WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXXI No. 5 ❖ May 2023

President's Letter

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

Second Thursday At 7:30 PM

My nephew has been bitten by the flying bug … big time! I have to laugh that he falls into the typical spiral where they start off with the basic plane and move up to faster and better. Let me tell you about his next chapter. He came and told us about his upset and spin training. Hmm … what kind of airplane does aerobatics? The other day he got a ride in an RV-8 and he was hooked. He found a partly completed kit in Ferndale (N of Bellingham). So we flew up to check it out. The wings, fuselage and tail were mostly done, about the same stage as a 'fast build' kit. It has been being build for maybe 15 years and this guy was the second owner. The workmanship was fine. After he got home and was talking about it with the family, his ten year old son convinced him they should just buy a new kit and start out fresh together. So he called up Vans and ordered one. He had some questions about the order, so a few days later; he and I flew my Falco down to Aurora, OR (KAOA). We just happened to get there in time for the factory tour. Let me tell you, they are a 'mini Boeing'!!

(Continued on page 2)

This month:

Learning to fly after 65

By Earl Barker

IN PERSON AT BOEING FIELD

Thursday @ 7:30

Also meet online:
meet.google.com/jvg-uchh-ecu

President's news (Continued)

They have all the CNC equipment and big hydraulic presses to make parts and stamp out ribs, etc. When we walked past my Falco, the guide was duly impressed. The Falco is hand built, not from a factory kit. We got to see the new RV-15, high wing, which was at Oshkosh last year. They are still doing lots of testing and modifications. They had camera mounts and lots of yarn tufts on the wing and stabilizer. They have only the pilot seat on the left and a big fuel tank on the right. They don't have tanks in the wing so they can work on ideas without fuel tanks and fuel line issues. If I didn't already have the best airplane available I could be interested in an RV. They certainly have a good operation. You can't get everything at once but you don't need it all at once.

Today my two and a half year old grandson was at our house. He is very interested in airplanes. He looks up and points any time he hears an airplane. When they went to go home, he was all upset. He wanted to walk down to the airport to see the airplanes! We drove around to the airport office and watched a couple of C-172's and a Cherokee doing landings. I think it is time I give him a ride. Mom or Dad can sit in the passenger seat and we can put a booster seat on the baggage shelf with the seat belt. My kids grew up riding like that, and they loved being able to see so much.

Our program for this month will be our own Earl Barker. He is going to talk about his flying. He started flying after 65 with an RV-12 and then moved to a Vashon Ranger. Lots of things we 'old timers' don't think about were all new to him; i.e. high wing vs. low wing, or Rotax vs. Continental engines, etc. It should be an interesting discussion. Hope to see you on Thursday at 7:30 p.m. at Boeing Field.

~Dave

2023 OFFICERS

President: Dave Nason

Vice Pres: Steve Crider

Secretary: Don Davis
425.822.3439

Treasurer: Jason Sorenson

Newsletter Clayton Chase

Web Editor: Tom Osmundson
Tech Counselor: Tom Osmundson

Tech Counselor: Dave Nason
253-631-0191

Flight Advisor: Ross Mahon
206.550.9526
Rossair@aol.com

FAA Releases Policy Memo on Task-Based Phase I

The FAA has released a formal policy memorandum on task-based phase I, detailed in the recently-published Advisory Circular 90-89C. This fully enables the use of the program by giving all owners of amateur-built aircraft a modified operating limitation that allows its optional use in lieu of the traditional 25- or 40-hour long flight test period.

The new operating limitation reads (with blank fields to be filled in by the inspector or DAR):

No person may operate this aircraft for other than the purpose of meeting the requirements of § 91.319(b). The pilot in command must comply with § 91.305 at all times. This aircraft is to be operated under VMC, day only. Unless operating in accordance with the task-based flight test program described in Advisory Circular (AC) 90-89C, Amateur-Built Aircraft and Ultralight Flight Testing Handbook, chapter 2, section 1, during Phase I flight testing, this aircraft must be operated for at least _____ hours with at least_____ takeoffs and landings in this geographical area: [The area must be described by radius, coordinates, navigational aids, and/or landmarks. The size of the area and airports must be that required to safely conduct the anticipated maneuvers and tests.] This aircraft may only operate from [identify name of airport(s)].

With this new memo, all newly inspected amateur-built aircraft should get the revised operating limitation. Ask your DAR prior to inspection to verify they have received the memo. If your aircraft is already flying and still in phase I, ask your FSDO to reissue your operating limitations with the updated language.

The new operating limitation will be incorporated into a future change to FAA Order 8130.2.

EAA Webinars

5/15/23 12 p.m. CDT
Stop Dreaming and Start Flying – Flight Training First Steps
Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.

By: EAA Staff

So, you're ready to jump in and begin your flight training, but where do you start? Join EAA staff members as they cover all you need to know to jump-start your flight training journey.

