



WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XXXII No. 8 ❖ August 2024

President's Letter

Seafair just ended with the Blue Angels and all the airplanes along with the hydroplane races. We even had Chamber of Commerce weather so people will forget that it rains all the time in Seattle.

We were able to go to Oshkosh for a few days and enjoy the show and the mid-west weather. Each year our trip is an adventure and this year was no exception; auto pilot not working, radio static, HOT, rough air ... but the plane did fine.

I even made a decent landing at Helena. Each year that is the first wide runway I have seen in a while and it is easy to flare too high and drop it on. But, I just look at a part of the runway and it worked out okay.

My wife takes lots of pictures along the trip and during the week. It is always fun to see what her perspective is of trip. We always park close to the Homebuilders check in building so we are the gathering point for all of the Falcoholics.

(Continued on next page)

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

**Second Thursday
At 7:30 PM**

**Discussion of
Oshkosh and other
Summer Flying
Activities**

(Bring your photos)

2024 OFFICERS

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President's Column - Continued

Seeing all the friends we only see once a year is like a yearly family reunion for a week! Cameron Lerum made a beautiful sign to represent Chapter 26. While we were there, he and Franklin mounted it on the sign post in front of the Blue Barn. It was fun looking at all the variety of signs from all over the country. There are four sign posts!

Looking forward to see what pictures and adventures everyone has had. Come to the meeting Thursday night and we will swap stories and pictures.

Dave



Major Changes to FAA Mental Health, Cardiac, and Vision Policies

The FAA has released a substantial update to their Guide for Aviation Medical Examiners that includes major improvements for the agency's protocols for mental health, coronary heart disease, and some ophthalmologic conditions. The "AME Guide" serves as the main public-facing document for medical policy published by the FAA.

Among the most anticipated changes are those to mental health policy. For the first time, individuals with a history of certain "uncomplicated" diagnoses that have been treated by psychotherapy (including active treatment), have not been medicated within two years, and meet other screening criteria for risk factors can be approved for a medical certificate directly by the AME without a special issuance. These range from generalized anxiety disorder to unspecified depression to PTSD.

An AME can directly issue a medical certificate to individuals with these diagnoses, even under active treatment with psychotherapy, if they meet the criteria on the FAA's decision tool.

For decades, a common complaint from EAA members with coronary heart disease* was the time and expense of the annual recertification process. This often involved annual stress tests and other expensive procedures that insurance frequently refused to cover. Since 2017, many GA pilots in this situation have understandably gone to BasicMed.

Now, the FAA has rolled out a simple recertification status sheet for the treating cardiologist to fill out upon renewal for those pilots who qualify for an AME Assisted Special Issuance (AASI). Stress testing and some other procedures will still be required on initial certification, but now the FAA will accept a simple affirmation from the cardiologist that the individual's status has remained stable in the past year and that there are no significant medical concerns for most pilots. This is a major win for anyone with coronary heart disease who requires FAA medical certification.

Lattice degeneration is a condition of the eye's retina that affects 1 in 10 individuals, according to the American Academy of Ophthalmology. In a new protocol, the FAA has announced that individuals who otherwise meet the vision standards for the class sought and have no complicating symptoms can receive a normal issuance from the AME. As always, those with more complicated cases may still be eligible under a special issuance.

"This is a very strong, good faith effort by the FAA to address community concerns on their evaluation criteria, particularly on their mental health standards, said Tom Charpentier, EAA government relations director. "It makes progress toward the envisioned end state laid out by the Mental Health & Aviation Medical Clearances Aviation Rulemaking Committee, and with the FAA's history of making changes in progressive steps we are confident that plenty of meaningful reforms are yet to come."



Ocean Shores Airport Appreciation Day

The Ocean Shores Airport Development and Operating Committee is thrilled to invite you to the highly-anticipated 2024 Airport Appreciation Day on August 24th!

Get ready for an unforgettable day filled with excitement and adventure at the Ocean Shores Municipal Airport!

Watch captivating aviation demonstrations that will leave you in awe!

Indulge in mouthwatering food from local vendors that will satisfy your cravings!

Immerse yourself in the rich history of the Ocean Shores Municipal Airport and discover its fascinating journey!

Mark your calendars and get ready to have an unforgettable day of fun, food, and aviation marvels!



