

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ♦ Seattle, WA ♦ Volume XXVII No. 05 ♦ May 2019

This Meeting:

2nd Thursday This Month
9 May 2017

Location

Boeing Field terminal building
7259 King County Airport
Access Rd, Seattle, WA
98108

President's Letter

Well here it is another month, and I am still playing with my ADS-B. After about 13 tries and hours of install rework, pain and suffering, it still has not passed. My last attempt was this weekend. The customer support people told me how to adjust the transponder sensitivity to get the Baro Alt reading to work. My future son-in-law flew with me to work the iPad while I did the flying. After a few adjustments it started to give a proper reading. Sunday morning I flew for 45 minutes and monitored the readings the whole time. It had no misses at all, from 2000' up to 4800' and back down to 1500'.



Continued on page 3

This month:

May Meeting

Thursday 9 May

Meeting Starts: 7:30 PM
At the Boeing Field Terminal Building

Meeting Topic:

Ron Wattanja

OFF TO FIGHT THE HUN:
The Lewis Gun and Great War aviation

FUTURE EVENTS

13 June 2017

It's flyable out!
Go fly! Have Fun!

EAA News from National

FAA Issues ADS-B Out Airspace Policy Statement

April 4, 2019 - The FAA issued a policy statement on Monday that details a one time at a time policy for operators of non-ADS-B Out equipped aircraft to operate in ADS-B airspace after January 1, 2020.

The policy is not intended for daily operations through ADS-B airspace, but instead as a way for those who have not equipped to operate in ADS-B airspace, which includes Class A, B, and C airspace, airspace above 10,000 feet MSL, and areas within 30 nautical miles of a Class B primary airport.

The areas requiring ADS-B are largely similar to those that currently require a Mode C transponder, and it is EAA's position that requesting access as laid out in the policy statement should work largely the same way that it currently does for those without a transponder: with a phone call to ATC in the airspace in question at least one hour before the proposed flight.

Additionally, there is a website proposed that could be used to request access as well, a welcome addition to the already proven methods of requesting access to airspace.

The full policy statement [is available online](#). EAA will continue to monitor ADS-B policy as 2020 draws ever closer.

Current edition of EAA Experimenter

<http://www.eaa.org/experimenter/>

Check out the EAA Hotline Archive:

http://www.eaa.org/ehotline/archive_index.asp

2016 OFFICERS

President: Dave Nason

Vice Pres: Steve Crider

Secretary: Don Davis
425.822.3439

Treasurer: Tom Susor
206.632.1397
stsusor@msn.com

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

President's Letter (Continued)

However, the report came back that it still failed. I sent in the request to have the FAA look at the results by hand to find out what is wrong. I really do not expect any answer, but just hoping. I may have to adjust the sensitivity some more or something. I am not sure!

We flew instrument approaches in the evening, getting ready for the summer flying. I am working to figure out the iPad charts, and how to get the info, etc. More fun and games for this NON-computer guy!! You know summer is around the corner when all the flyers for Fly-Ins are flooding your inbox. Hope you are able to enjoy this beautiful weather.

Ron Wanttaja will be sharing this Thursday. See you then.
~Dave Nason



Missing Elements

Category	NACp	NACv	Vel	Flight Id	Mode 3A	Emit Cat	Baro Alt	Geo Alt
% Fail	0.00%	0.00%	0.00%	0.05%	0.00%	0.04%	0.00%	0.01%
Max dT	00:00:00	00:00:00	00:00:00	00:00:29	00:00:00	00:00:29	00:00:00	00:00:01
MCF	0	0	0	2	0	2	0	1

Integrity & Accuracy

Category	NIC	NACp	NACv	SIL	SDA
% Fail	0.03%	0.00%	0.00%	0.00%	0.05%
Max dT	00:00:02	00:00:00	00:00:00	00:00:00	00:00:29
MCF	2	0	0	0	2

Importing aircraft - Sometimes sad

I landed in Ashland Oregon and saw this very interesting aircraft. It's labeled as "EXPERIMENTAL" It had obviously been there a long time without any activity. I talked to an employee at the local FBO and he said it was a polish plane that someone had imported, got it all ready to fly, but after a high-speed taxi test, the pilot that had been hired to fly it decided he didn't want to do it. That was 7 years ago.



Some kids need a little Lift to see Aviation as a Career

By Brad Tilden, Alaska Airlines CEO and Seattle Times - May 1, 2019

In aviation and in other realms, “lift” is the force that lifts airplanes into the sky, pulls sailboats forward, and makes propellers on windmills work. In 1738, a guy named Daniel Bernoulli figured this out. Specifically, he figured out that as the velocity of a fluid (air or water in these cases) increases, pressure decreases. So engineers went to work. With airplanes, they built curves into the wings to force air above the wing to travel farther, and therefore faster, than air below the wings. This simple idea creates high-pressure air below the wing, and low-pressure air above the wing, and it is what keeps airplanes aloft. Magic!

As our region grows faster than the Seattle skyline, adding jobs and opportunities, we have a moral imperative to figure out our own version of Bernoulli’s principle, something we should have figured out a long time ago. The question is how do we lift kids from *all* backgrounds and circumstances into the futures that they deserve.

Over the next five years, 740,000 jobs will be added in Washington State. The majority of these will be in highly skilled positions. We’ll need teachers, nurses, technicians, builders, aviators, and more. Some 70% of these jobs will require some training or education beyond high school, but only 31% of our kids are achieving this higher level of learning today. If we don’t fix the imbalance, we’ll most likely import the talent, which means our own kids, especially those kids from more economically challenged backgrounds, will miss out on the opportunities that they so clearly deserve.

