **Taming the Tailwheel Shimmy**

Qualifies for FAA WINGS credit and AMT credit.

By: Will Fox

Wheel shimmy in aircraft landing gear is a problem that has been around as long as aircraft with wheels have been around. Even the space shuttle had to face the dreaded shimmy problem. Wheel shimmy can range in severity from an annoying vibration to a destructive force that can cause structural failure and loss of control of the aircraft. In this presentation, Will Fox, EAA technical counselor and flight advisor, discusses the causes of shimmy in tailwheel aircraft and what you can do to remedy it.

4/27/22 7 p.m. CDT

### **Bad News Is Good News: Avoiding Most Accident Scenarios Qualifies for FAA WINGS credit.**

By: Tom Turner

Having actively tracked and studied general aviation accidents for over 30 years, the bad news is that we keep doing the same things that lead to aircraft crashes. The good news is that, well, we keep doing the same things that lead to aircraft crashes. Why is bad news good news? Because most accidents are predictable, most accidents are preventable. In this presentation, Tom Turner from the American Bonanza Society Air Safety Foundation covers 14 lessons learned from three decades of accident history, and recommends strategies and practices to eliminate most potential accident scenarios while still enjoying the privilege of flight.



## On the Wreckord

Kitfox– New York: The pilot touched down on a turf surface runway, and the airplane bounced. When the airplane descended to the surface, the right main landing gear wheel and brake assembly separated from the landing gear leg. The airplane skidded down the runway and nosed over.

The pilot had recently installed tundra tires on the airplane and that the four bolts that came with the tundra tire kit were not long enough to properly secure the wheel and brake assembly to the landing gear leg. He recalled that he used four bolts that were longer; however, they were not provided by the manufacturer. He asserted that the nuts he used to retain the bolts were provided in the wheel assembly kit. However, the NTSB Probable Cause attributed the accident to the use of improper retaining nuts. (9/21/2017)



## On the Wreckord

Velocity SUV– Florida: The pilot began the approach high and made a steeper and faster approach to land than normal to clear cranes located near the end of the runway. He landed the airplane long and, instead of going around, continued with the landing. The airplane went off the runway and into the water, which resulted in substantial damage to the fuselage. (9/1/2017)





## On the Wreckord

Starduster – New York: While approaching the destination airport at a cruise altitude of 2,500 ft mean sea level, the noticed smoke coming from the engine cowling. Concerned that there was a fire, he decided to immediately land the airplane in an open field. During touchdown, the airplane impacted 5-ft-tall grass and immediately cartwheeled. Postaccident examination of the wreckage revealed that there was a loose oil line fitting at the oil cooler and that oil was dripping on the exhaust system, which likely resulted in the smoke the pilot saw before initiating the precautionary landing. (9/15/2017)





# NEWSLETTER



Chapter 26  
EXPERIMENTAL AIRCRAFT ASSOCIATION



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