



## EAA Chapter 52 Wing Flap

May 2021 Edition

**Right Seat,**

**By Jim Heffelfinger**

June's Membership Meeting

program is a continuation of the DIY LED lights from May. Owen asked about brightness and Gil asked about thermal management. I have a LUX meter and will be doing some comparative numbers as well as discussing options for heat management. Zoom meeting information will be in a breakout box on page1 of this newsletter.

Speaking of membership. Several you have moved, changed phone numbers and may have a more preferred email address. Send the changes on to me at

[jimheffelfinger@gmail.com](mailto:jimheffelfinger@gmail.com)

## Chapter Zoom Meeting!!!

Topic: Chapter 52 Zoom Meeting

Time: June 29, 2021 07:00 PM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/84104474445?pwd=Rit0VlBjQmNoK0R1dHdnck9maDBzZz09>

Meeting ID: 841 0447 4445

Passcode: EAA52



Jim's Grandson Oliver gets his first small plane ride.

Thanks Bob Aspegren!

Badges – Our badges don't stink but we may have missed ordering yours. If you do not have a Chapter 52 badge send me a notice at the above email address.

A reminder that 2021 dues are due. If you haven't paid for the year \$30.00 send to EAA Chapter 52 , P.O. Box 15743 Sacramento, CA 95852-5743

## On the web.....

Flying a Thunder Mustang – with PT-6. Inflight hydraulics failure, smoke in cockpit

[https://www.youtube.com/watch?v=EXBAL\\_c8dcM](https://www.youtube.com/watch?v=EXBAL_c8dcM)

Wasabi Air flight report – pretty exciting !!!



## The First Privately-Owned F-16 Fighter Jet Takes Off

The owners of the second-hand jet intend to use it as a training aircraft.

By [Fabienne Lang](#)

May 19, 2021



**For the first time ever**, a private adversary firm just flew a second-hand F-16A/B fighter jet, [reported The Drive](#).

The company in question, Top Aces, only [acquired its first fleet of F-16 fighters](#) in late January at its F-16 Center of Excellence in Mesa, Arizona. The fleet is part of its agreement with the U.S. Air Force to provide adversary training for the Air Force, the Navy, and the Department of Defense (DoD), as was detailed [in a DoD statement](#).



## Skill Building - Pilots

EAA has an initiative established in 2019 that many have gone unnoticed in the craziness of this last year. Go here to see the elements of the Proficiency Program. Project 21 is part of this program.

<https://www.eaa.org/ea/pilots/EAA-pilot-proficiency>

**The FAA** has renewed the spaceport license for the [Oklahoma Space Industry Development Authority](#)



in Burns Flat, OK. The renewal supports reusable launch vehicle 🚀 missions from their facility.

Learn more at:

[bit.ly/3pny8ar](https://bit.ly/3pny8ar). [#FAASpace](#) [#SpaceLicensingIsUs](#) [#spaceport](#)



77 years ago June 5<sup>th</sup> the RAF's 617 Squadron

pulled off an extraordinary, and relatively unsung, feat of precision when, by flying in a specific formation in pitch darkness and dropping batches of 'Window' at timed intervals, they gave the impression to German radar that a huge naval fleet was headed for Calais, thus diverting attention from the real invasion fleet 200 miles to the South-West. The illustration was originally for a piece by Dr Alfred Price that was published in [Aeroplane Monthly](#) in

2004 [#illustration](#) [#royalairforce](#) [#DDay](#) [#avgeeks](#)