As an industry, aviation offers a diverse array of jobs, and a chance to move between them throughout a career. Our state has the largest concentration of aviation and aerospace activity of any in the nation, and Boeing estimates our industry will need 206,000 new pilots and 189,000 new maintenance technicians over the next two decades. To fill these jobs, Alaska Airlines is working with local schools and colleges to make sure we fill these key positions.

Continued on page 6

Some kids need a little Lift to see Aviation as a Career

(Continued)

In the meantime, one thing that all of us should do is expose our young people to potential career options. We can do this by partnering with local school districts, by mentoring and creating programs that enable kids to find their voice and believe in their strengths, by providing internships for young people to explore work pathways, and by hiring, training, and promoting a diverse workforce. If kids can see the destination, it will help them find a way to get there.

This Saturday, Alaska Airlines employees will lead our 11th Annual Aviation Day, and we expect more than 1,200 students to visit our hangar – more than ten times the number who came more than a decade ago. Young people, largely teens, will explore aircraft designs with engineers, kick the tires of an F-18 fighter (and a 737!), and test their skills on our flight simulators.

Many who have attended Aviation Day have gone on to careers within the industry. People like Brendan Cray, an aircraft technician for Alaska who credits Aviation Day for steering him toward a career in aviation.

Like an airplane taking off, an event of this size is a team effort. As the real experts, our employees create and lead Aviation Day. But we couldn't do this without great partners – the Boy Scouts, Girl Scouts, U.S. Air Force and Reserves, Sea- Tac Airport, local community colleges and flight schools. Together, we ensure kids can have new experiences, ask questions, and connect with resources for their futures.

Middle school students in Highline are some of those who inspire us. A few years ago, when we asked them about their dreams for the future, many told us they didn't think they'd be qualified for jobs in aviation – despite growing up with aviation all around them. Some didn't even know these jobs existed.

Our goal at Aviation Day, and beyond, is to ensure every kid believes they can work in aviation – or another great career option. But this is a path – not a single step. We recognize that year-round efforts are needed across many fronts:

- Our partners at Highline Schools, Museum of Flight, and Pacific Science Center fuel possibility and creativity throughout the year.
- Scholarships at Port Jobs enable airport employees to finish their education or pursue training for career advancement.
- Our Rotor Wing and Camo2Commerce programs support vets to leverage their valuable skills from the military as commercial pilots and maintenance technicians.
- We pledged with Sisters of the Skies to significantly increase the number of female African-American pilots by 2025 – to hire the best pilots and ensure a pipeline of talent full of young people who can see themselves anywhere.
- We are inspired by Starbucks' commitment to opportunity youth, Boeing's Core Plus curriculum development, Vigor's community workforce training programs, and many other local companies.

Bernoulli's principle of lift took our world to places our ancestors would never have imagined. Let's enable kids, including those furthest from opportunity, to reach new ones, too.

On the Wreckord

Recent Homebuilt Accidents from the NTSB Web Page, *courtesy of Ron Wanttaja*

Comp-Air – Michigan: While on a left downwind in the airport traffic pattern after conducting a cross-country business flight, the pilot extended the flaps 10 degrees. While on short final, he fully extended the flaps, and shortly after, the left wing dropped. The pilot attempted to correct the left wing drop by applying right aileron and rudder; however, the airplane did not respond. The pilot chose to conduct a go-around and increased engine power. The airplane subsequently pitched up, and the left turn steepened. The pilot subsequently reduced engine power, and the airplane began to descend. The airplane struck the ground short of the runway, and the left wing separated from the fuselage.

Examination revealed no preimpact mechanical anomalies that would have precluded normal operation. The right aileron trim and the left rudder trim were in positions that would have resulted in a right turn and a left yaw. Further, a witness reported that the airplane appeared to be in a cross-controlled attitude while on final approach to the airport. It is likely that the pilot's improper use of the trim led to a cross-controlled situation and resulted in the subsequent stall during the attempted go-around. (10/15/2015)



On the Wreckord

Recent Homebuilt Accidents from the NTSB Web Page, *courtesy of Ron Wanttaja*

RV-8 – North Dakota: The pilot/owner had just finished building the unregistered, noncertificated airplane and was conducting the flight to seat the piston rings on the newly installed engine. During the flight, he detected the odor of fuel in the cockpit. He continued the flight, and shortly after, the engine power decreased to idle. He continued to fly away from the airport while he tried to regain engine power. The pilot then turned back toward to the airport, and the engine subsequently experienced a total loss of power. The pilot determined that the airplane was not going to be able to reach the airport, so he chose a field for a forced landing. During the landing, the pilot lost directional control of the airplane due to the rough terrain, and the airplane impacted a parked tractor.

A postaccident examination of the engine revealed that the fuel line between the mechanical fuel pump and the fuel injection servo was disconnected. The pilot stated that the engine was delivered with this fuel line installed and that he did not check the tightness of the fuel lines after installing the engine on the airplane. (10/6/2015)

NOT THE ACCIDENT AIRCRAFT



On the Wreckord

Recent Homebuilt Accidents from the NTSB Web Page, *courtesy of Ron Wanttaja*

Breezy – Texas: The pilot reported that he had been practicing touch and go landings on an airport runway and taxiway. He then made a successful simulated engine out landing on the runway, following that, he then attempted a simulated engine out landing on the opposite end of the runway. The pilot reported that during the approach, "the turn to downwind caused the speed to decay so I lowered the nose to attempt to regain the speed". He lowered the airplane's nose to regain airspeed, but reported that he realized the attitude was too steep and applied full power in an attempt to recover. The pilot was unable to slow the descent rate and the airplane landed hard. The airplane sustained substantial damage to the fuselage and wing struts. (10/5/2015)



NEWSLETTER



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

WIND IN THE WIRES



The Newsletter of EAA Chapter
26

