

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXVII No. 2 ❖ February 2019

President's Letter

This Meeting:

February the 14th

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

Well the SNOWPACALIPS has hit and Seattle has come to a standstill. Hope you are all bundled up inside safe and warm. This is definitely NOT flying weather. The airplane belongs in the hangar. Now is the time to stay hunkered down and read your flying magazines. Our regular meeting night falls on Valentine's Day and if the weather continues like the weather forecast says, you may just have to stay home with your sweetheart after all. Stay tuned for a last minute cancelation

This month:

Thursday 14 Feb

7:30 PM

Boeing Field Terminal
East side of the field

Meeting Topic:

Ron Borovec

Continental vs Lycoming:
Who is winning the
experimental engine wars?

FUTURE EVENTS

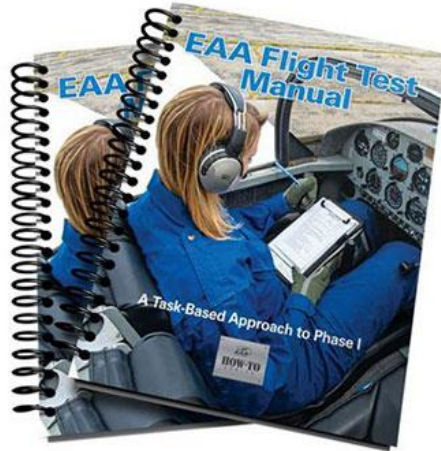
February Meeting
07 March 2019

How about that snow?

2019 OFFICERS

President: Dave Nason
Vice Pres: Steve Crider
Secretary: Don Davis
425.822.3439
Treasurer: Jason Sorenson
Newsletter Clayton Chase
Joel Godston
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

EAA News from National



[EAA Flight Test Manual Webinar](#) [Now Available](#)

January 24, 2019 - This week EAA presented a [webinar](#) on the [EAA Flight Test Manual](#), which was released in fall 2018 after more than 10 years of work. Hosts Tom Charpentier, EAA government relations director, and Vic Syracuse, Homebuilt Aircraft Council chair, described the manual and what it adds to the flight test and familiarization program for builders and owners of homebuilts.

The presentation included a brief overview of each card, with Syracuse adding valuable insights from his own background as an experienced test pilot. Charpentier previewed the next steps for the manual, including an online edition, the revision process, and an ongoing project with the FAA to create an alternative flight test program based on task completion rather than hours flown.

EAA plans to offer more materials on the specifics of each of the program's test points in future programming. If you have feedback or suggestions on how to make the *EAA Flight Test Manual* better, please email FTM@eaa.org. For more information on EAA's popular webinar series, go to www.EAA.org/webinars. The *EAA Flight Test Manual* webinar was attended by more than 600 people on Wednesday night, and is now available for more to watch in the webinar archives.



President's Newsletter: Continued

If we can make it, the program will be our own Ron Borovec leading a discussion on engines and things that make the airplane go.

Remember the annual WA Aviation Conference and Trade Show is coming up at the end of the month, February 23-24. I guess we are going to have to get more serious about this ADS-B stuff.

From Ron Borovec:

Continental vs Lycoming: Who is winning the experimental engine wars?

I look at various questions such as:

Why do many experimental aircraft use small Continental engines?

Why do many experimental aircraft use big Lycoming engines?

Why does Lycoming make large displacement 4-cylinder engines?

Why does Continental make parts for Lycoming engines and even complete clone Lycoming engines?

Why does Continental not call those clone engines Continentals?

Inquiring minds want to know. Come Thursday and I will give you my opinions, and you can give yours.

Potential Future Meeting Topics?

How can I use a milling machine to assist in my build?

A package I received the other day:

skyBeacon TSO
Certified: TSO-C154c B1S, TSO-C145d Beta 1 INCOMP,
TSO-C88b, TSO-C30c Type I and TSO-C96a Class II
ADS-B-Out | GPS | Encoder | LED Light | LED Strobe



2019 NW AVIATION CONFERENCE SCHEDULE - SATURDAY, FEBRUARY 23 | 9:00 AM - 5:30 PM

7:15 A.M. Registration open for **IA Seminars** - Maintenance seminars open to everyone, certification provided to registered attendees only

8:00 AM Room C | Founders **Dynamic Propeller Balancing** Scott Jefferson, Aces Systems | See page 39 for details on the IA Seminars and registering for this event