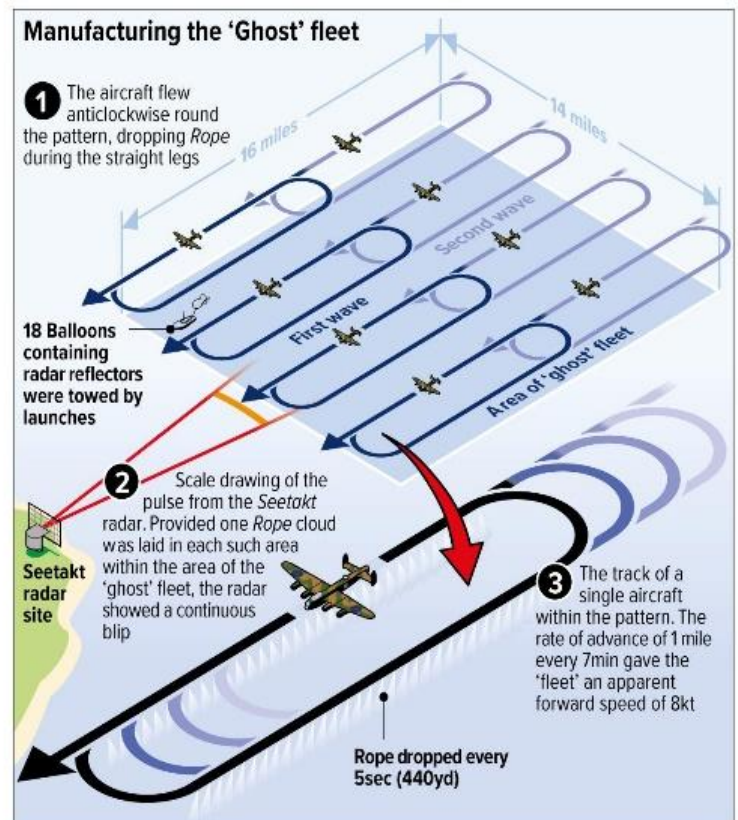


Illustration © Ian Bott, 2004 [www.ianbottillustration.co.uk](http://www.ianbottillustration.co.uk)

## FAA/WINGS/FAAST

Register by going

to: <http://www.fly-rite.com/free-webinars>

[Tuesday, 15 June 2021 - Intro to Weather Briefings 3:00 PM PDT/6:00 PM EDT](#)

[Wednesday, 16 June 2021 - Best Tips Tricks and Sites for Self Briefing 4:30 PM PDT/7:30 PM EDT](#)

[Thursday, 17 June 2021 - Intro to Weather Briefings 4:00 PM PDT 7:00 PM EDT](#)

[Saturday, 19 June 2021 - Aviation Weather Hazards: Identify and Avoid 9:00 AM PDT/12:00 PM EDT](#)

[Monday, 21 June 2021 - Best Tips Tricks and Sites for Self Briefing 3:30 PM PDT/6:30 PM EDT](#)

[Wednesday, 23 June 2021 - Intro to Weather Briefings 4:30 PM PDT/7:30 PM EDT](#)

[Thursday, 24 June 2021 - Aviation Weather Hazards: Identify and Avoid 4:00 PM PDT/7:00 PM EDT](#)

[Sunday, 27 June 2021- Best Tips Tricks and Sites for Self Briefing 8:00 AM PDT/11:00 AM EDT](#)

[Monday, 28 June 2021 - Intro to Weather Briefings 3:30 PM PDT/6:30 PM EDT](#)

[Tuesday, 29 June 2021 - Best Tips Tricks and Sites for Self Briefing 4:00 PM PDT/7:00 PM EDT](#)

[Wednesday, 30 June 2021 - Aviation Weather Hazards: Identify and Avoid 3:00 PM PDT/6:00 PM EDT](#)

To view further details and registration information for this webinar, [click here](#).

The sponsor for this seminar is: **FAASTeam**



# NTSB ***SAFETY ALERT***

National Transportation Safety Board



## **Arriving at a Major Fly-In Event?**



***Keep your focus on safety!***

### ***The problem***

- Arrivals at major fly-in events, such as SUN 'n FUN and Experimental Aircraft Association (EAA) AirVenture, pose unique challenges for pilots (and air traffic controllers), including extremely high-density traffic, special flight and communication procedures, a rapidly changing environment, and changes to air traffic control (ATC) separation standards.
- ATC standards for such events allow reduced runway separation between aircraft, minimized radio communications between pilots and ATC, and shared control of arrival and departure aircraft on the same runway between different teams of controllers. Thus, pilots can be as little as 1,500 ft behind another aircraft landing on the same runway (typical separation standards require 3,000 ft between aircraft), and ATC may be communicating with arrival and departure aircraft on different frequencies, reducing their ability to assess the traffic situation. Pilots may focus so much on complying with ATC instructions in this challenging environment that they lose control of the aircraft, which can lead to a stall.
- Accidents have occurred when pilots were too slow and stalled, used an excessive bank angle (resulting in an accelerated stall), or overshot the runway (resulting in a cross-control stall) when turning from downwind to base leg or from base leg to final.
- Pilots may not adequately review Federal Aviation Administration (FAA) notices to airmen (NOTAMs) published for the events. These NOTAMs are critical to ensuring flight safety because they contain special operational procedures, including arrival and departure routes, communication procedures, and other crucial safety information.
- The major fly-in event environment, with hundreds or thousands of people watching, may create pressure for pilots to continue an approach that they are uncomfortable with rather than go around. Several preventable loss-of-control accidents have occurred on arrival to such events because pilots have inadvertently exceeded their own performance limitations or those of their aircraft while operating in these unique environments.

