WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XXXII No. 6 ❖ June 2024

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

Second Thursday At 7:30 PM

President's Letter

Today I flew my instrument approaches to stay current IFR. The requirement is six approaches every six months.

Every time I do it, I promise to do more before the next six months pass, but time has a way of getting away before you know it, so I was a little rusty. I try to do ILS approaches which are the most precise and the most challenging as you get close in, the last 500' or so.

Today, the winds kept us bouncing. I think they had called for gusts to 20mph but we had more of a steady 10mph about 45 degrees to the right. So, with a final approach course of 167 degrees at Tacoma, 180 degree heading worked pretty well.

When I did my practice holding, you want the inbound leg to be one minute, so you have to adjust the outbound leg to make that happen. I corrected about ten degrees to get the inbound course right. I started with one minute outbound which gave me about two minutes inbound.

(Continued next page)

Program is TBD due to early Newsletter Deadline

2024 OFFICERS

President:	Dave Nason
Vice Pres:	Steve Crider
Secretary:	Don Davis 425.822.3439
Treasurer:	
Newsletter:	Ron Wanttaja (ron@wanttaja.com)
Tech Counselors:	
	Tom Osmundson Dave Nason
Flight Advisor:	Ross Mahon 206-550-9526 Rossair@aol.com

President's Column - Continued

The second time I went out 40 seconds which gave about 1:05 inbound. So, I did one more at about 35 seconds outbound to get the one minute inbound, then went back to doing more approaches. I was getting tired so the last one was a little rough, but all in all good practice.

At 2000' we were just skimming the bottom of the clouds which kept us bumping around. I stay current in case of trouble so as not to be afraid of the weather and to handle it if needed. This also helps you to fly more precise. Now I am legal to fly to OSH if we go. Many times we fly IFR to get out of SEA and into OSH.

We are going to have a picnic with Chapter 441 (Covington) on June 27 at 6:00pm at our house/hangar. We are at the south end of Crest Airpark/Norman Grier Field.

Our next meeting will be June 13 at 7:30; program to be determined.

~Dave

Newsetter Editor's Note:

I'm going to be out of state for the week prior to the meeting, hence this newsletter is going out a week early. The meeting is still the second Thursday of the month.

That's why the program is TBD, I'm leaving before it is established but still need to get the newsletter out.

Auburn Airport Re-Opens

Originally, Auburn Airport was scheduled to be closed for runway resurfacing through the 3rd of June.

Happily, they got the job done early….it opened on the 29th of May, instead.

Don't forget that the runway numbers have changed (17/35), and, of course, the CTAF frequency was updated last year (122.975)

Chapter 26/441 Picnic

Last June, we combine with Chapter 441 for a summer kick off picnic. We had a blast and want to do it again!

