

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXIX No. 7 ❖ July 2021

President's Letter

*Virtual Meeting
This month*

Video call link:

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

We in Seattle always say that summer begins July 5th. Not so this year! Did you survive our heat wave? My wife was out of town in air-conditioned conference rooms while I was melting at my house. I heard that the airlines had to cancel flights due to the temperature making the density altitude to be out of the limits. That is a topic we can discuss ... how high do their charts go when they do the flight tests?

We usually do not have a meeting in the month of July due to the Arlington Fly-In and Oshkosh. Arlington has changed their dates, so that is no longer a factor. August 21 & 22. I see that they have completely changed the whole thing this year! They are calling it Arlington Skyfest, and it is a 'drive-in' air show on Saturday, with a Pilot Social on Sunday. All tickets have to be pre purchased with no sales at the gate! Check out the website - <https://www.arlingtonskyfest.com>.

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*This month:
Again:
Virtual Meeting
Thursday @ 7:30*

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

Meeting Topic:

FUTURE EVENTS

TBD what happens in the rest of 2021

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President's newsletter (Continued)

Many of you know that I usually go to Oshkosh for three weeks each summer. I teach at the Air Academy for the week before and the week after convention. They notified us back in February that they were cancelling all of the summer camps this year. It requires a lot of advance work of recruiting and training all the personnel to run a camp, and they couldn't do that with not knowing when the restrictions would be lifted. So I am at home this year. They are having convention, but I don't know how well it will be attended. Although, I understand Sun-n-Fun was a big success. We would love to hear all about it from anyone who attends.

We watched the Emerald Downs fireworks display from the Auburn Airport hangars. This is the second time we tried this idea. It was a pretty good show! The people watching is always interesting too. And we were treated to a bit of an air show in the process. There was a Cherokee and a Comanche that took off in formation heading north. The Cherokee lifted off but did not climb until the last minute. We thought they were not going to clear the power lines at the end of the runway. It may have been safe, but it certainly did not look like it from our perspective.

Steve Crider is in the process of contacting BFI about in person meetings now that the state is supposed to be opening up and getting somewhat back to 'normal'. So far, they tell us that we are too many to meet in our same room. The large room that we use for the Christmas party was already booked for this week, so it is back to an online meeting again for this month. They say that they are under the same rules as the airlines as far as everyone is required to still wear masks. We are still trying to get back to meeting in person for next month.

Hope to see you on the computer on Thursday.

~Dave



Turn Your Old Parts Into New Money at Aeromart



July 1, 2021 – Since 1992, one of AirVenture’s most popular attractions for builders and restorers has been Aeromart, the place to buy and sell aircraft parts. Call it a swap meet, consignment sale, or a “clean-out-your-hangar” sale; Aeromart provides one of the best places for individuals to sell their extra aircraft parts and other aviation-related items. Each year approximately 21,000 people visit the Aeromart sales tent to shop through the almost 6,000 items that are consigned by more than 300 different vendors. Those vendors are EAA members with unused or extra aviation-related parts and tools who turn them into extra money, while possibly helping others complete their projects.

“Selling your surplus aircraft parts and pieces at Aeromart is really a great service to the aviation community as it keeps hard to find parts available to your fellow builders and restorers,” said Charlie Becker, EAA director of chapters and homebuilt community manager, who is currently building a Super Cub clone. “That item you no longer need could be just the thing to help someone move forward with their homebuilt or restoration and it keeps it from ending up in the trashcan.”

For more information, visit EAA.org/Aeromart.

GPS Protection Bill Introduced to Senate

June 24, 2021 — U.S. Sens. Jim Inhofe (R-Okla.), ranking member of the Senate Armed Services Committee, Tammy Duckworth (D-Ill.), and Mike Rounds (R-S.D.) introduced the RETAIN GPS and Satellite Communications Act on Wednesday, which, if passed, would force communications company Ligado to pay the private and public sector costs associated with any GPS interference from their terrestrial-based 5G telecommunications.

“GPS and satellite communications don’t only impact our military — we rely on it for so much of our day to day lives, which is why we need to take steps to protect not just the federal government from the harmful decision, but all state and local governments, private entities and consumers too,” Inhofe said. “Our nation has an integrated public and private sector infrastructure to support the reliability and use of GPS and satellite communications to navigate our cars and boats for recreation and commerce, to plow our fields, to manage equipment for transportation construction projects, to track our exercise and to predict weather patterns – the list goes on. When Ligado’s effort to repurpose spectrum causes interference in the infrastructure of those systems, as tests have shown it will, consumers and taxpayers shouldn’t bear the burden of updating countless systems. That cost should only be borne by the responsible party: Ligado.”

Commercial and general aviation interests were both opposed to Ligado’s 5G wireless plan that was ultimately approved by the Federal Communications Commission, as it could cause interference with GPS signals increasingly relied upon for air traffic separation and aircraft navigation, including precision and nonprecision instrument approaches. The Department of Defense also came out strongly against the proposal as a technology that could cost billions of dollars to replace GPS equipment in military aircraft.

EAA remains adamantly opposed to inappropriate frequency spectrum allocation and use that could degrade the accuracy or integrity of GPS signals, radar altimeters, and other systems that have become integral to the utility and safety of the national airspace system.

