WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXIX No. 9 ❖ September 2021

President's Letter

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

* EXTRA * EXTRA *

Steve Crider came by on Thursday (9/2) to say he has talked to the people at Boeing Field and they are a GO for our meeting in person! So we will gather together at the terminal at Boeing Field where we last met a year and a half ago. I do not have a specific program planned, but it will be great to see everyone in person! We could share the monthly video from headquarters if we run out of things to talk about. If you have pictures from Oshkosh (or any other flying trips) bring them to share.

(Continued on page 2)

This month:
IN PERSON AT BOEING FIELD
Thursday @ 7:30

Meeting Topic:

Remember what we look like in person!

FUTURE EVENTS
2nd Thursday in October

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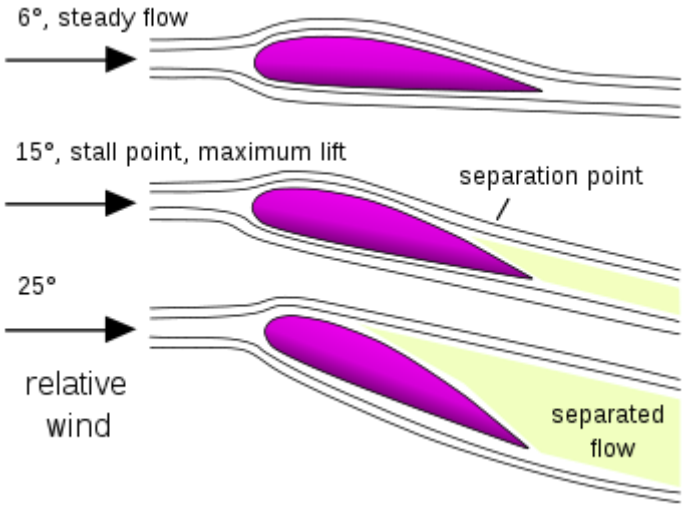
President's newsletter (Continued)

I have been flying every few days pretty regularly. Our good summer weather will eventually change so I am enjoying it while I can. I have been painting our house and hangar. I met a guy at the paint store who is just starting to fly. He has had 3-4 lessons so far and is all excited. He wants to be an Air Force pilot. He has taken the test but with COVID there is a long wait list to get in. I gave him a ride in the Falco. He is flying a C-152 out of Tacoma Narrows. We did a stall in the Falco, which is more aggressive than stalls in a C-152! It is always fun to see someone excited about flying – new young blood.

Looking forward to seeing everyone in person on Thursday at 7:30.
~Dave



Take Action on Critical Flight Training Issue

August 12, 2021 – Earlier this year, a federal court determined that compensated flight instruction in experimental, limited, and primary category aircraft, even instruction obtained in an individual's own aircraft, was contrary to FAA regulation. While the FAA has used letters of deviation authority (LODAs) and exemptions to temporarily address the issue, a long-term fix is years away under the normal rulemaking process.

This is unacceptable to EAA and the rest of the general aviation community. That is why we are backing the Certainty for General Aviation Pilots Act to quickly address the issue. With the help of EAA, twin bills have been introduced in the Senate and House that would require the FAA to recognize flight training and the Additional Pilot Program for homebuilt flight testing as permitted activities not requiring any special authorization. The Senate bill is S.2458, introduced by Senators James Inhofe (R-OK), John Boozman (R-AR), and Angus King (I-ME), and the House bill is H.R.4645, introduced by Representative Sam Graves (R-MO).

Contact your members of Congress today and ask them to cosponsor the Certainty for General Aviation Pilots Act. While personal phone calls, emails, or letters are the most impactful ways to make your voice heard, EAA has set up a convenient way to send a note of support to your congressional delegation. Go to EAA.org/TakeAction.

Have a question about the flight training issue? Go to EAA.org/LODAFAQs.

EAA Channel Recognized Among Top 1 Percent of All YouTube Channels

September 1, 2021 – EAA's YouTube channel (YouTube.com/EAA) has been recognized by the social media giant with YouTube's Silver Creator Award, highlighting achievements in subscriber reach and maintaining high standards in content production.

"EAA's editorial, digital, social media, and video teams have worked very hard to provide top-quality content of all facets of our membership and the fascinating world of recreational aviation," said Jim Busha, EAA's vice president of publications, marketing, and membership. "This award reflects their outstanding efforts and the growth of this channel as a way to grow participation in aviation."

YouTube's Silver Creator Award is considered by the social media source when a specific channel reaches a minimum of 100,000 subscribers. EAA's channel hit that milestone during EAA AirVenture Oshkosh 2021 in July. In addition, award recipients are reviewed for maintaining the highest standards, keeping their accounts in good standing without copyright strikes, community guideline violations, or artificially increased subscriber counts, among other criteria.

Of the 54.9 million YouTube creators, fewer than 300,000 accounts have reached 100,000 subscribers, putting EAA in the top one-half of 1 percent of all YouTube accounts. EAA includes its YouTube offerings as part of its broad social media resources that include accounts on all major social media platforms as well as offering at the organization's main website at EAA.org.