9:00 AM **TRADE SHOW OPENS** Admission \$5.00/person at the door | 17 and under FREE. Parking FREE, Blue Lot

ON COURSE 2019

FEB 23-24
Puyallup Wash

36th Annual NORTHWEST AVIATION CONFERENCE & TRADE SHOW

Room C | Founders

Electronic Ignition System maintenance & updates Darrell Pool, Smooth Power

10:15 AM

Room C | Founders

Fuel Gauges: They Only have to be Accurate at Zero
Scott Philiben, President and Founder, CES Corp

11:15 AM

Room C | Founders

Corrosion Prevention and Control
Mark Pearson, President, Lear Chemical (ACF50)

12:15 PM

MAINTENANCE

Details and to register, visit washington-aviation.org. Subject to FAA approval and change without notice.

1:30 PM

Room C | Founders

Fundamental Electrical Systems
John Popel, Hartzell Engine Technologies

2:30 PM

Room C | Founders

FUNDamental FAR Changes
Kevin Alexander, UAF Aviation Maintenance, Assoc. Professor

3:30 PM

Room C | Founders

Propeller Care and Maintenance
Corian Walker, Technician Hartzell Propeller

4:30 PM

Room C | Founders

Building a Compliance Culture
Kevin Alexander, UAF Aviation Maintenance, Associate Professor

5:30 PM SHOW CLOSE

See you SUNDAY @ 10:00 AM

9:15 AM

Room A | South Foyer

RUSTY PILOTS SEMINAR

(3 hours | 9:15-12:15)

AOPA Presenter

Philip Mandel

Participate in this program with fellow lapsed pilots. AOPA will help you understand what's changed in aviation since you last took the controls and brush up on your VFR aviation knowledge. Seminar is free to AOPA members. Join AOPA today to waive the non-member fee of \$79.

Note: Does not include the \$5.00 NWAC admission. Register online at rustypilots.org/events.

301-695-2000
RustyPilots@AOPA.org

1:00 PM

Room B | Pioneer

Using Augmented Reality in the Cockpit

Steve Podradschik, CEO co-founder, Seattle Avionics
Virtual reality has come into our cockpits to show computer-generated approximations of the real world. Now apps go further and use Augmented Reality (AR) to blend a real-time video feed with overlays. New technology can make you a safer pilot, especially when flying at night, near unfamiliar airports, or in poor weather.

2:15 PM

Room B | Pioneer

DFCS-3100 Autopilot System Operation Fundamentals

Al Galikovic, Genesis Avionics Systems
Various configurations from an owner's perspective and discuss modes of operation based on the Pilot Operating Handbook. Tips and Q/A.

3:30 PM

Room B | Pioneer

Birds, Bears, Bullets and Towbars: Some things you can control... others not so much!

Mika Adams, Vice President of Underwriting America Insurance (details page 7)

4:30 PM

Room B | Pioneer

Aviation Can Be Affordable!

Let the FAA show you the wide variety of ways that you can get involved in aviation and get into the air, for much less than you probably think! There are many ways to fly that aren't well known or widely advertised. The FAA will try to cover the whole spectrum of what's available, and one of the alternatives may be right for you.

Room B | Pioneer

Engine Failure: When you only have one

Johnny Summers, FAA DPE, Seattle FSDO
Once the engine quits, it's too late to prepare. We'll take a systematic look at being prepared for an engine failure.

10:30 A.M.

Room B | Pioneer

NORAD's IFR and ADIZ: Avoid a Fighter Escort

Discover the #1 reason GA aircraft are intercepted and how to avoid it. Learn practical steps to avoid Temporary Flight Restrictions (TFRs) and what to do if you are intercepted. Join NORAD in an informative and lively session that will keep you out of trouble, and off the evening news.

11:45 A.M.

Room B | Pioneer

The Ultimate Off Road Adventure: Flying Seaplanes

Steve McCaughy, Executive Director, Seaplane Pilots Association
Ever dreamed of flying into remote untouched and hidden lakes? Flying up the Coast to camp at a remote island only accessible by hours of boat travel? Steve will share some of the unique adventures his career in floats had allowed him to experience. It's not just Indiana Jones that can see these parts of the World! Beware pilots, this entertaining look at the world of float flying will leave you thirsting for more! Be prepared to have your horizons expanded.