### ***Related accidents***

- On July 22, 2015, a Piper PA-46-310P impacted runway 27 while landing at Wittman Regional Airport (OSH), Oshkosh, Wisconsin, for EAA AirVenture. The pilot and two

passengers sustained serious injuries, and two passengers sustained minor injuries. The pilot was flying the Fisk arrival to runway 27 in accordance with the FAANOTAM. The airplane entered the right downwind leg at 1,800 ft and started to descend while maintaining 90 knots. The controller instructed the pilot to turn onto the base leg and land on the “green dot” (about 2,500 ft from the displaced threshold). After starting the base turn, the pilot saw a departing airplane taxi onto runway 27 and begin its takeoff roll. The controller then told the pilot to continue the approach and land on the “orange dot” (about 1,000 ft from the displaced threshold). While turning from base leg to final, about 130 ft above ground level, the pilot reduced power and the airplane entered a steep bank angle, which resulted in a stall. The pilot attempted to recover by adding full power, but the airplane crashed on the runway. ([CEN15FA311](#))

- On July 27, 2010, a Beechcraft 390 crashed while attempting to land on runway 18R at OSH for EAA AirVenture. The pilot and the passenger sustained serious injuries. The pilot arrived in the area, contacted the tower controller, and was instructed to enter a left traffic pattern. As the airplane was turning from the downwind to base leg, the controller handling departures cleared a Piper Cub for an immediate takeoff and angled departure. The accident pilot could not hear the departure frequency and was therefore unaware that the departing Piper Cub was going to the left of the runway after liftoff. The accident pilot became concerned that his descent path to the runway would conflict with the Piper Cub on takeoff roll. The accident airplane overshot the runway centerline during the turn from base leg to final and was to the right of the runway when it completed the turn. The accident pilot initiated a go-around because he perceived a conflict with the Piper Cub, increasing engine power slightly as he looked for additional traffic. The right wing stalled, and the airplane impacted the ground. A postaccident review indicated that the Piper Cub was already airborne, had turned left, and was clear of the runway when the accident airplane turned from base leg to final. ([CEN10FA443](#))
- On April 16, 2007, a homebuilt Terrair Express impacted terrain after a loss of control during landing at Lakeland Linder Regional Airport, Lakeland, Florida, for SUN ‘n FUN. The pilot and passenger died. In accordance with the FAA NOTAM, the pilot turned left onto the downwind leg, then onto right base for runway 27R, and was cleared to land. (The downwind entry procedure at SUN ‘n FUN is made at a 90° angle, which differs from the standard 45° angle entry.) About 15 seconds later, the controller advised the pilot not to overshoot runway 27R and again indicated that the airplane was cleared to land on runway 27R. The airplane steeply banked, stalled, and crashed. ([MIA07LA077](#))

### ***What can pilots do?***

- Do your homework! Study the event NOTAM so that you know what to expect when you arrive. The procedures for an event may change from year to year, so be familiar with the NOTAM each year even if you are a regular visitor to the event.
- Be mentally prepared for a challenging and dynamic environment.

- Brief passengers in your aircraft about what to expect during arrival and ask them to help you watch for traffic.
- Keep radio traffic to a minimum in accordance with the published procedures. As you approach the area, monitor the published frequency to hear what other pilots are being told.
- Know your limitations and those of your aircraft. You may be asked to operate in close proximity to other aircraft, make a short approach, follow aircraft that may be slower than your usual approach speed, land at a specific spot on the runway, or expedite takeoff. Brush up on any relevant skills before you go.
- Above all, know that ATC is there to help and support you. If you are uncomfortable with an ATC instruction, landing clearance, or aircraft spacing, *fly your aircraft first*, and advise ATC if you decide to go around. Any

controller will tell you that they would much rather deal with a go-around than an accident!

