

EAA 723



Message from the chapter President

Lately, we have had a lot of rain. As a result, we haven't been able to fly much. It is anticipated to have a great weather this weekend. As a result, I am sure the skies over Ventura County will be crowded. For those who park outside, don't forget to sample your fuel tanks properly to ensure no water contamination.

In addition, we are told that the local radar connection for both Oxnard and Camarillo towers are out. Therefore, they are asking to go elsewhere to practice T&Gs if operating during the busy hours.

This Saturday, Mr Jeff Lucky will be our speaker and will present his approach to design and building of Instrument Panels/ Avionics for Experimental aircraft. I am

looking forward to his presentation.

I look forward to see you this coming Saturday. Our general meeting starts at 10:00.

Ali

Safety Corner

Wake Turbulence from Airbus A320 caused a Crash of Cirrus SR22

SUMMARY

A Cirrus SR22 crashed due to wake turbulence from Allegiant Air Airbus A320.

While the pilot and passenger survived impact, the latter later succumbed to injuries.

Local air traffic control didn't issue a cautionary advisory for wake turbulence, contributing to Cirrus SR22's crash.

The National Transportation Safety Board (NTSB) revealed that wake turbulence

from an Allegiant Air Airbus A320 resulted in a Cirrus SR22 crashing just before landing at Knoxville McGhee Tyson Airport (TYS) in December 2021.

The pilot, who survived the accident, told the NTSB that the incident occurred when the Cirrus SR22, registered as N162AM, was on final approach at TYS. Air traffic control (ATC) told the SR22 pilot that there was an incoming A320 on final approach, with the pilot acknowledging the commercial aircraft and responding that they made visual contact.

ATC told the Cirrus SR22 to land behind the Airbus A320. In an interview with the NTSB, the SR22's pilot could not recall whether the controller warned about potential wake turbulence from the A320. The private aircraft continued its approach to TYS, with the pilot recalling that their approach was a bit further away from the runway than standard and that they were a bit low, probably due to the spacing from the A320.

Sudden extreme roll

Nevertheless, they also told the investigators that the spacing between their SR22 and the A320 felt normal and reasonable compared to the pilot's other encounters with larger commercial aircraft. However, when the aircraft was established on final, the SR22 felt a "bump of wake turbulence," following which the passenger of the Cirrus aircraft inquired about the event. At the same time, the autopilot announced "five hundred," and moments later, the aircraft rolled approximately 135° to the left in less than a second.



While the pilot applied corrective inputs and yelled "PULL CAPPS" repeatedly, with the passenger deploying the Cirrus Airframe Parachute System (CAPS), the aircraft impacted the ground seconds after the deployment of the parachute.

Two souls were onboard the SR22: the pilot and a 30-year-old passenger. While both had a private pilot's license (PPL), the passenger had only one hour of flight time 90 days before the incident. The NTSB's report detailed that the passenger survived the initial impact, even responding to verbal commands from the first responders, but eventually succumbed to their injuries.

The incident flight was the SR22's last practice approach of the day. While abeam the airport, the local controller told the pilot to extend their downwind, warning about traffic, namely the Allegiant Air Airbus A320 on a 3-m final.

"The pilot informed the controller that they had the traffic in sight. About 1 minute later, the controller instructed the pilot to follow AAY2615 and cleared them to land on Runway 23L; however, a cautionary wake turbulence advisory was not issued."

According to the NTSB, when the SR22 turned onto the base leg, it was behind the A320 by around 1.8 m. However, when the Cirrus pilot was on a 1.5-m final at 1,000 feet, the SR22 disappeared from the radar.

The NTSB determined that the contributing factor was the failure of a controller to warn about wake turbulence.

As a remainder, the recommendation for airliners (much bigger than the GA folks) is to remain more than 3 miles in trail (more for the GA), and remain above the big jet's glide path.

Hangar Happenings: BY DOUG WAGNER

We have been busy around the hangar this past month. We helped clean out a hangar east end and acquired some shelves and tools, and saws. Robert Appleford used the shelves in the storage hangar to get items off the floor. He really got things organized and easy to see and get to. I want to thank Jim Peters, Tim Patrick, Brent Norris, and Robert for helping.

I think the shop machines and tool cabinet locations need to be looked at to make it easier to get around and use the tools.

I installed new filters in the shop vacs so be careful when using.

There are a lot of airplane magazines on the table please take any you may want with you, or they will be placed in the recycle bin.

If you are looking for tie down space let me know. We may have space available.

Builder activities:

- Tim Patrick has the Red Savannah. Tim has been flying the Savannah and taking some nice trips.
- Doug Wagner with the EZE has been working the fuel systems and getting close to doing fuel flow test.
- Mike Fountain with the Quickie 2is hooking up the rebuild engine and installation. He is looking at ways to improve the brakes. He is trying to get help with fiberglass work.
- Andrew Freesh and dad Bill are building the Spitfire. They have painted many of the wing components and other items. Andrew got his Fly Baby inspected and ready to fly.
- Jay Hansen has been working on his plane and doing some flying.
- Andy Barkin has removed the top center section has it on the bench. Andy also brought his Volksplane. We have his area jammed with hangar stuff.
- Wayne King with the Zenith is working on the spar and other components. I see he is making progress. Looks good. He is adding some parts to the wing to stiffen up the ribs.

EAA 723 STORE

DONATED ITEMS FOR SALE

TOOLS, POWER EQUIPMENT, AIRPLANE PARTS AND AIRPLANES.

CONTACT: ROBERT APPLEFORD

ROAPPLECART@GMAIL.COM