Experimental Aircraft Association
Delaware Valley, Pennsylvania
Doylestown Airport (KDYL)
3879 Old Easton Rd.
Doylestown, PA 18902
Meets: Last Wed each of month (7:30 PM)

July, 2018
Volume 42, Number 07

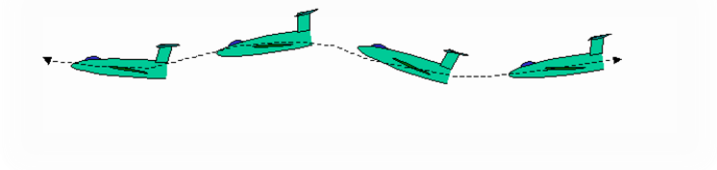
CHAPTER CHATTER

Chapter Number 78

Flying Through History

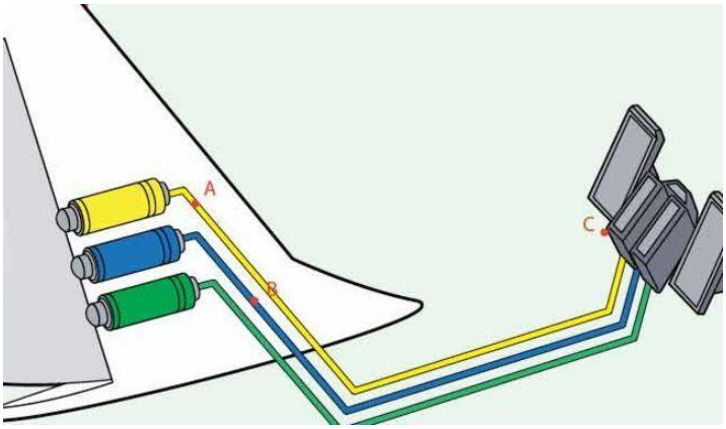
Crosswind landings: Worth the price to practice

Santa Ana winds tracking out of the northeast make for interesting takeoffs and landings at Santa Monica Airport (KSMO) in Southern California. Prevailing winds there are normally out of the southwest, so Runway 21 is almost always in use. Runway 3 is rarely used.



IMPORTANT REMINDER

Quiz: Can You Pass These [7] Private Pilot Checkride Questions?



a) The soul of a yaw damper rests with rudder servos, accelerometers and rate sensors, often located in the tail of the airplane.

b) In most aircraft, the yaw damper sensors are constantly talking back and forth to the primary onboard reference system, such as the ADAHRS.

c) The yaw damper on some aircraft turns on and off automatically, making it one more thing the PIC need not worry about forgetting.

FAA publishes Means to Comply with Part 23, seeks public comment

Last August, the final rule overhauling the Part 23 airworthiness standards for general aviation airplanes officially went into effect.

Now, the FAA has issued 63 means of compliance (MOCs) for Part 23 that will foster faster installation of innovative, safety-enhancing technologies into small airplanes, while reducing costs for the aviation industry, FAA officials say.

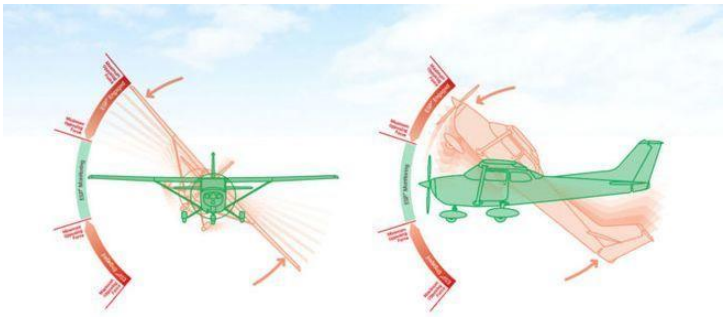
On May 11, the FAA published a notice of availability in the Federal Register accepting 63 MOCs to Part 23 that are based on consensus standards published by ASTM International.

The MOCs listed in the notice are an acceptable means, but not the only means, to comply with the applicable regulations in Part 23, amendment 23-64, for normal category airplanes, FAA officials note. The public comment period ends July 10, 2018.

The FAA participated with the general aviation industry in developing these consensus standards. The agency accepted 46 of the ASTM consensus standards as MOCs without change; the other 17 MOCs are a combination of the ASTM standards and FAA changes.

