

# WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXVIII No. 03 ❖ March 2020

## President's Letter

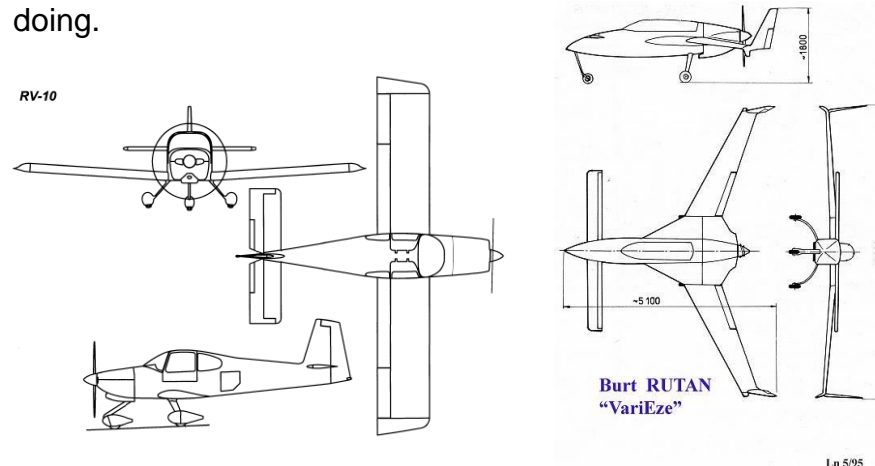
### This Meeting:

12 March 2020

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

Well ... this is a wild and different time at this time. So many people are scared and nervous. I think if we all turned the TV off for a couple of days and washed our hands often, it might not be so bad.

I am still on to have our meeting on Thursday, unless I find out we can't. If anyone is concerned, or wants to be cautious, then you can stay home. Do what ever you are comfortable doing.



(Continued on page 2)

### This month:

**Thursday, 12 March**

7:30 PM

Boeing Field Terminal  
East side of the field

### Meeting Topic:

**FUTURE EVENTS**

April 9 2020

## 2019 OFFICERS

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Secretary: Don Davis  
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## President's newsletter (Continued)

I am still flying as often as possible. Living at the airport has its advantages. Yesterday (Saturday) I went to fly but the clouds looked too low. I waited a few hours and flew about 5:30 when the weather looked good. The little C-150 is pretty straight forward when the air is smooth. You definitely need to use the controls as intended; namely, using rudder in the turns. The Falco only needs rudder for takeoff or a little on landing, otherwise, with the shape of the ailerons and differential travel, the rudder is not needed in regular flying; like interconnected controls on the V-tail Bonanza.

I have twisted the arm of a friend (maybe still a friend) to bring some interesting pictures of airplane parts and pieces he found in a hangar. We are not sure what some of the pieces are .... So this month's program will be Show & Tell. Bring something to share if you want to and come along. If you are sick – please stay home.

~Dave Nason



## EAA News from National



January 23, 2020 - EAA's stance on the FAA's proposed rule on Remote Identification of Unmanned Aircraft Systems, and the potential negative effect on both manned and unmanned aviation, has quickly gained significant support throughout the flying community. This is especially true for those who fly traditional model aircraft safely at facilities throughout the nation. Just a few of the comments received by EAA and posted on online forum pages since last week's news item was posted:

"We couldn't be any luckier than to have a Big Voice like the EAA to respond to the NPRM!"

"EAA's statement is so logical and straight to the point."

"We are a natural stepping stone that many folks make in their life, from models to full scale. Thank you, EAA, for taking an interest!!"

"We really appreciate all the positive response from EAA members and others who share our concern about this NPRM," said Sean Elliott, EAA's vice president of advocacy and safety. "Even as EAA has brought forward sensible ideas to meet the needs of future airspace uses, there is a tremendous amount of work ahead as we finalize our comments to the FAA and encourage others in this community to make their feelings known."

