

WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, WA ❖ Volume XXX No. 6 ❖ June 2022

President's Letter

It is time for another EAA meeting – which will be live and in person at the Boeing Field terminal like we did in the past!

The weather is improving (?) (warmer rain) and the big show at OSH is the end of July. That means I am working to get the airplane all spruced up – engine checked over, airplane polished, etc. This time I am getting the seats recovered because I am wearing out the fabric after 23 years. Oregon Aero offered me a ‘smokin’ good deal on my seats so I will talk about that at the meeting.

I will get my paper charts and draw my lines for the trip. It takes about six VFR and five IFR charts to get there. I do use the iPad, but when it gets hot and goes away I want something to rely on. Purple lines are great until they vanish!

(Continued on page 2)

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

Second Thursday
At 7:30 PM

<https://meet.google.com/jvg-uchh-ecu>

This month:

IN PERSON AT BOEING

***FIELD
Thursday @ 7:30***

Online also available:
<https://meet.google.com/jvg-uchh-ecu>

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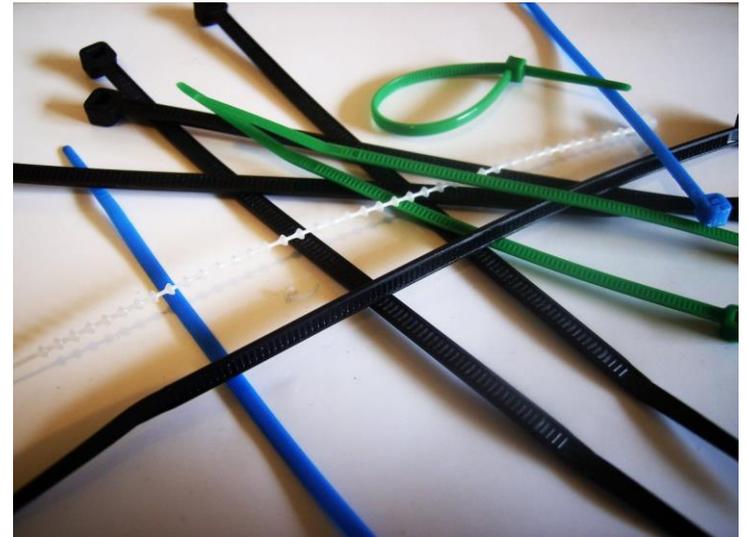
President's newsletter (Continued)

We get Chapter videos as 'Chapter President' (a perk) which we will show that talk about the air show and what will be happening. Good information to know when planning your trip there. I go a week early since I work the Air Academy. I can miss all the arrival mess. I would rather watch it from the ground. It can be a real three ring circus!

This month we will just share stories and adventures about what we have been doing or what is coming up. So come with stories to share and we will have a good time.

See you Thursday at 7:30pm at BFI.

~Dave



Military Aircraft Flocking to Oshkosh for EAA AirVenture Oshkosh 2022

May 12, 2022 — A long list of current military aircraft are among the early commitments to EAA AirVenture Oshkosh 2022, including many arriving to celebrate the 75th anniversary of the U.S. Air Force this year. The 69th edition of EAA's fly-in convention is July 25-31 at Wittman Regional Airport in Oshkosh, Wisconsin.

The current military aircraft listed, from the U.S. Air Force and U.S. Army, are those on ground display, with some performing during the daily air shows as well. They include:

- C-5 Galaxy
- C-17 Globemaster III
- F-16 Fighting Falcon
- KC-46 Pegasus
- HH-60 Pavehawk
- AH-64 Apache
- UH-60 Blackhawk
- MH-47 Chinook
- AH-6 Little Bird
- T-38 Talon

Many more military aircraft, for both ground display and aerial demonstrations, are expected to be added to this list in the coming weeks, with announcements coming as confirmations are finalized.

New Location, New Format for Pilot Proficiency Center at AirVenture 2022

May 12, 2022 — The popular Pilot Proficiency Center programs during EAA AirVenture Oshkosh, where pilots can improve their decision-making and flying skills, will be one of the first major events in the new Pilot Proficiency Center located adjacent to the EAA Aviation Museum. The programs, which are free of charge, had previously been located in a tent pavilion on the Four Corners on the AirVenture grounds.

This year's expanded schedule gives participants the opportunity for three breakout sessions in numerous categories during half-day clinics. Those categories include:

Killer Procedures

Learn-to-Turn

Backcountry Awareness

The Art of IFR

CFI-to-CFI

Stick & Rudder Redux

The Amateur-Built Flight Test Experience

Complete schedules of topics and speakers will be available in the coming days.