Accepting MOCs — based on consensus standards — to Part 23, amendment 23-64, is consistent with the Small Airplane Revitalization Act of 2013 and the FAA's stated intent in issuing the overhauled airworthiness rules, officials said.

A summary of MOCs accepted by this notice is available on the FAA website. Guidance for proposing additional means of compliance to Part 23 for FAA acceptance is provided in Advisory Circular 23.2010-1.



A recent change to the FAA's Airman Certification Standards (ACS) for private pilots requires applicants to demonstrate slow flight at "an airspeed at which any further increase in angle of attack, increase in load factor or reduction in power would result in a stall warning (e.g., aircraft buffet, stall horn, etc.)." The idea is that pilots will learn to recognize and recover sooner from a developing stall condition.

The airline transport pilot reported that he was flying his experimental, amateur-built Tiger Moth about 500′ above ground level over his ranch in Decatur, Texas, when he smelled something burning.

About 15 seconds later, the engine experienced a total loss of power, and the propeller stopped spinning.

The airplane hit a ditch and nosed over during the subsequent forced landing.

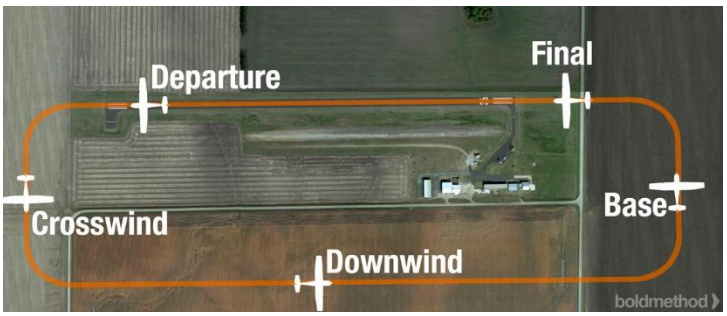
A post-accident examination of the engine revealed that the inline electric boost pump had overheated and burned, which resulted in a loss of fuel supply to the engine.

Probable cause: A failure of the electric fuel boost pump, which resulted in fuel starvation and a subsequent total loss of engine power.

NTSB Identification: CEN16LA219

This June 2016 accident report is provided by the National Transportation Safety Board. Published as an educational tool, it is intended to help pilots learn from the misfortunes of others.

Here Are The Changes To The FAA's 25 Year Old Traffic Pattern Procedures

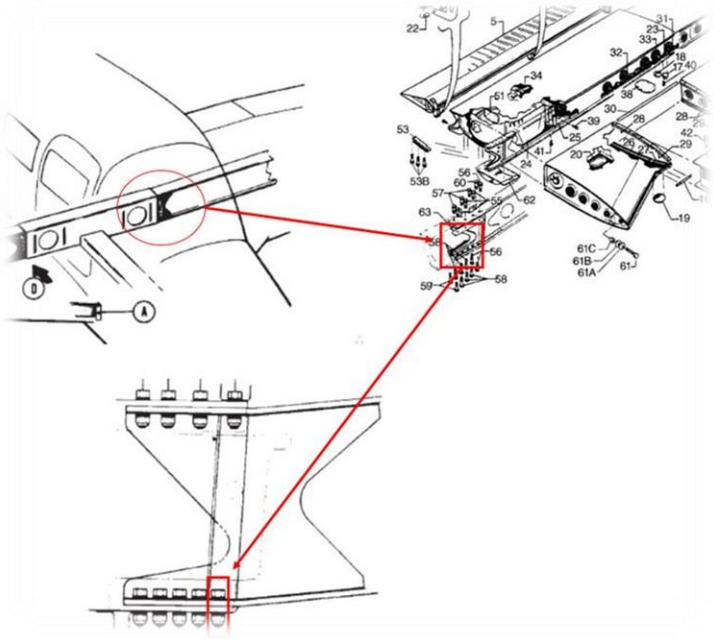


Most of America's 5,000 public airports don't have a control tower, and the FAA has just updated their guidance on how you should fly into them. Here's what you need to know about the changes...

Are You Flying Non-Precision Approaches The Way The FAA Wants You To?

Here's how they recommend you fly them to give yourself the greatest chance of landing safely...

NTSB Uncovers Clues Related to Piper In-Flight Breakup



Accident aircraft inspection uncovered wing fractures consistent with overstress.

Why Airplane Tires Almost Never Have a Blowout

With 500,000 pounds of Boeing 777 coming down hard, you'd think the tires would explode sometimes.