### ***Interested in more information?***

Due to the unique challenges for pilots associated with major fly-in events such as EAA AirVenture and SUN 'n FUN, it is particularly important for pilots to review FAA NOTAMs published for the events. Additional safety-related information, including critical tips for safe arrival and departure related to the fly-in events, may be found on the organizations' websites.

The following FAA resources, while not specific to such events, can help you sharpen your skills. They can be accessed from the FAA's website at [www.faa.gov](http://www.faa.gov):

- A [Personal Minimums Checklist](#) can be a helpful tool in assessing your capabilities and determining your readiness for flight.



- “[Fly the Aircraft First](#),” an FAA General Aviation Joint Steering Committee Safety Enhancement Topic published in January 2015, contains tips and resources about how to maintain aircraft control and minimize distractions.
- The [Airplane Flying Handbook \(FAA-H-8083-3A\)](#), chapter 4, “Slow Flight, Stalls, and Spins,” provides a detailed discussion of stalls and how to prevent them.
- “[Runway Safety: A Best Practices Guide to Operations and Communications](#)” is a useful guide that details common communication procedures with ATC.

The NTSB’s Aviation Information Resources web page, [www.nts.gov/air](http://www.nts.gov/air), provides convenient access to NTSB aviation safety products. The reports for the accidents referenced in this safety alert are accessible by NTSB accident number

from the [Aviation Accident Database](#) link, and each accident’s public docket is accessible from the [Accident Dockets](#) link for the Docket Management System. This safety alert and others can be accessed from the [Aviation Safety Alerts](#) link.

## **The EAA AirVenture Oshkosh 2021 Notice To Airmen (NOTAM) is available now!**

Pilots planning to fly into [#OSH21](#) have three months to familiarize themselves with this year's NOTAM. There have been several important FAA-approved changes that were based on pilot feedback and FAA review of arrival procedure recommendations. Read about changes for 2021:

<https://bit.ly/3gwFG8g>

Download NOTAM:

[eaa.org/NOTAM](http://eaa.org/NOTAM)



**April 22, 2021** – There are several important FAA-approved changes in the EAA AirVenture Oshkosh 2021 Notice to Airmen (NOTAM), featuring arrival and departure procedures for EAA's 68th fly-in convention July 26-August 1 at Wittman Regional Airport in Oshkosh. These changes are based on pilot feedback and FAA review of arrival procedure recommendations.

The NOTAM, which is in effect from noon CDT on Thursday, July 22, until 8 p.m. CDT on Sunday, August 1, outlines procedures for the many types of aircraft that fly to Oshkosh for the event, as well as aircraft that land at nearby airports. The NOTAM was designed by the FAA to assist pilots in their EAA AirVenture flight planning.

Some of the 2021 changes include:

- There are new ATC-assignable transition points approaching Oshkosh from the west that will ease holding and congestion. These points are at Endeavor Bridge, Puckaway Lake, and Green Lake. They will be announced on the arrival ATIS when ATC

puts them into use at times of highest traffic flows.

- Different start and ending dates for the NOTAM.
- The temporary Runway 18L/36R at Oshkosh (KOSH) has been reconstructed and is now 60 feet wide.
- Two VORs have been decommissioned (FAH and IKK).
- Numerous editorial changes.

"With AirVenture on hiatus last year, it is more crucial than ever to



thoroughly read and understand the 2021 AirVenture NOTAM to ensure safe operations on arrival and departure for this year's event," said Sean Elliott, EAA's vice president of advocacy and safety. "We also urge all pilots to log appropriate cross country time prior to their trip to Oshkosh so

they have the proficiency and confidence to fly safely in conjunction with a thorough knowledge of this year's NOTAM."

EAA is also hosting a webinar on June 23 at 7 p.m. regarding flying to AirVenture 2021 and changes in this year's NOTAM. Pilots are encouraged to participate in that webinar to build their knowledge prior to their flights to Oshkosh.