EAA Webinars

6/15/22 7 p.m. CDT

Getting Started With the Skew-T Weather Diagram

Qualifies for FAA WINGS credit.

By: Dr. Scott Dennstaedt

The Skew-T log-P diagram is the best-kept secret in aviation weather forecasting if you know how to unlock its secrets. Learn from Dr. Scott Dennstaedt the basic principles and concepts of weather by also learning how to interpret the Skew-T diagram. This tool will enhance your preflight weather briefing in a way that few other tools can

7/6/22 7 p.m. CDT

TBO 5000

Qualifies for FAA WINGS and AMT credit.

By: Mike Busch

In 2011, a 14-member Midwest flying club needed to decide what to do about its 1997 Cessna 172R whose Lycoming IO-360 engine had reached its 2,000-hour TBO. The club turned to its maintenance officer for advice, and he turned to Mike Busch's company Savvy Aviation. Thus began a collaboration that resulted in the Skyhawk's engine continuing in service for another decade until it reached the ripe old age of 5,000 hours, saving the club about \$60,000. In this webinar, Mike tells the story of how this was accomplished and talks about why every engine deserves the chance to continue in service "until its time comes."

7/13/22 7 p.m. CDT

Squawk Talk — All About Radar and Transponders Qualifies for FAA WINGS and AMT credit.

By: Prof. H. Paul Shuch

Ever since World War II, radar systems have been used to detect, direct, and destroy aircraft. But, who exactly are you seeing, tracking, or shooting at? In this FAA Safety Team WINGS and AMT Award presentation, Prof. H. Paul Shuch tells you how transponders were developed to precisely locate, and uniquely identify aircraft.

9/28/22 7 p.m. CDT

Flying With Datalink Weather—ADS-B and SiriusXM Tips Qualifies for FAA WINGS credit.

By: John Zimmerman

Datalink weather has the potential to make your flying safer and more comfortable, but only if you know how to use it properly. Join Sporty's Pilot Shop's John Zimmerman for an in-depth look at ADS-B, SiriusXM, and how to use them in flight.

Weather accident trends

The 5 rules of datalink weather

Differences between ADS-B and SiriusXM

Popular weather receivers

Real-world weather flying scenarios

On the Wreckord

Christavia Mark I– Illinois: The pilot was flying at a low altitude along a river when the airplane struck a power line suspended 30 ft above the river, causing the airplane to cartwheel. The power line wrapped around the airplane, and the airplane descended straight down, impacting the ice-covered river. The airplane's propeller showed indications that the engine was producing high power when the airplane struck the power line. Flight control continuity was confirmed. Examination of the engine and other airplane systems showed no preimpact anomalies. Thus, the accident likely occurred because the pilot did not see the power line suspended across the river while he was flying close to the river surface. (1/20/2018)



On the Wreckord

Velocity– New Mexico: The pilot was flying cross-country flight in night, visual meteorological conditions when he inadvertently entered an area of instrument meteorological conditions (IMC) and icing, and the airplane subsequently began accruing ice. The airplane was not equipped for flight in known icing conditions. The pilot reported to an air traffic controller that the airplane had entered IMC and had accumulated icing. The pilot then saw a 1-ft-diameter, gelatinous supercooled water mass on the windshield, and 5 seconds later, the entire windshield became crystalized with ice. Several seconds later, the airplane entered an uncommanded dive. The pilot was able to recover from the dive, but he was unable to maintain altitude and declared an emergency with air traffic control. Subsequently, he conducted a forced landing on rough terrain, which resulted in substantial damage to the fuselage and left elevator.

Ice accumulation was observed on the airframe at the accident site. Meteorological data indicated that the airplane flew into an area of unforecast icing conditions. It is likely the airplane entered supercooled liquid water clouds, which resulted in a sudden accretion of airframe ice. (1/15/2018)



On the Wreckord

Just Superstol– Hawaii: While landing at an airport after the personal flight, the airplane ground looped. The pilot visually inspected the airplane and found no damage. He then took off and flew to another airport. After touchdown at a speed of about 30 mph, the airplane veered sharply, and the right landing gear suspension strut collapsed. After the accident, the pilot discovered that the right suspension strut separated from the airplane; it was found on the runway near the touchdown point.

A metallurgical examination of the strut revealed that the separation features were consistent with an overload type of failure; however, it could not be determined when the event leading to the overload occurred. (1/13/2018)





NEWSLETTER



Chapter 26
EXPERIMENTAL AIRCRAFT ASSOCIATION



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The Newsletter of EAA Chapter 26