Picnic Photos



Picnic Photos



Picnic Photos



Steve Cameron from Chapter 441 reports:

"The Young Eagles Rally on July 13th was a success. We flew 198 kids... 88 of the 160 pre-registered kids who showed up (72 no-shows), plus 110 walk-in kids with just 12 extremely motivated pilots (Bruce Finney, Doug Happe, Andrew Rerecich, Brian Funk, Daniel McCreary, Maher Welaye, Mike Prime, Nick Meyer, Bob Stoney, Stan Kasprzyk, Tom Brown, and Waylon Owens) who flew as many as 10 flights each.

"The good news is that we flew every kid who showed up by 2:30 and didn't have to turn away any kids who were signed up on the walk-in/standby list. Many thanks to everyone who helped or flew!

"We tried a Ground School for the first time, which really sped up the flying operation for the pilots. Shown here, Sommer Scott organized the Ground School team that included Brian Lee, Kat McCoy, and Eileen Bjorkman. I'm especially proud that our chapter supports this event because the demographic of kids we fly from the Auburn area tends to be those from families that face more challenges."



Photo Booth Aircraft – Cabin Waco owned by husband/wife airline pilots









The Static Display area at the south end included four homebuilts...a replica Demoiselle, Mike Sabourin's Long-EZ, Ron's Fly Baby, and Lee Potter's Glasair S/N 2



Not old enough to fly as Young Eagles? About a hundred tykes got to climb into the Fly Baby, and earn their Fly Baby wings. This little guy was NOT going to sit down, though....

Fly Baby Logo Model?

Amy Harbaugh holds her son, Henry, up to the Fly Baby logo to see if he matches the baby.

Amy is the daughter of longtime Chapter 26 member Mike Sabourin, whose Lindy-winning Long-EZ can be seen through the Fly Baby's windshield.



Yesteryear's Homebuilts: The Wheeler Express

MAD magazine once published a parody of the old “Give a man an inch...” aphorism which ended, “Give a man a yard, and he wants a swimming pool put in it.”

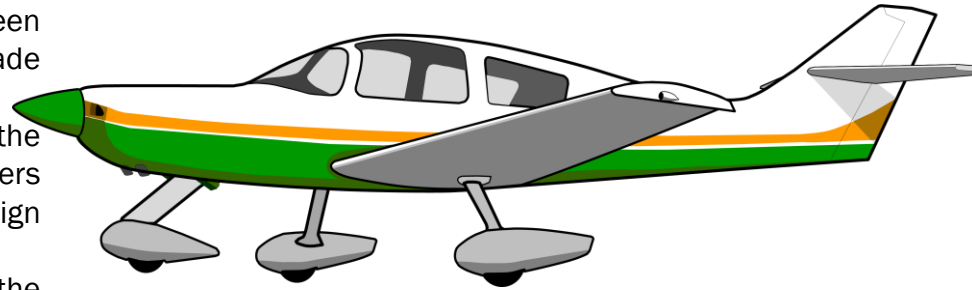
The Wheeler Express promised the swimming pool, a floating bar, and a colorful cabana stocked with scantily-clad models of one's favorite gender. Not only was it a sleek composite design which promised (and largely delivered) outstanding performance, it was a four seater.

Ken Wheeler was quite open about the development of the Express, talking at Chapter 26 meetings and inviting visitors into the shop. He even taught a certain young aviation writer the difference between “resin” and “rosin” without making him feel like a total idiot. It made its Oshkosh debut in 1987.

The Express had two interesting design features. First was the cruciform tail. Several GA manufacturers and homebuilt designers had dabbled with T-tails in the '70s and '80s, but the cruciform design was rare.

Second, the fuselage—unlike generations of plastic models and the practices of other kit manufacturers—was divided into top and bottom halves, not left and right. This meant you could install the panel and interior with good access, and lower the top half into the bottom when ready.