"We see our digital and social media offerings as a natural extension of everything that is part of EAA," Busha said. "That means aviation information, history, and just plain fun with airplanes and flying that easily reaches people wherever they enjoy content."

EAA created its YouTube channel in 2007, but has seen substantial growth in the past four years. That includes growth of nearly 30,000 subscribers in 2021 who are enjoying EAA's content from across the spectrum of recreational aviation.

EAA Free Webinars and News

9/29/21 7 p.m. CDT
Flying With the iPad — Your Digital Co-Pilot
Qualifies for FAA WINGS credit.
Bret Koebbe

This fast-paced presentation covers a wide range of practical topics on flying with the iPad and the ForeFlight mobile app. Led by Bret Koebbe, an active pilot and flight instructor at Sporty's Pilot Shop and editor of iPad Pilot News, this webinar will explore topics applicable to pilots of all iPad experience levels, including how to turn the iPad into your digital co-pilot, tips for flying with ADS-B weather on your iPad, and how to use ForeFlight to improve your flight planning.

10/5/21 7 p.m. CDT
Rotax 912 Engine Installation & Operational Tips
Homebuilders Webinar Series
Phil Lockwood

In this webinar, Phil Lockwood of Lockwood Aviation will cover the basics of initial installation of the Rotax 912 in a homebuilt. In addition, he will share the most common operational questions from his customers. Qualifies for FAA WINGS and AMT credit.

10/6/21 7 p.m. CDT
Blowout!
Qualifies for FAA WINGS and AMT credit.
Mike Busch

What do you do when a tire on your airplane ruptures during your landing roll at a busy big-city airport, immobilizing your aircraft and closing the airport's only runway? Well, that's exactly what happened recently to Mike Busch A&P/IA and the ensuing events proved to be an interesting learning experience. In this webinar, Mike shares his experience and offers some important do's and don'ts should something similar happen to you.

10/20/21 7 p.m. CDT
Preventing VFR Into IMC: Using Your Personal Weather Minimums
Qualifies for FAA WINGS credit.
Dr. Scott Dennstaedt

Flying VFR into instrument meteorological conditions (IMC) kills more pilots than all of the other weather-related accidents combined. Dr. Scott Dennstaedt will dive into the reasons why even experienced pilots make these fatal mistakes and explain how to use personal minimums to quantify the risk prior to making a flight, especially as it relates to adverse weather.

Zenair CH-701 – California: While in cruise flight, the pilot felt a severe vibration from the Viking engine and saw cooling fluid leaking onto the windscreen. About 30 seconds later, the engine lost total power. The pilot conducted a forced landing on a narrow field surrounded by vineyards. During the landing, the airplane slid into a ditch on the side of the field, coming to rest nose down substantially damaging the left wing and forward fuselage.

The pilot reported that one of the spider pins and some of the material holding the pins, which connect three rubber links that transmit power between the engine and transmission, had broken. The semiattached broken pin resulted in extreme vibration, it swung out on the other pin by centrifugal force which hit and broke the coolant line causing a loss of coolant.

Two days after the accident, Viking Aircraft Engines, the engine manufacturer, noted the forced landing due to a failed flywheel drive part, recalled the flywheel drive assemblies, and stated they would be replaced with heavier flywheel drive assemblies. (7/15/2017)

On the Wreckord by Ron Wanttaja

Glasair – Colorado: The ATP was attempting to take off in a nonsteerable, castering, tailwheel-equipped experimental airplane with the tailwheel unlocked. During the takeoff roll, the airplane veered left. The pilot applied right rudder pedal input and then applied the right brake, but the airplane continued to veer left. The airplane veered off the runway about 2,400 ft down the runway and struck a taxiway light; the airplane's normal takeoff distance is 1,000 ft. A postcrash fire erupted from the right main landing gear well area as the occupants safely exited the aircraft.

The continued application of right brake after full rudder deflection, as evidenced by witness marks along the runway, did not correct the airplane's path; instead, it likely increased the takeoff distance and created a heat source for the initiation of the fire. According to the airplane Owner's Manual and a checklist item in the manual, the tailwheel was to be in the locked position for takeoff and landing. (7/15/2017)

JA30 Superstol – Oklahoma: During takeoff, the pilot thought that the airplane's performance was sluggish. The airplane started to lose lift, so the pilot reduced the control stick input. He maneuvered the airplane around trees, but the airplane continued to descend, so the pilot decided to land. The airplane made a hard landing, causing the airplane's landing gear to collapse due to sideload, and the airplane then skidded into a tree.

During a postaccident examination, a repair station noted contamination in one of the fuel jets and both carburetors of the Rotax 914. After replacing the fuel jet and cleaning the carburetors, the engine produced normal power. The cause of the contamination could not be determined. (7/2/2017)

NEWSLETTER

Chapter 26

EXPERIMENTAL AIRCRAFT ASSOCIATION

The Newsletter of EAA Chapter 26