When: Thursday, June 27

Time: 6:00 pm

Location: 17618 SE 303rd St

Kent, WA

South end of Crest Airpark/Norman Grier Field – Taxiway J

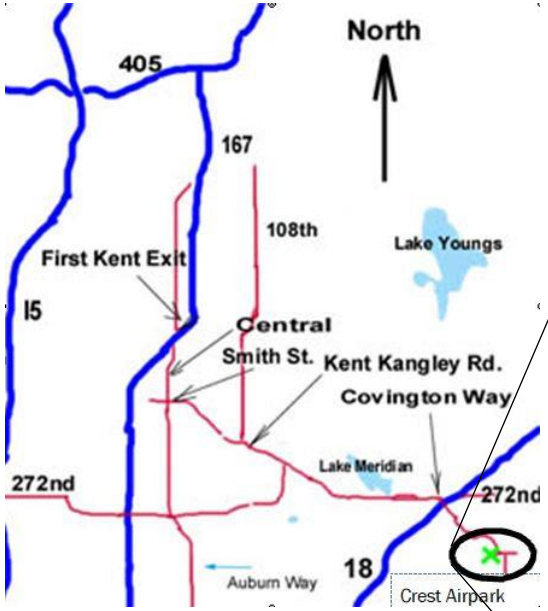
See map on next page

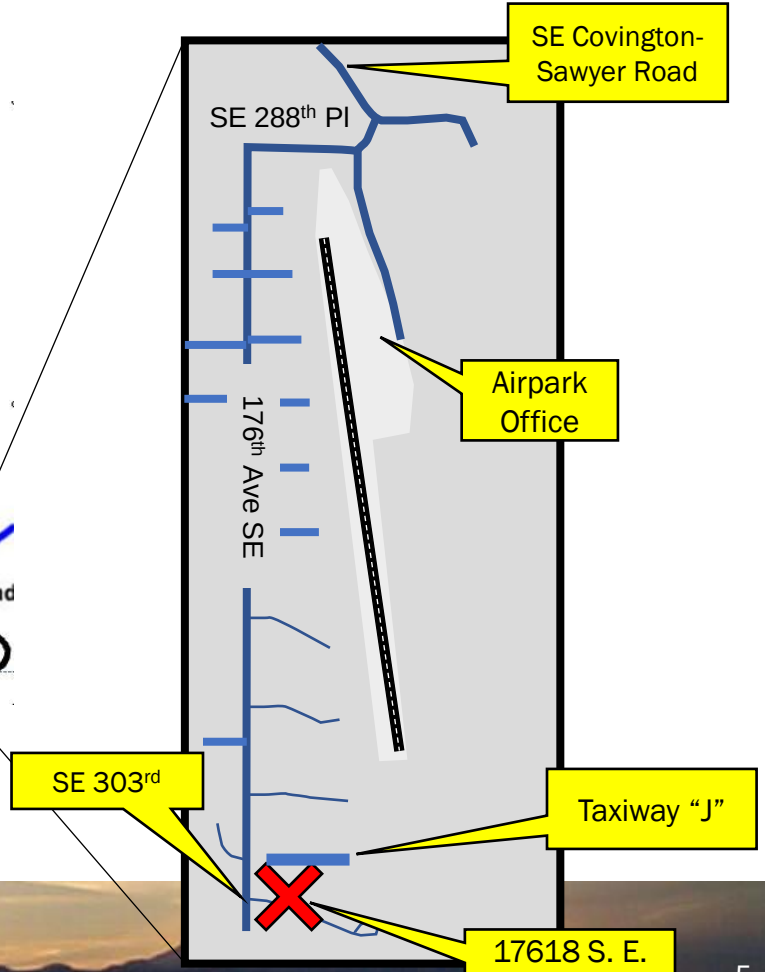
This is a pot-luck meal event. The chapters will provide meat, beverages and dinnerware. Experience has shown that it's no use trying to "assign" food categories. If we all bring deserts, we'll fill up on desserts. If we all bring salads, everyone will eat salad with their meat and drink. Please bring a side, or a salad, or dessert (or all three if you want) to share. Just bring something you like to eat, and enough to share. This is a family event, so bring your family, significant other, spouse, kids, etc. Because this is a family event that involves airplanes, we ask you to please leave any alcohol at home.

Directions to Chapter 26/441 Picnic

Picnic Address:
17618 S. E. 303rd PL
Kent 98042

Park along side of road at 303rd, meeting is at the second house. Walk down the driveway between the garage and the house, and go downhill to the hangar





Young Eagles Rally – Saturday, July 13th

There will be a Young Eagles Rally on July 13th as part of Auburn Airport Day. Pilot's briefing at 9 am, with flying from 10 to 4. Auburn Airport will have discounted fuel.

They need all the pilots and ground crews that they can get, so please pass the word about this great opportunity to encourage interest in aviation among 8-17 year olds. The only requirements to be a pilot are to be an EAA member, pass a background check, and take some online youth protection training. We need at least 10-15 actual flying aircraft at the event to fly the 160-180 kids we have flown in the past, so pass the word to anyone you know who might be interested. If they haven't already received one, I will use the EAA registration system to send people the official email invite... just let me know at YoungEagles.s50@gmail.com (there are two "s" in the address).

Thanks again for your support of this important aviation outreach program! From a self interest perspective, you need to start cultivating young aviators right now so there is someone around to buy your plane when you retire from flying... just sayin'... ;-)

Steve Cameron (YoungEagles.s50@gmail.com)

Book/Magazine Drive for Auburn Airport Day

Have any old aviation books you'd be willing to donate to a Young Eagle? How about some fairly recent aviation magazines?

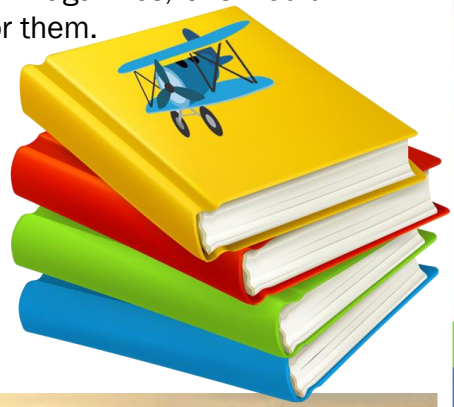
I'd like to set up a free book/magazine kiosk next to the Young Eagles area at Auburn Airport Day next month (July 13th).