Gross Weight: 2,900 lbs
Empty Weight: 1,850 lbs
Wing Area: 130 sq feet
Stall Speed: 54 mph
Cruise Speed: 220 mph



Engines: Lycoming/Continental
180-260 HP



Yesteryear's Homebuilts – The Wheeler Express (Continued)

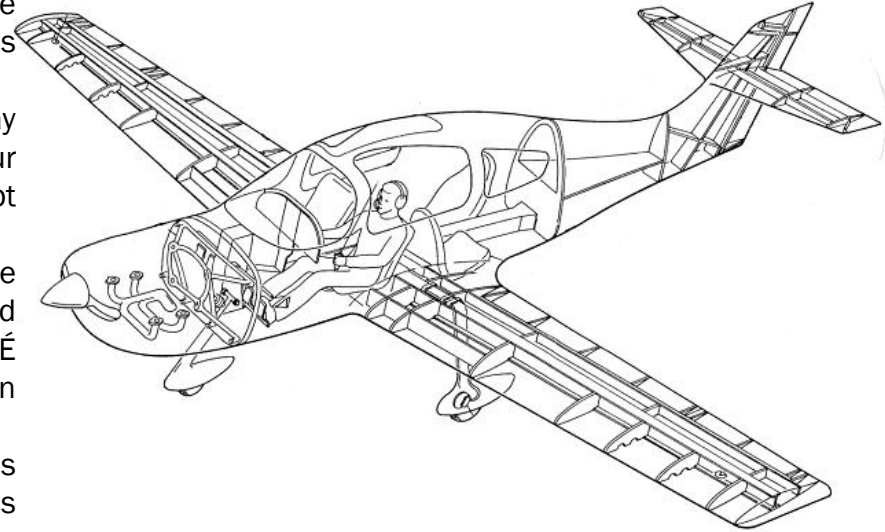
Two accidents involving company demonstrator aircraft soured the future of the company. The first, in October 1989, actually improved the reputation of the Express. There was considerable concern at the time regarding crash-worthiness of composite airframes, and the two occupants of Express N200EX walked away with minor injuries after slamming into several houses after engine failure.

No such luck in the crash of the second demonstrator, on its way to Oshkosh the following July. It spun in on the way, killing the four people aboard. The company never really recovered, going bankrupt two years later.

The NTSB ruled the second crash as pilot error, but later evidence came to light regarding poor yaw stability and inadequate low-speed control. This was noted in a performance evaluation by the CAFÉ Foundation published in 1997. At least one later accident has been attributed to poor low-speed stability.

The design went through several owners, with various modifications and sold under different names. The Express is currently sold by Composite Aircraft Technology. The design has been modified to include more tail area—and it eliminated the cruciform design.

About 100 examples have been added to the FAA registry, of which about 55 are still active.



On the Wreckord

Long-EZ - Alabama: While in cruise flight, the airplane "violently began shuddering," and the pilot immediately shut down the engine and attempted an emergency landing. The airplane was unable to reach the selected runway and landed about 200 ft short of the runway threshold in a rough, grassy area. After exiting the airplane, the pilot discovered that a portion of the trailing edge of the wood propeller had separated and penetrated the lower half of the right rudder control surface.

A postaccident examination of the remaining portion of the wood propeller determined that the propeller was manufactured from laminations of defect-free hard maple lumber that showed no signs of decay. An inspection of the separation surface indicated that the individual layers of the propeller were laminated together using an adhesive that resulted in a light-colored bond line.

According to the propeller manufacturer, the propeller was carved by hand and assembled using an adhesive that is advertised as "ideal for interior wood application." However, the adhesive had not been tested for applications in which extreme temperature fluctuations, pressure, and vibrations would be expected, such as those experienced during airplane operations. (11/11/2017)



On the Wreckord

T-Bird II – Kansas: The pilot and passenger planned on a short flight around the traffic pattern in an open-cockpit, light sport airplane. Shortly after takeoff, as the pilot turned downwind, he heard a "crack," and the engine started to vibrate and lose power. The pilot applied power, but the engine did not respond. He turned sharply left and then tried to stop the turn and descend, but the airplane continued to turn and descend until it impacted terrain.

A witness saw two objects fall from the airplane shortly after the engine sound "stopped." Both objects were retrieved. The first object was the passenger's knitted hat, the top of which was "chewed up" and had a line burnt/melted into it. The other object was one of the propeller blades. The accident is consistent with the passenger's hat exiting the cockpit and impacting the three-bladed pusher propeller. (11/5/2017)



On the Wreckord

RV-10 – Arizona: During the en-route climb, the pilot smelled antifreeze and realized that the engine was overheating. He then reduced power to idle and turned the airplane back toward the departure airport. As the airplane descended, the pilot added power, but the engine did not respond. He decided to land at a nearby closed airport; however, when he realized that the airplane would be unable to reach it, he performed a forced landing to a desert. During the landing roll, the airplane struck several bushes, which resulted in the nosewheel and left main landing gear collapsing and the left wing and fuselage sustaining substantial damage.