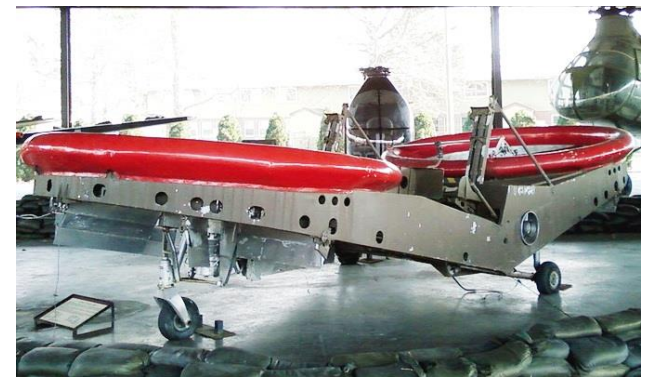
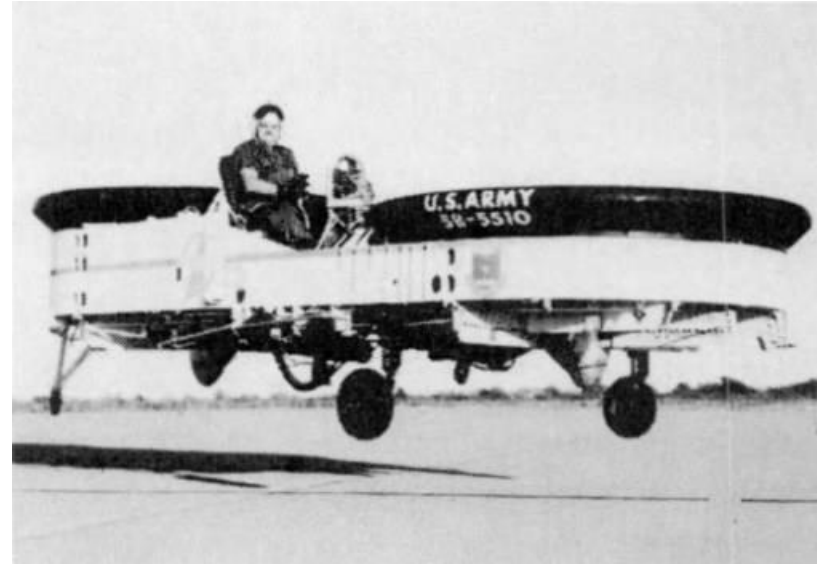
EAA will provide guidance to members who wish to comment in the coming weeks. When you do comment, please be respectful and use rational, fact-driven arguments in your own words. Form letters and emotional comments have much less impact on the regulatory process. More updates will be provided as they become available.



**January 16, 2020** - EAA is warning its members to regard any solicitation they may receive regarding aircraft registration renewal, especially those that call for using a search engine to find the registration site, with a healthy dose of suspicion. EAA is aware of several businesses — with names, web URLs, and logos that may appear reminiscent of a government agency — that notify aircraft owners of impending registration expiration (mined from publicly available registration information) and direct them to use search engines such as Google to find the proper renewal site. These businesses then buy ads from search engines to make their site appear first, before the FAA website, in search results. Such operations add little or no actual value to the transaction, and charge a hefty fee for essentially duplicating the same process that the FAA directly administers for a mere \$5. EAA members should ensure they are on the [FAA's online registration portal](#) before filling out information and entering payment. Unless a business is known to be reputable and offers a tangible service above and beyond a simple registration renewal, such as expedited processing or automatic renewal, EAA members should deal directly with the FAA. If any members want EAA's help with registration renewal or any other issue, please contact us at 800-564-6322.

## Interesting aircraft

The **Piasecki VZ-8 Airgeep** (company designation PA-59) was a prototype vertical takeoff and landing (VTOL) aircraft developed by Piasecki Aircraft. The Airgeep was developed to fulfill a U.S. Army Transportation Research Command contract for a flying jeep in 1957.<sup>[2]</sup> The flying jeep was envisioned to be smaller and easier to fly than a helicopter.