Obviously, the kinds of books with a lot of airplane pictures will be best. I have an old copy of Jane's All the World Aircraft I intend to donate. Have several other flying-related books that I think some kids might get a kick out of.

Old aviation textbooks, etc. are fine, but please don't bring in copies of the FAR/AIM. We don't want to scare the kids off....

Similarly, if you've got a stack of aviation magazines, this would be a good opportunity to find good homes for them.

Please bring them to the Chapter 26 meeting next week. Since I won't be there, give them to Dave Nason and I'll collect them from him.



News From National

FAA Re-Authorization Passes

The U.S. Congress has passed the 2024 FAA Reauthorization Act (H.R. 3935), and the President has signed it, providing a 5-year authorization for the agency's programs, revenue collection, and setting many new mandates for national aviation policy. The passage of this long-term reauthorization ensures the FAA has the proper staffing and infrastructure it needs to safeguard operations in the National Airspace System. EAA recognizes and thanks the leadership and staffs of the Senate Committee on Commerce, Science, and Transportation, and the House Committee on Transportation and Infrastructure, as well as the Aviation Subcommittees in both chambers, for their continuing efforts in creating and championing this important piece of legislation.

"A long-term FAA reauthorization is essential for the stable operations of the National Airspace System," said Jack Pelton, EAA CEO and chairman of the board. "This bill, in addition to funding key infrastructure for general aviation, advances many policy priorities of our community for innovation and modernization."

The FAA Reauthorization Act includes the first-ever general aviation title, a specific section that encompasses numerous provisions supported by EAA that benefit general aviation growth. Of note, the bill mandates the expansion of BasicMed, increasing the size of covered aircraft to 12,500 pounds, the number of allowable passengers to six, and the number of seats to seven. Another provision provides a 24-month maximum deadline for the FAA's completion of the MOSAIC final rule. While the rule is expected significantly sooner – likely in 2025 – Congress providing a deadline highlights the importance of the rulemaking.

Also included are sections that provide for the continued availability of avgas, direct a review of the process for reserving aircraft registration numbers to reduce unfair profiteering, and spur development of a suitable position reporting system for voluntary use in non-rule airspace.

In further efforts to protect pilots from unfair enforcement, language is included that prohibits the use of ADS-B Out data by the FAA to initiate an investigation, and additional sections amend the Pilot's Bill of Rights to ensure pilots have adequate time to respond to a letter of investigation.

Yesteryear's Homebuilts: The Dyke Delta

Homebuilders have always liked unusual configurations. The delta configuration was hot in the early '60s, with Convair's F-102 Delta Dagger and F-106 Delta Dart, as well as the Saab Draken. John Dyke started with the JD-1, which first flew in 1962. A fire from a welding accident a few years later led to the improved Delta JD-2, completed in 1966.

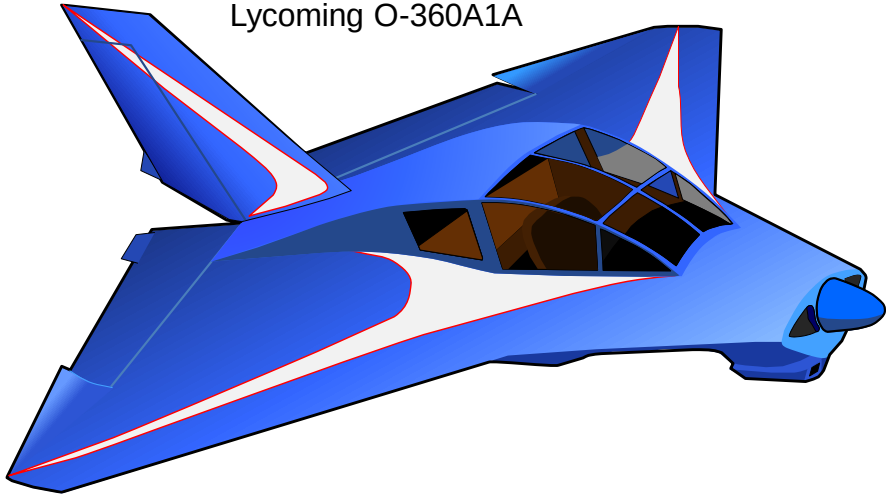
The plans-built Dyke Delta uses an unusual mix of construction methods. Welded steel tube for structure, with a fiberglass covering on top and fabric below. The wings quickly fold over the fuselage. A local friend kept his in a hangar with a Volksplane and a KR-2.