Room D | Heritage

Modern Cockpit Displays and their use

Wayne McGehee, NW Regional Sales Manager, Garmin
Wayne will explain what the new products are capable of and clear up misconceptions. Do you know what "connected cockpit" refers to? Q/A

Room D | Heritage

Overview of the Wings Pilot Proficiency Program - The GA Pilot Training Program

Robert Ticknor, FAA Safety Team Program Manager, Spokane

Room D | Heritage

The Boeing E/A-18G Growler

Li (g) Tanner Matheny, USN VAO 134, Presented by the Cascade Warbirds: A discussion about the most advanced electronic attack platform in the world.

Room E | North

Washington Pilots Assoc. (WPA)

Annual Meeting and Luncheon

Keynote Area

Alaska Airlines Q & A

Horizon Air and Alaska Airlines representatives will share 2019 projections. Q/A

Keynote Area

ASI Investigates: Weather Accidents

Jason Miller, ADPA Air Safety Institute
Weather is often blamed for accidents when, in reality, it's poor decision making that's the culprit. Am yourself to make the right choices at crucial moments before and during flight.

Keynote Area

Foreflight Advanced IFR Tips

Gary Reeve, instructor, PilotSafety.org
Shortcuts and pro-tips on planning, filing, pre-departure clearances, using approach plates, missed approaches and continuation to alternates. This class will make your VFR flying much easier and safer by using all of the Foreflight capabilities.

Room D | Heritage

Aircraft Partnership Changed My Life

Shawn Christman, Jetprop Partnerships, Be lifted.com
Learn about the challenges and joys of aircraft partnerships (details page 23)

Keynote Area

The Speed of Life: Perseverance and Triumph over Tragedy

Major Brian Shul, USAF, Retired, author of Sled Driver
Brian was shot down in the Vietnam War and severely burned. He was told his flying days were over but returned to duty and became one of only 93 men to fly the SR-71 spy plane, the fastest jet ever built. Shul's breathtaking flight slides and his philosophical views on life make this an unforgettable presentation. (See page 7)

Room E | North Foyer

Flights Above - FATPNW 2019 Flight Plan

Jan Louder, Bruce Van Baaren, as he unveils new services for the PNW aviation community, and lists 2019 Flying events!

Keynote Area

Mountain, Canyon, and Backcountry Flying

Amy L. Heaves and R.K. "Dick" Williams
Presented by Aviation Supplies & Academics, Inc. Silver Level Sponsor
The authors introduce tips from their new book, which includes fundamental concepts to prepare for and conduct backcountry flights, including airport operations, situational awareness, aircraft performance, risk management, and emergency operations. (See page 22)

Room D | Heritage

Fly

Washington Passport Program
Tim Mersonides, George Steed, Max Platts, Warren Hendrickson
A new incentivized program to encourage visiting all of our enrolled public use airports. This presentation will provide all the key information you need to know before participating in this next great statewide aviation adventure.

Keynote Area

A Typical IFR Flight Using GNSS

Bruce Williams, Bruce Air
Planning an IFR flight with GNSS (GPS) as the primary navigational tool from takeoff to touchdown. Learn about flying departure procedures, using GNSS en route, and flying arrivals and approaches based on GNSS (RNAV GPS). Focus on new features and procedures available with the latest GNSS system software on units like the GTN series.

Room D | Heritage

Cross-Country Risk Management in a GA Aircraft

Howard Wolvington, FAA Designated Pilot Examiner, Seattle FSDO
This presentation reviews the risk decisions made on a multiple leg cross country trip to complete a family vacation in a capable single-engine aircraft. Several challenges will be reviewed including flight over open water, weather systems, icing, lost communications, avionics failures, runway closures, an inoperative self-service fuel pump, ATC error, and IFR avoidance. In this session, the audience will participate in dealing with these risks.