# Birth of the Fighter Pilot!

## Historic Days in British Military History: The Royal Air Force is formed 1st April 1918

WHO ARE WE GOING TO GET TO FLY THESE THINGS?

GOD KNOWS.. THEY'RE BLOODY DANGEROUS, YOU'D HAVE TO BE AN IDIOT..



LET'S GET ARROGANT, SELF OBSESSED, OVER CONFIDENT PUBLIC SCHOOL TYPES. IDIOTS THAT THINK THEY'RE INVINCIBLE. SMART UNIFORMS, A LITTLE EXTRA PAY, TELL THEM THE GIRLS FIND THEM IRRESISTIBLE AND HOPE THEY NEVER REALISE THEIR LIFE EXPECTANCY IS 23.

## A 'bit' of History about Mail & Early Airplane

A wonderful 'bit' of History from Laurie Anderson – February 20, 2020



1) All across USA, 70-foot concrete arrows can be found in remote locations; 2) They come courtesy of US Postal Service's Air Force and will point you all the way across the continental United States; Built in 1924 to guide postal planes in the right direction as they carried mail from coast to coast. 3)



1) These old planes couldn't rely on radio much of the time, so they used these arrows, with beacon towers, to navigate; 2) There has been an effort to restore and preserve them, like this one in New Mexico complete with its generator shack

1) These old along



World War II brought new advances in radio technology that effectively made the towers & arrows system obsolete. The towers were mostly dismantled; 2) Arrows & beacons bisect United States from San Francisco to New York City. 1)



1) The US Postal Service even had a stamp that showed a tower and an airplane delivering mail; 2) This is a pretty cool piece of history, even if it was short lived. To think of those early postal pilots navigating like this from coast to coast is mind boggling; 3) The towers were 50 feet tall and fixed with gas lights that could be seen from 10 miles away in order to help pilots find their way. This is a model of the arrows and towers in their heyday.

## On the Wreckord by Ron Wanttaja

Harmon Rocket– South Carolina: The airline transport pilot was conducting a local flight. Several witnesses observed, and GPS data confirmed, that the accident airplane flew a significant portion of the 38-minute flight at low altitude, at least twice flying as low as 50 ft above ground level. The airplane subsequently collided with power lines that spanned the river.

Toxicology testing of the pilot revealed the presence of a muscle relaxant with potential mental and physical impairing side effects; however, the levels of the drug or its effect on the pilot's decision-making could not be determined based on the available information. (3/24/16)



*NTSB Photo Showing Utility Cable Wrapped Around the Engine*

## On the Wreckord by Ron Wanttaja

Fly Baby- Oklahoma: The pilot reported that during the initial climb, the airplane aerodynamically stalled. He reported that he was unable to recover the airplane due to the low altitude and the airplane impacted a field off the departure end of the runway. The airplane sustained substantial damage to the fuselage, right wing, and right elevator. (4/2/16)





## On the Wreckord by Ron Wanttaja

Lancair IVP—Texas: On the initial approach for landing in the turboprop-equipped airplane, a gust of wind caused the airplane to "balloon" and that the pilot elected to execute a go-around. On the second approach, the airplane touched down "just left" of the runway centerline. However, when the pilot placed the propeller into beta, the nose landing gear collapsed. He was unable to maintain directional control, and the airplane subsequently departed the right side of the runway. He "felt a loud bang" after the airplane exited the runway pavement.

A postaccident examination of the airplane landing gear system did not identify any anomalies consistent with a preimpact failure or malfunction. The nose landing gear strut, wheel assembly, support structure, and extension/retraction linkage appeared to be intact. In the absence of any confirmed failures related to the nose landing gear installation, the cause for the nose landing gear collapse could not be determined. (4/1/16)



# NEWSLETTER



Chapter 26  
EXPERIMENTAL AIRCRAFT ASSOCIATION  
March 2020

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The Newsletter of EAA Chapter 26