A four-seater, but it lacked conventionality there, too: The pilot sat in a single command chair up front, with a bench seat for three people behind. A Lycoming O-360 in the nose provides excellent performance, with cruise speed listed as between 155 and 180 MPH, and a 1,500 FPM rate of climb. *(Continued on next page)*

Dyke Delta JD2

Gross Weight:	1,950 lbs
Empty Weight:	1,040 lbs
Wing Area:	173 sq feet
Stall Speed:	70 mph
Cruise Speed:	185 mph

Lycoming O-360A1A



Specifications Source: *The World of Sport Aviation*, by Budd Davisson

Yesteryear's Homebuilts – The Dyke Delta (Continued)

(Photo by Robert F. Pauley)

John W. Dyke

However, the performance didn't come without cost, in the form of a higher-than-normal stall speed. Sources show a stall speed of around 70-75 MPH, and it approached at over 100 MPH. In an NTSB accident report (LAX96LA003), Dyke described the stall as a mush "…resulting in a high sink rate and temporary loss of control." The aircraft sits with a relatively high angle on the ground, and the bottom of the wing slopes down to that the trailing edge leaves only a foot or so gap beneath it for the air to whoosh out of during landing. Two of the eight or so NTSB reports include landing gear failure, but whether they were due to the aircraft configuration, gear configuration, or pilot mistakes, we have no way to tell.

From the point of view of the aviation photographer, the Delta is a challenge: A Delta on the ground looks like a broody hen protecting a clutch of eggs. Once in the air, though, the plane is quite beautiful.

Though still unconventional. Years ago, I attended an outdoor folk music concert in Kent when a strange sound made everyone look up. Bernie Schaknowski's Delta was crossing directly overhead, bound for Auburn Airport. The musician on the stage looked up and said, "Huh… a flying guitar pick."

The FAA database shows that about 38 Dyke Deltas have been added to the US registry over the years. Fifteen are still listed as having active registrations.

On the Wreckord

Ultra Pup - Kentucky: During the landing flare, the pilot appeared to be over controlling the plane and he subsequently performed a go-around without touching down. The airplane remained in the traffic pattern for the second approach. It flew two-thirds of the way down the runway, and it was not climbing at the same rate as it had during the previous two departures. As the airplane passed the departure end of the runway, the right wing dropped, and the airplane descended straight down below a stand of trees and then reappeared with the nose slightly up and pointing generally to the left of the runway enterline. It then disappeared behind the trees again and crashed. The engine sounded normal during the entire flight.

Examination of the wreckage revealed no evidence of any preaccident mechanical malfunctions or anomalies that would have precluded normal operation. The pilot purchased the airplane about 5 months before the accident, and the accident flight was his first flight in the airplane. He had not recorded a flight review in about 25 years. About 3 years before the accident, the pilot applied for a Federal Aviation Administration medical certificate, which was denied for multiple physical and mental health reasons. (10/5/2017)

On the Wreckord

Titan T-51 – Arizona: While on final approach, the engine lost power after passing over the airport perimeter fence.. The airplane had a high descent rate, impacted the ground about 100 ft from the approach end of the runway, and slid to a stop about 3 ft from the runway threshold.

Postaccident examination revealed that the instrument panel layout had the flap position buttons adjacent to the unguarded engine control switches. The pilot reported that, while on final approach, he inadvertently contacted the engine control unit (ECU) toggle switch while he was positioning the flaps, which shut down the engine. Engine download data confirmed that the ECU was turned off while on short final. (10/28/2017)

On the Wreckord

RV-6 – California: About 25 minutes into the flight, with all systems appearing to operate normally, the pilot noticed that the batteries (located near his right foot) were getting hot and that the system voltage indicated about 15.5V, which was above the normal value of about 13V. Almost immediately thereafter, the engine lost total power. The pilot chose a rural road for a forced landing but changed his path to clear a truck on the road; the airplane impacted a vineyard on the side of the road, nosed over, and came to rest inverted.