This year's NOTAM cover features a photo from the EAA Seaplane Base. Pilots can download a digital version of the NOTAM at [EAA.org/NOTAM](https://www.eaa.org/NOTAM), or order a free printed copy via that webpage or by calling EAA Membership Services at 800-564-6322.

### [Hartzell Engine Technologies Helping Air Venture Covid Efforts](#)

**April 15, 2021** – Hartzell Engine Technologies has committed to supporting the hundreds of additional hand-sanitizing stations that will populate the AirVenture grounds this summer. These additional stations – up to 800 added throughout the site – are part of EAA AirVenture Oshkosh's COVID protocols to keep

attendees healthy and safe during this year's fly-in.

"Part of our AirVenture planning with local and state health officials this year was to provide the higher level of resources that is part of every major public event in 2021," said Steve Taylor, EAA's director of facilities. "At an event the size of AirVenture, it's a daunting task, which is why support from companies such as Hartzell Engine Technologies helps when maintaining the high standards that are part of the culture here at Oshkosh."

The hand sanitizer stations will be readily visible with standard markings (shown here) that feature the Hartzell Engine Technology logo. They will be located at public gathering points throughout the grounds.

More information on all of EAA's COVID protocols in 2021 is available at [EAA.org/COVID](https://www.eaa.org/COVID).

### [A New Era: Air Venture Planning Though Unknowns](#)

**February 4, 2021** – Coordinating the countless moving parts of EAA

AirVenture Oshkosh is a challenge in the best of times, but coming back from 2020's COVID-caused cancellation raises expectations regarding health and safety measures in planning this year's event on July 26-August 1.

During the coming months, we'll keep you informed with the latest information as the situation evolves in a dedicated area of our website with a highly visible logo. An important phrase to remember is "*At this time...*" As the return to events begins throughout the country, plans will change in conjunction with the current state of the pandemic.

"We will be hosting AirVenture 2021, but there will be areas that will look different and areas where we'll incorporate technology to limit touchpoints as we work with local and state health officials to establish and maintain the best possible standards for public events," said Jack J. Pelton, EAA's CEO and Chairman. "Some areas may look different at Oshkosh this year, but the feeling will be the same as we gather to celebrate the world of flight."

Some of the initial decisions made for this year's event, some of

which will evolve and change as the event nears, include:

- **Masks** will be strongly recommended if you are unable to social distance (roughly 6 feet or 2 meters).
- Proof of **COVID vaccine** will not be required to attend.
- **International visitation** is dependent on current international travel regulations and mandates in the U.S. and individual countries of residence.
- Increased **physical distancing** will be encouraged in all areas.
- EAA is adding significant numbers of sanitizing facilities and working with industry-leading companies for **continual disinfection** throughout the grounds.
- **Theater in the Woods, forums pavilions**, and other outdoor venues will operate with reduced seating capacity, with social distancing opportunities on the open grounds at that location.
- There will be fewer exhibitors in each **indoor exhibit building**, creating more walkways and separation between exhibitors. Additional venues on the grounds are being re-purposed to accommodate indoor exhibitors that are moved this year.

- Wherever possible, **ventilation will be increased** in tents and indoor facilities.
- Several **annual events** where physical distancing is not possible will not be held this year, including the Monday night concert; the Young Eagles, EAA Lifetime Member, and International Visitors dinners; the Runway 5K run/walk; and large corporate events and receptions.
- **High-demand forums** and presentations will be scheduled more than once to accommodate demand while allowing for distancing.

In addition, look for more details on new programs for low-contact procedures for admissions, camping registration, points of entry, and other high-volume areas.

"EAA is incorporating innovative ideas for our presentations and even the air shows to keep you safe in 2021 while keeping the fun factor high," Pelton said. "We appreciate your understanding that these plans will evolve in the coming months. We expect changes as we gear up for Opening Day, so our goal is to bring you any new information regularly as soon as we confirm it. We also understand that the

ultimate decision to join us is always yours, based on your personal situation and comfort level."As always, we invite your ideas and input at [feedback@eaa.org](mailto:feedback@eaa.org). We'll see you on the Oshkosh flightline this summer!\







JUNE						
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**Cessna 170**  
Photo Credit: Leonardo Correa Luna