

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXIX No. 11 ❖ November 2021

President's Letter

Time is a-flyin' so here we are again. This month Ron Wanttaja is giving a report to Charlie Becker at EAA on Thursday morning, so I asked him to share it with us at our meeting. He digs into the NTSB records to examine the causes and trends in fatal amateur-built aircraft accidents.

**Online only
again this
month**

<https://meet.google.com/oiu-ciwh-key>

**This month:
Online only again this
month
Thursday @ 7:30**

meet.google.com/oiu-ciwh-key

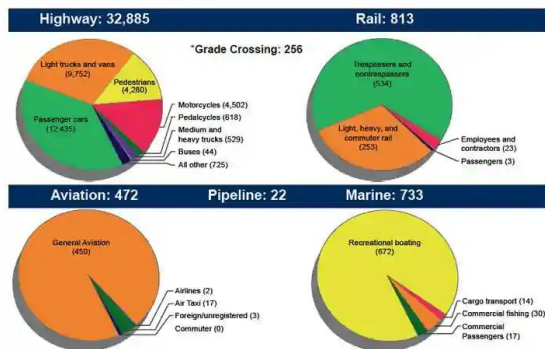
Meeting Topic:

What Kills Us: A look at fatal homebuilt accidents and their causes
By Ron Wanttaja

FUTURE EVENTS
11 December Christmas Party

Data & Statistics

34,925 TRANSPORTATION FATALITIES IN 2010



(Continued on page 2)

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President's newsletter (Continued)

Now that the weather is turning inclement (rain, cold, clouds) we need to be careful about our flying. I have not flown in a week and am getting desperate. (Maybe I need to be in some kind of AA for pilots). I wanted to fly before the next work week started and flying is harder to fit in. Sunday afternoon was my last chance before dark – which is now an hour earlier. I wanted to fly the little C-150. I like to play in the wind and rain. I went over to the airplane but the rain and clouds were low enough that the trees were not clear to see (too hazy). As I went back home I still had not given up but daylight was running out. Driving the one mile south I could see the sky was getting brighter and the rain less. I took the time to call Ron about a program and looked at the weather on the iPad then headed back to the airplane. Took off about 3:50 and flew until 4:35. It was pretty and smooth. The rain was real light with the clouds high enough. I got to fly around and practice six landings at Crest. I am now not shaking and will be okay for a few more days.

We have been flying the Cessna at 2500-2600 rpm to break in the new cylinder. We have about seven hours on it and the oil consumption was half a quart for Brian's last one and a half hour flight so I felt it was okay to fly a little slower and do the touch-n-go landings. The little plane is sure flying better and lots of fun to fly. The weather turned nice enough I could have been able to fly the Falco but I guess I will have to wait on that. I do not mind flying the Falco in the wind, although it is not as much fun, but I do not want to fly in the rain. It is hard on the paint on the leading edge. As soon as another break in the weather comes the red airplane goes up!

This is the last 'meeting' of the year as our December meeting is always our Christmas party. Mark your calendars for Saturday, December 11th for that.

~Dave

Experimental Category Fatal Accident Total Drops Again

October 28, 2021 – Safety for experimental category aircraft in the U.S. over the past 12 months continued the trend of improvement seen over the past 15 years, as the fatal accident total fell another five percent and finished below the Federal Aviation Administration not-to-exceed number for the federal fiscal year ending September 30, 2021.

This decrease in fatal accidents mirrors a year of substantial improvement in overall general aviation, even with increased flight hours over the past 12 months. There were 42 fatal accidents in experimental category aircraft during that period (October 1, 2020-September 30, 2021), five below the FAA's not-to-exceed number set for the year. Of that total, 33 were in amateur-built aircraft.

“This is continued good news on the safety front, as fatal accident totals in the experimental category have fallen 40 percent in the past decade,” said Sean Elliott, EAA's vice president of advocacy and safety. “Fatal accidents in homebuilt aircraft have dropped by one-third over that time as well, reflecting a safety culture that is more widely accepted and followed as an important part of the balance of freedom and responsibility that is such an essential element of flying.”

The FAA has continued to lower the not-to-exceed total each year as an expectation for improving the safety metrics throughout aviation. The agency first set a goal in 2010 of reducing the fatal accident total by 10 percent over the next decade, a target that was quickly surpassed and set the stage for even more dramatic improvements in the safety measurements.