Keynote Area

2019 NW Regional Aviation Maintenance Competition Awards

Sponsors: Alaska Airlines, Mesa Airlines & ATS
(See page 37 for details)

SAT/SUN, FEB 23-24 | \$5.00 / FREE Parking

36TH NORTHWEST AVIATION CONFERENCE & TRADE SHOW

Vendors, safety seminars, aircraft display including ICON and Cirrus - WA State Fairgrounds, Puyallup WA

WASHINGTON-AVIATION.ORG

FRI, FEB 22

NW AVIATION CAREER FORUM

Aviation jobs, education, training & networking. Page 35

SAT, FEB 23

REFRESHER CLINIC IA MAINTENANCE

Seminars, certificate & lunch. Page 39

2019 NW AVIATION CONFERENCE SCHEDULE - SUNDAY, FEBRUARY 24 | 10:00 AM - 4:00 PM

10:00 AM **TRADE SHOW OPENS** Admission \$5.00/person at the door | 17 and under FREE. Parking FREE, Blue Lot

10:15 AM

Room B Pioneer TFR and ADIZ: How to Avoid a Fighter Escort Speaker TBD, NORAD Discover the #1 reason GA aircraft are intercepted and how to avoid it. In this action packed briefing you'll learn practical steps to avoid Temporary Flight Restrictions (TFRs) and what to do if you are intercepted. Join NORAD in a lively session that will keep you out of trouble, and off the evening news.	Room C Founders Slick Mag Maintenance Zach Lincolnhol, Champion Aerospace	Room D Heritage Tips for Successful Seaplane Flights Steve McCaughy, Seaplane Pilots Assoc This informative workshop will provide you with basic knowledge and techniques that may make all the difference between a good flight and an amazing one!	Keynote Area IFR Departure Procedures Bruce Williams, Bruce Air IFR training typically focuses on flying approaches, and the IFR currency rules emphasize approaches and holds (and tracking courses). Too often, IFR students and instrument-rated pilots overlook the challenges of flying IFR departure procedures. This presentation explores the various types of IFR DPs and offers practical advice on how to prepare for and fly departures in IMC.
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11:30 AM

Room B Pioneer Combining Online Flight Planning with iPad Apps Mr. Steve Podrachik is the CEO of Seattle Avionics iPad apps have changed the way we navigate during a flight but their small screens make them less than ideal for flight planning. Web-based flight planners on your PC or Mac are much better for pre-flight weather and flight planning but can't be used while flying. Learn how to combine iPad apps with a new generation of web-based flight planning tools to get the best of both worlds.	Room C Founders RSA Fuel Injection Systems and MSA Float Carburetors Alan Jesmer, Precision Airmotive	Room D Heritage The F-111A in Vietnam, Linebacker II, and the Hanoi Hilton By Capt. Bill Wilson, Presented by the Cascade Warbirds. A discussion of the General Dynamics F-111A Aardvark Fighter-Bomber, it's role in the Vietnam War, Operation Linebacker II, and a personal account of a Shoot-down, capture, and time as a POW.	Keynote Fly By Night Jason Miller, AOPA Air Safety Institute Especially in light aircraft, flying after dark comes with real trade-offs. Smooth air, better performance, and stunning views are great—but they're offset by trickier landings, invisible terrain, and limited emergency options. So what's the key to staying safe after sundown? This seminar looks at night flying from a risk management perspective. Using decades of accident data, we identify common problems and recommend the best ways to avoid them.
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1:00 PM

Room D Heritage Mastering the GPS for IFR Gary Reeve, PilotSafety.org Learn from the top national expert on using GPS(Avidyne & Garmin) for Single-Pilot IFR, how to avoid common errors, learn pro shortcuts, and truly master GPS approaches. A must attend class for any pilot or instructor that uses GPS in IFR.	Keynote Area The Speed of Life: Perseverance and Triumph over Tragedy Major Brian Shul, USAF, Retired, author of Sled Driver Brian was shot down in the Vietnam War and severely burned. He was told his flying days were over but returned to duty and became one of only 93 men to fly the SR-71 spy plane, the fastest jet ever built. Shul's breathtaking flight slides and his philosophical views on life make this is an unforgettable presentation. (See page 7)
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2:30 PM