EAA Free Webinars and News

7/14/21 7 p.m. CDT

Get Your Gas In Gear: Preventing Misfueling Accidents
Qualifies for FAA WINGS and AMT credit. By Prof. H. Paul Shuch

Several times each year, GA aircraft crash on takeoff because they were serviced with the wrong type of fuel. In this FAA Safety Team WINGS and AMT award webinar, Prof. H. Paul Shuch will teach you how to determine the proper fuel to use in your aircraft, and ensure that it never suffers the slings and arrows of outrageous fueling. Qualifies for FAA WINGS and AMT credit.

8/3/21 7 p.m. CDT

Homebuilt Highlights from AirVenture
Homebuilders Webinar Series
By: Marc Cook

Kitplanes Magazine's Editor in Chief Marc Cook will cover the important homebuilt news, products, and just plain cool aircraft that caught his eye at AirVenture 2021. Even if you attended AirVenture 2021, put this one on the calendar as you just can't see it all.

8/18/21 7 p.m. CDT

How to Become a CFI
Qualifies for FAA WINGS credit.
By Radek Wyrzykowski

During his two decades as an aviation educator, Radek Wyrzykowski trained and signed off dozens of successful flight instructor students. Are you thinking about teaching in a light-sport, single-engine, or any other airplane? During this webinar, Radek will share his experience and knowledge about how to be successful if you want to become a certified flight instructor. This webinar is not just about regulations and requirements but about what it takes to be a successful CFI, how to pass your flight instructor practical test on the first try, and succeed after you have your certificate.

8/11/21 7 p.m. CDT

Runway Directional Control
Qualifies for FAA WINGS credit.
By Tom Turner

If you're going to have an incident or accident, most likely it'll happen because you lose directional control during takeoff or landing. Crosswind management is a big part of runway control but it's only part. Tom Turner from the ABS Air Safety Foundation will explore the elements of loss of directional control on the runway (LODC-R) and the steps you can take not only to maintain control, but to predict and avoid the causes of this very common type of accident or incident.

Twisp Airport Flapjack Fly-in (3 July)



Airlift Northwest



Miss Veedol

A Spartan Executive doing a low pass behind an Electra



People that are eating their fill of pancakes



Cool old cars

On the Wreckord by Ron Wanttaja

Titan T-51 – Arizona: Immediately after takeoff for the local flight, the airplane began to vibrate. As the pilot transitioned the airplane to the downwind leg, the vibration increased, and the engine then experienced an overspeed and lost all power. The cockpit filled with smoke and the pilot subsequently performed a forced off-airport landing, which resulted in substantial damage to the left wing and aft fuselage. The airplane had accrued about 43 flight hours since its construction, which was completed about 2 years before the accident. Examination of the propeller speed reduction gearbox revealed that the teeth of the input drive gear had separated, which caused a loss of drive continuity to the propeller. The drive and idler gears did not appear to meet the manufacturer's case hardness requirements; however, evidence suggests that the gearbox had undergone severe heat buildup during the failure sequence, which may have subsequently altered the hardness. (6/4/2017)



On the Wreckord by Ron Wanttaja

Kitfox – Texas: The pilot departed on the local flight to practice touch-and-goes. The airplane impacted flat, open terrain just after takeoff and was consumed by a post-impact fire. There were no witnesses to the accident. The wreckage was confined to a small area, and the orientation of the wreckage was consistent with an aerodynamic stall and spin. Examination of the airframe revealed no evidence of mechanical malfunctions or failures. Engine drive train continuity was established. The propeller blades and spinner did not exhibit evidence of rotation at the time of impact. The damage precluded a thorough examination of the engine ignition system. The pilot's wife said that the pilot had been having ignition issues with the airplane, and described them as the engine missing or quitting entirely during high-powered run-ups. An acquaintance of the pilot reported that the pilot had resolved the ignition problem; however, the pilot did not specify how he had done so. (6/3/2017)



On the Wreckord by Ron Wanttaja

Sonex – Washington: During cruise flight, the airplane began vibrating, followed by a loud bang. The pilot saw the propeller separate from the airplane and he subsequently performed a forced landing to a road. During the landing roll, the left wing impacted a guy wire, resulting in substantial damage to the left wing.

Postaccident examination revealed that the crankshaft separated at the forward main bearing journal. The area of separation exhibited beach marks propagating from the woodruff key area throughout most of the separated surface area. The flywheel mounting flange attached to the crankshaft and the flywheel mating surface showed material deformation at several screw holes and two fractured screw shafts that remained in their holes in the mount. A 1/4-inch wide area of fretting was noted around the outer circumference of the mounting flange and flywheel mating area. The trigger shaft, which was attached to the flywheel, displayed scuffing and material deformation at the locations of the flywheel mounting flange screw heads.

The pilot/builder reported that he found no torque values in the manufacturer's assembly manual during assembly of the flywheel and he was uncertain of the torque that he applied to the screws, although he thought that it was sufficient. It is likely that he did not adequately torque the screws during installation of the flywheel, which allowed the screws to loosen over time, resulting in elongation of the screw holes and fretting on the flywheel mounting flange and flywheel mating surface. (6/3/2017)



NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION
July 2021

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THE WIRES



The Newsletter of EAA Chapter 26