EAA continues to focus on safety and is actively working with FAA with such groundbreaking programs as the Additional Pilot Program, the EAA-published Flight Test Manual, and the upcoming task-based flight test allowance for phase I flight testing of certain homebuilt aircraft. MOSAIC as a new baseline for recreational aircraft will also enable many safety-enhancing elements for both aircraft and pilot certification in the EAA community. Safety continues to be a central focus for EAA and its communities.

“As positive as these figures are, EAA will not stop here and will continue to lead in making safety the top priority for all of us who fly,” Elliott said. “We have pushed the totals to very small numbers that are substantially fewer than many other common recreational pursuits, such as boating or all-terrain vehicles. But with such small numbers, even one or two accidents can have a negative impact on the overall safety trend.”

EAA Free Webinars and News

11/17/21 7 p.m. CST

Bravo Buster: Adventures In and Around the National Airspace System
Qualifies for FAA WINGS credit.
By Laura Herrmann

"I have a phone number for you to call when you are on the ground, advise when ready to copy." Those are words no pilot wants to hear! Join Laura Herrmann as she describes her inadvertent foray into O'Hare Class B airspace and the events that followed. She'll also discuss her flight around the Washington, D.C., SFRA, including what kind of training is involved. Additionally, she'll be answering the questions: what's the Fluky gate, why is the Leesburg airport special, and how are P56 and R-6608A different? Join us for a tour around some challenging and difficult airspace!

12/8/21 7 p.m. CST

The Truth About Stalls
Qualifies for FAA WINGS credit.
By Tom Turner

A lot of what we know, and what we teach and evaluate about stalls, doesn't mesh with the actual Loss of Control Inflight (LOC-I) accident record. Join Tom Turner from the American Bonanza Society Air Safety Foundation to investigate what we can learn from the NTSB record that will help us train and practice to avoid real-world stall scenarios.

On the Wreckord by Ron Wanttaja

Zenair CH-601 – South Carolina: The pilot had recently purchased the airplane, and was returning home after completing a prepurchase inspection and an uneventful test flight. During the landing, the nose landing gear (NLG) started "shaking violently," and he responded by pulling back on the yoke, which resulted in a tail strike. The airplane subsequently veered off the runway, and the NLG collapsed. The airplane sustained substantial damage to the firewall, the left wing's leading edge, and the NLG. Examination of the NLG revealed that its lower bearing was fractured, which likely resulted in the pilot's inability to maintain directional control. (7/17/2017)



Fractured lower nose gear bearing



On the Wreckord by Ron Wanttaja

Glaisair LTD – Colorado: The airline transport pilot was attempting to take off in a nonsteerable, castering, tailwheel-equipped experimental airplane with the tailwheel unlocked. During the takeoff roll, the airplane veered left. The pilot applied right rudder pedal input and then applied the right brake, but the airplane continued to veer left. The airplane veered off the runway about 2,400 ft down the runway and struck a taxiway light; the airplane's normal takeoff distance is 1,000 ft. A postcrash fire erupted from the right main landing gear well area. The pilot safely exited the aircraft. The continued application of right brake after full rudder deflection, as evidenced by witness marks along the runway, did not correct the airplane's path; instead, it likely increased the takeoff distance and created a heat source for the initiation of the fire.

According to the airplane Owner's Manual and a checklist item in the manual, the tailwheel was to be in the locked position for takeoff and landing. Given the evidence, the pilot likely had not locked the castering tailwheel in accordance with applicable guidance, which resulted in the loss of directional control during takeoff. (7/15/2017)



On the Wreckord by Ron Wanttaja

Pietenpol – Pennsylvania: The private pilot was flying part of the phase I test period. Preflight, ground operations, and engine run-up were uneventful. He taxied to the end of the runway for takeoff. He began the takeoff roll, felt the tailwheel rise, and then fainted. He did not recall any subsequent events about the accident. Airport surveillance video showed the airplane pitch up into a steep, nose-high attitude; roll to the left; and then descend toward the ground. The airplane contacted the ground left wing first in a steep, nose-low attitude. The pilot received serious injuries.

After the accident, an extensive medical evaluation identified that the pilot had severe aortic regurgitation that required a valve replacement and repair of the aortic root. Although aortic regurgitation does not commonly cause fainting, it can interfere with the forward flow of blood from the heart and increases the risk of an arrhythmia. It is likely that the pilot was incapacitated by complications from his previously undiagnosed heart condition. (8/9/2017)





NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION



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The Newsletter of EAA Chapter 26

