

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ♦ Seattle, WA ♦ Volume XXXII No. 3 ♦ March ♦ 2024

President's Letter

A few weeks ago, a friend came back from a trip to Maui, Hawaii. He sent me a picture of the local weather forecasting equipment. It was a coconut suspended by a rope. The sign would interpret what was happening.



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

Second Thursday
At 7:30 PM

This month:

***Dale Weir Historical
Photos
By Ron Wanttaja***

***This Month:
Meet in person at BFI
terminal!***

***Also online:
<https://us06web.zoom.us/j/84266433832?pwd=Y1rtb65lj32qKGDr1QaEE2t0HtXPj9.1>***

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President's Letter (Continued)

We went flying in the Falco on Saturday morning. It was nice but windy. It was actually really windy, probably 35-40 mph winds at 2000'. We might have seen that missing coconut go flying by. On base leg for 15 at Crest, I was indicating 110 mph and the ground speed was 66 mph. I had a good crosswind on the landing. It usually settles down close to the runway. Later on, after a storm went through, I made some landings in the C-150. Only about a 20 mph headwind straight down the runway, so it was okay. You must plan the approach to stay high, knowing you will settle on short final. I don't want to be dragging it in with power. Lots of good practice and fun. Some people question my thinking occasionally.

This week, Ron Wanttaja, will show pictures from the building of Peter Bowers Fly Baby when they originally built it. We might also get Cameron to talk about the EAA Boot Camp he attended last Saturday.

See you Thursday,
~Dave Nason

Program Details:



As a teenager in the late '50s, Dale Weir lived near EAA Chapter 26 co-founder Pete Bowers. Dale offered to help Pete with the construction of the first Fly Baby, and ended up taking many of the famous photos of Pete and his creation. Dale allowed Ron Wanttaja to scan his photo collection, and the program will be a trip down Seattle homebuilding's memory lane.

News

EAA Supports Local Advocacy Efforts to Change Colorado Legislation

Representatives from four national aviation associations, including EAA, supported the efforts of state organizations, such as the Colorado Pilots Association (CPA) and the Colorado Aviation Business Association (CABA), which provided testimony supporting amending House Bill HB24-1235. Colorado's House Transportation, Housing & Local Government Committee convened on Wednesday, March 6, to hear testimony on the recently introduced bill, titled Reducing Impacts of Aviation on Communities. Since its introduction, local groups, including CABA and CPA, have worked closely with the bill's sponsors and coordinated the efforts and preparation with EAA and others. These efforts resulted in the bill's sponsors introducing an amendment before the hearing, which addressed many of the aviation community's concerns and resulted in the bill garnering support from the aviation community. Aviation groups, including AOPA, NBAA, and NATA, supported amendments to several sections of the bill. They also highlighted general aviation's value to Colorado, the importance of ensuring its future, and the efforts underway to ensure a safe and smart transition to unleaded aviation gasoline through the Eliminate Aviation Gasoline Lead Emissions (EAGLE) and the efforts of fuel developers. The advocacy efforts of CABA, CPA, and others, coupled with the willingness of the bill sponsors, Rep. Kyle Brown, Rep. Shannon Bird, Sen. Steve Fenberg, and Sen. Rachel Zenzinger, to engage and work with all parties, demonstrates the value and effectiveness of coordinated local advocacy by EAA members and others.

WA airports might potentially sue state for diverting fuel taxes

Multiple entities have started trying to determine if a lawsuit against the state is likely to address an issue where it seems that the state has been diverting aviation fuel taxes to other purposes. The amount is suspected to be \$59 million a year, and has been this way since 2014. The result is that the state has failed to provide funding for state aviation purposes such as runway maintenance.

On the Wreckord

Zenith CH-750 - Kentucky: The airplane had a total loss of engine power while in a descent. The pilot was unable to restart the engine and a forced landing was completed to rough terrain, during which the airplane landed hard and nosed over.

An engine examination revealed the No. 3 exhaust valve was stuck open. The airplane was equipped with an UL Power engine equipped with an electronic fuel injection and ignition system. The engine control unit (ECU) continuously controls the air-fuel mixture and ignition timing based on readings from multiple sensors, including a crankshaft position sensor that provides the engine speed and position of each cylinder's piston and valves. It is likely that the stuck No. 3 exhaust valve adversely affected cylinder compression, engine timing, and fuel delivery to the cylinders. (6/29/2019)



On the Wreckord

Glasair - California: After the pilot advanced the throttle for takeoff, the engine lost all power and a fire erupted in the engine compartment, causing substantial damage to the fuselage and left wing.

Construction of the airplane was completed almost 31 years before the accident, and the airplane sat idle for the 15 years leading up to its last inspection, about 8 months (33 flight hours) before the accident. The fire appeared to originate in the area of the gascolator and engine-driven fuel pump, an area that would have experienced relative movement between the engine and airframe while in operation. The airplane was equipped with rubber fuel hoses, none of which appeared to have been replaced since the airplane was built. It is likely that the hoses, due to their excessive age, degraded and became brittle over time, resulting in a fuel leak and eventual fire. (6/30/2019)



On the Wreckord

Pietenpol- Washington: This was the first test flight after the experimental, amateur-built airplane had been reassembled following purchase and transport. The pilot performed two high-speed taxi runs, back taxied, and then took off. During the landing roll, "the left front landing gear attachment lugs broke off the mount fitting." The pilot lost directional control of the airplane, and it ground looped to the right. The airplane entered a ditch and nosed over. (7/6/2019)



NEWSLETTER



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EXPERIMENTAL AIRCRAFT ASSOCIATION

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