5/15/23 7 p.m. CDT
Flight Simulators 101 - Leveraging a Home Simulator for Flight Training
Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.

By: Chris McGonegle

Flight simulators have exploded in popularity recently. With new software options, impressive flight controls, and EFB app integration, it has never been easier to use a home flight simulator for real training (in addition to fun). In this fast-paced webinar, Chris McGonegle, a commercial pilot and Sporty's flight simulator expert, will discuss how to use simulators effectively and how to avoid making mistakes that will degrade your flying skills.

5/16/23 12 p.m. CDT
How to Pass the Private Pilot FAA Written Test in Less Time
Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.

By: Bret Koebbe

It's something all pilots have to do during training for a private pilot certificate — pass the FAA Knowledge Test. While this test has gotten a bad rap over the years from some, the reality is it's a non-event when you approach it with the proper mindset and use the right study tools. In this webinar, we'll show how to use tried-and-true study methods using Sporty's Learn to Fly Course to make the process an engaging and meaningful learning experience, and not just another exercise in rote memorization.

5/16/2 2 p.m. CDT
How to Save Time and Money in Flight Training
Learn to Fly Week Webinar

By: Larry Bothe

Learn what it really takes to learn to fly. Is it difficult? Do I have to deal with higher math? How much testing must I undergo? What is the real total cost of learning to fly? Are there "hidden costs"? How can I save money along the way? All this and more in this comprehensive look at flight training.

On the Wreckord

Zenair CH-750 - California: The pilot reported that they flew in the local area for about 20 minutes, and then smoke entered the cockpit. The pilot declared an emergency and headed toward the departure airport. Within 1-2 minutes, the engine lost all oil pressure and then lost total power. The pilot initially attempted to glide to the airport but, because it was too far away, decided to land on a road atop a nearby levee. The airplane touched down normally, but due to wind, the left wingtip struck the ground; the airplane spun, veered off the levee, and sustained substantial damage to the wing and fuselage.
The engine (ULPower 350iS)was disassembled and examined in detail. All four pistons displayed evidence of significant erosion damage consistent with detonation, with at least one piston eroded to the point that it could no longer seal against the cylinder wall. A common cause of detonation is using a lower octane fuel than specified by the manufacturer. The damage was consistent with the use of fuel with octane rating(s) significantly below that required for the engine. Although the pilot did not specify the octane rating of the fuel that he used, it is likely that he used fuel below the required octane rating. (8/11/2018)

On the Wreckord

Glasair Super IIS - Arizona: About 35 minutes into the flight, the experimental, the airplane's alternator field toggle switch/circuit breaker tripped. The pilot reset the switch, and all systems appeared normal. About 5 minutes later, the switch tripped again, and the pilot cycled the switch. About 2 minutes later, the pilot noticed that the engine manifold pressure was dropping, along with the airplane's airspeed, consistent with a partial loss of engine power. The engine then experienced a total loss of power when he was maneuvering for an emergency landing to a nearby airport. The airplane subsequently landed short of the runway and sustained substantial damage to the aft fuselage.

Postaccident examination of the engine revealed that the throttle linkage had detached from the throttle arm of the fuel injection servo. The rod end bearing for the linkage and the throttle arm were intact and undamaged, but the connecting bolt and its associated washers, castellated nut, and cotter pin were missing. It is likely that the bolt securing the linkage had not been sufficiently tightened and secured with a cotter pin during the installation and that the error was not detected during the subsequent condition inspection.

The investigation determined that the electrical system malfunction was unrelated to the loss of engine power. (8/27/2018)

On the Wreckord

Carbon Cub - California: After completing routine maintenance, the pilot decided to conduct a test flight. He completed a preflight inspection, a ground engine run, and taxi checks, which were normal; he noted that about 12 gallons of fuel was onboard the airplane. About 10 minutes after departure, he chose to extend the flight, as he did not observe any anomalies with the airplane. After an uneventful period of flight, the airplane was about 500 ft above ground level over mountain ridge tops when the engine lost partial power. The pilot maintained level flight and maneuvered the airplane toward more favorable terrain before the engine lost total power. Subsequently, the pilot performed a forced landing in a small clearing within heavily wooded mountainous terrain. During the landing roll, the airplane struck a tree and came to rest upright.

Postaccident examination of the airplane revealed no evidence of preexisting mechanical malfunctions or failures with the engine or fuel system, including the fuel quantity sight gauges, that would have precluded normal operation. The pilot reported that, after the accident, he noticed that the left-wing fuel cap was not fully secured. Wreckage recovery company personnel indicated that the right-wing fuel tank was void of fuel, and the left-wing fuel tank contained about 1/2 gallon of fuel. It is likely that fuel vented through the loose fuel cap in flight, which reduced fuel quantity and led to the subsequent loss of engine power. (8/20/2018)

NEWSLETTER

Chapter 26

EXPERIMENTAL AIRCRAFT ASSOCIATION

The Newsletter of EAA Chapter 26