The pilot had recently changed the carburetor and conventional magneto ignition systems to electronic versions for "performance and efficiency improvements." He purchased a kit that included an electronic fuel injection system and replaced the magnetos himself with a fully electronic ignition system.

The swage/crimp of the terminal to the conductor of the primary alternator ground cable was loose, and the conductor and terminal bore evidence (black residue) of electrical arcing. The appearance was consistent with that residue having been caused by the looseness of the swage/crimp and as having been loose for an extended period before the accident. This looseness and arcing indicated that there were transient power interruptions. Such interruptions also create the potential for spurious electrical variations.

For Sale – S-18 Project

Hi fellow EAA members,

I am currently selling my unfinished S-18 project. If you or someone you know who is interested, please contact me at:

Norm Pauk: Tel: 253-561-4801
Email: Npauk@msn.com

For Sale – RV-12 Project

I have an extensive RV12 project for sale. Here's what's included:

Wings are completed, including landing light and strobes. Tail group and fuselage cone are completed

Fuselage is 80% complete, including controls, wiring, canopy. Panel completed, including Avidyne/Garmin/ELT package with 2 axis autopilot

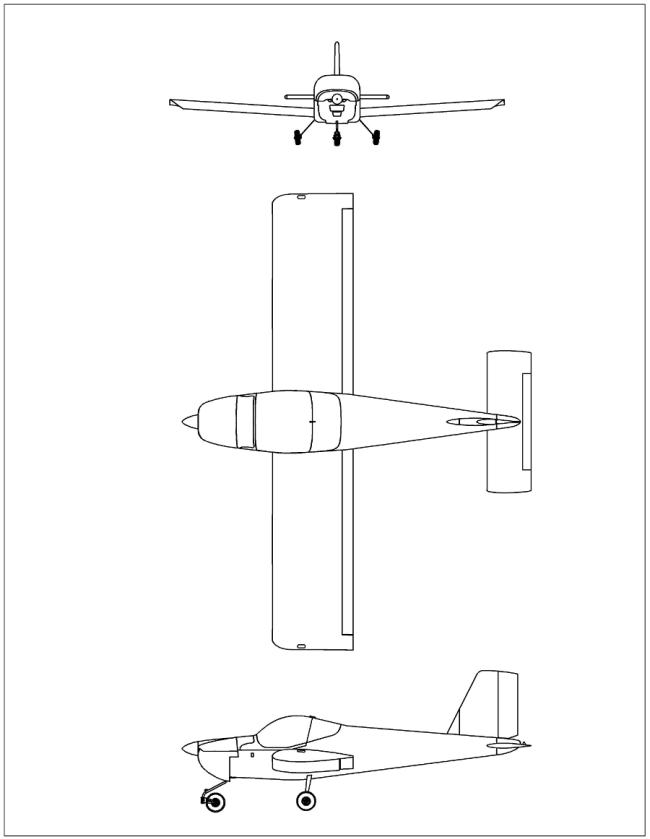
Finishing kit includes landing gear, brakes, tires, fairings, wheel pants, control cables, seat belts, plexi, etc. (This the most expensive kit on the airplane).

Factory built fuel tank.
Interior kit ….upholstery, side panels, sound proofing.

This is RV12 #616. It is designed for the carbureted 100 HP Rotax, and cannot be converted to the injected version. The kits were purchased 2011/2013. My cost was over $50K. Duplicating today would be over $75K. Price for all is $45K.

Project is safely stored and available for thorough viewing in Anacortes.

Jeff Robinson
360-961-2482



For Sale – Europa Project

Oliver Paine and Brian Morse in New York have a Tri-gear Europa kit that is mostly complete in contents. The project was purchased from an estate and it was one of two kits that were purchased together. One was built and flown and this one was not started (Wings are still in original boxes).

They have not done a complete inventory of the Parts but the airframe and hardware appear to be there. However, there are a few items that are not included with the kit.

The nose cowl and motor mount were not included and glass for the windows. Airframe, Landing Gear (main and nose) wheels and tires are there. However, they have not been able to find the "Castor Nose Gear" (the part that the nose wheel bolts into). The nose gear mount and nose gear strut are there as well as the nose Tire and wheel assembly). The part is still available from Europa.

They are asking $8,000.00 for the kit as is and want to sell the whole kit and not part it out. The kit is in very good condition with no damaged parts

Contact:
Brian Morse
315-372-3767
kmsmb@verizon.net