Room D Heritage Non-Towered Airports are not uncontrolled Johnny Summers, PhD, FAA DPE, Seattle FSDO Just because an airport doesn't have a control tower, doesn't mean it is without structure. Following that FAA structure at non-towered airports minimizes your chance of traffic conflicts. If we all follow FAA guidance other aircraft will act predictably, minimizing traffic clashes.	Keynote Area Surviving the Unexpected: Human Factors of a Mid-air collision Amy L. Hoover, PhD., CFI, Professor, Department of Aviation, Central Washington University Hoover shares her personal story of how attitude and training helped her to land successfully and facilitate her own rescue after her airplane was disabled in a mid-air collision over a remote mountainous area. She will share strategies to help mitigate risk in such an incident, and what pilots might experience after surviving a traumatic event.
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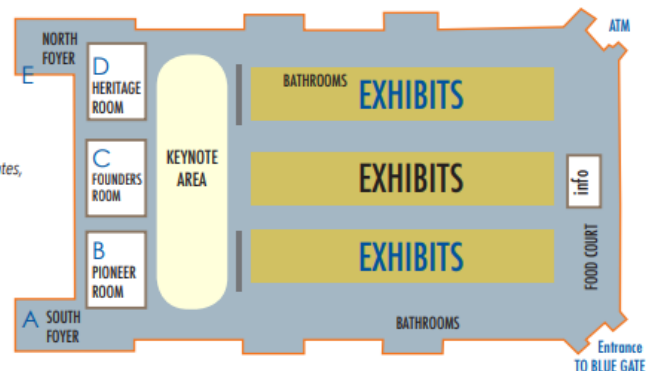
4:00 P.M. **Show Close** – See you next year!

WELCOME TO THE 2019 NORTHWEST AVIATION CONFERENCE & TRADE SHOW

Schedule is subject to change without notice; visit website for updates, or call **866-922-7469** for info.

HOURS:
 Saturday 9:00 - 5:30 PM
 Sunday 10:00 PM - 4:00 PM
 full schedule online
washington-aviation.org

Pre-register online
 or at **360-427-5599** for
 Career & Maintenance
 sessions.



The Ranger is a classic aircraft designed for the 21st Century. It is an all-metal, two-place, high-wing, single engine airplane equipped with tricycle landing gear and castoring nose wheel. Safety, affordability, great flying qualities, integrated systems, easy maintenance, good visibility, and excellent range are just a few reasons why the Ranger is the perfect aircraft to take you on that adventure you've been searching for.



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On The Wreckord

By: Ron Wanttaja

Zenith CH 750 – Pennsylvania: After takeoff, the airplane's engine lost partial power about 100 ft above ground level and the pilot then attempted to return to the airport. The pilot stated that "the engine would not keep me flying and the airplane just fell into the forest."

During the on-scene examination, the No. 1 spark plug was found missing from the cylinder head but still attached to the ignition lead. The threads were stripped out of the cylinder head. It is likely that the No. 1 spark plug was liberated from the cylinder head due to the stripped threads, which led to the partial loss of engine power. (8/14/2015)



On The Wreckord

By: Ron Wanttaja

Kitfox – Pennsylvania: The pilot was attempting to land on the 431-ft-long grass airstrip for the first time. He had flown three practice approaches without landing. During the fourth approach, the airplane entered a steep-bank-angle turn onto final approach and then went straight down to ground impact. The airplane came to rest on its nose, and a fire erupted. A witness' description of the event and the impact geometry are consistent with the pilot conducting a steep turn that resulted in the wing exceeding its critical angle-of-attack and a subsequent aerodynamic stall. Examination of the wreckage did not reveal evidence of any preimpact mechanical malfunctions or anomalies that would have precluded normal operation of the airframe or engine. (8/7/2015)



On The Wreckord

By: Ron Wanttaja

Volksplane – Florida: The sport pilot, who was also the builder of the airplane, stated that he had "some issues" during assembly of the experimental engine kit, but was finally able to achieve the desired engine rpm during static tests. Subsequently, during the airplane's takeoff roll on its first flight with the new engine, the pilot noted that the airplane was able to gain airspeed, but struggled to become airborne. The pilot stated that he should have aborted the takeoff at that point. The airplane reached a maximum altitude about 100 ft, the engine lost power, and the airplane descended into trees and was destroyed by a postimpact fire. The extent of the fire precluded detailed documentation of the engine and its associated systems; therefore, the reason for the loss of power could not be determined. (8/7/2015)

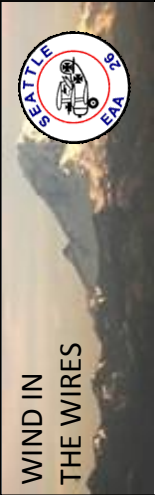


NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION
16614 188th Ave SE
Renton, WA 98058 **February 2019**

WIND IN
THE WIRES



The Newsletter of EAA Chapter 26