The airplane was powered by a modified automobile engine, which was equipped with two alternators and a water pump to circulate the engine coolant. The common drive belt that connected the two alternators and water pump was found detached. In addition, the upper and lower attachment bolts that secured one of the alternators were fractured, and the alternator was partially displaced. Examination of the fracture surfaces of both bolts revealed that they exhibited ratchet marks, consistent with fatigue fractures. It is likely that, once the alternator attachment bolts fractured, the common drive belt tension decreased, which resulted in the separation of the belt. (11/12/2017)



Not the Accident Aircraft

For Sale – S-18 Project

Hi fellow EAA members,

I am currently selling my unfinished S-18 project. If you or someone you know who is interested, please contact me at:

Norm Pauk: Tel: 253-561-4801

Email: Npauk@msn.com



For Sale – RV-12 Project

I have an extensive RV12 project for sale. Here's what's included:

Wings are completed, including landing light and strobes. Tail group and fuselage cone are completed

Fuselage is 80% complete, including controls, wiring, canopy. Panel completed, including Avidyne/Garmin/ELT package with 2 axis autopilot

Finishing kit includes landing gear, brakes, tires, fairings, wheel pants, control cables, seat belts, plexi, etc. (This the most expensive kit on the airplane).

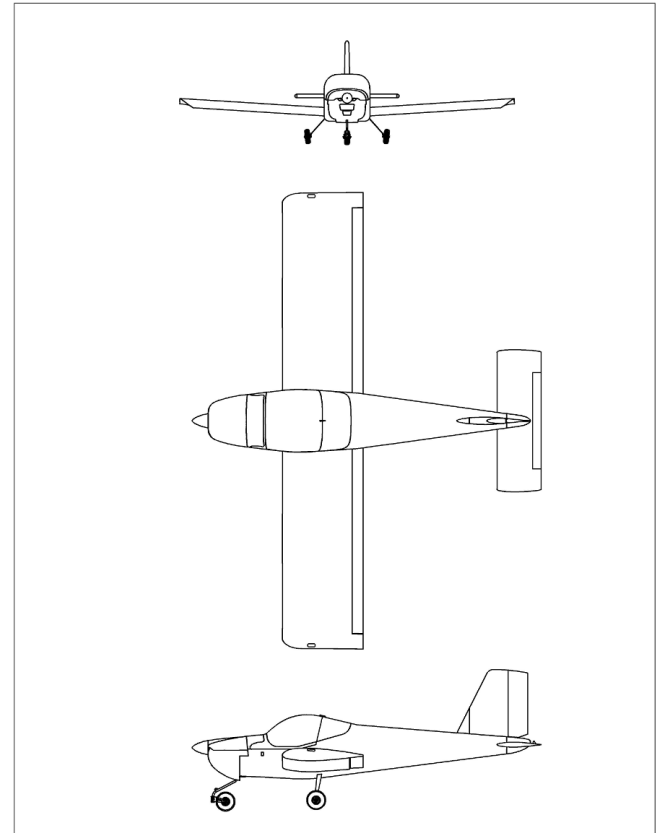
Factory built fuel tank.

Interior kitupholstery, side panels, sound proofing.

This is RV12 #616. It is designed for the carbureted 100 HP Rotax, and cannot be converted to the injected version. The kits were purchased 2011/2013. My cost was over \$50K. Duplicating today would be over \$75K. Price for all is \$45K.

Project is safely stored and available for thorough viewing in Anacortes.

Jeff Robinson
360-961-2482



For Sale – Europa Project

Oliver Paine and Brian Morse in New York have a Tri-gear Europa kit that is mostly complete in contents. The project was purchased from an estate and it was one of two kits that were purchased together. One was built and flown and this one was not started (Wings are still in original boxes).

They have not done a complete inventory of the Parts but the airframe and hardware appear to be there. However, there are a few items that are not included with the kit.

The nose cowl and motor mount were not included and glass for the windows. Airframe, Landing Gear (main and nose) wheels and tires are there. However, they have not been able to find the "Castor Nose Gear" (the part that the nose wheel bolts into). The nose gear mount and nose gear strut are there as well as the nose Tire and wheel assembly). The part is still available from Europa.

They are asking \$8,000.00 for the kit as is and want to sell the whole kit and not part it out. The kit is in very good condition with no damaged parts

Contact:
Brian Morse
315-372-3767
kmsmb@verizon.net

