WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXXI No. 3 ❖ March 2023

President's Letter

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

Second Thursday At 7:30 PM

The weather is still acting like winter but we do get a few breaks once in a while. I fly when I can to keep up to speed.

I need to keep doing instrument approaches to stay current. The requirement is six approaches every six months. Each time I do them, I tell myself I should fly approaches more often … but I doesn't seem to happen too much. My nephew is working on his instrument rating. I can ride with him as safety pilot while he practices. A while back we wanted to do ILS's but the winds were favoring 35 at Olympia and Tacoma, so that was opposite to them, so we couldn't. We went to Bremerton instead, even though it was opposite the VFR traffic flow. The controller and the people in the pattern cooperated nicely so we were able to get in three approaches to minimums without too much running around. It was all good practice because he had not done approaches for a while. I may not be holding the yoke but I still had to keep ahead of the airplane in my head.

(Continued on page 2)

This month:

Experiences at the Pacific Northwest Aviation Conference

By Dave Nason and others

IN PERSON AT BOEING FIELD

Thursday @ 7:30

Also meet online:
meet.google.com/jvg-uchh-ecu

President's news (Continued)

At my airport, we have had some elk tromping through, which chews up the grass but also leaves lots of piles that I have to go rake off to the side so as not to taxi over them and get it into the landing gear. I am certainly not looking forward to meeting any of them on the runway or taxiway.

We went to the Aviation Trade Show last weekend. We enjoy looking at all the booths and we see lots of friends and all the new things that are available. I got my new Aircraft Spruce catalog. It is easier to pack that five pounds back from Puyallup than Oshkosh. It is more current than my other one.

My nephew started an upset & spin recovery training course a while back. The weather and his stomach sent him home. He was able to go back a few weeks later and finish the spins – upright and inverted. (More guts than I have!) He is going to talk about the course and what he learned for our program this time.

See ya Thursday at 7:30.

~Dave

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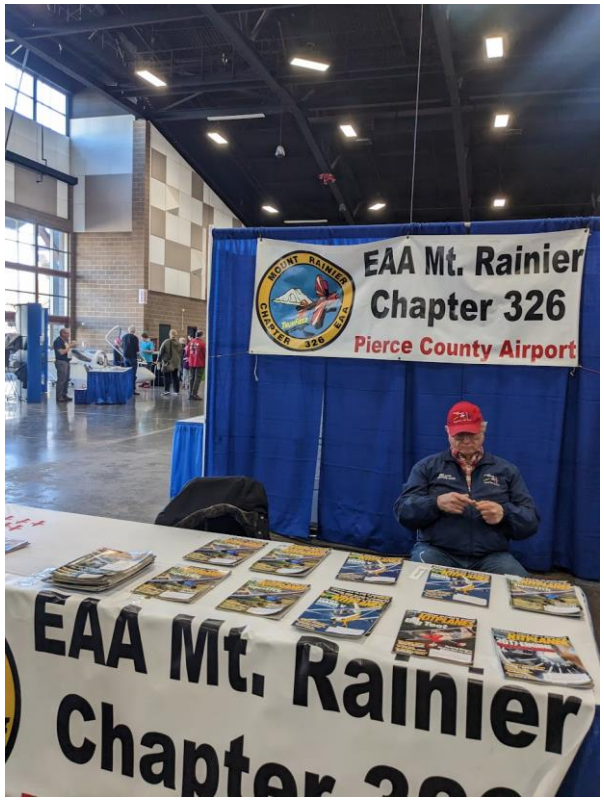
Aviation Conference Pictures



EAA Webinars

3/15/23 7 p.m. CDT
Advanced Skew-T Concepts
By Dr. Scott Dennstaedt

There are very few weather tools that provide so many important details as does the Skew-T log (p) diagram. Using the tool to drill down is a great way to augment your understanding of the big weather picture. Combined with surface analysis and prog charts, constant pressure charts, and a multitude of other analyses and forecasts, the Skew-T will add confidence that you are making the right decision to depart or perhaps stay on the ground. In this webinar, Dr. Scott Dennstaedt will do a quick overview of the base diagram and review lapse rates before we explore some advanced topics on how to use the diagram to determine the potential for convective processes including deep, moist convection and cumuliform cloud tops.

4/4/23 7 p.m. CDT
Task-Based Phase I Flight Testing
Qualifies for FAA WINGS credit.
By Tom Charpentier

Tom Charpentier from the EAA Government Advocacy staff discusses the new option for task-based phase I flight testing. Task-based phase I is an alternative to the standard 25 or 40 hour flight testing requirement for amateur-built aircraft. Tom will discuss the newly published Advisory Circular 90-89C guidance, enabling task-based phase I flight testing.

4/5/23
7 p.m. CDT
Ethics of Misdiagnosis
Qualifies for FAA WINGS and AMT credit.

Mike Busch

When an aircraft owner puts his aircraft in the shop and asks his mechanic to fix a specific problem, should the owner have to pay for work done or parts installed that don’t resolve the issue? That's the question the owner of a vintage Piper PA-12 Super Cruiser posed to maintenance expert Mike Busch. The question triggered a fascinating exchange between Mike and the owner about the ethics of misdiagnosis, and that's the subject of this webinar. Mike discusses what owners can do to avoid being victimized by this all-too-common situation.

3/14/23 7 p.m. CDT
The Curtiss Jenny
Museum Webinar Series
By Chris Henry

The Curtiss Jenny is arguably one of the most recognizable aircraft from its era. This is one of the airplanes that taught America to fly, and broke barriers.

FAA Publishes Task-Based Phase I Guidelines

Resulting from a multiyear sustained advocacy effort by EAA, this week the FAA published its guidelines for an optional task-based Phase I flight testing program. The program will primarily be an alternative to the standard 25 or 40-hour flight testing requirement for amateur-built aircraft, replacing the hours-based test period with a list of tasks to complete. When the tasks are complete and the aircraft is shown to operate as expected, and an Aircraft Operating Handbook (AOH) is created, the aircraft can exit the Phase I flight testing period.
Programs such as this, developed in cooperation between the FAA and EAA, are direct contributors to the significant improvement in the amateur built accident rate experienced over the past decades. It also demonstrates the commitment to safety and continuous drive to create a stronger safety culture that exists within our community. EAA's continued commitment to working with the FAA is a testament to our heritage and culture and is a key component to ensuring that the E-AB movement is able to continue and grow. The new guidance is housed in the recently updated Advisory Circular (AC) 90-89C, the Amateur-Built Aircraft and Ultralight Flight Testing Handbook. This is a wide-ranging document that the FAA first developed in partnership with EAA in 1989. The task-based program itself is found in Chapter 2 of the AC, beginning on pages 2-3.

The program prescribes a series of 17 individual flight test tasks, and recommends that the tests be flown per test cards carried in the aircraft. The program also requires the creation of an Aircraft Operating Handbook (AOH)* from the test results, which will benefit both the builder and any subsequent owners of the aircraft. Anyone, including kit manufacturers and type clubs, can create a test plan that accomplishes the prescribed tasks, and users of EAA's Flight Test Manual will find that it mirrors the program requirements.

FAA Rescinds LODA Requirement for Noncommercial Flight Training in Experimental Aircraft

On Wednesday, February 8, the FAA published a **Notice of Policy in the Federal Register** confirming that letters of deviation authority (LODAs) are no longer required for most flight training in experimental aircraft where the use of the aircraft is not being compensated. These LODAs were introduced shortly before AirVenture 2021 following a court ruling that almost all flight training in experimental aircraft was contrary to FAR 91.319(a)(2), which prohibited the operation of experimental aircraft for compensation or hire.

The new policy alleviating the need for LODAs is the result of the "James M. Inhofe National Defense Authorization Act for Fiscal Year 2023," the annual defense spending bill which was named for recently-retired Senator James Inhofe (R-OK, EAA 179992). The bill, signed into law on December 23 of last year, included language supported by EAA, AOPA, and others that stated the following:

A flight instructor, registered owner, lessor, or lessee of an aircraft shall not be required to obtain a letter of deviation authority from the Administrator of the Federal Aviation Administration to allow, conduct or receive flight training, checking, and testing in an experimental aircraft if--

(1) the flight instructor is not providing both the training and the aircraft;

(2) no person advertises or broadly offers the aircraft as available for flight training, checking, or testing; and

(3) no person receives compensation for use of the aircraft for a specific flight during which flight training, checking, or testing was received, other than expenses for owning, operating, and maintaining the aircraft.

This language eliminates the need for a LODA in most common cases of flight training, such as receiving a flight review or transition training in one's own aircraft.

As was the case prior to 2021, those wishing to offer training to the flying public that includes the rental of an experimental aircraft will continue to need a LODA, and the FAA's LODA policy only covers certain types of training, such as transition training for builders and new owners of experimentals. It also covers ultralight training in certain low-mass, high-drag types.

On the Wreckord

Steen Skybolt - Texas: After landing and while taxiing to the hangar, the bottom of the airplane's fuselage began to drag on the ground. Realizing that something was wrong, the pilot stopped the airplane and turned the engine magneto switch to off. Postaccident examination revealed that a fatigue failure of the main landing gear (MLG) truss had occurred, which allowed the MLG to spread apart. (7/14/2018)

On the Wreckord

Cassutt IIIM - Texas: The pilot was departing in his experimental, amateur-built airplane configured for aerial racing. When the airplane entered its initial climb and was about 50 ft above ground level, the engine performance reduced by about 300 rpm. The pilot attempted to continue the takeoff to complete a circuit in the airport traffic pattern. A witness saw the airplane turn left, and the nose immediately dropped and impacted the ground, followed by the right side of the airplane.

A teardown of the carburetor showed multiple discrepancies, the most notable of which was a loose primary venturi. This condition is likely to have caused the partial loss of engine power during takeoff due to the delivery of inconsistent vacuum pressure and a disruption in fuel flow. An airworthiness directive (AD) issued 20 years before the accident required that the venturi be inspected at each annual, 100-hour, or conditional inspection. It is unknown if this AD was complied with, as the pilot/owner did not possess any records that showed the carburetor's maintenance history. (7/14/2018)

On the Wreckord

Whittman Tailwind - Ohio: The owner was receiving instruction from a flight instructor during a familiarization flight when the airplane experienced a total loss of engine power while leveling off at 2,000 feet. The flight instructor attempted to restart the engine by turning on the carburetor heat and the fuel pump but was not successful. The flight instructor then performed a forced landing to a field, during which the airplane sustained substantial damage to the fuselage.

The airplane was equipped with an unconventional mixture control that was improperly used during flight and caused the engine to quit running. The mixture control had been modified from its original configuration; the full-forward position of the mixture control would provide a full lean mixture, opposite of the original configuration in which a full-forward position would have provided a full rich mixture. Thus, it is likely that fuel was inadvertently cut off during flight. (7/12/2018)

NEWSLETTER

Chapter 26

EXPERIMENTAL AIRCRAFT ASSOCIATION

The Newsletter of EAA Chapter 26